

# THE STAR AND BANNER.

FEARLESS AND FREE.

TWO DOLLARS PER ANNUM.

NUMBER 44.

GETTYSBURG, PA., FRIDAY EVENING, JANUARY 12, 1855.

BY D. A. & C. H. BUEHLER

VOLUME XXV.

We give below the words accompanying the picture, which appeared on the table of the agents of Osian's Balm. The words and the music were composed by J. G. Clark, a member of the Company, and are very beautiful.

**THE OLD MOUNTAIN TRAIL.**  
Oh, the home we loved by the bounding deep,  
Where the hills in glory stood,  
And the more green grass, where our fathers  
Sleep.  
Near the bottom of the winding wood,  
We remember yet, with fond regret,  
For the rock and the rocky ledge,  
Where we once used to play thro' the long,< long  
In the shade of the old mountain tree.  
We see strangers now in a stranger land,  
And the youth of yore are passed,  
Kind friends are gone, but the old trees stand,  
Unharm'd by the wearing blast.  
Oh, the bark that sing in the clouds of spring,  
And the swan on the silver sea,  
But we mourn for the shade where the wild bird  
Hid his nest in the old mountain tree.  
Oh, the time went by like a tale that is told,  
In a land of song and mirth,  
And a shadowy form in the church-yard cold,  
Finds rest from the care of earth.  
And many a day will wander away,  
O'er the waves of the Western sea,  
And the heart will pine and vainly pray  
For a grave by the old mountain tree.

**Making Brides.**  
A traveller in Germany says—"The Germans, by the way, have a queer way of making brides, and of doing some other things in the courting and marrying way which may interest you, perhaps. When a maiden is betrothed, she is called 'bride,' and so continues until she becomes 'wife.' All the while she is engaged she is a 'bride.' The lovers, immediately upon the betrothal, exchange plain gold rings, which are worn, afterwards, till death parts them. The woman wears hers on the third finger of her left hand, and when she becomes 'wife,' her ring is transferred to the third finger of the right hand, and there it remains. The husband always wears his ring just as the wife wears hers, so that if you look upon a man's hand you can tell if he is married or not. There is no cheating for him ever after, no coquetting with the girls, as if he were an unmarried man, for if the whole story is told by his finger ring. A married Viennese lady was once amused when I told her that in our country we only 'ring' the women, but let the husbands run at large unmarked. 'Oh, that is dreadful!' said she, more than half-shocked. 'Think, there is Frederick, my husband—only twenty-four—so young, so handsome—and all the girls would be taking him for an unmarried man, and he making love to him.' 'Oh, that is dreadful, is it not?' 'They would never know it was married. How can you do so in your country?' 'I would not live there with Frederick for the world.'"

**Mrs. Sandwich Island Ladies.**  
These are some among them who, in point of physical perfection, are surpassed by none throughout the whole earth. The girls are women at fifteen and sixteen. Their development is rapid under the genial sun of the tropics. They have the Malay physiognomy and cast of countenance, with dark eyes, that seem to read the beholder's thoughts, and hair as black and glossy as the wings of the raven. I have seen many of them on whose external beauty nature seems to have lavished all her skill. From their maturity until quite past the meridian of life, the women appear to think, feel, and act like school girls. It is not until their beautiful faces become mixed with gray that they begin to feel the coming on of life's winter. Then it is that they grow old rapidly, and they fade like flowers smitten by the chilly breath of the north. It may safely be asserted that these women acquire much of their physical perfection by frequent aquatic and equestrian exercises.—*Sandwich Island Notes.*

**The Cost of Glory.**—The public debt of England now stands at the round little sum of £200,000,000 sterling. Of this debt 800,000,000 were created to put down Napoleon in the thirty years war ending with the battle of Waterloo—to put down the same family she is now striving to build up—to trust aside the hero who gave liberty to Italy, while she has taken to her arms the hypocrite who stabbed Italy to the heart at Rome. To pay the interest on this sum, besides the yearly government expenses—in the latter category is included about \$40,000,000 annually paid to archbishops and other church-dickers, and say five millions and half more paid to the Queen to supply the royal table with food and haberdashery, and pay-dogs amounting to £500,000,000 or \$250,000,000, \$400,000,000 in all, the people must be taxed upon every article which enters into the mouth, or covers the back, or is placed under the foot. Taxed upon everything which is pleasant to see, hear, feel, smell or taste.

**Great minds had rather deserve contempt than applause, without obtaining it, than obtain without deserving it; if it follows them it is well, but they will not devote to follow it.**

**Diamonds.**—The diamond, being the hardest and also the wearier, it dispenses insurance; its magnitude, liteness, and what is contemptible, it gives authority; what is low, exaltation.

**During the hours of regret we recall the image of departed joys, and in weeping regret remember, tears, softly shed, embalm the wounds of grief.**

**He that hath the spice may season as he pleased.**

**It is that gait well, and spends well, settles the account well.**

**It is that will consider of it takes time to carry you headstrongly.**

**Where there is liberty there is my home.**

**A man's true prosperity often begins when he is said to be ruined; and his ruin, when he is said to be prospering.**

**The Queen and the Quakers.**  
The summer of 1815, her late majesty, Queen Charlotte, visited Bath, accompanied by the Princess Elizabeth. The waters soon effected such a respite from pain in the royal patient, that she proposed an excursion to a park of some celebrity in the neighborhood, then the estate of a rich widow belonging to the Society of Friends. Notice was given of the Queen's intention, and a message returned that she would be welcome. Our illustrious traveler, perhaps, never before held a personal intercourse with a member of the persuasion whose votaries never voluntarily paid taxes to "the man George, called King by the vain ones." The lady and gentleman who were to attend the august visitant had but feeble ideas of the reception to be expected. It was supposed that the Quaker would at least say, "Thy majesty," "Thy Highness," or "Madame."

The royal carriage arrived at the lodge of the park punctually at the appointed hour. No preparations appeared to have been made; no hostess or domestics stood ready to greet the guests. The porter's belt was rung; he stepped forth deliberately with a broad brimmed beaver on; and, in a low voice, he said, "What's thy will, friend?"

"This was almost unanswerable. 'Soberly,' said the nobleman, 'your lady is aware that her Majesty—' Go to your mistress, and say the Queen is here."

"No, truly," answered the man, "it needeth not; I have no mistress nor lady, but my friend Rachel Mills expects thee. Walk in!"

The Queen and Princess were handed out, and walked up the avenue. At the door of the house stood the plainly attired Rachel, who, without even a courtesy, but with a cheerful nod, "How's thee do, friend? I am glad to see thee and thy daughter. I wish the well. Rest and refresh thy people, before I show thee my grounds."

"What could be said to such a person? Some condescension was attempted, implying that her majesty came not only to view the park, but to testify her esteem for the Society to which Miss Mills belongs. Cool and unswayed she answered, 'Ye too art right there. The friends are well thought of by most folk; but they need not the praise of the world; for the rest, many strangers gratify their curiosity by going over this place, and it is my custom to conduct them myself; therefore I will do the like by thee, friend Charlotte. Moreover, I think well of thee as a dutiful wife and mother. Thou hast had thy trials, and so has thy good partner; I wish thy grandchild well through hers. (She alluded to the Princess Charlotte.)"

It was so evident that the friends meant kindly, nay, respectfully, that no offence could be taken. She escorted her guest through her estate. The Princess Elizabeth, both noticed, in the hen-house, a breed of poultry hitherto unknown to her, and expressed a wish to possess some of these rare fowls, imagining that Mrs. Mills would regard her wish as a law; but the Quakeress merely remarked, with her characteristic erudition, they are rare, as thou sayest; but if they are to be purchased in this land or in other countries, I know of few women likelier than thyself to procure them with ease."

Her Royal Highness more plainly expressed her desire to purchase some of the do she now beheld.

"I do not buy and sell," answered Rachel Mills.

"Perhaps you will give me a pair?" persisted the Princess with a conciliating smile.

"Nay, verily," replied Rachel, "I have refused many friends; and that which I denied to my own kin, I would not give to any other. We have had it long to say that these birds belonged only to our house; and I can make no exception in thy favor. This is a fact.—*Sharp's London Magazine.*

A contemporary has a very amusing story in illustration of the literature of advertisements. Some one had proposed through his columns for the return of thirty postage stamps. Such had the advertiser done to make two pounds sterling a week, by a clear respectable business, to be carried on in the leisure hours of evening, so as not to interfere with other work. Several victims wrote, with the required enclosures—and one of them sends the receipt to our contemporary who prints it in defiance of the law of copyright. The secret was this:—Buy a hundred weight of potatoes, wash them well, bake them, put them in a basket, and sell them in the streets. This done for six nights, Cocker was called in to witness that the results must be a profit on the transaction of forty shillings.—*Athenaeum.*

**A Kiss Invested?**—Here is an "imprimus," by a lady who signs herself "Eve," suggesting that new finance, though by the way, she says nothing of interest.

I see thou art thy father's joy,  
Thy mother's hope of bliss.  
So thy ruby lip, her boy,  
I place my sweetest kiss.  
But when I am a spinster gray,  
And thou a debting beau,  
If I should chance to come thy way,  
I'll claim the debt you owe!

Our young ladies do not insist on a high standing of young gentlemen, whence a variety of private miseries and public vices. A "correct" young man is the butt of society; and there are wise men who contend that the world is always right.

**CARROTS FOR HORSES.**—The English stable keeper are beginning to find, that these vegetables form a cheap and nutritious food to mix with grain for their horses. It is better to give a working horse a peck of carrots and four quarts of oats or corn meal a day, than to give him six quarts of meal.

Wholesome sentiment is rain, which makes the fields of daily life fresh and odorous.

Lies are wild words; which cut the hands that hold them.

**MIND WHAT YOU SAY BEFORE CHILDREN.**  
It is always well to avoid saying everything that is improper; but it is especially so before children. And here parents, as well as others, are often at fault. Well, there live as many ears as grown persons, and they are generally more attentive to what is said before them. What they hear, they are very apt to repeat; and as they have no discretion, and not sufficient knowledge of the world to disguise anything, it is generally found that "children and fools speak the truth." See that boy's eyes glisten while you are speaking of a neighbor, in a language you would not wish to have repeated: "He does not fully understand what you mean; but he will remember every word, and it will be strange if he does not cause you to blush by the repetition."

A gentleman was in the habit of calling at a neighbor's house, and the lady had always expressed to him great pleasure in his calls. One day, just after she had remarked to him, as usual, her happiness from his visit, her little boy entered the room. The gentleman took him on his knee, and asked, "Are you not glad to see me, George?"

"No, sir," replied the boy.

"Why not my little man?" he continued.

"Because mother don't want you to come," said George.

"Indeed! how do you know that, George?"

Here the mother became crimson, and looked daggers at her little son. But he saw nothing, and therefore replied, "Because, she said yesterday, she wished that old boy would not call here again."

"That was enough," the gentleman said, "but soon in requisition, and he left with the impression that 'great is the truth, and it will prevail.'"

"Another little child looked sharply in the face of a visitor, and being asked what he meant by it, replied,

"I wanted to see if you had a drop in your eye; I heard mother say you had frequently."

A boy once asked one of his father's guests who it was that lived next door to him; and when he heard his name, inquired if he was not a fool.

"No my little friend," replied the guest, "he is not a fool, but a very sensible man. But why did you ask that question?"

"Because," replied the boy, "mother said the other day that you were next door to a fool, and I wanted to know who lived next door to you."

**MURDERS, EXECUTIONS AND CANDALITIES.**—During the year 1854 there occurred in the United States, 682 murders, of which 74 took place in New York, 50 in Ohio, 45 in Virginia, 39 in California, 49 in Ohio, 39 in Georgia, 38 in Missouri, 32 in Mississippi, 28 in Pennsylvania, 26 in Tennessee, 19 in Massachusetts, 15 in Maryland, and so on. There occurred also 84 executions, of which 15 were in California, 14 in Louisiana, 8 in South Carolina, 7 in New York, 4 in Pennsylvania. The number of Steamboat accidents was 43, by which 587 persons were killed, and 225 wounded, while the previous year there were 31 accidents, in which 819 persons were killed, and 165 wounded. The number of railroad accidents was 193, by which 186 persons were killed, 531 wounded, while the previous year there were 133 accidents, by which 234 persons were killed, and 490 wounded. There were 38 fires attended with loss of life, the number of persons killed being 171.

A foolish fellow went to the parish priest and told him with a very long face that he had seen a ghost.

"When and where?" said the pastor.

"Last night," replied the timid man, "I was passing by the church, and up against the wall of it, I did behold the specter."

"In what shape did it appear?" inquired the priest.

"It appeared to be the shape of a great ass," was the reply.

"Go home, and hold your tongue about it," rejoined the pastor; "you are a very timid man, and have been frightened by your own shadow."

## GOVERNOR'S MESSAGE.

To the Honorable the Senators and Members of the House of Representatives of the General Assembly.

GENTLEMEN:—While the events of the year just closed, present many causes for joy and congratulation, and afford abundant reason for thankfulness to a benedict 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 by the loss of valuable life and property, by the casualties of the elements; 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 among 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 greatly diminished. The field of charity is consequently wider than usual; and to meet unreasonable demands on the part of those blessed with an abundance, will be to sustain the Christian character, and measurably 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, by the 30th of November, 1854, amounted to the sum of \$5,668,942.01. The gross payments for the same period, to the sum of \$5,424,983.29, leaving a balance on the 30th of November of \$1,243,958.72.

The extraordinary payments consisted of the following items, to wit: loans repaid, \$285,888.50; to the North Branch canal, \$206,552.76; to the construction of the new railroad over the Allegheny mountains, \$41,021.03; to the payment of debts on the public works, \$389,940.38.

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 during the year, as reported by the head of the department, are 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 \$5,218,000.00. The ordinary expenditures, including the interest on the State debt and all the payments on the finished lines of the public works, excluding the payments on new works and loans, amounted to \$4,116,744.34; 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 revenue of the State, exceeds the ordinary and 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 be also 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 by 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 \$1,870,078.88; and the expenditures to the sum of \$1,101,670.84; leaving a balance of \$774,508.04, from which, however, should be deducted the sum of \$37,300, properly chargeable to the year, for new locomotives and other unavoidable expenditures, thus reducing the net profit, over a million of dollars. If we add the \$1,810,000 received from the Pennsylvania railroad company for the three mill law, which is claimed by some as a part of the income from the public works, we find a net revenue of \$876,000; 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 present a more favorable picture. Some of them, in outlying States, have recently been reduced 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 in 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 amounted to \$305,327.07, and the expenditures

to \$59,738.07, showing a net profit of \$245,589.00; 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 expenditures for new locks.

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 bears the marks of skill and economy. The expenses on the Allegheny Portage road have been largely reduced, and the business better regulated than in 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 other 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 contracted. This is truly a great reform—the 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 a special law.

In my last message I gave my views 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 seems to me, be left free to meet the exigencies of 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 completed before the first of 1855. I must confess myself sadly disappointed as to the time and money consumed in the construction of this work. Their 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 alter the liabilities on the Treasury;—No new improvements should be undertaken upon any pretext whatever. The payment of the surplus revenue of the Treasury, if it should be pursued, no longer absorbs the surplus revenue of the State;—The large annual surplus 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 that improvements be made in 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, and other obstructions, have been concealed under the bottom of the canal 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 of the canal, 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 reconstructed 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 some have been led to believe 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 were 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 \$720,000. Since that time the sum of \$1,200,000 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 can refrain from repeating my unfeigned 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 competition will be an act of justice to the inhabitants of the Commonwealth, who have heretofore willingly contributed towards

the construction of 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 \$40,164,437.48. Add to this the loan of April, 1852, to complete the North Branch Canal, 850,000.00. Total funded debt, \$40,164,437.48.

Deduct payment as follows: Interest on outstanding certificates, \$50,063.99. Receipts to the sinking fund up to this time, 1,057,886.15. Total funded debt, \$39,156,589.54.

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. Total floating debt, \$671,090.15.

The floating debt, temporary loans, unpaid appropriations, except for repairs after the 1st December, 1854, \$1,630,000.00. Balance in Treasury November 30, 1854, after deducting the amount applicable to the old public debt and the relief of the same on hand, \$5,929.00. Total, \$1,635,929.00.

During the same period the following appropriations and payments have been made towards the construction of new improvements: For the re-construction of the Columbia Railroad, \$514,407.66. For the new railroad over the Allegheny mountains, 1,177,055.99. For the completion of the West-ern Branch Canal, \$2,268.00. New locks on the Delaware division, 100,819.99. Sundry special payments, 95,333.71. Total, \$2,090,779.05.

The foregoing figures exhibit the astonishing fact that the Treasury has been annually paying over a million of dollars toward 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 lines of the public works, sealed proposals for the purchase of the same were invited on the 1st 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, on the 1st of December next. This improvement, 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 subject 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 of the terms, and the prospective of the rights and interests of the public, in the future enjoyment of these high-ways—a sale might not prove injurious to the public well. But it is certainly not wise to sell them to private individuals, or to sell them to any one, without a full and fair consideration of the terms, and the prospective of the rights and interests of the public, in the future enjoyment of these high-ways—a sale might not prove injurious to the public well. But it is certainly not wise to sell them to private individuals, or to sell them to any one, without a full and fair consideration of the terms, and the prospective of the rights and interests of the public, in the future enjoyment of these high-ways—a sale might not prove injurious to the public well.

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 less the burdens of the people; but it is not to be observed that the sale might be made at a price too low to effect such purpose; and if so, to give them away would be still less likely to produce the desired result. Should the gross sum received be not equal to that on which the net earnings would be increased, then the diminution of these annual burdens. This is not what the people desire to accomplish by a sale; nor will they be satisfied with such disposition of their property.

The real value of the public works, is a proposition full of difficulty; and I do not think the General Assembly will approach the inquiry, fully impressed with its importance. Two 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 is regarded as the consequence. Others attribute the absence of bidders, to the condition of the money market—to the stringent restrictions imposed upon the laws and to the efforts that had been previously made to depress 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. The fact 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 of terms at a future time. A bad sale would be to price or conditions. A bad sale would be to price or conditions. A bad sale would be to price or conditions.

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 left in helpless destitution, and the Commonwealth, in its efforts to retain a precarious and unproductive possession of vast masses of natural and unproductive riches. Our predecessors were wise in opening those avenues to trade and commerce; and if we wish to be rated well hereafter, we shall not raise our heads and throw away 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 at all times in good order and in 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 burdens on the internal trade, and tonnage of the State, or in any way to encroach upon the rights of the individual citizen. To deprive the people of the powers, privileges and restrictions of any corporation getting the works, should be minutely defined. Past experience suggests these prudent counsels; for we have often seen the State, in its efforts to dispose of the operations 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, Messrs. Strickland, of Chester county, John N. Parvian, of Butler county, John Strohm, of Lancaster county, were named as commissioners to settle certain claims and debts against the Commonwealth. They also named, 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 due season. I regret to perceive that the accounts so examined and settled, exceed the amount of the appropriation nearly \$150,000. It is, however, to be seen from the details of this character, and having accomplished their duty, to 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 fraud. 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 glaring 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 of the public works; that the necessary material to maintain the same should be paid for in cash; and that each officer should be compelled to settle his accounts promptly. The examinations just made, demonstrate still 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 percentage on the amount of tonnage, which may pass over the road as an equivalent, for the privileges granted by the Commonwealth; but the General Assembly has as repeatedly rejected the proposition; and I sincerely hope, that so long as the State may need the revenue from this source, all future attempts to accomplish this end may meet a similar fate.

Having been connected with the legislation which brought this company into existence, and clearly cognizant of the motives and purposes which governed the Legislature in imposing this condition on the grant, I can discover no reason, in subsequent events, to justify the relinquishment of this valuable property, or to suggest that it should be sold. I have presented myself in the way of this enterprise, and the prejudicial effect such a work might have upon the business and profits of the main line of the public improvements. It was urged on the one hand, that the State works had been constructed at the expense of the people of the Commonwealth;—that those residing in the extreme portions of the State, as well as those of the interior, had annually contributed towards the payment of the interest on the debt which had thus been contracted; and, therefore, the Legislature should not, obediently with the principles of justice and equity, make a grant that would depreciate the value of property which belonged to all, for the purpose of fostering the growth and prosperity of a particular portion of the Commonwealth;—that the Legislature should not, in this way, forbid such action. On the other hand, it was alleged that the increased business which such an improvement would throw upon the Columbia railroad, and the enhanced value of property adjacent to the proposed road, would more than compensate the Commonwealth for the loss of the interest on the debt which had thus been contracted; and, therefore, the Legislature should not, obediently with the principles of justice and equity, make a grant that would depreciate the value of property which belonged to all, for the purpose of fostering the growth and prosperity of a particular portion of the Commonwealth;—that the Legislature should not, in this way, forbid such action.

Yet, under the specious plea that it imposed a tax on trade, the Commonwealth is now asked to relinquish this condition; and the case is argued as though it had been the policy of the law, that the company should be exempt from the charge of three mills per ton upon every species of property which may pass over its road; and in this way it is very readily shown that on coal, iron, lumber, and other cheap tonnage, this charge would be too great. But the company are not obliged to assess this tax on all kinds of tonnage; nor was it the intention of the act that they should do so. The design was to make an exaction from the net profits of the company, for the use of the public coffers, as a compensation for a valuable grant, and thereby protect the public improvements from the competition of this new rival.

To tax on tonnage, therefore, was intended to indicate only the mode of ascertaining the sum to be paid; and not the specific tonnage by which it should be charged. What was intended in this way ascertained, it matters not whether the company obtains the money whither it be by charge on freight, or on the sale of coal, or on the sale of iron, or on the sale of lumber, or on the sale of any other species of property which may pass over its road; or on the sale of any other species of property which may pass over its road; or on the sale of any other species of property which may pass over its road.

the State