THE PITTSBURGH GAZETTE.

PITTSBURGH:

THURSDAY MORNING, JAN. 5, 1860.

☞ Advertisements are generally received at any hour before 8 P. M., and as early in the day as practicable. Advertisements not inserted for a specified time will invariably be charged until ordered out.

PHILADELPHIA NORTH AMERICAN.

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☞ SEE NEXT PAGE FOR LOCAL MATTERS, TELEGRAPHIC NEWS, &c.

FOR MAYOR OF PITTSBURGH,
ROBERT McCUTCHEON.

FOR MAYOR OF ALLEGHENY,
HUGH S. FLEMING.

The Governor's Message has crowded out some remarks on the Mayoralty, prepared for this paper as well as favors from advertisers, and other matters. We shall have all right again to-morrow, and be able to proceed uninterruptedly on our regular course.

THE LEGISLATURE.—We have secured the services of an able and experienced correspondent, at Harrisburg, and our readers will be kept informed of all matters of interest passing there during the session of the Legislature. Our correspondence has now become a very valuable feature of our paper. Though an expensive one to us, it is very interesting and useful to our readers, and one which they, doubtless, highly appreciate.

COUNTY SCRIP.—A telegraphic despatch, in the appropriate column, brings intelligence that a bill has passed the Senate authorizing the Commissioners of this County to borrow money to redeem the outstanding Scrip. The promptness with which this bill has passed the Senate gives indication that it will become a law before the week is out. The holders of this Scrip may, therefore, look for a prompt redemption.

REAL ESTATE AT SALE.—This morning, at ten o'clock, our citizens will have an opportunity of procuring some valuable real estate, and probably realizing some handsome bargains. At that hour, those very valuable building lots on Penn Street, between Marbury and Water Streets, belonging to Capt. Schenley, will be sold at auction, without reserve, for whatever they will bring in cash! This property is very valuable, and will become increasingly so, as it is in the immediate vicinity of the Railroad Depot, and the leased property in that neighborhood will soon come into market, the leases expiring, we believe, next year.

At three o'clock in the afternoon, some valuable property, on the South side of Seventh Street, between Smithfield and Grant, belonging to the same gentleman, will be sold, positively, as we are authorized to say.

There has been, of late, a sensible rise in the value of real estate in this city and vicinity, and quite a speculative feeling is predicted the coming season. So this as it may, there is no danger of purchasing real estate in this city, or vicinity. There has been a quiet and steady advance for a long series of years, at some times more rapidly than others, but there has never been a retrograde movement, as a general thing, for the last twenty five years, and there is now less likelihood than ever of such an event. The probabilities are that the advent of railroads among us will increase the value of all the real estate in the neighborhood, probably to the full value of the cost of the roads—certainly to a greater value than Pittsburgh has subscribed in stocks. The sales, to day, being positive, and for cash, will form some criterion for the rating of property in their vicinity.

MESSAGE OF GOV. JOHNSTON.

We are enabled, through the thoughtful politeness of Gov. Johnston, to lay the annual message, which was read to the two houses yesterday, before our readers this morning, without the expense and trouble of telegraphing it. Copies, sufficient to supply the press of the city, were forwarded by mail, to the Post Master, and delivered to the offices on the receipt of a despatch announcing its delivery in Harrisburgh. What a world of trouble and anxiety this has saved the press! Printers every where will appreciate it, and heartily thank our worthy Governor for his considerate kindness.

Of the message itself, we are happy to say, it is a document honorable to the State, to its author, and to the Whig party. But in place of any strictures of our own, which time scarcely suffices us to prepare for to-day's paper, we cordially adopt the following, from the Harrisburgh Telegraph, which will be read with general pleasure:

THE GOVERNOR'S MESSAGE.

We hazzard nothing in saying that the annual message of Governor Johnston, which we present to our readers to day, is the ablest paper that ever issued from the Executive Department of Pennsylvania.—It is a document that will challenge the highest admiration of the people, not only of Pennsylvania, but also of our sister States.

The eloquent acknowledgment of the continued mercy of Divine Providence, as exemplified in the events of the past year, will touch a responsive chord in the bosoms of all devout and reverential citizens. The language of this portion of the Message is expressive of the sentiments of a mind profoundly touched with a sense of the mighty obligations we are under to the "Author and Guardian of our being," "whose beneficence," in the earnest language of the Message, has "caused all things to work together for our good;" and it cannot fail to awaken the deepest emotions of gratitude for the signal immunities and blessings we have enjoyed. The fearful ravages of the pestilence in distant lands, and in other parts of our own country, and wars, famine, and civil commotions which have blighted the hopes, and ruined the industry and prosperity of the people of Europe, are put in strong and powerful contrast with the health and happiness of our own State, and the peace and prosperity which have been so eminently enjoyed by the whole American people.

The struggles for liberty in the old world have not failed to elicit the warmest sympathies of the Executive; and he has evidently participated, to the fullest extent, in the feelings which he so eloquently and truthfully describes. He has undoubtedly mingled his own earnest aspirations upon this subject with the sincerest heart-throbs of the American people. "It is impossible," says the Message, "to behold a people the subjects of tyranny and oppression;—enlightened by our example, and solicitons for equal enjoyments;—rising up beneath the burthens which centuries have heaped upon them; casting aside the reverence for power, and the pride of regal splendor;—looking forward to the establishment of human rights; to the elevation of the moral and social condition of society;—and placing their lives and fortunes on the hazard of a struggle for these objects;—without, on our part, an earnest, an anxious desire that they may succeed."

A detailed discussion of financial affairs is the first subject of local concern which has engaged the attention of the Executive. In this he has presented a comprehensive and lucid statement of the financial condition of the State, exhibiting the wisdom and sound policy of those measures of relief and improvement which were recommended by him to the last Legislature.

The balance in the Treasury at the end of the fiscal year 1850, it is estimated will be $531,500,00. This, it is thought, will authorize the appropriation of a sum of not less than $300,000, in addition to the amount already appropriated, to be expended in the completion of the North Branch canal.

The establishment of a sinking fund has been highly beneficial in raising the price of the State stocks, and in increasing the confidence in the ability of the State to meet her engagements. The excellence of this institution has been fully and satisfactorily demonstrated by its practical workings the past year; and its beneficial results cannot be doubted. The payments from various sources, to the credit of this fund, during the past year, have amounted in the aggregate to the sum of $371,000. With these means, for the supply of the sinking fund, together with such additions as the probable resources of the Treasury, from time to time, may justify, it is susceptible of easy calculation to determine how nearly approaches the period when the State taxes may be altogether repealed, and the burthens of the people removed.

Several important recommendations are made in regard to the management of the public improvements. The present system, it is alleged, invites unnecessary expenditures, and removes responsibility from the proper department. It is the opinion of the Executive that were the number of Canal Commissioners increased to five, to be elected by districts, and these directed to assume, in addition to the general supervisory duties now performed by the Commissioners, the particular duties of supervisors and supervisors, and the present corps of superintendents wholly dispensed with, much practical information of interest to the State would be acquired, and a more direct responsibility for the well-ordered condition of the Public Works, and the economy of expenses secured.

The manifest wisdom of this proposition, will commend it to the favorable consideration of every unprejudiced mind. At present there is no guarantee whatever for the economical use and safety of the public money. It is put into the hands of superintendents and supervisors, who are responsible for their conduct only to the Canal Commissioners, who, on their part, are responsible to no one. The laws bearing upon this subject, ought to be so amended as to place some check upon the personal discretion of subordinate officers. Until very recently, no account of their expenditures has been required of supervisors and superintendents employed upon the public works. They have been permitted to draw from the Treasury at will, and to apply the monies thus drawn as they saw fit, without being called upon to render any account. That gross and insufferable abuses should become inseparable from such a system cannot be wondered at. The whole management of the public works has been little else than a gigantic scheme of fraud and peculation; and Governor Johnston will have the unfeigned thanks of every honest citizen for thus laying the axe at the root of this great evil. Under a continuance of Whig rule, these stupendous corruptions would have been speedily annihilated. As it is, however, with a large majority of the Legislature opposed, in principle, to the Executive, the utmost he could do, was to manifest a warm desire for the introduction of all needful and proper reforms.

Notwithstanding the revision of the last Legislature of the laws in relation to common schools, the system will require modification. It does not receive from the citizens, says the message, the favor that a sound and enlightened system of education deserves, and the evil, it is thought, must exist in the laws which control its practical operations.

Important modifications of the laws in regard to Banking and Currency, are proposed by the Executive. The number of Banking institutions should be restricted to the real business wants of the people; and it is recommended that no Bank charter be renewed until a thorough examination of the institution shall have demonstrated its entire solvency. The laws intended to prevent the circulation of notes of a less denomination than five dollars, are practically disregarded by the citizens. It is therefore recommended that the Banks of the Commonwealth be authorized to establish agencies or branches, in one or more places, with permission to issue notes under the denomination of five dollars, to be based upon a deposite of State Stock in the hands of the Treasurer, which are to be at all times liable for the redemption of the notes thus issued. This is a wholesome and practical modification of the plan we have heretofore presented to our readers through the colums of the Telegraph, and will assuredly meet the highest approbation of the people.

Though almost wholly devoted, as it should be, to subjects of local interest, there is a spirit of catholicity in the Message, as broad as the Union itself. The patriotic ken of Governor Johnston, in surveying the broad expanse of United States territory, can no where recognize the limit of one single, united, homogeneous American sentiment. Standing upon the soil of a State that is bounded by Mason & Dixon's line, and holding a position between the two great extremes of the Union, which may be said to command them both with equal facility, he yet recognizes no political distinction between the one and the other. The solemn injunction of the Father of his country, indignantly to frown upon the first dawning of every attempt to alienate one portion of our country from the rest," has impressed itself with deep and lasting force upon his enlarged American heart; and the whisperings of native patriotism have prompted him to the forcible and eloquent utterance of similar sentiments. The patriotism of Governor Johnston, as it is here exhibited, is that of no sectional school. Its pure and gushing waters were imbibed from springs which, welling up in the centre, have had their sources in the widest limits of the Republic. The following quotation, upon this subject, does equal honor to his head and heart, and will gain for him a reputation for enlarged and liberal patriotism, which might well be coveted by any statesman in the land.—"When," says this admirable document "sectional interests and jealousies contend for supremacy, and sectional rights are to be determined; when questions between States are controverted, and disregard of national laws is manifested; in peace and war, in prosperity and adversity; in foreign or domestic difficulties; the citizens of Pennsylvania turn with abiding confidence to the National Constitution. Neither the thirst for power, nor the phrenzy of party, nor the prostration of their peculiar interests, can shake their allegiance to the National Government, or raise with them the traitor cry of disunion."

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

FELLOW CITIZENS—The Legislative branch of the Government, meets under circumstances calculated to produce deep emotions of gratitude. The events of the past year cannot fail to afford assurance of the continued mercy of the Almighty Father of the Universe, and of the blessings He has dispensed to the people of this Common wealth. While in other parts of our country, and in distant lands, pestilence has made fearful ravages; leaving in its track the wretchedness of destitution and the tears of crushed affections; a healthful climate, in the disposal of a righteous Providence, has preserved the citizens of the State comparatively free from the miseries of the desolator. During a period of war, famine, and civil commotion in the old world, bringing in their train, desolation and want; blighting the hopes, paralyzing the industry, and ruining the prospects of the people, our beloved Commonwealth, in union with others under the National Constitution, has enjoyed the delights of peace, and her citizens, in the exercise of industrial pursuits, have found contentment and competence. To the Author and Guardian of our being, whose beneficence caused all things to work together for our good, our reverence and gratitude are especially due.

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

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

The present funded debt is as follows:

6 per cent loans,	$2,011,022 [illegible]
5 per cent do.	37,239,746 91
4 per cent do.	200,000 00
	$39,477,732 41

Unfunded debt to wit

Relief notes in circulation, (without interest,	$253,161 00	
Relief certificates outstanding,	179,122 91	
unclaimed,	4,415 28	
" on certificates to be issued when claims shall be funded or paid,	11,291 31	
Domestic creditors on settlement	65,101 88	
		$973,434 50
Amount of canal, railroad and motive power debts contracted prior to Dec. 1, 1845, and unpaid by the appropriations of the last session,		61,829 53
Total indebtedness of the Commonwealth, Dec. 1, 1849,		$40,474,413 45
The funded debt on the 1st Dec., 1845, was,	$39,293,250 91	
Funded debt created since,	1,084,386 69	
Amount of canal, railroad and motive power debt, contracted prior to Dec. 1, 1845,	397,642 38	
		$40,812,279 91
Amount of public debt paid during the year 1849, exclusive of the sum of $100,000 invested in the sinking fund,		$367,965 96
Amount paid during the year 1849 by the Commissioners of the sinking fund,		227,513 57
Amount appropriated during the year to wards payment of public debt,		$195,479 39

In exhibiting the operations of the Treasury for the last fiscal year, the sum of $100,000 invested in the stock of the Commonwealth, by the Sinking Fund Commissioners, should be added to the above stated payments on account of the public debt.

The aggregate of receipts at the Treasury during the year amounted to $4,433,658 65

The aggregate of expenditures during the same period is, $4,041,771 89

Balance in the Treasury on Dec. 1, 1849, $391,886 76

Amount paid to Commissioners of the sinking fund on Jan. 1, 1850, $227,513 57, with which was purchased on the tenth inst. and transferred to the Commissioners, $225,000 00

Difference between the indebtedness of the State on the 1st Dec., 1845, and Dec. 1, 1849, $26,965 96

Total amount of public debt paid during the year, $361,465 96

Estimates of receipts at the Treasury during the year 1850.

From loans,	$2,000,00 00
Auction Commissions,	22,000 00
Tolls,	840,000 00
Tax on Bank Dividends,	120,000 00
" Corporation Stocks,	160,000 00
" Collateral inheritance tax,	1,170,000 00
" Tavern Licenses,	40,000 00
" Retailers' Licenses,	160,000 00
" Peddlers' Licenses,	3,000 00
" Brokers' Licenses,	12,000 00
" Theatre, Circus, and Menagerie Licenses,	3,000 00
" Billiard Rooms, Bowling Saloons, Ten Pin Alleys,	5,000 00
" Distillery and Brewery Licenses,	1,500 00
" Eating Houses, Beer Houses, and Refreshment Licenses,	15,000 00
" Patent Medicine Licenses,	3,000 00
" Pamphlet Laws,	500 00
Mills Fees,	2,000 00
" for Writs, Wills, Deeds, &c.,	60,000 00
" " Certain Offices,	200,000 00
" " Collateral Inheritance,	1,925,000 00
Canal and Railroad Tolls,	5,000 00
Canal fines and sale of old materials,	14,000 00
Estimated rent of Canal Offices,	40,000 00
Premiums on Charters,	15,000 00
Tax on Loans,	270,000 00
Interest on Loans,	27,000 00
Dividends on Turnpike & Bridge Stock,	500 00
Navigation Lands,	5,000 00
Mechanics Lien Fees,	5,000 00
Escheats,	2,000 00
Unclaimed Dividends,	2,000 00
Miscellaneous,	15,000 00
Interest on stock purchased	
	$8,566,500 00

Estimated payments during the year 1850	
For Public Improvements,	$500,000 00
Expenses of Government,	225,000 00
Militia expenses,	4,000 00
Common schools and literature,	50,000 00
Charitable Institutions,	60,000 00
Interest on Loans,	2,000,000 00
Guarantees of Interest,	17,500 00
Relief from the Creditors,	10,000 00
Damages on Public Works,	20,000 00
Special Commissioners,	7,500 00
Supreme Court,	20,000 00
Public Buildings & Grounds,	2,000 00
Penitentiaries,	15,000 00
Pilots' Bounty,	5,000 00
Navigation Lands,	500 00
Keepers,	2,000 00
Superintendent of State Tax,	10,000 00
Commissioners and Commissions,	2,000 00
Miscellaneous,	5,000 00
Interest on Loans, (Schuylkill)	270,000 50
North Branch Canal,	150,000 00
Commissioners Sinking Fund,	500,000 00
	$4,934,500 00
	$531,500 00

The foregoing estimated balance in the Treasury, at the end of the fiscal year 1850, would appear to justify the appropriation of $10,000 toward the completion of the Western reservoir at Johnstown, as hereinafter recommended. It would also authorize the appropriation of a sum not less than $300,000, in addition to the amount already appropriated, to be expended in the completion of the North Branch canal.

The Legislature at its last session authorized the reissue of the relief notes then in circulation, and suspended their cancellation for three years. The amount of the whole issue now outstanding is

$453,161 00

The amount paid into the Treasury and supplied by a new issue is

413,537 00

Balance, $200,927 00

The above balance has been destroyed, or has failed to reach the Treasury during the year. These notes, the redemption of which being amply secured, and affording a safe and convenient local currency, have the confidence and favor of the citizens. It is therefore recommended that a sufficiently large amount for these objects be given by the Executive.

The system for the management of these improvements, invites unnecessary expenditures, and removes responsibility from the proper department. Were the number of Canal Commissioners increased to five—the State divided into districts for the election and supervision of each Commissioner,—the direct and immediate charge and control of the district imposed upon one of these officers, requiring him to be the performance of the duties now assigned by superintendents and supervisors, and stipulating for the annual alternation of the said Commissioners, much practical information of interest to the State would be acquired; a direct responsibility for the well ordered condition of the Public Works, and the economy of expenses would be secured; and the large discretionary powers now vested in superintendents and supervisors, in the adoption of plans and payment of money for extraordinaries, would be placed in officers directly accountable to the people. In relation to this subject, legislation should be clear and specific, as discretionary power over the money of the citizen must be deprecated by right thinking men.

The method adopted in the management of the Public Works is evidently defective. Repairs on the canals and rail roads are made in a way to prevent all competition. Were the several services performed by contract, and awarded to the lowest bidder, giving the required security, can there exist a doubt of favorable results to the public interest.

The State does not derive an adequate share of the profit arising from the use of the Columbia Rail Road. The construction of the road—its maintenance and supervision, and the supply of the Motive Power, involving great expense and risk, demand from the profits of the road a larger return than finds its way to the Treasury. An evil so detrimental to the public interest calls for a speedy remedy.

It is suggested that the Canal Commissioners should be required to invite proposals for furnishing the Motive Power on the said rail road, stipulating in detail the services to be performed, and the nature of the security to be given. The object being to procure competition in the supply of the Motive Power, encouragement should be given to individuals, willing to undertake the duty of running one or more locomotives on the road, whether belonging to the State, or the individual builder. Should the locomotives belonging to the State, be furnished to the bidders, the contract should stipulate the terms on which they should be used.

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

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

These changes in the present system, would, it is believed, largely diminish the expenses of the Motive Power; would authorize a reduction of the tolls; produce an increase of business upon the road; furnish with profitable labor many citizens now refused employment, by reason of the monopoly held by the State over the Motive Power on the road; prevent the expenditure necessary for the purchase of new locomotives; save to the State the immense sacrifices in tolls; enable the Canal Commissioners to accommodate the travelling public by a lower rate of fare, and would advance the public interest by lessening the annual outlays, and increasing the income from the road more than $200,000.

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

The practice of contracting debts for repairs, and for the purchase of materials beyond appropriations for these purposes, should be prohibited by severe penalties. Nothing can be more destructive of all accountability, or offer stronger inducements to extravagance, than such a power over the public money. An officer guilty of an act of this kind, violates the trust committed to him, and should be forthwith dismissed from the public service. Debts already contracted in this way should be paid, for the labor in behalf of the State has been performed, and would inflict an injury on those who could not have a knowledge of the wrong, to withhold from them the value of their service; but immediate measures should be adopted to prevent occurrences of a like nature in future. A practice of this kind, authorized in some measure by subsequent appropriations, of the Legislature, for the payment of the debts thus contracted, cannot fail to mislead the people, and embarrass the public officers in their responsible and responsible duties.

The large appropriations for the payment of old debts, made at the last session of the Legislature show the extent to which the practice has been carried, and should admonish us to guard against a recurrence of the evil.

In providing by legal enactment against the mischief here stated, authority might be given to the Canal Commissioners, should it be deemed necessary, to meet deficiencies in the funds provided for any line of improvements, to draw from a specific appropriation for that purpose, requiring from them a detailed and special report on the subject, to the auditing department as well as to the succeeding Legislature.

The avoidance of the Schuylkill Inclined Plane and the improvements connecting with the Columbia and Philadelphia Railroad, which are in rapid progress of construction, must materially increase the business on that public thoroughfare, and will render the relaying of a portion of the said road, a work of absolute necessity. In the performance of this work, should the Legislature authorize it, good policy would seem to require so far as the means of the Treasury will permit, that one track at least, should be laid with a heavy rail; and it is worthy of consideration whether the public interests would not be greatly subserved by a location of the new track, so as to avoid the many short reversures on the eastern end of said road. They increase the danger to passengers and freight, forbid a despatch safely performed on a straight line; and require greater force than would be necessary on a direct track with higher grades. In the event of the Legislature authorizing the relaying of the eastern section of the said road, and the change of location before mentioned, due regard to the public interests, and the liberal resources of the Treasury would seem to demand, that the improvement should commence at an early day, and progress from year to year as the revenues would warrant, until it should be completed.

The Portage Railroad, from the completion of our line of improvements to the present time, has been a serious obstacle to the business of the community, and the occasion of much heavy and other charges to the Atlantic markets. Any mode which has for its object the means to prevent or lessening this evil, must meet the hearty concurrence of the citizens. The sum of five hundred thousand dollars judiciously expended, will avoid all the short levels, and four of the five Inclined Planes on the Western slope of the Allegheny. The annual expense of maintaining these Planes not less than ten thousand dollars; for each Plane, and if to that amount be added the cost of the short levels, and the perishable nature of the materials connected with these works with the delays and risks incident thereto, the annual amount for their maintenance, cannot be less than one hundred thousand dollars. Were these Planes avoided, and those on the eastern slope of the mountain repaired, the commerce on the Public Works would be facilitated and increased, and the Pennsylvania Central Railroad Company would find it their interest to make the Portage, to use it in connection with their great improvement.

During the last season, the scarcity of water on the upper portion of the Western Division of the Pennsylvania Canal materially injured the character of the Public Works, and diminished the revenue from that source not less than $50,000. To guard against a recurrence of this evil, it is recommended that the Western Reservoir, in the construction of which the work of years has been expended, be completed. The dollars has been estimated required for its completion is $10,000, and would, in the opinion of the Executive, be a judicious appropriation.

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

By the 10th of April, 1849, it appeared that after the payment of the interest on the public debt, and the liquidation and payment of all other claims for which appropriations had been made by the Legislature, and retaining a reasonable balance in the Treasury, the sum of $150,000 might with safety be applied to the completion of the North Branch Canal. I accordingly gave immediate notice of the fact to the Canal Commissioners, and portions of the work, it is understood, have been placed under contract. Considered as a part of the Public Improvements, and as connecting with the one mentioned, the work should be finished at the earliest day the condition of the Treasury will permit. It should not be forgotten that the present unfinished condition of the work, by interrupting the free navigation of the river, by the destruction of roads, and injury to private property without affording any convenience to the community, affects a wrong which demands immediate reparation. In addition to the sum already appropriated, it is confidently believed that $300,000 can, with propriety, be given to that improvement in the present session, and in the following year, provision might be made for its completion.

While it has been deemed advisable to bring these subjects to the notice of the Legislature, considerations of sound policy, the interests of the citizens already heavily burdened with taxation—and the general welfare of the Commonwealth, forbid no increase of the public debt.

The completion and revision of the revenue laws,—the proposed change in the management of the Public Works, and their early improvement and completion,—with a rigid maintenance of the Sinking Fund, and the strict application of the public debt, would, with the present resources of the Treasury, produce in a few years a condition of financial prosperity, justifying the conviction of the speedy relief of our citizens from the payment of all taxes for the support of Government, schools and charities.

The Eastern and Western Penitentiaries have been conducted with skill and prudence and in the reformation and security of offenders, have been derived important advantages. It is however worthy of serious consideration, whether in the adoption of a system of solitary confinement, the severity of the punishment authorized by law, does not improperly affect the mental and physical vigor of the prisoner.

The frequent recommendations to the Executive for the pardon of convicts afflicted with ill-health, and mental imbecility, would appear to require a modification of the present laws.

It is earnestly recommended that a small increase of the annual appropriations be made to the House of Refuge, and the Asylum of the Deaf, Dumb, and Blind.

These institutions, long the deserved objects of State bounty, have been increasing in usefulness, and incurring additional yearly expenses, while the annual sums bestowed have remained the same. In the growth of population the demands on these Asylums must be augmented, and their expenditures necessarily enlarged, and the same decrease of liberality awarded on former occasions, would claim the appropriation of larger amounts.

In the protection of the Asylum for the Insane, the appropriation of a former year has been exhausted, and a sum of like amount is required for its completion. Under the supervision of excellent and attentive Trustees, the building has rapidly advanced, and is now under roof. The structure is plain, substantial and beautiful; rightly situated in regard to the comforts of the patients, and susceptible of a finish, honorable to the State, and useful to the community. The probability of its abandonment by the Legislature, for a refusal to grant the additional sum required for its completion, cannot be entertained by the Executive. Too long already has public charity been withheld from the Insane Poor of the State; too long have they been suffered to wander, destitute, and neglected, the jest of the thoughtless, and the victims of the profit gain, while humanity and christian benevolence claimed for them public protection. It is not, however, protection alone that is contemplated in the Asylum. The reports from different similar institutions afford the gratifying intelligence that cignity, and in some instances, entire recovery of the number afflicted, are radically cured. In the view of the subject, combining charity and protection, with restoration to health and reason, the inducements to energetic action on our part, cannot be overlooked. It is estimated that an additional sum of $50,000 will finish the building, and fit it for the reception of patients, and the same is respectfully and earnest ly recommended.

Notwithstanding the revision, by the late Legislature, of the laws, in relation to common schools, the system will require modification. It does not receive from the citizens the favor, that a sound and enlightened scheme of education deserves, and the evil must exist in the laws which control its practical operations. A serious defect, is the want of properly qualified teachers. It is worthy your consideration whether the establishment of Normal Schools in the counties would not remove this evil. Education may well be termed the great measure of the age. In a Republican government it is the safeguard of liberty, and enlightened statesmen regarding it in this aspect, will cordially co-operate to establish it. The subject, well, at an early day, submit a report, to which your attention is invited.

The militia law of the last session is imperfect in many of its details, and requires revision. In the abolition of the mockery of parades incident to the old system, and the establishment of an effectual uniformed militia, well disciplined and drilled, it has been productive of general utility. Slight modifications of its provisions will make it all that can be desired. The report of the Adjutant General is well worth your consideration, and is accordingly submitted.

Reports from the Surveyor General and Auditor General, exhibiting the condition of their respective departments, are herewith transmitted to the Legislature, and the latter will furnish in detail much valuable information, in relation to the financial condition of the Commonwealth.

The duty of distributing the Laws of the State for the election of Representatives, will devolve upon you. Returns of taxables, required to be made by the different counties, have not been transmitted, as by law they were directed; but the officers charged with the duties under the law are engaged in their preparation, and they will be laid, at an early day, before the Legislature.

By resolutions passed at the last session, the Executive was required to transmit to certain officers, citizens, or agents of the State, resolutions expressive of the approbation of the Legislature, for their distinguished services in the late war with Mexico. In performing this duty, these resolutions were transmitted to such of these officers as by the report of the Adjutant General of the United States, had been breveted for good conduct.

The resolutions for the amendment of the Constitution, having been only published according to the terms of that instrument, it will be the duty of the next Legislature to take such action on the subject as may be most consistent with the wishes of the people. It is proper to state, that the appropriation made to defray the expenses of the publication of these resolutions, was wholly insufficient for the purpose, and an additional sum will be required.

In the message delivered at the opening of the last session, reference was made to the citizen soldier who had returned to his home after having earned for himself and the State, in the war with Mexico, a reputation for undaunted bravery, patient suffering and heroic virtue; and the opinion expressed, that it was due to these patriotic citizens that the Commonwealth should make a suitable acknowledgement for their illustrious services. No action having been taken upon the suggestion, I would again call the subject to the attention of the Legislature. It is also proper to refer to the recommendation therein made, in relation to the death of certain officers of the government, and the omission in the constitution to make provision for the same. The subject is deemed of sufficient importance to justify an earnest hope that legislative action may not be withheld thereon.

The practice of postponing the passage of appropriation bills to the last day of the session, forbids deliberation, as well to the Legislature as to the Executive, and should hereafter be avoided. These bills, requiring care and attention to the specific items, and disposing of large amounts of the public money, should be deliberately examined before they obtain the sanction of laws. Nothing can excuse hasty and unadvised legislation, on a subject so important to the public interests. It is confidently anticipated that this difficulty will be avoided, by a return to the practice more consistent with prudence, economy, and sound policy.

The intimate connection existing between the industry of the citizen, and the currency of his country, demands for that question the serious attention of the statesman and lawgiver. In authorizing Banking or other Institutions, to create a currency other than gold and silver, it would be unfaithful to our trusts to permit them, for want of proper restraint and guards to allow it to become less valuable than the coin it is intended to represent. The views expressed in the last message in favor of the restriction of the number of these institutions, to the real business wants of the people, and of the issuing a currency of Bank charters until a thorough examination of their affairs had demonstrated their entire solvency, remain unchanged. The tax on Banking capital, exacted by the last Legislature in the granting of charters, and for the payment of the public debt, has resulted in securing to that object a sum exceeding one hundred thousand dollars. While this tax should not be increased to an extent which would cripple the resources of the institutions, the present amount cannot be considered an unfair equivalent for the privileges conferred, and should therefore continue to be imposed as a legitimate source of revenue.

The general misnaming law of the last session cannot fail to be productive of decided benefit to the State and the people. The time which has elapsed since its passage, has been in sufficient to test its adequacy, the execution of large estates lapsing in many places, which must soon afford employment to a considerable number of the citizens, warrants the belief that its salutary effects will be felt at no distant day.

Representations have been made to this department alleging that by the erection of a bridge over the Ohio River, at or near Wheeling, Va., great obstruction to the navigation of that highway has been produced. In times of high water in the river, the largest class of steam boats are unable to pass under the bridge, and serious injury to the commerce of the western part of the State must result from this nuisance. Connected as is the Ohio, with the line of Internal Improvements through Pennsylvania, and furnishing to our canals and rail roads, a large amount of merchandize for the Atlantic market, an obstruction of this nature will have a direct tendency to diminish the trade on our Public Works; to affect the eastern market, and materially to decrease the revenue of the State. Results of a character so important should warn the Legislature that speedy and energetic action is required, and that measures dictated by justice and policy, should be resorted to with a view to the removal of the evil.

The expression of our opinions on questions more directly belonging to the National Government, is a right arising from the nature of our institutions, and where they are intimately connected with the interests of the people, becomes a duty not to be disregarded. The representatives in Congress of this State, and the citizens, aware of the tendency of measures on the prosperity of their constituents, and knowing the responsibility of their elevated position, must regard, with becoming honorable deliberate declaration of public sentiment from the State they represent. Entertaining these views, and persuaded that questions of vital importance to the well being of our beloved Commonwealth and claim the attention of Congress; I have deemed it right, on this occasion, briefly to refer to a few of those which may be considered of greatest consequence to the welfare of the people.

The adjustment of the revenue laws for the protection of the peculiar interests of Pennsylvania, must be regarded as a measure deeply affecting all classes of society. In relation to the policy of the National Government on this subject, the manufacturer, the artizan, the agriculturalist, and the laborer, feel alike, that their business and pursuits are elevated or depressed, as protection is afforded or withheld. In the history of the past, they are furnished with lessons for the future. The events of the past season have afforded conclusive evidence, in the closed doors and deserted buildings of the manufactories; in the distresses of the laborer, and the general depression of profitable industry, of the imperative necessity for a system of laws which will sustain against foreign competition the employments of our citizens. When profitable investments, and useful capital are stricken down;—when surplus produce finds, diminished prices; and when labor is depressed, and industrious operatives are thrown out of employ; neither party dogmas, nor local interests, nor sectional jealousies, should prevent a united and energetic effort in our National Representatives, to restore the general prosperity.

On the application for the admission of new States into the Union, the subject of the extension of slavery will claim the attention of Congress. Our Southern brethern, united by long association and habit with this institution, and depending upon it in a large degree for their domestic comfort and commercial advantages, will not willingly allow of its exclusion from territories belonging to the General Government. No disturbance is contemplated of their relations therewith, in States where it now exists. Holding their slaves by compromise and concession, it would involve on our part, a breach of faith, and an interference with the sovereignty of sister Republics to interfere meddle with their social policy, or to controvert the legality of their domestic relations. Whatever injury may be inflicted on northern interests from the jeals cases incident to the existence of the institution and the effort to prostrate free labor, a sacred regard for our pledged faith admonishes us to suffer, rather than attempt reformation where our authority will not be acknowledged. The extension of the evil beyond its present limits, discloses a very different feature. The consent of the Free States of the Union to its further progress, would evince an ignorance of their true interests, of the rights of justice and humanity, and an indifference to the character and dignity of their common country. Where these are implicated, it is an abandonment of duty to compromise. So fully were the views of the Executive expressed on the subject of the Tariff and the extension of slavery, in a former message, that a reference to them here, as embracing his present sentiments thereon, would appear to be sufficient.

The dissemination among the people of information affecting their peace and prosperity should be regarded as a measure of sound wisdom, and should be shackled by no unnecessary exactions. Kept in the citizens of one section of a common country, a correct knowledge of the wants, the opinions and general condition of the people of other portions thereof, would be the sum of all wise legislation on the subject. Nothing would tend more strongly to dissipate sectional jealousies and dislikes, and kindle in sentiments of brotherly kindness, every part of this great confederacy. Intercourse, whether produced by the agency of Railroads, or of Telegraph by personal or written communications, is an agent to heal dissentions, and to foster social charities, more potent than national laws. To tax beyond the necessities of government, the intercourse of our citizens, creates a barrier to the dissemination of knowledge, and assists in estranging the affections of the different portions of the Republic. In this view of the subject the Rates of Postage charged by the National Government, becomes a question of deep importance, and sound wisdom would dictate a reduction of present charges.

It cannot fail to be perceived that the observations in relation to postage, as connected with national intercourse, applies with equal force to improvements in the mode of travel between remote sections of the country. Whatever facilitates free communication among the citizens, strengthens the unity of government. Whether from the character of the country and the nature of its surface, it is practicable to construct a great national thoroughfare from the Mississippi to the Pacific Ocean, has not been fully ascertained; but it must be evident that such an improvement would be of inestimable value to every portion of the Union. In addition to the opportunities it would afford of an interchange of hospitalities between the people of remote sections, it would not fail to be loaded with a trade, as profitable to the country as it would be important to different localities. To the improvements already made and those in progress in this State, connecting with the Public Works of other States, will so