

[Message concluded from last page.]

canal, in the aggregate 22 miles 83 perches, the estimated cost whereof is \$270,681 32. The whole extent of new works partially put under contract under the last mentioned act is in the aggregate about 267 miles, which added to 426 miles of canal already finished will, when the whole shall be completed, form an extent of improvement by Canals & Rail Roads of 693 miles.

The whole estimated cost of the works contracted for in virtue of the provisions of the act last mentioned is \$5,750,005 71. For the details in reference to how far the funds arising from the loan negotiated under the act of 21st March last, will be available, and what sum will be required to be borrowed for the further prosecution of the several works to completion, I beg leave to refer the General Assembly to the Report of the Board of Canal Commissioners.

Of the works recently put under contract and which have just been enumerated, the Columbia and Philadelphia Rail Road, the Allegheny Portage Rail Road and the Frankstown or Juniata line of Canal and slack water navigation, are important connecting links of the line of improvements between Philadelphia and Pittsburg, without which the several detached lines or divisions which they are intended to connect, would remain comparatively unproductive. The works contracted for on the North and West branch divisions on the Susquehanna are extensions into the Coal regions of these several districts which will, it is expected, add largely to the active business of those several lines of Canal, give vigor and energy to the industry of those sections of the State, & by affording the means of conveying a valuable and now almost indispensable mineral to market will greatly increase the comforts of the citizens of this and of other States and render the main branches of which they are extensions highly useful and profitable. The improvements from the Allegheny river at the mouth of French creek, and up that creek to the French creek feeder; as also that from the Ohio River at the mouth of the Big Beaver creek, and up that creek to the town of New Castle, will afford great accommodations to a large and fertile district of country, and by opening safe communications by water to the Allegheny and Ohio rivers, will stimulate the further enterprise of its many enterprising citizens, and facilitate the conveyance of their numerous, diversified and valuable productions to the several markets to which these magnificent rivers lead. I would beg leave here to suggest the propriety of making an appropriation at this session, sufficient to connect the French creek feeder with the French creek and the Conestoga lake, according to the original design, as without such connection it must always remain a most useless and unproductive work, but if so connected, it may become useful and conduce greatly to increase the business upon the French creek improvement, and to render that a profitable navigation. It is anxiously hoped that the means for finishing the several works now under contract and in active progress will be liberally furnished, and that nothing will be omitted that may have a tendency to facilitate their completion, and to render them productive, in order that the State may soon realize the abundant harvest from them which their extent and the magnificent scale on which they are constructed give so much reason to anticipate. The whole amount of money which has been paid to the Treasurer of the Board of Canal Commissioners, up to the 23d of Nov. was \$12,334,488 62, of this sum, \$2,092,702 37 have been received by him since the date of the last report of the Board of Canal Commissioners, out of which the sum of \$1,261,266 07 was paid out for repairs and damages connected with and on account of the contracts entered into prior to the year 1830, in which year but 3 1/2 miles of canal was authorized to be constructed. This sum of \$12,334,488 62, with the additions that will be required to finish the several works, may seem large to most of my fellow-citizens, and to constitute a debt that neither we nor our posterity will be able to discharge. I am not one of those who believe a public debt to be a public blessing, nor would I willingly lend my aid as a public functionary to involve the commonwealth in a visionary scheme of imaginary improvement, the success or practicability of which would be entirely of doubtful experiment, and the utility or public advantage of which would be altogether problematical or uncertain. Neither of these is in my opinion the case with the plan of improvements now prosecuting in this State; but if it were otherwise, there has been no period within the last two years when the progress of the system could have been arrested without producing consequences not only involving inextricable ruin and destruction of individual contractors and others, largely engaged in the construction of the works, but the State itself in difficulties of the most disastrous character, from which it could not have been extricated without incurring the imputation of pursuing a vacillating course of policy, and of a want of good-faith in its transactions with individuals; besides being justly chargeable with a want of that bold and magnanimous spirit which enters into the abundant resources and the wealth and prosperity she enjoys in such profusion, would justly entitle her to entertain and to indulge; the loss of from ten to twelve millions of dollars, and the abandonment to ruin and entire destruction of works which when finished would be considered proud monuments of Pennsylvania's wisdom and greatness; but if abandoned, must and inevitably would be considered the degrading monuments of her intemperance and folly, would, I should suppose, satisfy the most sceptical of the disgrace and ignomy to which such a course of policy must necessarily have subjected her besides, without in that case possessing a single work of valuable improvement within the State; her debt, with all the interest accumulating thereon, would, without any aid to be derived from any other source, be drawn from the pockets of the people by a heavy and burdensome taxation. If we may judge from the operations of the New York Canals, which, in that great State, have in the course of a few years, caused cities to spring up in the midst of a howling wilderness, and the wilderness itself to be converted into fruitful fields and to become the resort of the industrious and enterprising from all sections of the country, and which from their almost incredible productiveness leave no room for doubt that in the course of a very few years they will not only pour into the Treasury of the State the millions which their construction cost, but will produce a revenue thereafter permanent and ample for all the purposes to which the State may desire to apply it; we can scarcely permit ourselves to entertain a doubt that a similar state of prosperity and success awaits us and will in a short time manifest itself in the operations upon our own public works; our means of giving full employment to our Canals and Rail Roads when they shall have been finished, being at least equal to if not greater than those of the State of New York. The abundance of our coal and iron, of the former of which they possess none, and of the latter comparatively but small quantities, will give our works advantages in reference to their active business which theirs do not possess; in all other respects too the quantity of our agricultural and other productions which will require transportation to market, and will seek their way to the canals and rail roads, will be at least equal to theirs. May we not then indulge the very reasonable hope that, if their public works within a few years pay for themselves by the revenues they produce, ours will do so likewise if we will only exercise sufficient patience to see them finished and placed in a condition to accomplish so desirable, but at the same time so certain a result.

Owing to the unusually protracted rainy season and the continued state of humidity and moisture produce in consequence of it

the public works, which had been finished in the fall of the last and early in the spring of the present year, were not so productive as had been anticipated. The works being new, the frequent heavy rains affected the banks of the canals which had not become sufficiently settled and firm, and produced repeated breaches, in consequence of which the navigation was often interrupted and rendered precarious and unsafe in regard to the delays which were necessarily by that means occasioned, which begat a want of confidence in the security against the hindrance and want of expedition to which the transportation of produce to market or for return lading upon the canals would thus necessarily be exposed.

The heavy freshets too which swelled the Conemaugh and Kiskiminetus rivers to an extraordinary height, caused great injury and destruction to the public works along the western division of the canal; and the dam at Leechburg, or a large proportion of it having been carried off, it became necessary to construct a new one; this work being an extensive one, required considerable time for its accomplishment, and caused operations on that division of the canal to be protracted from early in the month of July, until the present time, but it is rapidly approaching a state when the water will again be introduced, and the navigation restored to its former prosperous and useful condition. The several divisions of the Penn-canal which have recently been in a condition for safe and active navigation, and which give great promise of realizing all the solid advantages, & fulfilling high expectations in future, which the friends of the system have not ceased to anticipate from them, are the Eastern division from Middletown to Duncan's Island, 24 miles in length, part of the Susquehanna division from the out-let lock at Duncan's Island to the commencement of the Juniata division, one mile and fifty-eight hundredths long; the Juniata division extending from Duncan's Island to section No. 184; 1/4 of a mile above the town of Huntingdon in Huntingdon county, being 59 5/100 miles in length. The Susquehanna division extending also from Duncan's Island to the south end of the towing path bridge at Northumberland, being 39 miles in length, including one 58-100 mile above mentioned; the North Branch division extending from its intersection with the West Branch, in the basin at the town of Northumberland to the feeder dam at Nanticoke falls, being 55 1/2 miles in length, and the Western division above mentioned, extending from Johnstown, in the county of Cambria, to the outlet lock into the Monongahela at Pittsburg, being 104 miles and 33-100 of a mile, to which may be added the Delaware division from Bristol to Easton, being in length 59 1/2 miles, and into which throughout its whole length, it is understood the water has been very recently admitted.

The amount of tolls received upon the several divisions of the canal (owing to the causes I have mentioned) up to the 31st October last, was \$38,241 20. It is estimated that the receipts into the treasury from that source, will in the whole of the next season amount to the sum of \$150,000.

For the state of the public works now under contract and the time of their probable completion you are respectfully referred to the report of the canal commissioners which will contain, in detail, all the necessary information in reference to the various subjects connected with the internal improvement of the State. It is a fact, that redounds greatly to the honor of this State, and the recollection of it must always be gratifying to its citizens, that Pennsylvania was the first State in the Union to commence and prosecute with success the improvement of her internal condition. The first turnpike road ever constructed in the United States is indebted for its commencement and completion to the State of Pennsylvania, and although avarice and prejudice had well nigh demolished that proud monument, the Philadelphia and Lancaster turnpike road, reared by the spirit of improvement that manifested itself at so early a period, by a fierce and violent opposition to it in all its stages; still perseverance overcame opposition; the highly useful and valuable enterprise was eventually completed, and the distance between Philadelphia and Lancaster, which before its construction required nearly as much time to travel it as now occupies the mail stage to perform the journey between Philadelphia and Pittsburg, is now travelled in less than a single day. The success of this substantial and highly useful memorial of the determined perseverance of its projector, caused the spirit of improvement to spread throughout every portion of the state and although the spirit of opposition continued, those of improvement and of patriotism triumphed, and we have now within this happy commonwealth, more than 2,500 miles of turnpike roads, and notwithstanding the uniform opposition that has always manifested itself against every attempt to enter upon a new project of improvement, Pennsylvania has now within her limits internal improvements, consisting of turnpike roads, canals, railways and bridges, all of them constructed since the year 1791, for which there has been disbursed from the public Treasury of the State, and by corporations, a sum exceeding \$37,000,000; and yet, after all these large disbursements, Pa. has not been impoverished, nor is she less prosperous now than she was before the improvements were constructed, and the disbursements made: on the contrary, her prosperity has been greatly enlarged, and the wealth, the comforts and the happiness of her people have most astonishingly increased. What would have been the condition of Pennsylvania, if her turnpike roads had never been constructed and her bridges had not been built? In that case instead of possessing an extensive territory of fertile

and luxuriant soil, eminently improved, studded with numerous splendid and highly cultivated farms, embellished with beautiful and substantial dwelling houses and barns exhibiting one continued scene of abundance wealth, and continually increasing prosperity and comfort; the consequences of the encouragement giving, by the opening of those numerous avenues to market, to industry and enterprise, and the strong inducement to increase production thus excited; we should present an immense unimproved surface, with here and there a hut, a slovenly, careless, indifferent state of agriculture, which the want of encouragement by opening the necessary avenues and conveniences to market, will always produce, and a state of squalid poverty and wretchedness which would contrast badly with the richness of our soil, and the numerous advantages with which the God of nature has favored us, and which he designed we should improve with a view to an increase of our comforts and happiness.

The northern and western regions of Pennsylvania present strong claims for legislative attention to their several interests, and their respective wants. Possessing throughout a rich and exuberantly productive soil, a healthy climate and a capacity to admit of a numerous and dense population, and eminently calculated to confer on that population, the blessings of health and abundance, which in connexion with the cheapness of the soil, cannot fail to hold out strong inducements to the emigrant, and especially to the young, the industrious and the enterprising to seek for the comforts and advantages in those sections of the State which are denied to them elsewhere.

The rapid increase of population in that region of the west, which lies between Pittsburg and Lake Erie, and the spirit of enterprise and improvement which is every where visible, the active industry and intelligence of its population, its mineral productions and its entire adaptation to every species of production known to agriculture, or to the most enlarged state of proficiency to which husbandry has attained, give it strong claims to a participation in the advantages of the public improvements now constructing by the State, by opening a line of communication from Pittsburg to Erie Harbour by such route as shall be deemed to possess the greatest possible advantages. The great superiority which a line of improvement, connecting the great eastern and western waters with Lake Erie, would have over the Erie canal, in the State of New York, by presenting an open and safe navigation from four to six weeks earlier in the spring, and from two to four weeks later in the fall than that afforded by the great New York improvement, would not fail to draw into this State, a large proportion of the trade from the territory of Michigan, and also that of the State of Ohio. The rapid settlement, and the immense advantages that would immediately result from such an improvement, would not only tend to increase the prosperity of an immense fertile territory, but would add largely to the general wealth, and eminently increase the power, the strength and resources of the State.

The same observations which have been made with regard to the great western region, will apply with all their force to that of the north, and to its valuable, enterprising and industrious population. The people on the North Branch of the Susquehanna, present, it is believed, as strong claims to legislative attention, with regard to a distribution of its scheme of improvements and an extension of them into that region from the end of the canal now constructing on the North Branch, to the line dividing this State from that of New York, as can be presented from any quarter. A canal or slack water navigation to the State line, would, by a canal for a distance of sixteen miles from thence to the town of Elmira, in the State of N. York, give a connection through the Chemung & Seneca canals, and the Seneca and Cayuga canals, with the great Hudson and Erie canal, and thus open a water communication with all the interior of the State of N. York. An examination and survey of the route from the waters of the Susquehanna to the Seneca lake was deemed sufficiently important by the legislature to have authorized and caused it to be made during the administration of the late Governor Snyder. It is believed that the advantages resulting from such an improvement would be incalculable—it would possess all the advantages in common with a communication with lake Erie above referred to, in regard to a more early and late navigation in the Spring and Fall than any of the New York canals would afford. Much of the produce of that great and productive State would find vent to the eastern and southern markets by the Pennsylvania canal, and the salt and plaster that would be brought into this State from the State of New York, and the coal and iron that would be taken from Pennsylvania into that State in return would it is believed abundantly justify the enterprise.

The improvement of the navigation of the Monongahela by means of a slack water navigation from near Pittsburg to Brownsville in the county of Fayette, and the final extension of the canal from Easton to Carpenter's Point on the Delaware, are subjects, it is believed, too important to escape the attention of the legislature.

Having pointed out the eminent advantages which would result from the improvements contemplated in the regions of the West and of the North, and suggested the propriety of improving the navigation of the Monongahela and of the extension of the canal from Easton along the line of the Delaware to Carpenter's Point, it remains for you, to whom the revenues of the commonwealth have been committed, and by whom they can alone be appropriated, to direct when, in what manner, and to what extent

these works shall be commenced and prosecuted with a view to their final completion.

The act of incorporation, long sought for by the citizens of York county, granting them the privilege of constructing a rail road to the Maryland line, might, it seems to me, be extended to that enterprising people, without the danger of compromising the interests of the State of Pennsylvania—when all are to bear their proportion of the public burthens, it is but reasonable that all should participate in the public benefits.

I have received, during the recess of the legislature, from the Governors of the States of Connecticut, New-Hampshire, and Maine, communications enclosing Resolutions of their respective State Legislatures, copies of which will be laid before you.

All the duties enjoined upon the executive by the laws or by resolutions of the legislature, have been promptly discharged.

With the assurance of a most cordial co-operation with you in all such constitutional measures as you shall in your wisdom deem it expedient to adopt for the public good, I commend you to the direction and guidance of Him who alone can lead you, in the course of your deliberations, to wise and happy results. GEORGE WOLF.

Harrisburg, Dec. 7, 1831.

CONGRESS.

Twenty-Second Congress—First Session.

TUESDAY, Dec. 13.

In the Senate, yesterday, the Hon. John C. Calhoun, Vice President of the U. States took his seat as presiding officer of the Senate. Messrs. Fitzwell of Virginia, Bibb of Kentucky, Forsyth of Georgia, Brown of North Carolina and Buckner of Missouri, also appeared and took their seats. Petitions were presented by Messrs. Prentiss, Ruggles, Grundy, Smith, Kane, Wilkins and Dudley; and resolutions were submitted by Messrs. Marcy, Hayne and Chambers. The election of the officers of the Senate was, on motion of Mr. Chambers, postponed to Monday next. After the consideration of Executive business the Senate adjourned.

Numerous petitions and memorials were presented in the House of Representatives yesterday, the second Monday of the session being the first petition day. Among them were 15 from citizens of the society of Friends in Pennsylvania, praying for the consideration of the question of slavery, with a view to its abolition, and for the abolition of the traffic in slaves within the District of Columbia. The petitions were presented by Mr. John Quincy Adams, and were referred to the Committee on the District. The Speaker laid before the House a communication from the Secretary of the Treasury, transmitting the annual estimates for 1832, together with several other public documents, which were disposed of in the ordinary manner. The usual Standing Committees were announced as follows:

- A Committee of Elections was appointed, consisting of Messrs. Claiborn, Randolph, Holland, Griffin, Bethune, Collier, Arnold.
Of Ways and Means—McDuffie, Verplanck, Ingersoll, Gilmore, Alexander, Wilde, Gaither.
Of Claims—Whitlosey, Barber of Conn., McIntire, Patton, Ibric, Hogan, Rencher.
Of Commerce—Cambreleng, Howard, Sutherland, Lamar, Newton, Davis of Mass., Jarvis.
On the Public Lands—Wickliffe, Duncan, Irvine, Hunt, Clay, Boon, Plummer.
On the Post Office and Post Roads—Johnston, of Ken., Connor, Russell, Pearce, Jewett, Johnston of Va., Newnan.
On the District of Columbia—Doddridge, Washington, Semmes, Armstrong, Thomas of Md. McCoy of Pa., Chinn.
On the Judiciary—Davis of S. C., Ellsworth, Daniel, White of Lou., Foster, Gordon, Beardsley.
On Revolutionary Claims—Muhlenberg, Nuckolls, Bouldin, Crane, Bates of Mass., Hammons, Standeifer.
On Public Expenditures—Hall of N. C., Davenport, Lyon, Thomson of Ohio, Coulter, Pierson, Henry, H. King.
On Private Land Claims—Johnson of Ten, Coke, Stanberry, Mardis, Marshall, Carr of Ind., Bullard.
On Manufactures—Adams, Condit, Findlay, Horn, Dayton, Worthington, Harbour of Va.
On Agriculture—Root, McCoy of Va., Smith of Pa., Chandler, Jonifer, Wheeler, Poupkins.
On Indian Affairs—Bell, Lewis, Thompson of Geo., Angel, Stairs, Mason, Leconte.
On Military Affairs—Drayton, Vance, Blair of S. C., Mitchell of Md., Speight, Adair, Ward.
On Naval Affairs—Hoffman, Carson, White of N. Y., Anderson, Branch, Milligan, Watnough.
On Foreign Affairs—Archer, Everett of Mass. Taylor, Polk, Crawford, Barnwell, Wayne.
On the Territories—Kerr of Md., Croighton, Wm. B. Shepard, Williams of N. C., Huntington, Allen of Ky., Roane.
On Revolutionary Pensions—Hubbard, Isaacs, Mitchell of S. C., Donny, Pendleton, Doubleday, Kitchanough.
On Invalid Pensions—Burgess, Ford, Evans of Md., Reed of N. Y., Appleton, Lansing, Southard.
Of Revision and Unfinished Business—Reed of Mass., Kimon, Soule.
Of Accounts—Allen of Va., Burd, Bergen.
On Expenditures in the Department of State—Lent, Evans of Pa., McKay.
On Expenditures in the Department of the Treasury—Stephens, Wardwell, Fitzgerald.
On Expenditures in the Department of War—Aug. H. Sheppard, Mann, Felder.
On Expenditures in the Department of the Navy—Maxwell, Hall of Tenn., Harper.
On Expenditures in the Department of the Post Office—Hawes, Bates of Maine, Broadhead of N. Y.
On Expenditures on the Public Buildings—Young, Spencer, Tracy.
The House, afterwards, on motion of Mr. Wayne, went into a Committee of the Whole on the state of the Union, Mr. Adair in the Chair. A series of resolutions appointing the subjects discussed in the President's Message among the respective committees to which their nature refers, was introduced by Mr. Wayne. A short but animated discussion arose on a proposition of that gentleman to refer the subject of the Bank of the United States to a select committee. Mr. McDuffie proposed an amendment which finally prevailed, referring it to the Standing Committee of Ways and Means. The resolutions were adopted, with various modifications and additions, the most important of which were resolutions for the appointment of select committees on the subject of the patent law and of imprison-

ment for debt; and, at 3 o'clock, the House adjourned.

WEDNESDAY, Dec. 14. In the Senate, yesterday, petitions were presented by Messrs. Silsbee, Tyler, Naudain, Tomlinson, King, Moore, Seymour, Robinson, Wilkins, and Bibb. The resolution submitted by Mr. Marcy, authorizing a subscription to the Register of Debates, published by Gales & Seaton, and as amended, to the Debates in Convention on the adoption of the Constitution, published by Jonathan Elliot, was considered and agreed to. Mr. Poindexter, on leave, introduced a bill authorizing appeals, writs of error and supersedeas to the Supreme Court in certain cases, which was twice read and referred to the Committee on the Judiciary.

In the House of Representatives, yesterday, petitions and memorials were continued to be presented. Upon one of them, a memorial presented by Mr. Ellsworth, a long discussion took place. It was on the subject of the French spoils on American commerce prior to 1801: Mr. Ellsworth moved its reference to a select committee; but it was ultimately disposed of by a reference to the Committee on Foreign Affairs. The House proceeded to the election of a chaplain, and on the first ballot, the Rev. Reuben Post was elected, (there being four candidates) having received 87 out of 163 votes. Some discussion arose upon a resolution proposed by Mr. Mercer for the appointment hereafter, at the commencement of every session, of a standing committee of Roads and Canals: The proposition was opposed by Mr. Mitchell, of S. C.; but before it was decided on, the House, at three o'clock, adjourned.

THURSDAY, Dec. 15. In the Senate, yesterday, two messages were received from the President of the U. States by Mr. Donelson, his Secretary: the one conveying the information called for by the resolutions of the 8th instant, relative to the capture, abduction, and imprisonment of American citizens by the British authorities of New Brunswick; the other recommending that compensation and indemnity be made to the master and crew of a Spanish brig for their risk and losses in humanely rescuing the crew of an American vessel from fire and shipwreck. Several petitions and memorials were presented, and the resolutions offered on Tuesday by Messrs. King, Moore and Grundy, were considered and adopted. The Senate adjourned at an early hour.

In the House of Representatives, Mr. McDuffie, from the Committee of Ways and Means, reported bills for the relief of Henry R. Tucker; of Robertson and Barnewell, and of William J. Quincy, and Charles E. Quincy. They were severally read twice, committed to a Committee of the Whole House, and made the order of the day for to-day. The consideration of Mr. Mercer's resolution for the appointment of a standing committee on roads and canals was resumed, and the subject was discussed until the close of the hour allotted to resolutions. Mr. Speight, Mr. Doubleday, and Mr. Mitchell, of South Carolina, opposed the proposition which was supported by Mr. Mercer. A message was received from the President recommending to the consideration of Congress the captain and crew of the Spanish brig, by whose generous and heroic conduct upwards of sixty American citizens were recently rescued from the ship Minerva, when that vessel was destroyed by fire at sea. The communication and accompanying documents on the subject were read, and, on motion of Mr. Cambreleng, referred to the Committee of Commerce. The Speaker presented a communication from Peter Duponceau Esq. of Philadelphia, on the subject of the culture of silk, together with various specimens of silk, of American growth. They were referred to the Committee on Agriculture; and the House, at 2 o'clock, adjourned.

FRIDAY, Dec. 16. In the Senate, yesterday, but little legislative business was transacted. The credentials of the Hon. Geo. M. Dallas, elected a Senator by the Legislature of the State of Pennsylvania, to supply the vacancy occasioned by the resignation of the Hon. Isaac D. Barnard, were communicated by the chair and read. Mr. Chambers gave notice that he would, to-morrow, ask leave to bring in a bill to provide for the payment, to certain of the States, of interest on advances made by them to the United States during the late war; and Mr. Wilkins gave notice that he would, on the same day, ask leave to bring in a bill providing indemnity to American citizens for spoils on their commerce, committed by the French prior to the year 1800. After a short time spent in the consideration of Executive business, the Senate adjourned over to Monday next.

Mr. Webster was present and took his seat. In the House of Representatives, yesterday, the usual time was taken up in the presentation of petitions and memorials; after which a more than ordinary number of resolutions were introduced. Mr. Drayton, from the Committee on Military Affairs, reported a bill for the adjustment and settlement of the claims of South Carolina upon the Government of the United States which was read twice and committed to a Committee of the Whole; and at Mr. Drayton's instance, made the special order of the day for Wednesday the 28th December. The House then again took up Mr. Mercer's resolution for the appointment of a standing committee on Roads and Canals; which was, after considerable debate, decided in the affirmative—Ayes 96, Noes 90.

DOCT. S. M. TUDOR.

OFFERS his Professional services to the public generally, and can always be found at his father's residence, at the house formerly occupied by James Morrison, within one mile and a half of Hampton. Fair Mount, June 14, 1831. (1-10)