

Carlisle Herald and Expositor.

A FAMILY NEWSPAPER—DEVOTED TO NEWS, POLITICS, LITERATURE, THE ARTS AND SCIENCES, AGRICULTURE, AMUSEMENT, & C. & C.

Edited and Published for the Proprietors, at Carlisle, Cumberland County, Pa.

VOLUME XLIV.—NO. 12.

WEDNESDAY MORNING, JANUARY 19, 1844.

NEW SERIES, VOL. 6.—NO. 57.

Groceries! Groceries!!
A fresh lot of Brown and Leaf Sugar, prime Coffee, Molasses, Cheese, Cloves, also all kind of Spices, &c., just received and for sale by
CHAS. OGILBY.
Carlisle, Dec. 1, 1841.

Gum Shoes.
Just received 150 pair of Gum Shoes, and for sale cheap by
CHARLES BARNITZ.
Carlisle, Dec. 1, 1841.

Indian Vegetable Pills.
Just received a fresh lot of the genuine Indian Pills,
CHAS. OGILBY.
Carlisle, Dec. 1, 1841.

Caps! Caps!
Cloth, Silk, Velvet, Tobby Velvet, Celest, Hair Seal, and Fur Caps of all sizes and shapes, just received and selling off at reduced prices.
CHAS. OGILBY.
Dec. 1, 1841.

Shoe Dealers.
Call and see the large lot of Boots and Shoes I bought at auction, which I intend to sell by the case or dozen, cheaper than ever.
CHAS. BARNITZ.
Carlisle, Nov. 24, 1841.

Tannery for Rent.
The subscriber offers for rent the superior Tanning establishment, recently the property of David S. Forney, located on the corner of East and Lehigh streets, in the borough of Carlisle, Pa. It is the most complete property of the kind in the place of its location—having a large
Two Story Store Dwelling HOUSE.
One garden and all other buildings necessary to carry on the business.
Possession given on the 1st April 1844. Terms made known on application to
J. F. EG.
Opposite the Carlisle Bank.
November, 24, 1841.

WINTER GOODS.
I have just returned from the city with a second supply of Winter goods, such as Cloths, Casimere, Battines, Flannels, Blankets, Shirts, &c., which have been selected with care, and which will be sold as cheap if not cheaper, than at any other establishment in the borough.
CHAS. BARNITZ.
Carlisle, Nov. 24, 1841.

Boots and Shoes.
50 Cases of boots and shoes received from auction, which I have purchased at prices that will enable me to sell cheaper than at any other establishment in the county.
CHAS. BARNITZ.
Carlisle, Nov. 24, 1841.

HATS & CAPS.
I have just received from the city with the latest style of Fur, Cloth and Glazed Men's and Boys' Caps. Also, Brush Hats, for sale cheap, by
CHAS. BARNITZ.
Carlisle, Nov. 24, 1841.

Gum Shoes!
A lot of Men's Gum Shoes for sale at cost by the subscriber.
G. W. HITNER.
Carlisle, Dec. 22, 1841.

CHEAP READING!
Persons wishing to purchase cheap reading, are requested to attend to the following, where can be had Magazines of all descriptions, and sold at the publishers' prices free of postage.
For Sale as above:
Graham's Magazines, Ladies' Companion, People's Library, Ladies' Amusements, New York Visitor, Bicknell's Compendium, Deceit, Boston Nonion, Weekly Herald, Daily Chronicle, N.Y. York Daily Herald, Tragedy of the Seas, Life in a Whale Ship, and a variety of Comic Almanacs for 1842.
Subscriptions received for all the principal publications of the day.
JOHN GRAY, Agt.
December 22, 1841.

PROCLAMATION.
WHEREAS, the Hon. SAMUEL HERZBERG, President Judge of the Court of Common Pleas in the 9th District, composed of the counties of Cumberland, Perry and Juniata; and the Hon. John Stuart and John Leffew, Judges of the said Court of Common Pleas of the county of Cumberland; have issued their precept, bearing date the 19th day of November, 1841, and to me directed, for holding a Court of Oyer and Terminer and General Jail Delivery, and General Quarter Sessions of the Peace, at Carlisle, on the
Second Monday of January, 1842,
(being the 10th day) at ten o'clock in the forenoon: Notice is hereby given, that I will attend to the Peace, and Constables of the said county of Cumberland; that they be then and there in their proper persons, with their records, inquisitions, examinations and other remembrances, to do those things which to their offices respectively appertain. And those who are bound by recognizance to prosecute against the prisoners that are, or then may be, in the Jail of Cumberland county, to be then and there to prosecute against them as shall be just.
Dated at Carlisle, the 20 day of December, 1841, and the sixty-sixth year of a mercurial lunacy.
PAUL MARTIN, Sheriff.

BONNET SILKS & RIBBONS.
Of the very latest style, just received at the store of
J. L. SPILLINGER & CAREY.
Shippensburg, Dec. 22, 1841.

NOTICE.
Estate of John Sanderson, dec'd.
LETTERS of Administration de bonis non cum testamento annexo, on the will of John Sanderson, late of North Middleton township, dec'd, have been issued in the form of law to the subscriber residing in the borough of Carlisle. Notice is hereby given, to all persons having claims against said estate, to present them duly authenticated and certified, to the subscriber on or before the 20th day of January next, in order that he may be enabled to make payment to the subscriber.
JOHN H. WEAVER, Adm'r.
December 22, 1841.

Assignment Account.
In the Court of Common Pleas of Cumberland county, December 14, 1841.
The account of Money Paid and Melchor Breuninger, Assignee of Melchor Breuninger, has been presented to the Court by Melchor Breuninger, and the 20 Monday of January Court (being the 17th day) appointed for the confirmation and allowance of the same, and of which all concerned will be notified.
SEO. SANDERSON, Prochy.
Carlisle, Dec. 22, 1841.

Fanny Elsler has instituted a suit for libel against Park Benjamin, the editor of the New World, and laid the damages at \$20,000. The Harrisburg Reporter predicts that the great damage will never be paid, but says poor editors, and advises her to "take to her heels."

"Pa, has the wind got a mouth?"
"No, my dear."
"But, Pa, didn't I hear you say it whistled—and how could it whistle without a mouth?"
"Sally, put that child to bed."

A neighbor of ours informs us that wood goes further, when left out of doors than well housed; some of his having gone upwards of a quarter of a mile in one night.

"I live in Julia's eyes," said an affected dandy in Colman's hearing. "I do not wonder at it," replied George. "since I observed she had a sty in them when I saw her last."

"My dear Laura how can you condescend to marry that odious Mr. Snuff?" asked one young lady of another. "Why, Jane, I think I can take him at a pinch," was the witty rejoinder.

"Why are our side-walks like music?"
"Because if you don't C-sharp you'll B-flat."

Thick boots, double-breasted coats and getting married, we recommend before the weather gets any colder.

"To be shaken when taken," muttered a man while chasing a boy for stealing his fruit.

The State owns Turnpike and Bridge stock 2,843,048 89
The State owns Canal and Navigation stock 831,778 68
The State owns Railroad stock, 350,549 90
Money due on unpatented land estimated at 1,000,000 00

Total, \$36,423,239 78
The immediate difficulty of our situation, arises mainly from the payment of the interest annually accruing on this debt. This interest is about \$1,800,000; and this sum, it is incumbent on the State to provide as it becomes due. The inconsiderable portion of the funded debt, now redeemable, can be doubtless postponed until more auspicious times, but the interest admits of no such postponement. This is in a great measure payable to those who cannot afford to procrastinate its reception, and whose means of subsistence depend, on the faithful adherence of the State, to its solemn engagements with its loan holders.

The income especially appropriated to the payment of this interest, is derived from the following sources, to wit:—tolls on canals and railroads, auction duties, tax on collateral inheritances, dividends on turnpike, bridge and navigation stocks, escheats and the tax levied on real and personal property, &c.

The amount received from each of these several sources, during the last fiscal year, ending 30 of November last, is as follows: From tolls on Canals and Railroads, \$702,360 44
Auction duties, 77,092 15
Collateral inheritances, 21,581 43
Dividends on turnpike, bridge, and navigation stocks, 30,355 72
Escheats, 336 64
Tax on real and personal property, &c. 33,292 77

Total, \$924,059 15
The sum in the treasury, applicable to this object, on the first day of this month independent of what will be received during the month, was \$1,020,936 38 more than is necessary to pay the interest due on the first of February next.

In relation to the assessment and collection of the taxes, under the act of 11th June 1840, the greatest delinquency is found with the county Commissioners. No return or statement has been received from several of the counties, although required by the 6th section of the said act, to be transmitted to the Auditor General on or before the first Monday of September, in each year. It is therefore out of my power to inform you of the amount assessed under said act. From the information, however, received, I feel warranted in saying that it will amount to about half a million, or within a fraction of it. That amount will be considerably increased by the valuation and assessment provided by the act to establish a uniform mode for the valuation of property and assessment of taxes," passed 15th May last; the returns of which are required to be made to the Auditor General within the present month, and will be laid before you as soon as received.

The duty of the county commissioners to make returns of the assessments, &c., to the Auditor General, imposed by law, with sufficient precision and certainty.—To secure its faithful performance, I recommend a revision of the law.

During the existing state of things, the continuance of taxes assessed, for the payment of this interest, or at least of taxes of some kind for this purpose, appears to be indispensable. If the distribution of the objects of taxation, or the mode of levying and collecting the tax be unfair, or onerous, undoubtedly the evil should be promptly corrected.

I have heretofore declared my determination to do all that lies within my power to meet faithfully the engagements of the State and to maintain unshakenly the credit and integrity of our Commonwealth. My sentiments in relation to these matters have undergone no change, and I am pleased to find that on this subject, there is no diversity of opinion among the great mass of the citizens of the State. All agree that whenever the constituted authorities of the Commonwealth, have entered into engagements conformably to the constitution and laws, whether these engagements have been characterized by due prudence and a proper regard to the interests of the public, or not, the honor of the State, the permanence of our republican institutions, and a sacred regard to the sanctity of public engagements, require that the resources of the Commonwealth, and the energies of her citizens, be put in requisition, to meet her public engagements promptly, punctually, and unhesitatingly. It is, therefore, respectfully and earnestly urged upon the Legislature, to take the necessary steps, at the earliest possible day, to ensure this desirable result.

As the most efficient means that have occurred to my mind, I would suggest, the following course. Let the Legislature ascertain from the financial departments, both the ordinary revenue, and the amount necessary to be raised, annually, for the payment of the interest on the state debt, and the ordinary expenses of government. Let provision also be made to cover all possible contingencies and losses on collection. Add to this sum, though ever so small, for a sinking fund, to be applied annually to the extinguishment of the principal of the public debt, and apportion it among the several counties of the Common-

wealth, designating the amount to be paid by each, by an uniform apportionment according to the triennial, or last assessments, with such corrections and equalization as shall be found necessary, and on the same objects now taxed, or any other that the Legislature may think preferable. Let adequate and certain penalties be imposed on each county commissioner for omitting to have the duplicates issued in time, and on each assessor for the non-performance of his duties, and allow the county such a premium, as shall be thought right, if its full quota be paid into the Treasury, on or before the day required by law. It is believed that a committee of the Legislature would be as competent a board as could be raised, to apportion the quotas of the several counties, as above mentioned, aided, as they will be, by the late assessments and census: The establishment of this system by law, would place the fund to meet the interest on the public debt, on a permanent foundation, and silence forever all doubts which interested speculators might seek to raise on this subject.

But it is not only to the loan holders of the Commonwealth, that she ought to be just in meeting her engagements. A regard to economy, as well as justice, to the men who labor upon the repairs of our canals and rail roads, requires that they should be punctually paid. The laborer is worthy of his hire, and is as meritorious a creditor as the Commonwealth has, and it is absolutely irreparable that he should be dependent on the borrowing of money for his pay, and be unable at times, for months together, to procure as much for his labor as will buy him a loaf of bread.—It is respectfully suggested, that when an abundant means from taxation are provided to meet the interest of the state debt, that the tolls on our public works shall be first applied to their repairs, so that we may keep, at a glance, to what the net revenue, if any, arising from them respectively amounts.

It is not to be disguised that we are deeply in debt; and that the times call for an unquailing fearlessness in our public functionaries, to meet the emergency, and to provide the means for our extrication.—The people are already burdened with taxation, and those burdens cannot be diminished if we expect to pay our debts. The conduct and motives of those who make provision to pay them, may be misrepresented, and for a time misunderstood. Prejudice, from the sordid feelings of interest, may be invoked, and demagogues and unprincipled politicians will, doubtless, attempt to use it, to answer their own purposes. But the responsibility is one which every honest public functionary must meet fairly and frankly, and in so doing he will be eventually sustained by the people at large, who never deliberately err, and who always will reward, with their confidence, an honest and fearless devotion to their true interests, even though it may, at first, have met with temporary disapprobation.

The means to pay off the loan under the act of 4th May, 1841,—to pay the foregoing creditors of the state, and the interest on the public debt, must be provided before the Legislature adjourns. Sound policy, may common honesty, demands this much at your hands, and I am persuaded no member of the Legislature will shrink from a duty enjoined by such considerations as these.

It will be found on reference to the amount of taxes paid by the people, that comparatively a small portion is levied to discharge the interest on the public debt. Although in the aggregate the taxes are onerous, by far the greater amount is absorbed in the ordinary purposes of township, city and county affairs. I take great pleasure in stating the fact, that the increase of the taxes for the maintenance of the faith and honor of the State, has been regarded in a spirit of patriotic duty by the public at large, and has been borne without repining, unless, indeed, we except a very few persons, residing in portions of the State which have reaped almost the entire benefit of the expenditure of the vast sums of money for the interest on which these taxes are imposed. I felt satisfied when I recommended, early in my official career, the resort to taxation, instead of additional loans, to pay the interest annually accruing, that the enlightened yeomanry of Pennsylvania would, under the circumstances, sanction the recommendation. I am now convinced I did not mistake their true character; nor can the extraordinary conduct of some persons, professing better principles, who first urged the adoption of the measure, and afterwards denounced those who acquiesced in it, shake for a moment my steadfast convictions on this subject. I always believed the people would do their duty, let it cost what it might; the first instance is yet to be found in our history when they have flinched from it, if rightly understood.

The unprecedented increase of our population and resources, cannot fail, in a few years to render our improvements so productive as to supersede the necessity for taxation. The ultimate value of our stupendous system of public works can hardly now be estimated. They have already added an incalculable amount of value to the property of the citizens of the Commonwealth, and given an earnest of their capacity for future usefulness. The travel and transportation upon them must increase in full proportion with the multiplication of our population, and the development of our exhaustless resources. When it is reflected that the population of this State in

the year 1800, was only 602,546; that in 1820, it was 1,049,313; and in 1840, it was 1,724,033; showing an increase within the last twenty years, exceeding the whole population in the year 1800; and when it is remembered that this immense increase and increasing population has imparted and is imparting its intellect, energy and industry to the improvements of the agricultural, mining, manufacturing and commercial interests of the Commonwealth; and that during the past year, when trade and business were greatly depressed; when the Delaware division was not in use until about the 1st of August; and when the important anthracite coal trade from the Wyoming, Shamokin and Bear valleys, and other intermediate points to tide; and the bituminous coal trade from the Allegheny mountain, on the West Branch, and Juniata region, to tide; have been barely commenced, the receipts of toll amounted to the sum of \$702,260 44, it will be difficult to form a just estimate of the extent of their future usefulness and extended receipts.

These internal improvements, for the construction of which the principal amount of the State debt has been incurred, consists of 762 miles of canal and railways completed, and 165 miles of canal in progress of construction and nearly completed. The finished works are the following: miles
The Delaware canal from East- 592
ton to tide at Bristol
The main line of canal and rail- 395
road from Philadelphia to Pittsburg
Canal from Beaver on the Ohio 722
river to Greenville, in the di-
rection of Erie
Canal from Franklin on the Alle- 49
gheny river to Conneaut lake
Canal, Susquehanna and North 1114
Branch from Duncan's Island
to Lackawanna
Canal, West Branch from North- 73
umberland to Farrisville
Several side cuts and navigable
feeders 7

Total canals and railways completed 762
Canals in progress and nearly completed, 1652
North Branch extension, from 90
Lackawanna to New York line
Eric extension from Greenville 634
to Erie harbor
Wiconisco canal, from Duncan's 124
Island to Wiconisco creek

Total canals in progress 1652
The report of the canal commissioners with the accompanying documents, which will shortly be laid before you, will show in detail, the state and condition of our public improvements. Having in former communications to the Legislature, stated my views in relation to our system of improvements, I beg leave, respectfully, to refer you to them, as being unchanged, without wishing, unnecessarily, to extend this communication, by embodying them in it.

When I first entered upon the duties of the executive department, the question of completing the North Branch and Eric Extensions was submitted to the action of the legislature. The representatives of the people decided in favor of completing both, and have by three subsequent acts, appropriated considerable sums of money for that purpose. The North Branch canal has already cost \$2,346,270 38, of which the sum of \$369,670 42 remains due to contractors. The Eric Extension has already cost about \$2,919,507, of which the sum of \$574,408 23 is yet due to contractors. The grave question is now presented to your serious consideration, whether, under all the circumstances, those two lines are to be forthwith finished, or abandoned for all time to come, and the entire amount of labor and money expended upon them thrown away. Contractors who have gone on to the work, and perhaps executed the least profitable part of it, will have fair claims on the justice of the legislature for remuneration for the lessee; they have sustained by an abandonment of the work by the Commonwealth. Judging from the success which usually crowns perseverance in similar applications before the legislature, there can be little doubt that this class of claimants will not go away unsatisfied and unsatisfied. The farmer, whose lands have been cut up and destroyed, will also be a just claimant for compensation for the injury he has sustained, for which the advantages from the proposed canal will not be an available set off, and it may be well to enquire whether the amount of those claims would not go far towards the completion of those branches of our improvements. The only valid objection to a prosecution of these works to completion, is the difficulty to be apprehended in raising the necessary funds for the purpose. The estimated cost to complete the Eric extension is \$536,142 46, and the North Branch \$1,298,416, independent of the arrearages due contractors, as before stated, which must be paid at all events. More confidence can be placed in the accuracy of these estimates of the cost of completing these works, than could be extended to those made in the earlier stages of our public improvements, from the increased practical experience of those intrusted with the duty of making them. My own opinion remains unchanged, that it is our true policy to go on and complete both these works as far as possible, and as soon as possible. This, however, is a question exclusively for your decision.

For the debts now due to contractors on these lines, as well as for repairs on the other lines, rendered indispensable, and without which many portions of our canals would have been unavailable and useless throughout the season, I respectfully urge that some prompt and immediate provision be made. Many of the contractors have suffered serious injuries by the delay. If no better expedient can be devised, I would recommend the immediate issuing of a six per cent. stock, to all such creditors, redeemable at such time as shall be thought most expedient.

The amount required to pay debts due for repairs on the several lines of canal and rail road; it will be observed by the report of the canal commissioners, is unusually large. This is to be ascribed to the unprecedented breach which occurred in the Delaware Division, in January last, which cost about \$150,000; to the renewal of the North track of the Columbia rail road; to the rebuilding, in a permanent manner, the locks, bridges and aqueducts on several of the divisions, and particularly on the North Branch, where the original superstructure, composed entirely of wood, had so far decayed as to leave no other alternative; than either to renew them throughout, or to abandon the navigation entirely. It is also, in part, to be ascribed to the fact, that only a portion of the funds appropriated by the act of the 4th of May last, for repairs, and to pay debts then due, became available; leaving a large balance of the appropriations to these objects, therein authorized, still due to the public creditors.

There is always, even under the most economical administration of affairs, a greater amount of expense incurred in managing and keeping in repair great public improvements for the Commonwealth, than it would cost if they were in the hands of individuals. It is, therefore, respectfully suggested for the consideration of the Legislature; whether the public interest would not be promoted, and the amount of the State debt considerably lessened, by a sale of the canals and rail roads, belonging to the Commonwealth, or at least a portion of them; or such other disposition as would diminish their annual expenses to the Commonwealth; and increase the amount of revenue from them.

Were the Commonwealth free from debt; I should hesitate to recommend the sale of any her public improvements. But oppressed as she is, the cost which the repairs require, as far as possible, induce me to urge action on this subject, at least so far as regards the Columbia rail road, and the Delaware division of the Pennsylvania canal. It will matter but little to those interested in the use of the improvements, whether they are in the hands of the public or of individuals, provided proper safeguards be enacted to protect the public in the free-use and enjoyment of them, and to guard against abuses and exactions: If it be objected that sales cannot be effected in the present state of our pecuniary embarrassments, that will be no reason why a law should not now be enacted authorizing the sale of such portions of them as shall be deemed proper, subject to the approbation of the Legislature on the sale being reported. If sold, even on an extended credit, if the principal be secured; and the interest punctually paid, it will so far relieve the Commonwealth. If it were made a condition that state stock should be received in payment, it would probably make the sale more advantageous to the Commonwealth. The dispositions of capitalists would thus be made known, and it can, at least, be ascertained whether a sale at an adequate price can be effected. The policy of leasing for a term of years, one or both of these improvements, has been more than once suggested. Of the propriety of so doing, I am not prepared to express a decided opinion, but have thought it worthy of a suggestion for your consideration.

That the public works should be unproductive, is owing, in a great measure, to a want of proper legislation on the subject, and unless this be remedied, it must impair public confidence in their ultimate utility. The Canal Commissioners have repeatedly urged upon the legislature the propriety of allowing the Commonwealth, alone, to carry the passengers on the Columbia railroad. No railroad in the United States could sustain itself if it were to relinquish the carrying of the passengers, yet, on that road, this strange condition of things is exhibited. The State has expended in its construction over four millions of dollars; while the capital employed by those carrying the passengers, is perhaps thirty thousand dollars. The state, on her immense outlay, is reaping about 3 per cent., while the individual carriers, on their thirty thousand dollars, are clearing nearly 200 per cent. So it is, also, with regard to the transportation between Philadelphia and Pittsburgh. That line of our improvement, between those cities, was constructed at a cost of a fraction over fourteen millions of dollars. The transportation on it is monopolized by some seven or eight companies, employing a capital of less than four hundred thousand dollars; yet, while the state is receiving little more than will keep it in repair, the transporters are realizing immense profits; and that, too, on a comparatively small outlay.

This can only be remedied by vesting the canal commissioners with full and ample authority to adopt such measures, as in their judgment will be best calculated to entice individual enterprise, and in the competition and to counteract the effects of the selfish and monopolizing system that

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Were the Commonwealth free from debt; I should hesitate to recommend the sale of any her public improvements. But oppressed as she is, the cost which the repairs require, as far as possible, induce me to urge action on this subject, at least so far as regards the Columbia rail road, and the Delaware division of the Pennsylvania canal. It will matter but little to those interested in the use of the improvements, whether they are in the hands of the public or of individuals, provided proper safeguards be enacted to protect the public in the free-use and enjoyment of them, and to guard against abuses and exactions: If it be objected that sales cannot be effected in the present state of our pecuniary embarrassments, that will be no reason why a law should not now be enacted authorizing the sale of such portions of them as shall be deemed proper, subject to the approbation of the Legislature on the sale being reported. If sold, even on an extended credit, if the principal be secured; and the interest punctually paid, it will so far relieve the Commonwealth. If it were made a condition that state stock should be received in payment, it would probably make the sale more advantageous to the Commonwealth. The dispositions of capitalists would thus be made known, and it can, at least, be ascertained whether a sale at an adequate price can be effected. The policy of leasing for a term of years, one or both of these improvements, has been more than once suggested. Of the propriety of so doing, I am not prepared to express a decided opinion, but have thought it worthy of a suggestion for your consideration.

That the public works should be unproductive, is owing, in a great measure, to a want of proper legislation on the subject, and unless this be remedied, it must impair public confidence in their ultimate utility. The Canal Commissioners have repeatedly urged upon the legislature the propriety of allowing the Commonwealth, alone, to carry the passengers on the Columbia railroad. No railroad in the United States could sustain itself if it were to relinquish the carrying of the passengers, yet, on that road, this strange condition of things is exhibited. The State has expended in its construction over four millions of dollars; while the capital employed by those carrying the passengers, is perhaps thirty thousand dollars. The state, on her immense outlay, is reaping about 3 per cent., while the individual carriers, on their thirty thousand dollars, are clearing nearly 200 per cent. So it is, also, with regard to the transportation between Philadelphia and Pittsburgh. That line of our improvement, between those cities, was constructed at a cost of a fraction over fourteen millions of dollars. The transportation on it is monopolized by some seven or eight companies, employing a capital of less than four hundred thousand dollars; yet, while the state is receiving little more than will keep it in repair, the transporters are realizing immense profits; and that, too, on a comparatively small outlay.

This can only be remedied by vesting the canal commissioners with full and ample authority to adopt such measures, as in their judgment will be best calculated to entice individual enterprise, and in the competition and to counteract the effects of the selfish and monopolizing system that

For the debts now due to contractors on these lines, as well as for repairs on the other lines, rendered indispensable, and without which many portions of our canals would have been unavailable and useless throughout the season, I respectfully urge that some prompt and immediate provision be made. Many of the contractors have suffered serious injuries by the delay. If no better expedient can be devised, I would recommend the immediate issuing of a six per cent. stock, to all such creditors, redeemable at such time as shall be thought most expedient.

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the year 1800, was only 602,546; that in 1820, it was 1,049,313; and in 1840, it was 1,724,033; showing an increase within the last twenty years, exceeding the whole population in the year 1800; and when it is remembered that this immense increase and increasing population has imparted and is imparting its intellect, energy and industry to the improvements of the agricultural, mining, manufacturing and commercial interests of the Commonwealth; and that during the past year, when trade and business were greatly depressed; when the Delaware division was not in use until about the 1st of August; and when the important anthracite coal trade from the Wyoming, Shamokin and Bear valleys, and other intermediate points to tide; and the bituminous coal trade from the Allegheny mountain, on the West Branch, and Juniata region, to tide; have been barely commenced, the receipts of toll amounted to the sum of \$702,260 44, it will be difficult to form a just estimate of the extent of their future usefulness and extended receipts.

These internal improvements, for the construction of which the principal amount of the State debt has been incurred, consists of 762 miles of canal and