Thirty-Third Congress.

(SYNOPSIS OF PROCEEDINGS.)

WASHINGTON, Dec'r. 27.

In the Senate, Mr. Seward introduced a bill to provide for the construction of a military and postal Railroad, through the Territories, to California, which was referred to the Committee on Post Offices. A supplement amending the River and Harbor bill of last year, striking out the $50,000 appropriation to construct a break-water at Albemarl Sound, which was passed. Mr. Slidell introduced bills for the improvement of the mouth of the Mississippi, and for the establishment of a Navy Yard at New Orleans. The death of Mr. Campbell, member of Congress from Tennessee, was then announced, and after the customary resolutions the Senate adjourned. In the House, the death of Mr. Campbell was announced, and after several eulogiums of the deceased, the usual resolutions were passed and the House adjourned.

WASHINGTON, Dec'r. 28.

There was nothing done in the Senate to-day. The funeral of Hon. Mr. Campbell, took place to-day, from the House of Representatives. There was a large number of spectators in the galleries. Mr. Slicer, Chaplain of the Senate, read the nineteenth Psalm, and part of the fifteenth chapter of First Corinthians, and delivered a prayer. Mr. Milburn, Chaplain of the House, then addressed a few solemn words to the assembly and then pronounced the benediction, when the funeral procession moved from the Hall to the Southern boat with the corpse. When the members returned to the Hall, the House adjourned till Saturday.

WASHINGTON, Dec'r. 29.

Senate.—The session was short and the business unimportant. Mr. Sumner presented the petition of the American Peace Society, urging the establishment of arbitration as a means of settlement of national disputes. Mr. Dawson presented the petition of Cyrus McCormick for the renewal of his patent for a reaping machine. Mr. Atchison offered a bill granting lands to Missouri, Illinois, Indiana and Ohio for a Railroad through those States. After some other unimportant business the Senate adjourned. No session of the House.

WASHINGTON, Dec'r. 31.

The Senate did not sit to-day. In the House the Erie Railroad troubles came under discussion, the proceedings of a public meeting in Indianapolis on the subject being presented by a member from that section. After making a speech in which he denounced the Erie rioters, and argued that the Government ought to put down the insurrection by military force, he moved that the memorial be referred to the Committee on Military affairs. Several of the Pennsylvania members defended the citizens of Erie. The memorial was referred as moved. Mr. Bissel reported a resolution conferring the thanks of Congress and a sword upon Gen. Wool for distinguished services at Buena Vista. Laid over. No other business of importance.

THE EUROPEAN WAR.

Disastrous Defeat of the Turks--A General War Inevitable.

The steamer Pacific, which arrived at New York on Monday week brought intelligence of a highly interesting and exciting character. A naval engagement; it appears, occurred between the Russian and Turkish fleets in the Black Sea on the 30th of November, which resulted disastrously to the Turks, all their vessels engaged being either captured or destroyed. There is a discrepancy in the accounts as to the number of Russian vessels engaged in the contest. What would seem to be the most reliable account, however, puts their number at twenty-four, while the Turks had but fourteen. With this disproportion of force, the victory reflects no credit whatever upon the Russian arms; but the practical result is the same as if the opposing forces had been more fairly matched. The battle lasted one hour, and resulted in the destruction of the whole Turkish fleet engaged. The Russian fleet also suffered severely, seven vessels having been sunk or burned, and the remainder so badly crippled that they could with difficulty make their way back to Sebastopol, whence they had sailed. The news of this battle created intense excitement throughout Europe and being regarded as even less defensible than the occupation of the Principalities, this unexpected step of Nicholas appears likely to drive the English and the French into active measures for the defence of Turkey. The London *Times*, which has hitherto thrown its great influence in favor of a pacific solution of the Eastern question, has now assumed a warlike tone, and counsels effective steps for the protection of the Porte.

STILL LATER.

By the arrival of the Africa on the 30th, we have still later intelligence. The report of the loss of the Turks in the recent naval engagement with the Russians was greatly exaggerated. The accounts, however, are exceedingly vague and contradictory. The latest accounts state that the Russians lost two of their largest ships in the engagement, and that the town of Sinope was totally destroyed.

Lord Palmerston has resigned his position in the English Cabinet, and as private advices state, owing to the state of the Eastern question. It was reported that the English and French Fleets had been ordered to enter the Black Sea. At Liverpool Flour had advanced two shillings, Wheat two pence, and Corn had an upward tendency.

THE CINCINNATTI RIOT.

☞ The Cincinnatti papers of the 26th inst., give the particulars of a riot which took place in that city on the evening previous Some offence had been taken by the members of the Freemen's Society, at some remarks of Bishop Bedini, the Pope's Nuncio, made from the pulpit in the morning, and about eleven o'clock in the evening, they met in a body to the number of some one thousand men, armed with clubs, swords, knives, pistols, &c., and were proceeding towards the Bishop's house, threatening to hang the Nuncio and burn the Church, when they were encountered by the police, and after a short melee, were dispersed. Some sixty of the rioters were arrested and lodged in the watch-house. In the melee a watchman was shot in the leg, and several of the crowd were badly injured. The Society of Freemen is composed of Germans, and it is said several inflammatory articles had recently been published in a German paper of that city, and which doubtless contributed to increase the excitement.

CINCINNATTI, Jan. 1.—All the Germans arrested last Sunday night, charged with attempted violence to M. Bedini, have been acquitted; and the evidence shows the conduct of the police to have been outrageous and unjustifiable. Public sympathy is now with the Germans, and the police are strongly denounced.

HERALD AND EXPOSITOR.

CARLISLE, PA.

WEDNESDAY, JANUARY 4, 1854.

THE LARGEST AND CHEAPEST NEWSPAPER IN CUMBERLAND COUNTY!

Terms—Two Dollars a year, or One Dollar and Fifty Cents, if paid punctually in Advance. $1,75 if paid within the year.

WHIG COUNTY MEETING.

A meeting of the Whigs of Cumberland county will be held at the Public House of John Hannon, in Carlisle, on Monday evening the 9th of January, to appoint Delegates to the State Convention which meets at Harrisburg, on the 15th of March next.

MANY WHIGS.

☞ Our paper is detained a few hours behind time to give the Governor's Message.—We are indebted to the courtesy of our neighbors of the Volunteer and Democrat for the means of giving the Message so promptly to our readers. Otherwise we would not have been able to publish it until our next.

FROM HARRISBURG.

The State Legislature assembled yesterday and we learn that both Houses were duly organized. Maxwell McCaslin, of Greene county, was elected Speaker of the Senate, and E. B. Chase, of Susquehanna, Speaker of the House. The Governor's Message was delivered to day at 12 o'clock.

MEETING OF NAT. DEMOCRATS.

PHILADELPHIA, Dec. 30.—A meeting of National Democrats, opposed to the re-nomination of Gov. Bigler, was held this evening, there being about 1000 persons in attendance.

Resolutions were adopted deprecating the interference of federal officers in State or local elections, and condemning all dictation on the part of Cabinet officers as usurpation and tyranny, meriting universal condemnation.

The resolutions also condemn the course of the Washington *Union*. and applaud the position and course of the Washington *Sentinel* They also denounce Gov. Bigler for sustaining the rail road guage law, which has caused so much difficulty at Erie.

Speeches were delivered by Col. Small, Gustavus Welsh, and others. Mike Walsh and Mr. Cutting declined speaking, in consequence of the denunciation of the guage law.

MARINE DISASTERS.—We have further news of the deplorable sufferings of mariners during the recent storm at the East. A large number of vessels have been either wrecked completely, or also dismasted and driven ashore. The most melancholy portion of this sad intelligence is that a great number of lives are known to have been lost, and it is believed that some vessels had gone down with all on board. Probably the most heart-rending disaster occurred to Capt. Stout, of the schooner Elizabeth. His vessel was wrecked off Yarmouth on Wednesday night. He succeeded in getting his wife ashore, but she died on the beach in his arms. His child perished while lashed to the schooner.

☞ There was a terrible snow storm at Boston on Thursday last, and the wind blew almost a hurricane. The latest dispatch that night says, the snow was then two feet deep on a level, but in many places was drifted to the height of ten, fifteen and twenty feet, and the weather intensely cold. The railroad tracks were blocked, and no trains nor steam boats had arrived that day, and all travel was suspended. The tide rose to an unusual height, overflowing the wharves, and destroying much property.—So severe a storm has not been experienced for many years.

THE SOLDIERS' CONVENTION.—We learn from the Philadelphia Ledger that the National Convention of the Soldiers of the war of 1812 will assemble in Independence Hall, on the 9th of January, at 12, M. This arrangement has been made to suit the convenience of many delegates, who will thus be enabled to reach the city in time, by the morning conveyances. From present appearance there will be a large assemblage of the soldiers of the second war of independence.

☞ The railroad difficulty at Erie is far from being settled yet, if we may judge from the excited state of feeling still existing there On Tuesday a number of the officers of the railroad company who went to Harbor Creek to superintend the repairs of the track, were attacked by an armed party and forced to leave the ground and retreat to the cars, when the train was started, and not stopped until it reached the State line.

NEW YEAR'S DAY IN WASHINGTON.—Washington, Jan. 2—This day is observed as a general holiday here. The public offices, banks, &c., are all closed, and Congress is not in session. The White House and the residences of the Heads of Departments and of some of the distinguished citizens are all open to receive visitors, and they are much thronged. The weather is delightful, cold with considerable snow on the ground.

ART UNION DRAWING.—The drawing of the Philadelphia "Art Union" took place on Saturday evening, at the Musical Fund Hall.—Prior to the drawing, an eloquent address on the subject of the fine arts was delivered by Hon. Robert T. Conrad. The 25th prize—a Winter Scene by W. B. Boyle—fell to the lot of Wm. M. Watts, Esq. Carlisle. There were fifty prizes in all.

☞ The President's House, the *National Intelligencer* says, is now completely finished, and in full order for the reception of visitors. No previous time in its history has the Presidential mansion equalled its present condition for comfort, taste, and style.

☞ Our Carrier requests us to return his warm thanks to our patrons who so kindly and liberally remembered him on Monday morning, on the occasion of presenting his address.

☞ Telegraphic dispatches from Cleveland Chicago and Milwaukie, on Thursday night, state that a furious snow storme was then raging in those places, with a tremendous gale of wind, and the weather was intensely cold.

☞ J. B. Vashon, the well known colored abolitionist at Pittsburg, died suddenly on Thursday night, of apoplexy, at the Railroad depot.

☞ The Crystal Palace, the New York Tribune says, is to be a permanent institution, devoted to the Exhibition of industrial and artistic productions of all nations.

Town and County Matters.

Water Company Operations.

The Carlisle Gas and Water Company has a couple of notices in our advertising columns, one in relation to the borough loan, and the other inviting proposals for furnishing a large quantity of brick, which are of interest to many of our readers. The company is pushing its operations most successfully and rapidly, and the prospect is that we may have, on the next 4th of July, a grand celebration of the introduction of water into our ancient borough.

Bold Outrage.

A colored man of good character, named John Hunter, while standing at the door of his house, in West Chapel Alley, late on Saturday evening last, was struck on the head with a hatchet, once with the edge inflicting a severe and dangerous wound, and twice with the handle, by which he was knocked down in a senseless condition. The perpetrator of the dastardly assault could not be distinguished in the dark and made good his escape. It is to be hoped he may yet be discovered. Hunter has been lying since in a very critical condition.

The Ice Crop.

The weather for some days past has been exceedingly cold, with a fall of snow about four inches in depth. The "ice crop" consequently promises to be abundant, and of the best quality, thick and firm. Owners of ice-houses are busily engaged laying in their supplies for the coming season, and if they manage properly there will be no danger of their stock falling short next summer.

We are glad to learn that the Water Company, which will have, after the erection of its works on the Canedoguinet, peculiar facilities for laying up a large stock of ice, propose supplying the article to families at a rate so cheap that none will be obliged to forego the enjoyment of this great summer luxury. Their arrangement will not however be carried into effect until next summer a year.

The Holidays.

The holidays are over—of the feasting and junketing nothing now remains but delightful memories—the schools are re-opened and every body has settled down to business again.—And judging from what we hear, all classes, old and young, have had "a good time." But few cases of excessive dispation fell under our eye, and there was no public disorder to mar the festivities.

The holiday season was taken advantage of by several of our Sabbath Schools for holding their annual celebrations An exhibition by the Lutheran School took place on Christmas Eve—a similar one by the German Reformed School on New Year's Eve, at each of which addresses by different gentlemen and by the scholars, with music of a superior order, constituted the attractive exercises and were listened to by crowded audiences. On Monday morning last a celebration by the Second Presbyterian Church School also took place, at which several interesting addresses were delivered with other appropriate exercises.

GRAND PANORAMA!

At Marion Hall for Three Days.

The Panorama of the Mammoth Cave, Falls of Niagara and the Crystal Palace combined, with a Grand Concert by the Misses Avondale, has just arrived from a most brilliant engagement in Washington. Gentlemen and Ladies of the highest distinction in literary and fashionable life, Members of Congress, Heads of Department, and Ministers of the various denominations, have crowded the largest hall in Washington again and again with increasing delight, and will bear testimony, not only to the superior merit of the Painting, but of a Concert of dulcet voices unsurpassed by any in America. The extreme youth of the vocalists is the only cause why their reputation has not placed them at the head of their profession.

The Panorama was among the first of the kind ever exhibited in this country, and while its cotemporaries have ceased to attract attention, this is the last to leave the field. It must fail to draw enthusiastic crowds only when the spacious crystal halls of the Mammoth Cave cease to be a wonder in nature, and when the stupendous thunderings of the world's only Cataract shall fail to command the awe-struck wonder of admiring millions.

While in Washington a few years since, it made more money during the same number of weeks on exhibition than any other painting ever exhibited in that city; yet its recent visit for the second time was longer than the first.

☞ Exhibitions each evening at 7½ o'clock; and Friday and Saturday afternoons at 3 o'clock, Admission 25 cents Children under 12, with their parents, half price. Families and Schools are invited to the afternoon exhibitions, as they are fully as interesting and the audience more select. Then the Schools are admitted at reduced prices.

RAIL ROAD MEETING.

An adjourned meeting of the Commissioners and friends of York, Dillsburg and Greencastle Rail Road, was held at Boiling Springs, Cumberland county, on Saturday, December 17th. Addresses were delivered by Gen. T. C. Miller, and James M. Shearer, showing conclusively the importance and the practibility of the construction of the said road. On motion it was

Resolved, That Thomas B. Craighead and Col. Chestnut be added to the Committee of Finance of Cumberland county.

On motion of A. G. Miller, Esq, it was

Resolved, That the Greencastle and Fayetteville Committee of Finance be authorised to answer the communications received from those places as they may deem most expedient.

On motion of Dr. Shearer, it was

Resolved, That a meeting be held in the borough of York on the first Saturday in January, and that the following gentlemen be appointed a committee to make the necessary arrangements therefor: Judge Fisher, Dr. Alexander Small, Samuel Small, Col. Daniel Motter, Jacob K. Sidle, James M. Anderson, and A. & J. Wells, of York County, Gen. T. C Miller, A. G. Miller, Jacob Hemminger, John T. Green and Johnson Williamson of Cumberland County.

On motion of Mr. Miller, it was

Resolved, That a meeting be held at Papertown, at the house of Wm. Noaker, at 10 A. M., on the second Saturday in January, and that the Committee of Finance be requested to report at said meeting.

On motion of James M. Anderson, it was

Resolved, That the committee appointed to confer with an engineer be authorized to engage one as soon as sufficient money be collected to defray the expense of the survey.

On motion, it was

Resolved, That these proceedings be signed by the President and Secretary, and published in the papers of York and Cumberland.

The meeting then adjourned to meet as above mentioned,

T. C. MILLER, *Pres't.*

G. L. SHEARER, *Sect'y.*

☞ The population of the Territory of Oregon is stated to be 40,000.

MARRIED

On the 22d ult., by the Rev. A. H. Kremer, Mr. SAMUEL FLOYD to Miss SARAH ANN SHEAFFER.

On the 29th ult., by the same Mr. JACOB WYRTERS to Miss ELIZABETH SNAVELY all of this county.

On Tuesday the 27th by J. A Murray, of Dillsburg, Mr. JACOB ZUG, of Allen, to Miss LEVINA ZOUK, of Monroe township.

Governor's Message.

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

GENTLEMEN:—A beneficent Providence has favored the people of our Commonwealth with a high degree of health and general prosperity during the year just closed, and with many other causes of pleasure and gratitude. Humbly acknowledging these blessings, let us ask His divine direction in the discharge of our official obligations.

It affords me unalloyed delight to welcome the representatives of the people to the seat of government, and rely for a time, upon the aid of their combined wisdom in the administration of public affairs; as it is also a grateful task to perform the constitutional injunction that requires the executive to "communicate to the General Assembly information of the state of the Commonwealth," and make such suggestions and recommendations as the welfare of the people and the exigencies of the times may seem to demand; and to the discharge of this obligation I now proceed.

The receipts of the treasury for the year 1853, exclusive of loans, and including the actual balance in the treasury on the first day of December, 1852, (being $671,037 72,) amounted to the sum of $5,962,474 47.

The payments for the same period, exclusive of loans and other extraordinary expenditures make a total sum of $4,184,048 47, being $1,818,326 10 less than the receipts. Of this excess $505,057 55 was paid to the Commissioners of the Sinking Fund, and $589,000 toward the payment of old debts and the construction of new work on the North Branch canal and Portage railroad, being part of the temporary loans authorized by the act of the nineteenth of April last; which, together with the balance in the treasury applicable to the redemption of outstanding loans, reduces the actual balance on the first day of December last, to the sum of about six hundred and twenty-five thousand dollars, to be used in the payment of the February interest.

The receipts for the year 1854, including the balance in the treasury on the first of December, 1854, may, in my opinion, be safely estimated at $5,846,417 84.

The expenditures for the same period, including $250,000 for the payment of old debts on the public works, and $300,000 for the sinking fund, should not, and if proper care be taken, will not exceed the sum of $4,500,000, leaving a balance in the treasury on the first of December, 1854, of $1,346,417 84. Deducting from this $625,000, the amount that should remain in the treasury to meet the interest due February 1, 1855, and we have a surplus revenue of over $700,000.

It is thus made apparent to my mind, that the treasury will have the ability, during the coming year, to redeem the entire amount of the temporary loans now outstanding, and pay the debts to which I have already referred. But no additional drafts should be made upon it, without provision being first made for their payment.

At the time of my induction into office the liabilities of the State were as follows, viz:

Six per cent. bonds	$2,314,023 51
Five " "	36,704,458 03
Four and one-half per cent. bonds	198,200 00
Relief notes, per act of May 4, 1841	650,163 000
Certificates for unpaid interest on the public debt, for the years 1843, '44, and '45, with their accumulated interest	204,680 29
Domestic creditors' certificates	82,932 74
Total liabilities, Dec. 1, '51,	$40,154,457 48
Add loan of April 2, 1852, for the completion of the North Branch canal	850,000 00
	$41,004,457 48

From which take the following payments:

To the sinking fund	$681,469 83	
Interest on outstanding certificates	50,752 91	
		732,222 47
Total amount of funded debt at this time		$40,272,235 01

To meet this apparent increase of $117,777 53 of the public debt, it should be observed that, by the cancellation of six per cent. bonds, we have a saving of $20,000 annually to the treasury, which is equivalent to a virtual payment of $400,000 of the five per cent. bonds. The amount thus saved will be a permanent resource, without making exaction from the people, and constitute a substantial addition to the sinking fund.—It will be a virtual reduction of the public debt to the amount of $282,222 47.

The floating liabilities and current demands upon the Treasury, at the period I have indicated, were as follows:

Damages, balances on contracts, and for labor and materials on the public works, prior to January, 1852, and since paid, as appears on the books of the Auditor General	$381,752 15
Temporary loans	398,000 00
Unpaid appropriations	621,338 00
Total	$1,401,090 15

The floating liabilities of the Commonwealth, and current demands upon the treasury at this time, are:

Railroad and canal debts	$327,734 00	
Temporary loans	590,000 00	
Unpaid appropriations	305,695 00	
		1,223,429 00
Diff. between the two periods		$177,661 15

It will thus appear that the floating liabilities are $177,661 15 less than when I assumed the duties of my present station. It should be remarked that floating debt as above stated, is no new thing. It has always existed to a greater or less degree, but has not usually been exhibited in this form. A balance of unpaid appropriations is unavoidable, and has not been so small for many years as at present.

During the years 1852 and 1853, the following appropriations and payments have been made, towards the construction of new improvements:

For re-laying the north track of the Columbia railroad	$355,500 00
For the construction of a new road to avoid the inclined planes on the Allegheny mountains	656,034 90
For the completion of the Western reservoir	52,380 41
For the North Branch canal	1,000,000 00
For the new locks on the Delaware Division	80,000 00
Total	$2,143,915 31

From the foregoing figures it is apparent that the operations of the treasury have exceeded our most sanguine expectations, yielding over a million of dollars annually above the ordinary charges and expenses; and showing, that if no new improvements had been in progress, two millions, at least, of the public debt could have been paid during the last two years. In addition to these extraordinary expenditures, there was paid out of the treasury during said period, in pursuance of laws passed prior to 1852: for the State Lunatic Asylum, $70,700; for the publication of the Pennsylvania Archives and Colonial Records, $23,168 52; for the improvement of the State penitentiaries, $35,000; for the publication of Professor Rogers' geological survey $16,000; for the preparation of registration books, $12,190 19; to the Sugar Valley and Deer Creek Turnpike Company, $8,000.

It will readily be perceived, therefore, that should the appropriations hereafter be confined strictly to the ordinary expenses of government, we shall have an annual surplus revenue exceeding one million of dollars, applicable to the payment of the funded debt. That such should be the policy of the State, after the completion of the works now in progress, will not be doubted. The importance of such economy in view of the great end to be attained—the liquidation of the public debt—and consequent relief of the people from taxation for State purposes, is too manifest for argument. Entertaining these views, I could not give my assent to any new schemes of improvement by the State.

The operations on the public works for the year just closed do not present a very flattering picture, so far as relates to net revenue. The aggregate amount of business was larger by twenty per cent. than that of any former year, and the gross receipts amounted to the sum of $1,832,495 33, being an excess of but $35,683 91 over the receipts of 1852. This increase of tonnage without a corresponding increase of receipts is the consequence of a very great reduction of tolls, a measure, in the opinion of the Canal Commissioners, demanded by public policy; and it may be said that whatever has been lost to the treasury was given to extend commerce and trade. The expenditures for the year according to the report of the Canal Commissioners, amounted to the sum of $1,177,742 75, leaving a net balance of $754,752 58; but as this sum does not include any portion of the cost of new locomotive engines and the erection of farm bridges, the deduction of the proper proportion of these will leave the sum of $704,752 58 as the actual net balance.

The receipts and expenditures and general operations on the Columbia railroad exhibit an encouraging state of affairs, as they also do on the North Branch canal and Delaware division; on the other divisions of the canal they are tolerable; but on the Allegheny Portage railroad, the condition of affairs is entirely unsatisfactory. The system of management heretofore practised on that complicated and difficult work, would seem to demand a speedy and radical change. But the Executive, under the laws as they now are, having no control or direction over the public works, it is right and proper that I should leave the explanation of the details of their workings and management to the people's agents, who have charge of the whole subject.

I am, however, still entirely sanguine that with the necessary change in the system of management, the public improvements can be made to yield a very handsome revenue to the treasury; indeed, even for the last year, had the expenses of the mountain division been confined to a reasonable sum, the net revenues would have reached near one million of dollars. Relieved from these absorbing demands by the construction of the new road, or in some other way, and we shall realize, by the year 1855, a net profit equal to the interest on twenty-two millions or more of the public debt.

The work on the railroad to avoid the inclined planes on the Allegheny mountains, has not progressed as rapidly as had been anticipated. It is the opinion of the engineer, however, as will appear on reference to his report, that should the necessary means be promptly furnished, the entire line could be completed during the coming year. The grading for a double track is finished with the exception of four miles, and the cost of this balance, together with the expenses of laying down a single track, is estimated at six hundred and five thousand dollars, in addition to the value of the old track. The engineer also estimates the annual saving, as compared with the expenditures on the old road, on a business equal to that of 1852, at two hundred and ninety thousand dollars. He also states that the road between plane No. 4 and Hollidaysburg, with a double track, will cost about eight hundred thousand dollars less than the Pennsylvania railroad, for a like distance.

Viewed in every aspect, it must be confessed that this branch of the public affairs presents an embarrassing alternative. The prompt completion of the new work will involve the expenditure of more capital than the State can command without resorting to further temporary loans; whilst, on the other hand, the maintenance of the old road, at a cost of four hundred and fifty thousand dollars per annum, is quite out of the question. Its exhausting demands on the treasury must be speedily obviated, and for my part I can see no mode of doing this except by the completion of the new road.

At the time I assumed the duties of my present station, I found this work in progress of construction; the western slope up to the summit having been placed under contract during the summer of 1851. On referring to the reports of the Canal Commissioners and the Engineer, the only data which I could properly consult as to the policy of the measure, I found that the total cost of a single track was estimated at $1,015,000.—The materials on the old road were valued at $248,650, which together with the appropriations previously made, reduced the amount to be provided to complete the work to the nearer sum of $591,350. With these calculations before me, and even adding a larger amount for errors in the estimates, and the enormous expenditures of the old road in full view, I could not doubt the expediency and economy of the measure. But the unusual advance in the price of labor, material and subsistence, added to the obvious errors in the estimates, has changed the entire aspect of this enterprise. The sum of $650,000 has been appropriated since that time, and over six hundred thousand dollars is still required with the value of the old road, to bring the line into use.

The estimated cost of completing the North Branch Canal, at the period already named, was $772,000. One million of dollars has since been paid, and a sum exceeding one hundred and fifty thousand dollars is still required to pay for its completion. With such unexpected demands upon the treasury within the short space of two years, it would not be unreasonable to expect an increase of the liabilities of the State; but it is alike gratifying and astonishing to know that this has not occurred.

The Junction canal, extending from the New York line to Elmira, will be ready for business during the present month, and the State work from Pittston to the dam at Athens, a distance of ninety-three miles, has been completed. The only unfinished part of the work lies between Athens and the State line, a space of about two and a half miles, the construction of which was delayed by an effort of the Canal Commissioners and the Governor, under an act of Assembly, to negotiate with the Junction canal company for its completion. But even this section, I am assured, will be ready in ample time for the spring trade.

These works will complete the last link in a continuous water communication between the Chesapeake bay and the northern lakes. The struggle for this achievement has been long and arduous, covering nearly a quarter of a century. But the triumph is still a brilliant one, and must be cause of gratification to the people of the entire State.

Most auspicious and promising is it for the enterprising inhabitants of Northern Pennsylvania, to whose untiring efforts its final consumation may be mainly attributed. Through this channel, in the early part of next season, and during each succeeding year, Pennsylvania will send greeting, to the people of a neighboring state—the evidence of fraternal affection—the assurance of political fidelity, and the blessings of an extended commerce, in the shape of inland vessels, freighted with her richest minerals, and recieve in return as she will certainly be offered, from the vast vallies of the Empire State, now teeming with wealth in all its variety, assurances of full reciprocity, in affection, fidelity and commerce. And in due time the coffers of the State, I am confident, will receive an ample reward from these new relations of trade. Indeed, on this point the large increase of profits on the old line for the year just closed, furnishes the most reliable indication of what we may anticipate from the new. The constantly increasing demand for coal, outrunning, as it has done for years past, the means of supply, justifies, if it does not force upon us the conclusion, that so soon as boats can be constructed, and proper business connexions formed, this canal will be patronized up to its full capacity. A glance at the vast, rich and populous section of country which it will be called upon to supply with coal, for every imaginable purpose, domestic, mechanical and manufacturing, and at the facilities offered by the New York canals and the lakes, to reach all points of that country, must satisfy the most sceptical as to the value and importance of this improvement.

I congratulate you, therefore, upon the consumation of an enterprize which will be thus profitable to the State, and beneficial to the people.

The expediency of selling the public works has been a topic of discussion in the press of the State for some months past, and without indicating a policy for the General Assembly, or intending the slightest discourtesy to the people's agents to whom the management of this brach of public affairs has been confided, I have deemed it my duty to discuss some of the considerations incident to and growing out of the proposition.

Indeed, it would be unreasonable to assume either the affirmative or negative of the question, and expect to be properly understood, without some explanation as to the price of the works and the conditions of sale.

It is fair to presume that those who advocate the affirmative have distinct ideas as to what the price should be, and that unless such consideration can be realized they would not agree to sell.

The first inquiry therefore is, why should these works be sold? The answer usually given is, that the measure is necessary to reduce the State debt and to relieve the people from taxation. These are great objects indeed, and should, as I have no doubt they will, receive your earnest consideration; their realization however, must depend mainly upon the price obtained.

Should the interest on the public debt liquidated by the sale be less than the net profits arising from the works, then it would be false economy to sell. In that case the measure would not be one of relief to the people, but must necessarily increase their yearly burthens.

And what reason is there to suppose that more can be obtained? Capitalists, it will be conceded, when weighing the question of a purchase, will make the net profits of their investments the basis of all their calculations. They will look at the past operations of these works, in connexion with their prospects in the future—carefully considering every fact and circumstance bearing on their real value; and, it is scarcely necessary to remark, will only buy when perfectly satisfied that they have the best of the bargain. In attempting to determine the question of value, it will be perceived, therefore, that the inquiries, examinations and motives of the buyer and seller, must necessarily be identical.

It is apparent then, that the effect of competition on the value of these works; the inroads which may be made by science and mechanic arts on every description of transportation facilities now in existence; the casualties that may result to them from the elements; in short, the mutability of human structures, and the propriety of simplifying the duties of government, must constitute, mainly the considerations in favor of a separation between the State and her improvements.

On the other hand will be presented the hopes of future business and increased profits to the treasury, predicated upon the rapid growth of the Commonwealth; her vast and varied resources, and the influence of these upon transportation within her limits; the increasing demand for facilities to transmit her products to market; the endless consumption and unlimited supply of her great staples of coal and iron, and their proximity to her works at all points; the enlarged products of agriculture, and the rich variety of manufactures, so rapidly multiplying in every part of the State, constituting at once a home business, with ages of duration before it, which no human agency can disturb, and which must contribute at all times a fair income to the government. In addition to these considerations against a sale, may be urged the necessity which would be presented for the creation of a number of corporations, having a community of interest and feeling with similar bodies already in existence; and the danger of thus inducing the organization of a controlling power in the Commonwealth.

But it is said that companies can manage these works with greater skill and economy than the State, and for that reason they would be most valuable in the hands of the former, and that the State can realize this difference by a sale. It must be confessed, that it is to these considerations, and these only, that we can look for arguments to sustain the idea that the State can gain any thing, pecuniarily, by a sale of her improvements. That the difference in the expenses of the management of the works would amount to a fair per centage, in the estimation of some capitalists, I have no doubt; but it is not so great as estimated by some. Indeed, certain portions of our own works are now well managed, and it is hoped and believed that such changes can be made in the system of direction now practiced by the State, as to lead to general skill and economy.

But the main question will be the minimum price that shall be fixed on these improvements; and the proper disposition of this, it must be readily seen, will demand much careful examination. And in reference to this point, the wisest and best may honestly differ, for the issue belongs mainly to the future, and can only be anticipated from the results of the past. To these we may look for a moment.

For the years 1852 and 1853, the net receipts may be put down as equal to the annual interest upon about fifteen millions of the public debt; and I am inclined to believe that, without any increase of trade except on the North Branch, the net profits for the ensuing year may be estimated at a sum equal to the interest on seventeen or eighteen millions of the debt, and that the completion of the road over the mountains, or relief in some other way, from the leeching demands of that portion of our improvements, will see the net revenues, from this source, swelled to a sum equal to the interest upon twenty-two millions of the State bonds.

If it be desirable so sell the public works, we should not underrate their importance, nor is it just to disparage the wisdom of their founders. We are prone to murmur against the policy that dictated their construction, because of the debt we have thus incurred, and yet, if the proposition were submitted to cancel this liability by their destruction or disuse, we should be compelled to reject it.

At the time of its adoption, this policy was necessary and proper. Avenues of this kind through the body of the State, to convey her vast productions to market, are as indispensable to her vigorous growth and physical development as are the veins and arteries to the human system, to give circulation to the blood and consequent health and vigor to the body. To stop or clog these, in either case, would produce stagnation and ultimate destruction.

Without reference to the abstract question of a sale, I may say, that under no circumstances should we entertain the proposition to part with the public works by the creation of a joint stock company, as heretofore repeatedly proposed, by which the Commonwealth is to remain a large shareholder, but the direction to be in the hands of individuals or corporations, associated with her in the ownership. I have always regarded this as a most dangerous and insidious measure. If the proposition to sell be seriously entertained, under the present condition of the money market, it should be based on the idea of a bona fide sale, for a full compensation, in exchange for the bonds of the State, and under such salutary reservations and restrictions as the interests of the people may demand.

But it is urged by many that the State's system of managing the public works is susceptible of improvement—that much can be done by judicious reforms to augment the receipts to the treasury, and facilitate the business of transportation; and, as much of this system results from positive law, it may not be deemed officious on my part to make suggestions on the subject.

In a special message, communicated to the General Assembly, soon after my induction into office, I advocated the policy of making cash payments for labor and materials, and the interdiction by law of the creation of debt by the officers on the public works, and made allusion to other radical defects in the system, which could scarcely be reached by the Canal Board. To some of these I shall now briefly allude.

In the first place, it is impossible to avoid the creation of debts, if the appropriations be insufficient to meet unavoidable expenditures. The business of transportation and travel on these highways must be kept up, whether the expenses be paid or not. These circumstances have defeated, to some extent, the administration of the law of May, 1852, requiring cash payments and prompt settlements by the officers on these works, and prohibiting the creation of debts. This result, I regret, for I am still decidedly of opinion, that no other change in the system is so likely to beget economy, purity and efficiency in their general direction. For the last year, however, this law was strictly carried out on some of the divisions, and it is sincerely desired that hereafter the practice may be extended to all.

I need not discuss the consequences of the system of making debts on the public works—its errors are too palpable to need refutation by argument; and I shall only repeat what I substantially said to the General Assembly on a former occasion, that in addition to the opportunity it afforded for extortion off the State, if not actual fraud upon the treasury, the idea that officers, for the time being, should be allowed to scatter the credit of the Commonwealth broadcast, to be discovered and redeemed, at some future period, by their successors, is a monstrosity in the economy of public affairs.

There seems to be some plausibility, if not actual truth, in the allegation, that the State's management of these works is expensive and inefficient; and yet it is not clear to my mind, that, treated as a mere business affair, her supervision would not be as cheap and efficient as that of corporations and individuals. But the instability of her agencies renders accuracy and economy exceedingly difficult. Her periodical change of officers has always deprived her of the benefit of experience in this work; and this, in any business, you will agree with me, is equivalent to a fair profit, and that it is eminently so in the repair and general supervision of railroads and canals. This shifting practice has had the effect of making her works a species of Normal schools for the education of engineers and supervisors to take charge of other improvements. This instability results from the recognition of places on the State works, as political offices, instead of scientific and mechanical work-shops; and bringing to bear on their control and direction, our notions of rotation and short terms in office. These ideas are sound and republican, and should never be disregarded, in reference to the offices appertaining to our political organization as a government; but it must be conceded that a mere business operation to make money, in competition with the creatures of government and the efforts of individuals, was not contemplated as an office in the organic law of the State; and hence, it is not strange, that the principles proper for one do not apply usefully to the other. What, I would inquire, would be the condition of the Reading railroad, the Pennsylvania railroad, and other similar works, were they required to change their engineers and superintendents, at short periods, and bring strangers into their employ? The answer may be readily discovered in the State's experience. I have long been of opinion that in reference to all the subordinates of the Canal Commissioners, changes should not be periodical and prefixed, but should be made as demanded by the exigencies of the public service. The delinquent in any one of the obligations of duty should be dismissed at once, and the only guaranty of continued employment should be found in the superiority of the services rendered the State. All other rules for appointment and dismissal should be speedily obliterated from the system. The present practice deprives the State, to a great extent, of the benefit of that incentive to excel, which actuates all men where character, position and emolument are at stake. Of course, my suggestions in reference to the importance of experience, will not be understood as applying to all the agents on the works; for instance, it requires but little experience to make a collector, but it has and always will require this to render an agent efficient in the construction and repair of railroads and canals, to foresee exigencies and give harmonious direction to the current operations of this complicated branch of public service. In short, the management wants the application of business organization and principles. A system of books should supplant the use of check rolls, and the operations be so systematized that the receipts and expenditures of each month, as the season passes by, could be announced to the public.

Confusion, obscurity and redundancy in our annual volume of laws—vexatious inroads upon private rights—attempts at the usurpation of power and consequent strivings and litigation, are, in my opinion, the legitimate fruits of our system of special and omnibus legislation. Indeed, the truth of these propositions is too palpable to admit of argument. It is manifested in every year's experience, and in some instances the government, as a consequence, has been forced into the humiliating position of becoming a litigant against her own creatures. Its demoralizing influence is marked and admitted on all hands and imperiously demands an efficient remedy. That the present General Assembly may be distinguished and blessed for applying the axe at the root of the evil, and marking the era of its final termination, is my sincere hope.

A prolific source of mischief consists in the practice of passing a number of laws, entirely dissimilar in their characteristics, in the same bill, or in what is familiarly known as the "Omnibus System." The inevitable, and indeed the frequently lamented effect of this mode of legislation, has been to facilitate the passage of bills through the General Assembly, and to secure the sanction of the Executive without that critical examination so indispensable to a clear comprehension of their true import. In illustration of the difficulties which the practice imposes upon this branch of the government, it is only necessary to state, that within two days preceeding the final adjournment of the last Legislature, no less that one hundred and six bills were presented for Executive consideration, containing three hundred and thirty-four different subjects. Some of these bill contained as many as twenty dissimilar items of legislation; and of these, some were not even indicated by the transcribed title.

In addition to the difficulty of comprehending the import of such a heterogenious mass of matter, the Executive frequently finds himself forced into the dilemma of signing a law