

**E. BEATTY,**  
PROPRIETOR AND PUBLISHER.

**TERMS OF PUBLICATION.**

The *CARLISLE HERALD* is published weekly on a large sheet, containing forty pages, and furnished to subscribers at the rate of \$1.50 if paid strictly in advance; \$1.75 if paid within the year; or \$2 in all cases when payment is delayed until after the expiration of the year. No subscriptions received for a less period than six months, and none discontinued until all arrears are paid, unless at the option of the publisher. Papers sent to subscribers living out of Cumberland county must be paid for in advance, or the payment assumed by some responsible person living in Cumberland county. These terms will be rigidly adhered to in all cases.

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1 Square (12 lines)	\$3.00	\$5.00	\$8.00
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Advertisements inserted before Marriages and Deaths, 5 cents per line for first insertion, and 4 cents per line for subsequent insertions. Communications on subjects of limited or individual interest will be charged 5 cents per line. The printer will not be responsible in damages for errors in advertisements. Ordinary notices not exceeding five lines, will be inserted without charge.

**JOB PRINTING.**

The *CARLISLE HERALD* JOB PRINTING OFFICE is the largest and most complete establishment in the county. Three good Presses, and a general variety of material suited for Plain and Fancy work of every kind, enables us to do Job Printing at the shortest notice and on the most reasonable terms. Forms in want of Blanks or any thing in the Jobbing line, will find it their interest to give us a call. Every variety of **BLANKS** constantly on hand. All letters on business must be post-paid to secure attention.

**General & Local Information.**

**U. S. GOVERNMENT.**

President—FRANKLIN PIERCE.  
Vice President—(de facto) D. R. ARTHURSON.  
Secretary of State—WM. L. MARCY.  
Secretary of Interior—ROBERT McCLELLAND.  
Secretary of Treasury—JAMES C. SMITH.  
Secretary of War—FRANCIS PICKENS.  
Secretary of Navy—JAS. C. DODD.  
Post Master General—JAMES CAMPBELL.  
Attorney General—CAMILLE CHASE.  
Chief Justice of United States—R. B. TANNEY.

**STATE GOVERNMENT.**

Governor—WM. BIGLER.  
Secretary of State—CHARLES W. BLACK.  
Comptroller General—J. P. BOWLEY.  
Auditor General—E. BYRKS.  
Treasurer—JOSEPH BAILEY.  
Judges of the Supreme Court—J. S. BLACK, E. LEWIS, W. B. LOWMY, G. W. WOODWARD, J. C. KROSS.

**COUNTY OFFICERS.**

President Judge—H. M. JAMES H. GRAHAM.  
Associate Judges—Hon. John Rapp, Samuel Woodburn.  
District Attorney—John M. Shearer.  
Prothonotary—Daniel K. Noel.  
Recorder, Keeper of the Wills, Bill Clerk, Blanks or any thing in the Jobbing line, will find it their interest to give us a call. Every variety of **BLANKS** constantly on hand. All letters on business must be post-paid to secure attention.

**TOWNSHIP OFFICERS.**

Chief Burgess—Col. AMMERHOFF, NOBLE.  
Assistant Burgess—Charles G. Gilly.  
Town Council—John B. Parker, (President) E. Beatty, Henry Myers, I. S. Egbert, David Rhodes, Christian Linnhoff, John Oatshell, Peter Monroy, Geo. Z. Bretz.  
Clerk—James Malin.  
Constables—Joseph Stewart, High Constable: Robert McCartney, Ward Constable.

**CHURCHES.**

First Presbyterian Church, northwest angle of Centre Square. Rev. CONWAY P. WINO, Pastor.—Services every Sunday morning at 11 o'clock. A. M., and 7 o'clock. P. M.  
Second Presbyterian Church, corner of South Hanover and Pomfret streets. No pastor at present, but pulpit filled by Presbyterian appointments. Services commence at 11 o'clock. A. M., and 7 o'clock. P. M.  
St. John's Church, (Prot. Episcopal) northwest angle of Centre Square. Rev. JACOB B. MONS, Rector. Services at 11 o'clock. A. M., and 7 o'clock. P. M.  
English Lutheran Church, Bedford between Main and Lanthier streets. Rev. JACOB FORT, Pastor. Services at 11 o'clock. A. M., and 7 o'clock. P. M.  
German Reformed Church, Lanthier between Hanover and 10th streets. Rev. A. H. KREMER, Pastor. Services at 10 1/2 o'clock. A. M., and 7 1/2 o'clock. P. M.  
Methodist E. Church, (first) corner of Main and Pitt streets. Rev. S. L. M. CARSON, Pastor. Services at 11 o'clock. A. M., and 7 o'clock. P. M.  
Methodist S. Church, (second charge) Rev. J. M. JONES, Pastor. Services in College Chapel, at 11 o'clock. A. M., and 7 o'clock. P. M.  
Roman Catholic Church, Pomfret, near East Street.—Services by Rev. M. DONATO, every second Sunday.  
A German Lutheran Church is in course of erection on the corner of Hanover and Bedford streets. The congregation, which has yet no stated pastor, hold their services in Education Hall.

**DICKINSON COLLEGE.**

Rev. Charles Collins, President and Professor of Moral Science.  
Rev. Herman M. Johnson, Professor of Philosophy and English Literature.  
James W. Marshall, Professor of Ancient Languages.  
Rev. Otis H. Tiffany, Professor of Mathematics.  
William A. Wilson, Lecturer on Natural Science and Director of the Museum.  
Alexander Schum, Professor of Hebrew and Modern Languages.  
Benjamin Arbogast, Tutor in Languages.  
Samuel D. Hillman, Principal of the Grammar School.  
William A. Strively, Assistant in the Grammar School.

**CORPORATIONS.**

CARLISLE DEPOT BANK.—President, Richard Parker; Cashier, Wm. M. Boston; Clerks, Henry A. Strougon, Joseph C. Hooper. Directors, Richard Parker, Henry Saxon, John S. Storrett, John Zug, Henry Logan, Robert Moore, Samuel Wherry, John Sanderson, Hugh Stuart.  
CUMBERLAND VALLEY RAIL ROAD COMPANY.—President, Frederick Watts; Secretary and Treasurer, Edward M. Bidler; Superintendent, G. F. Burnett; Passenger Traffic, Lewis a day Eastward, leaving Carlisle at 10 15 o'clock. A. M., and 3 30 o'clock. P. M. Two trains every day Westward, leaving Carlisle at 10 o'clock. A. M., and 2 30, P. M.  
CARLISLE GAS AND WATER COMPANY.—President, Frederick Watts; Secretary, Leonard Foidl; Treasurer, Wm. M. Boston; Directors, F. Watts, Richard Parker, Leonard Foidl, Wm. M. Boston, Dr. W. W. Dale, Franklin Gardner, Henry Glass.

**RATES OF POSTAGE.**

LETTER POSTAGE.—Postage on all letters of one-half ounce weight or under, 3 cents pre-paid, or 4 cents unpaid, (except to California and Oregon, which are 6 cents pre-paid, or 10 cents unpaid).  
NEWSPAPERS.—Postage on the *HERALD*—within the county, FREE. Within the State 13 cents per year. To any part of the United States, 26 cents.  
Postage on all transient papers under 3 ounces in weight, 1 cent pre-paid or 2 cents unpaid.

**CARLISLE HERALD**  
BOOK & JOB PRINTING OFFICE,  
IN THE REAR OF THE COURT HOUSE.  
Every description of Book and Job Printing executed on the shortest notice and on reasonable terms.

# Carlisle Herald.

A Paper for the Family Circle.

VOL. IV. WEDNESDAY, JANUARY 10, 1855. NO. 19.

## THE GOVERNOR'S MESSAGE. AN ABSTRACT.

The annual message of Governor Bigler is of the old fashioned extreme lengthy kind, and instead of publishing it entire, we think a greater number of our readers will be made acquainted with its contents by a careful synopsis than if the task of reading the whole thing is presented to them. Those who wish to read the whole document will find no scarcity of copies.

The Governor opens his Message with a review of the general events of the past year, and the expression of thankfulness to a benificent Providence for his goodness and mercy.

The financial affairs of the State are then introduced and we give this part of the message without abbreviation:

The operations of the Treasury for the last year, will be presented to you in detail, by the head of that department. The results are highly satisfactory, showing a steadily increasing revenue from nearly all the ordinary sources.

The aggregate receipts for the fiscal year of 1854, including loans and the balance in the Treasury, on the 30th of November, 1853, amounted to the sum of \$6,665,912.01. The gross payments for the same period, to the sum of \$5,424,983.29; leaving a balance on the 30th of November, of \$1,240,929.72.

The extraordinary payments consisted of the following items, to wit: loans repaid, \$235,888.30; to the North Branch canal, \$206,552.76; to the construction of the new railroad over the Allegheny mountain, \$461,912.03; to the payment of debts on the public works, \$389,946.38. Of the balance remaining in the Treasury, a portion is applicable to the payment of the State debt, and remainder to current demands.

The simple, or ordinary operations of the Treasury for the same period were as follows, to wit: the receipts, exclusive of loans and the balance in the Treasury on the 30th of November, 1853, realized from permanent sources, amounted to the sum of \$5,218,039.00. The ordinary expenditures, including the interest on the State debt and all the payments on the finished lines of the public works, excluding the payments on new works and loans, amounting to \$3,116,744.84; being \$1,101,490.15 less than the receipts.

This statement may be regarded as the workings of the Treasury simplified; and as establishing the gratifying fact, that the present reliable revenues of the State, exceed the ordinary or unavoidable expenditures, over a million of dollars; and that, relieved from the demands for the construction of new improvements, the Treasury could pay a million or more of the public debt annually. It will also be perceived that the income from these sources is steadily increasing. For instance, in 1846, with the State tax at present rates, and the same extent of improvements in use, with nearly all the present sources of revenue in operation, the gross receipts amounted to but little over three and a half millions.

No more reliable estimate of the operations of the Treasury for 1853 can be made, than is furnished in the results for 1854. The ordinary receipts may be safely estimated at a million of dollars above the unavoidable expenditures. A portion of this excess will be required to complete the new Portage railroad, and the North Branch canal; and the remainder should be faithfully applied towards the payment of the State debt.

The state of the public works and their management is next presented by the Governor, who seems to be pretty well pleased with the result. We think, however, the taxpayers of the State will not be so particularly pleased, especially with the exhibit of the North Branch section. The Governor says:—

The aggregate receipts on the public works for the past year, as reported by the Canal Commissioners, amounted to the sum of \$1,876,078.88; and the expenditures to the sum of \$1,101,570.54; leaving a balance of \$774,508.34, from which, however, should be deducted the sum of \$37,900, properly chargeable to the year, for new locomotives and other unavoidable expenditures—thus reducing the net profits to \$736,608.34. If we add to this, \$131,000.00 received from the Pennsylvania railroad company for the three mill tax, which is claimed by some as a part of the income from the public works, we find a net revenue of \$867,608.34; a sum equal to the interest on seventeen millions of the five per cent debt of the State. The aggregate receipts were \$57,121 less than for the year 1853, and the reduction in expenditures amounted to over \$159,287.00. The withdrawal of the business of the Pennsylvania railroad from the Portage road, readily accounts for this difference.

Viewed in every aspect, this exhibit is gratifying. Few similar systems of improvement in the country can present a more

favorable picture. Some of them, in other States, have recently been reduced to a condition of virtual insolvency. The increase of business on the State works for the last two years, has exceeded our anticipations; and but for the necessity which seemed to exist for a reduction in tolls to meet surrounding competition, the revenue would have been largely increased. The general movement now on foot amongst railroad companies, to advance these rates, may perhaps, relieve the State to some extent in this respect.

The Delaware division makes a most gratifying exhibit. The gross receipts counted \$365,327.07, and the expenditures \$59,738.67, showing a net profit of \$305,588.40; a sum equal to the interest on six millions of the public debt, and to 20 per cent on the original cost of the work, including the expenditures for new locks.

The North Branch canal and the Columbia railroad also present favorable results. The business and tolls on the former have increased with marked rapidity; and the management on both these branches bears the marks of skill and economy. The expenses on the Allegheny Portage road have been largely reduced, and the business better regulated than at any former period. As a whole, I feel constrained to say, that the condition of the public works has been improved during the last year; in no other particular, to so valuable an extent, as in the matter of contracting debts, which it seems has been almost entirely avoided. The officers on the respective lines report that they have paid all expenses; and some of them have gone so far as to say to the Canal Board that they will be personally responsible for any debts that may hereafter be discovered. This is truly a great reform—nothing has cost the State so much, as the pernicious practice of making debt on the public works.—I still think it should be inducted by positive law.

In my last message I gave my views at length, as to the principles and rules that should control in the management of the State improvements, and I need not repeat them in this. I would respectfully suggest, however, that so much of the law as binds the Canal Commissioners to a fixed rate of tolls for the whole season, should be repealed. The officers directing the operations of the public works should, it seems to me, be left free to meet the exigencies in trade and commerce, as they may arise.

The work on the Mountain railroad has progressed slowly, and it is obvious that it will not be fully completed before the summer of 1855. I must confess myself sadly disappointed as to the time and money consumed in the construction of this work. The expenditures since I came into office, have greatly exceeded the whole amount estimated as necessary to complete the line; and yet, it is but justice to say, that the Pennsylvania railroad, lying parallel with it, has cost a still larger sum per mile.

I have endeavored, during my service, to guard against the commencement of schemes of this or any other character, to entail future liabilities on the Treasury. This ought to be the settled policy of the State. No new improvements should be undertaken, upon any pretext whatever. The payment of the debt and that only, should absorb the surplus revenues of the Treasury. If this policy be pursued, no other financial scheme, to pay the debt, will be necessary. The large annual surplus will reduce the State's indebtedness with sufficient rapidity.

I regret, exceedingly, the necessity of announcing to you that the North Branch canal is not yet in full operation. It is now more than a year since the Canal Commissioners directed the water to be let into the main trunk of that improvement, and declared their confident belief, that it would be in successful operation by the middle of last summer; but their sanguine expectations, as well as those of the people, have, in this respect, been sadly disappointed. A variety of unforeseen difficulties presented themselves in the way of the attainment of this end. The old work, constructed some twelve or fifteen years since, as well as some sections of the new, located on the hill side, near the margin of the river, when tested by the admission of water, turned out to be porous, and totally insufficient in its material and formation. In some instances rocks, roots, trees and stumps, have been concealed under the bottom of the channel, covered only by a few inches of earth; thus presenting but a slight obstruction to the passage of the water out into the bed of the river. This is especially the case in much of the old work. In all such sections or places, no remedy, short of a reconstruction of the bottom of the canal, could prove sufficient; and this was necessarily a tedious and expensive process. There is still a considerable portion of the work to remodel in this way; but it is confidently believed that it will be ready for use in the early part of the coming season. That the utmost skill and vigilance has at all times been exhibited by the agents of the State, on this line, I do not believe; but the deficiency, in this particular, on the new work, has not been so palpable as alleged by some. Indeed, since May last, great energy has characterized the management on this line; the President of the Canal Board having devoted much of his time to a personal

supervision of the work. But it is obvious, no degree of capacity in the State's agents, for the last year, could have overcome all the difficulties that were encountered, with sufficient celerity, to have entirely satisfied public expectation.

At the time I came into office, the sum necessary to complete this work was estimated at \$772,000. Since that time the sum of \$1,206,552.72 has been expended, and it will still require, as estimated by the Canal Board, \$60,000 to put it into complete operation.

Whilst I regret this unforeseen cost and delay, I cannot refrain from repeating my unflinching confidence—in the wisdom of the policy that dictated the completion of this work. The large increase of business and tolls for the year just closed, on the older portion of the line, indicates what we may safely anticipate from the new; and, I can not doubt, that the gross amount of business it will command, and the revenue it will yield, will exceed the most sanguine expectations of its advocates. The inexhaustible mines of coal with which that section of the State abounds, the products of which are destined to pass through this avenue to a limitless market, will furnish for it a never failing supply of business and tonnage. Besides, its completion will be an act of justice to the industrious and enterprising inhabitants of that part of the Commonwealth who have heretofore willingly contributed towards the construction of the other improvements of the State, from which they could derive but little advantage. It will, also, add to the general prosperity of the adjacent country; to the value of property, and consequently to the revenues of the State.

The Governor next presents a series of figures, showing that during his term the sum of \$3,088,778 has been expended on new improvements, while at the same time the funded debt has been reduced a quarter of a million.

The Governor next gives his views in relation to the sale of the public works. It is as the Governor remarks, "a proposition full of difficulty," but we hope that the new administration will be able to devise some way of disposing of these works by which the interests of the People will not suffer.—The people's will unquestionably is that they shall be sold. The message says—

As made my duty, by an act of the Legislature, approved the 27th of April last, providing for the sale of the main line of the public works, sealed proposals for its purchase were invited, up to the first Monday of July last. No offers were made under this invitation; and public notice was again given, on the 14th of November last, in accordance with the 29th section of the act, for proposals, to be submitted to the General Assembly; but none have been received. This improvement is, therefore, still the property of the State, subject to such disposition as the Legislature may deem necessary.

My mind has undergone no change, on the subject of selling the public works, since the period of my last message. I think the policy of selling the measure depends mainly upon the price that can be obtained, and the conditions on which purchasers may be willing to hold these works for the use of the public.—With a full and fair consideration, and on terms amply protective of the rights and interests of the people, in the future enjoyment of these highways—a sale might not prove injurious to the public wealth. But it is certainly neither wise nor politic to assume that they must be sold for whatever can be obtained; or that they should in any event, be given away. Nothing could have a more prejudicial effect upon the interests of the State, as involved in these improvements, than the avowal of such a determination.—Nor is it less unwise to dispare the value of the commonwealth's property, at the very moment of putting it in the market for sale. No intelligent private citizen would so act, in reference to his own estate. He would hardly give notice to capitalists, in advance, that he would sell his farm for a fair price; but if unwilling to pay such a reasonable consideration, they could have it for half the money. Nor would such a person proclaim that of all the farms in the country, his was the least productive.

It is certainly the wish of many good citizens of the State—perhaps the majority—that the public works should be sold; but this desire is evidently based on the assumption that the measure would be one of real economy—that it would lessen, without the hazard of increasing their annual taxes. The realization of such an object, it must be perceived, then, depends entirely upon the price and terms. Those who desire a sale, certainly expect the state to be the gainer by such a measure. No other important, or sufficient reason for parting with this property has been assigned.

It is usually said that the works should be sold to pay the public debt and lessen the burthens of the people; but it must be observed, that a sale might be made at a price far too low to effect such purpose; and if so, to give them away would be still less likely to produce the desired result. Should, the gross sum received, not be equal to that on

which the net earnings would pay the interest, then the effect would be to increase, rather than diminish these annual burthens. This is not what the people desire to accomplish by a sale; nor will they be satisfied with such disposition of their property.

The real value of the public works, is a proposition full of difficulty; and I doubt not the General Assembly will approach the inquiry, duly impressed with its importance.—Ten millions of dollars was fixed, by the law of last session, as the price for the main line. This minimum is said by some to be too high, and the failure to sell, regarded as the consequence. Others attribute the absence of bidders to the condition of the money market—to the stringent restrictions imposed upon the law; and to the efforts that had been previously made to disparage the value of the line. If it is obvious that more than one of these causes may have operated; and a greater than all may have been, the hope of getting this property on better terms, at a future time. I feel very confident that the latter consideration was not without its influence. But, be this as it may, it is certainly wiser to fail to sell from any one of these causes than to hazard the works in the market, without any restriction or limitation as to price or conditions. A bad sale would assuredly be a greater misfortune, than no sale at all.

The benefits resulting to the people from these improvements, have been numerous and diversified. They have facilitated trade and commerce; stimulated productive industry in every department; and have not only enabled the farmer to reach a ready market with the fruits of his labor, but have furnished complete out-lets for the rich mineral treasures of the State. Without them the miner would be deprived of his occupation, the transporter be left in helpless destitution, and the Commonwealth itself be permitted to retain a parsimonious possession of vast masses of natural and unproductive riches. Our predecessors were wise in opening these avenues to trade and commerce; and if we wish to be rational wise hereafter, we shall not rashly and heedlessly throw away the advantages of their foresight. This use to the full extent, in the event of a sale, can only be secured by a jealous protection of the right of the people to enjoy it. The very first conditions of such a measure should be, that the works, and every branch of them, be kept at all times in good order and in operating condition; and remain forever public highways, for the use of all persons who may wish to transport goods or merchandise over them, upon rates not greater than those charged upon other similar improvements. No corporation should get possession of these valuable avenues, on such conditions as would enable it to impose unreasonable burthens on the internal trade and tonnage of the State, or in any way to encroach upon the rights of the individual citizen. To obviate such results, the powers, privileges and restrictions of any corporation getting the works, should be minutely defined. Past experience suggests these prudential counsels; for we have often seen in this State, how difficult it is to confine the operations of these artificial bodies within the limits prescribed by the law; and we should not fail to profit by the lesson.

The Board of Commissioners appointed to examine and settle certain claims against the Commonwealth, have found the debts to exceed the appropriation made by the last legislature for that purpose nearly \$50,000. The system of contracting debts by public officers is justly reprehended by the Governor.

The Governor takes ground against the repeal of so much of the act incorporating the Pennsylvania Railroad Company as requires it to pay into the Treasury annually a certain per centage on the amount of tonnage which may pass over that road, as an equivalent for the privileges granted by the Commonwealth. This tax amounted in 1853 to \$74,900, and in 1854 to \$131,000.

In the spring of 1853, the policy of cancellation of Relief notes was again resumed, and up to this date \$455,384.88 has been received into the sinking fund applicable to that purpose, leaving the meagre sum of \$154,778.12 to provide for. These can be withdrawn during the current year.

The currency next receives the Governor's attention, and the present crisis in money matters is dwelt upon. An extensive increase of bankng capital and other expedients he thinks will be pressed upon the Legislature, but hopes they may not find favor. The energy, honesty and enterprise of the business community will soon overcome the danger.

The temperance question and the vote of the people last fall upon prohibition are alluded to. The Governor regards the vote given as indicating that the people desire some reformation of the abuses of intemperance. The existing laws might, in the opinion of the Governor, be usefully revised—the object of such revision being to lessen the vice of intemperance. That those laws need such revision, is conceded. So far as relates to the city of Philadelphia, they are particularly prejudicial to public morals, and seem to have been constructed to promote the convenience of drinking, far more than to restrain its evil consequences.

The subject of Common Schools is warmly touched upon and various improvements suggested. Special legislation, inconsistent with the general law applicable to particular localities or districts, to answer temporary or partial ends have always embarrassed the system and should be carefully avoided. Any attempts to create separate schools under sectarian patronage should be rejected. The profession of the Teacher, should be elevated and made permanent at other professions. The office of County