

Government'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.

I afford me unaffected 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 may appear to 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 \$371,037 72, amounted to the sum of \$5,952,474 47.

The payments for the same period, exclusive of loans and other extraordinary expenditures, make a total sum of \$4,134,948 47, being \$1,817,525 99 less than the receipts. Of this excess \$505,057 55 was paid to the Commissioners of the Sinking Fund, and \$359,000 towards 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 23rd of April, 1851, 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, 1853, may, in my opinion, be safely estimated at \$5,840,417 34.

The expenditures for the same period, including \$250,000 of the balance of 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 Dec. 1854, of \$1,340,417 34. Deducting from this \$250,000, the amount of the interest due on the treasury to meet the interest due Feb. 1, 1855, and we should 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 year, to redeem the entire amount of the temporary loans now outstanding, and pay the debts which I have already referred to.—But no additional drafts should be made upon it, without provision being first made for their payment.

On the items of my induction into office, the liabilities of the State were as follows, to wit: Six per cent. bonds, \$2,814,023 51; Five do, 36,704,458 03; Four and one-half per cent. bonds, 198,200 00; Relief notes, per act of May 4, '41, 650,163 00; Certificates of indebtedness, 1,000,000 00; Total, \$31,392,844 54.

At the time I assumed the duties of my present station, I found this sum 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 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 \$1,015,640, and that of a double track, at \$2,438,850, which, together with the appropriations previously made, reduced the amount to be provided to complete the work to the meagre sum of \$521,550. With these calculations before me, and even adding a large amount for errors in the estimates, and the enormous expenditures of the other part of the 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 error in the estimates, has changed the entire aspect of this enterprise. The cost of the work has been ascertained 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, without making any allowance, was \$722,000. 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 limits of 1854, it is reasonable 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 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 two and a half miles, the construction of which was delayed by the want of appropriations. The 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 complete the last link in the 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 regarded as one of the noblest of the entire State.

Most auspicious and promising is it for the enterprising inhabitants of Northern Pennsylvania, to whose untiring efforts its final consummation may be mainly attributed. Through this channel, the energy part of next session, and during each successive year, the people will send greetings 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 their rich minerals, and receive in return, as the certainty will be offered, from the vast valleys of the Empire State, now teeming with wealth in all its variety, assurances of full reciprocity, in affection, fidelity and commerce. And in due season, the State, I am confident, will receive an ample reward from the 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 fuel, and the increasing value of 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 connections formed; this canal will be patronized to its full capacity. A glance at the vast rich and populous State of Pennsylvania, which 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 convince us of the value and the importance of this improvement.

I congratulate you, therefore, upon the consummation of an enterprise which will be so 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 of the General Assembly, or intending the slightest discourtesy to the people's agents to whom the management of this branch 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 is, that it is the measure necessary to reduce the State debt as to relieve the people from taxation. These are great objects indeed, and should, as I have no doubt the will, receive your earnest consideration; their realization however, must depend mainly upon the price obtained; but on the Allegheny Portage Railroad, the condition of affairs is entirely unsatisfactory.

The system of management heretofore practiced 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 arrangements 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 on a business basis, and that the State, instead of being a burden to the people, will be a source of revenue to them.

It is apparent, then, that effect of competition in the sale of the public works, 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 prospect of simplifying the relations of the works in connection 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 be secured perfectly satisfied that they have the best of the bargain.

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I need not discuss the consequences of the custom of making debts on the public works—its errors are too palpable to need refutation by argument; and I shall only repeat what I submitted to the General Assembly on a former occasion, that in addition to the opportunity it afforded for extortion of the State, it not actual fraud upon the treasury, the fee that officers, for the time being, should be allowed to scatter the credit of the Commonwealth broadcast, to be recovered, in the end, as in some future period, by their successors, is monstrous 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. It is true, that the works, as they are, must depend mainly upon the price obtained; but on the Allegheny Portage Railroad, the condition of affairs is entirely unsatisfactory.

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