The Potter Journal.

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JOHN S. MANN,
ATTORNEY AND COUNSELLOR AT LAW, Coudersport, Pa., will attend the several Courts in Potter and M'Kean Counties. All business entrusted in his care will receive prompt attention. Office on Main st., opposite the Court House. 10:1

F. W. KNOX,
ATTORNEY AT LAW, Coudersport, Pa., will regularly attend the Courts in Potter and the adjoining Counties. 10:1

ARTHUR G. OLMSTED,
ATTORNEY & COUNSELLOR AT LAW, Coudersport, Pa., will attend to all business entrusted to his care, with promptnes and fidelity. Office in Temperance Block, second floor, Main St. 10:1

ISAAC BENSON.
ATTORNEY AT LAW, Coudersport, Pa., will attend to all business entrusted to him, with care and promptness. Office corner of West and Third sts. 10:1

C. L. HOYT,
CIVIL ENGINEER, SURVEYOR and DRAUGHTSMAN, Bingham, Potter Co., Pa., will promptly and efficiently attend to all business entrusted to him. First-class professional references can be given if required. 11:29-1y*

CHARLES REISSMANN,
CABINET MAKER, having erected a new and convenient Shop, on the South-east corner of Third and West streets, will be happy to receive and fill all orders in his calling. Repairing and re-fitting carefully and neatly done on short notice.
Coudersport, Nov. 8, 1859.—11-1y.

O. T. ELLISON,
PRACTICING PHYSICIAN, Coudersport, Pa., respectfully informs the citizens of the village and vicinity that he will promply respond to all calls for professional services. Office on Main st., in building formerly occupied by C. W. Ellis, Esq. 9:22

ELLIS SMITH. E. A. JONES.
SMITH & JONES,
DEALERS IN DRUGS, MEDICINES, PAINTS, Oils, Fancy Articles, Stationery, Dry Goods, Groceries, &c., Main st., Coudersport, Pa. 10:1

D. E. OLMSTED,
DEALER IN DRY GOODS, READY-MADE Clothing, Crockery, Groceries, &c., Main-st., Coudersport, Pa. 10:1

M. W. MANN,
DEALER IN BOOKS & STATIONERY, MAGAZINES and Music, N. W. corner of Main and Third sts., Coudersport, Pa. 10:1

MARK GILLON,
PAPER and TAILOR, late from the City of Liverpool, England. Shop opposite Court House, Coudersport, Potter Co. Pa.
N. B.—Particular attention paid to CUTTING. 10:35-1y.

H. OLMSTED. S. D. KELLY.
OLMSTED & KELLY,
DEALER IN STOVES, TIN & SHEET IRON WARE, Main st., nearly opposite the Court House, Coudersport, Pa. Tin and Sheet Iron Ware made to order, in good style, on short notice. 10:1

COUDERSPORT HOTEL,
F. GLASSMIRE, Proprietor, Corner of Main and Second Streets, Coudersport, Potter Co., Pa. 9:44

ALLEGANY HOUSE,
M. M. MILLS, Proprietor, Colesburg Potter Co., Pa., seven miles north of Coudersport, on the Wellsville Road. 9:44

LYMAN HOUSE,
C. C. LYMAN, Proprietor, Ulysses, Potter Co., Pa. This House is situated on the East corner of Main street, opposite A. Corey & Son's store, and is well adapted to meet the wants of patrons and friends. 12:11-1y.

Poet's Corner.

THE AUTUMN OF LIFE.

Before my door, in summer's heat,
Proudly the elms their branches spread;
Cool verdure sprang beneath my feet,
And shadows played around my head;
Joyful I passed the sultry hour,
And mocked the sun's meridian power.

But when, with withering hand, the frost
Shriveled the leaves, and gaunt and bare,
Their naked arms the elm-trees tossed,
While Autumn tempests rent the air,
I mourned the summer's glories fled,
And copious tears of sadness shed.

When winter came, and cold and still
The ice-king forged his frozen chain,
And over snow-clad vale and hill
Midnight assumed her solemn reign;
Forth looking from my window bars,
Through the stripped limbs I saw the stars.

Thus earthly loves, like summer leaves,
Gladden, but intercept our view;
But when bereft the spirit grieves,
And hopes are crushed, and comforts few,
Lo! in the depths of sorrow's night
Beams forth from far celestial night.

Communications.

A Trip down the Allegheny in a Skiff.

For the Potter Journal.

MR. EDITOR—The following is a part of a letter—not intended for publication—written by one of a party of three gentlemen who sailed in an open boat down the Allegheny to Marietta, Ohio. Thinking that it might be interesting to your readers, I have obtained the writer's permission to submit it for publication.

Yours &c. X.

I left Allegany, (Cataraugus Co.,) N. Y., Aug. 22. * * . We had our ship rigged and loaded at the wharf at the foot of "Ware St.," and after a fine dinner served at the W—— Hotel, we left amid the cheers and waving of hats, bonnets and handkerchiefs of the spectators who came to bid us farewell. After a half day's trial and experience, we hauled in at the port of Great Valley for the night, and retired in a delightful mood, knowing that we should not be disturbed by the tintinnabulations of an Allegany cow-bell. You remember our crew consisted of three, B——, of Ct., V—— and myself. Our boat was rigged with a small square sail, hoops and canvas enough to cover the entire boat; and cooking utensils consisting of the old fireplace tea-kettle, an "old-maid's" tea-pot, each a plate, a tea-cup and saucer, and one knife, with two trunks, two valises and a box of books, for ballast, and all crowned with a beautiful striped flag at the mast-head. I stated that our first half day was one of experience, and it proved one of the greatest anxiety of any on our voyage, although we had a tutor on board, one of the W—s, who was accustomed to the lake, but who had left us at 4 o'clock, and from our first lesson we learned how to manage our bark through the journey with ease and safety. We had learned to row, to sail, to cook, and to guide ourselves in the channel correctly. The second day we were obliged to spend in the region of the Indian Reservation, which was not very agreeable, especially to V——, who, although he is one of the N. Y. bullies when no danger is to be apprehended, is soon cowed, unless actuated by passion; and having had no experience among the aborigines, he began to entertain fears in regard to our safety, and to plead for an organization of our company after the order of seamen, that we might better protect ourselves, and act in unison and harmony in the performance of our other duties. Accordingly we elected R—— Captain, B—— Mate, and V—— Pilot and Cook.

We did not succeed in leaving the Reservation that day, and night overshadowing us, we prepared our boat for lodging. The "natives" were out fishing and as we were enveloped in darkness, our cook had his anticipations for the worst, raised to the highest pitch, and his imagination already advanced to an attack from, and a battle with the "Injuns." Having selected his berth with the Captain in the stern of the boat—our baggage in the middle and the Mate taking the bow—our Cook must take the precaution to *arm* each of us with an oar to be placed conveniently at our side; and then he was not satisfied, nor would he be appeased, till we had constituted ourselves a "watch," each to serve two hours successively in the order of Cook, Captain and Mate. The Cook's watch commenced at 8½ o'clock and the Captain passed him his time-piece to apprise him when he should be released. At half past ten he aroused the Captain, and announced, "*all right*, except, *the injuns still out spearing fish*," and entrusted the charge to the Captain, who commanded the Cook to calm himself to sleep till some cause of alarm should occur. Seeing the Cook obedient, all reposed in slumber till early morning, when we were awakened by the gentle pattering of the rain upon our covering, but as it did not wet through, we again slumbered till broad daylight, when we arose, and regaling ourselves with breakfast, the Captain attended to the duty of preparing letters to return to friends, which he did on his box on board the *ship*.

I assure you, we felt romantic as, at dusk, we drew our boat ashore and fastened the hawser for the night, as it were, in the wilderness where we could see no inhabitants save the Indians, who were engaged in the same pursuits as when in their primitive state of civilization. Memory at once reverted to the annals of history, and especially to the early history of our country, and imagination had an opportunity of presenting pictures of the past more vividly than ever, daguerreotyping to us the scenes which our ancestors passed through in preparing this lovely land for our inheritance. Yes, it was a pleasant time of reflection for the Captain and Mate, who had fully pondered the history of the past, and knew that the dangers had all been suffered; but to V——, the realties of his imagination seemed at hand, and he actually expected to see them transpire.

The clouds having dispersed, we pursued our journey;—and thus I might go on discoursing to you upon each day's occurrences, giving notes of our experience, our living, our trials, our joys, our gratifications and our disappointments even to the end of our journey; but they would not be of sufficient interest to remunerate me for my trouble to pen them, or for you to peruse them; therefore excuse me, while I merely mention only a few of the more important incidents, and speak of our direction, principal objects of interest and destiny. It proved to us quite a task, the river being so low, but although we had to labor for our pleasure, none of us regret in the least having undertaken the expedition and prosecuting it as far as we have; nor could we desire it to be blotted from our memory for one moment of our lives. The beauty and romance of the scenery; the river interspersed with beautiful islands on which we often rambled, ate and reposed, with the music in its windings as it rolled over its rocky bed, often intercepted to the view by mountains covered with beautiful forests, and forming to all appearance, in the distance, an impenetrable and insurmountable barrier, but on approach, affording an opening through which we pass; the storm which for a moment covers the mountain-tops and then reveals them again in all their splendor, crowned by the eternal bow of promise; the enjoyment we experienced in taking the speckled finny tribe from their hiding place in the rippling, babbling brook; the "Indian god" which ran down the river on inquiring for it, till we overtook it, and found the original characters nearly obliterated by the elements, and instead, modern names cut and painted; the curiosity of an Editor's office in a log hut upon the river's brink which the Captain visited, and left his promise of a narration of our expedition—yet unfulfilled; the performance of a Dutchman in his intoxication attempting to ferry some females with their "responsibilities" in their arms, across the river; the joyful greetings we received from the citizens in general; our five days' stay in Pittsburg, the "Iron City" to the very letter, and the dirtiest part of the globe we ever visited—and there the leave-taking of our cook who accepted the charge of an uncle and great uncle whom he there found; the glorious sunset on the Ohio when the full moon rose as if to prevent the departure of day—the sublimity of the scene none can describe; our first day's run with another skiff bound for Texas; our halt at Marietta, Ohio, and abandonment of the river, and our overland journey, for a change in our mode of travelling, with the pleasure we experienced in passing from town to town, viewing the rich and beautiful country of Ohio, where the inhabitants principally "reconn!" and travel on horseback; our visit to Zanesville, thence by National Road to Columbus, the handsomest city we ever beheld; thence to Springfield, Dayton, down the Miami valley to Cincinnati; and turning our backs upon Ohio's beautiful soil and villages, and extensive fields of glistening maize, as we enter the Hoosier State and take up our abode for the winter, Captain and Mate each at his former profession;—as we treasure these scenes in memory, and many others not here referred to, we feel a degree of satisfaction that well remunerates us for our toils, aside from the physical and intellectual benefit derived from mingling in new scenes and forming new and varied associations.

The physical indisposition under which I was laboring when I left, has entirely vanished, and, in fact, I believe it to be one of the best "*professional*" tours one can take in his own country, and if you should ever feel a recess from labor necessary, I would recommend the same trip to you, taking it at your leisure and abandoning it at any time you desire. * *

☞Every sincere Republican should try to get us new subscribers—now.

Political.

GOVERNOR'S MESSAGE.

EXECUTIVE CHAMBER,
Harrisburg, January 2, 1860.

To the Honorable the Senators and Members of the House of Representatives of the Commonwealth of Pennsylvania:

GENTLEMEN:—In complying with that provision of the Constitution of Pennsylvania, which makes it the duty of the Governor, from time to time, to give to the General Assembly information of the state of the Commonwealth, I am most happy, on this occasion, again to congratulate the representatives of the people upon the highly favorable condition of the finances of the State.

The receipts of the State Treasury, from all sources, for the fiscal year ending on the 30th of November, 1859, were $3,826,350 14; to which add balance in Treasury, December 1, 1858, $892,027 76, and it will be seen that the whole sum available for the year, was $4,718,377 90. The expenditures, for all purposes, during the same period, were $3,879,054 81. Leaving an available balance in the Treasury, on the 1st day of December, 1859, of $839,323 09. Included in the expenditures for the fiscal year, are the following sums, viz:

Loans redeemed,	$840,302 30
Relief notes cancelled,	4,137 00
Interest certificates paid,	4,843 30
Making of the public debt actually paid during the year, the sum of	$849,282 60

The funded and unfunded debt of the Commonwealth, on the 1st day of December, 1858, was as follows:

FUNDED DEBT.

6 per cent. loans,	$445,180 00
5 " "	38,429,905 67
4½ " "	388,200 00
4 " "	100,000 00
Total funded debt,	$39,354,285 67

UNFUNDED DEBT.

Relief notes outstanding,	$105,350 00
Interest certificates,	23,357 12
" " Unclaimed,	4,448 38
Domestic creditors,	802 50
Total unfunded debt,	$133,958 00

Making the entire debt of the Commonwealth, at the period named, $39,488,243 67.

The funded and unfunded debt of the State, at the close of the last fiscal year, December 1, 1859, stood as follows:

FUNDED DEBT.

6 per cent. loans,	$400,630 00
5 " "	37,625,152 37
4½ " "	388,200 00
4 " "	100,000 00
Total funded debt,	$38,513,982 37

UNFUNDED DEBT.

Relief notes in circulation,	$101,213 00
Interest certificates outstanding,	18,513 82
" " unclaimed,	4,448 38
Domestic creditors,	802 50
Total unfunded debt,	$124,977 70

Making the public debt on the first day of December last, $38,638,961 07.

Since the close of the fiscal year, the Commissioners of the Sinking Fund have redeemed, of the five per cent. loans, the sum of $160,000, leaving the real debt of the Commonwealth, at this time, funded and unfunded, $38,478,961 07. If we deduct from this sum the amount of the bonds received by the State, from the sale of her public works, and now held by her, as follows:

Bonds of Penn'a railroad co.,	$7,300,000 00
Bonds of Sunb. & Erie railroad co.,	3,500,000 00
Bonds of Wyoming canal co.,	281,000 00
Total,	$11,081,000 00

we have $27,397,961 07, the remaining debt of the Commonwealth, the principal and interest to be provided for, from the ordinary sources of revenue.

It will be observed, that from the 1st day of December, 1858, to the 31st day of December, 1859, a period of thirteen months, besides meeting all the ordinary demands upon the Treasury, there has been actually paid, on the principal of the public debt, $1,009,282 60.

When it is remembered, that during this period, the law reducing the State tax upon real and personal estate, from three to two and a half mills, has been in full force, and that nothing for the last year has been received from the Pennsylvania railroad company, on account of tax on tonnage, making the receipts, from those two sources of revenue, less by four hundred thousand dollars, than they were for the preceding year, it is a source of congratulation that, under such circumstances, a result so favorable has been produced by the ordinary operations of the Treasury.

For nearly two years past, the State has been entirely free from the ownership or management of canals and railroads, and the gratifying result, thus far, is, that her public debt is now less than it has been since the year 1842, and is decreasing at the rate of nearly one million of dollars per annum. It is now morally certain, that nothing but the grossest mismanagement of the financial interests of the State, can prevent its sure and speedy extinguishment. Why should not Pennsylvania press onward until she is entirely free from debt? She is no longer engaged in the construction of great works of internal improvement, nor is she proprietor of railroads or canals. Relieved of these, governmental action is greatly simplified, and is now happily limited to subjects of a purely governmental character. Having ceased to be interested in ordinary business pursuits, it is her plain duty to devote her best energies to relieving her people from the burden of an onerous debt. When this great result shall have been accomplished, the necessary expenditures of an economical administration of the government, can be readily met without the imposition of a State tax on real or personal estate—the remaining sources of revenue being more than sufficient for all legitimate purposes. Until that end, so anxiously looked to, is secured, true wisdom, as well as sound policy, dictates, that our resources should be carefully husbanded—that none of our present sources of revenue should be cut off, or diminished—that all departments of government should consult a proper economy—that all extravagant and unnecessary appropriations should be avoided—and that every new scheme for embarrassing the Treasury should meet with marked condemnation.

Encouraging, as are the results of the past two years, it must not be forgotten, that we have but just commenced the payment of the principal of our debt; and that to prevent a misapplication of the public finances, and thereby insure a continuance of its reduction, from year to year, is manifestly the first duty of those placed by the Constitution in charge of the Public Treasury, and to whom belongs the exclusive right of raising, economizing and appropriating the public revenue. I earnestly commend this whole subject to the careful attention of the Legislature—entirely satisfied, that, as it is the most vital of all the interests committed to the charge of the General Assembly, it will receive that consideration which its importance so eminently demands.

In my last annual message, I communicated to the General Assembly all that, up to that period, had been done under the act, entitled "An Act for the sale of the State canals," approved April 21, 1858. Since the adjournment of the last Legislature, satisfactory evidence having been given to me, of the compliance of the Sunbury and Erie railroad company, with the conditions mentioned in the third section of the act referred to, the State Treasurer, under my direction, has delivered to the company the canal bonds for two millions of dollars, deposited in the Treasury under the provisions of the said act.

The railroad company has also become entitled to, and has received one million of dollars, of the mortgage bonds referred to in the sixth section of the same act; leaving mortgage bonds amounting to two and a half millions of dollars, still remaining in the Treasury of the Commonwealth, to be delivered to the company, "from time to time, *pari passu*, with the progress of the work as ascertained by the returns and estimates of the chief engineer of the said company. When the bonds last mentioned, shall have been surrendered to the company, as directed by law, the State will still hold, as absolute owner three and a half millions of dollars, of the mortgage bonds of the company, payable in the year 1872, and in the six succeeding years, as mentioned in the act of Assembly, with interest, at the rate of five per centum, per annum, payable semi-annually, on the thirty-first days of January and July of each year. Interested, as the Commonwealth is, in the early completion of this important thoroughfare, it affords me great pleasure to be able to inform the General Assembly, that the progress of the work for the past year, has been highly satisfactory.

The Eastern division of the road, extending from Sunbury, in the county of Northumberland, to Whethem, in the county of Clinton, a distance of eighty-one miles, is finished; passenger and freight trains passing over it daily. The Western division, extending from the city of Erie, to the borough of Warren, in Warren county, a distance of sixty-six miles, is, also completed, with regular passenger and freight trains now running over it daily. Making one hundred and forty seven miles of railway, along the line of the route, that have been already brought into practical operation—one hundred and seven miles of which, exclusive of sidings, were finished during the past year. On the intermediate portion of the line, between the borough of Warren and Whetham station, a distance of one hundred and forty miles, ninety-five and a half miles are graded, leaving but forty four and a half miles yet to be graded, to place the whole of the unfinished portion of the road in a position to receive the superstructure. If no untoward event shall delay its vigorous prosecution, another year will not pass before the entire line of the road will be finished and in use; thus affording a direct and continuous communication, by railroad, from the city of Philadelphia to the harbor of Erie.

By the twenty-second section of the act approved the 16th day of April, 1840, entitled "An Act to incorporate the Pennsylvania railroad company," it is provided, "that all tonnage of whatever kind or description, except the ordinary baggage of passengers, landed or received at Harrisburg, or Pittsburg, or at any intermediate point, and carried or conveyed on or over said railroad, more than twenty miles between the 10th day of March and the 1st day of December, in each and every year, shall be subject to a toll or duty, for the use of the Commonwealth, at the rate of five mills per mile, for each ton of two thousand pounds, and it shall be the duty of said company, between the 20th and 30th days of July, and between the 1st and 10th days of December, in each and every year, after thirty miles or more of said railroad shall have been completed, and in use, to cause to be made out, and filed with the Auditor General, a true and correct statement, exhibiting the amount of said tonnage, so loaded or received, and the distance so carried or conveyed, during the respective periods intervening between the said 10th day of March, and the 20th day of July, and between the said 20th day of July and the 1st day of December, in each and every year; which said statement shall be verified by the oath or affirmation of the receiving or forwarding agent or agents or other proper officer or officers of said company having knowledge of the premises, and at the time of filing said statement, on or before the said 30th day of July, and the 10th day of December, in each and every year, the said company shall pay to the State Treasurer, the amount of said toll or duty, so accruing for the use of the Commonwealth; during the respective intervening periods before mentioned." And in a supplement to the act just referred to, passed on the same day, it is further provided, "that in case the said company shall, at any time, fail to pay the toll on tonnage, which may accrue, or become due to the Commonwealth, under the provisions of said act, the same shall be and remain a lien on the property of the said company; and shall have precedence over all other liens or incumbrances thereon until paid." By the act of the 27th of March, 1848, the tax on tonnage of five mills per ton, per mile, from the 10th of March to the 1st of December, was committed to a tax of three mills per ton, per mile, during the whole year. Subsequently, by the act of the 7th of May, 1855, lumber and coal were made exempt from the tonnage tax.

In pursuance of the provisions of the several acts referred to, the Pennsylvania railroad company has paid into the Treasury of the Commonwealth the following sums, viz:

For the fiscal year ending Nov. 30, 1851,	$7,521 93
" " " " 1852,	16,680 49
" " " " 1853,	65,228 59
" " " " 1854,	112,880 50
" " " " 1855,	129,230 56
" " " " 1856,	226,018 52
" " " " 1857,	179,933 75
" " " " 1858,	222,363 02

Since July, 1858, the railroad company has refused to pay this tax, and consequently there is now due from said company, on that account, exclusive of interest, the sum of $350,405 00.

On the 27st of February, 1859, an account was settled, by the Auditor General, against the company, for the tax on tonnage, from the 21st day of July, to the 30th day of November, 1858, inclusive, amounting to the sum of $37,375 22. From this settlement, the company, on the 19th day of April, took an appeal to the court of common pleas of Dauphin county; and, in the specifications of objections which were filed, it was averred that the tax was unconstitutional, and an opinion to that effect, signed by eminent counsel, was filed in the office of the Auditor General, at the time the appeal was entered. In August last, the cause was tried, and after a full investigation, and argument, the constitutionality of the law imposing the tax was affirmed by the court, and a verdict and judgment rendered in favor of the Commonwealth, for the amount claimed, with interest. The case has since been removed, by a writ of error, to the Supreme Court of the State, and will, probably, be heard and determined, by that tribunal, in the course of the present winter.

On the 25th day of August last, another account was settled against the company, for the tax on tonnage, from the 30th day of November, 1858, to the 20th day of July, 1859, amounting to the sum of $159,368 58, from which an appeal has also been taken, by the railroad company, and which will probably be tried during the present month.

As this question largely affects the revenues of the Commonwealth, and as the principle involved is one of the first importance, I have deemed it a duty to lay before the General Assembly, somewhat in detail, the history of this tax, and the present condition of the legal controversy growing out of its imposition and enforcement. It will be observed, that the power of the State to grant chartered