

**Gettysburg Railroad.**

**REPORTS**

President, Secretary, Treasurer, and Engineer.

**PRESIDENT'S REPORT.**

To the Stockholders of the Gettysburg Railroad Company.

The President and Directors, in returning into the hands of the Stockholders the trusts and responsibilities vested in them at the last annual election, feel much gratification in being able to present those assurances of rapid and successful progress in the work committed to their care, which will be found in this Report, and the accompanying documents.

Prior to the last annual meeting, the former Board had entered into a contract with Messrs. Irwin and Taylor, for grading and bridging the road from Hanover to Gettysburg, the terms of which contract were then submitted to the Stockholders. During the year they have been complying with the conditions of their contract, and the amount of work done on the road will be seen from an examination of the Report of the Chief Engineer, hereto annexed.

Immediately after the last election, and the organization of the present Board, they made arrangements for the collection of the Stock Subscriptions, and have during the year filled in the instalments as rapidly as the conditions would admit. The amount paid in to the Treasury during the year will be seen in the accompanying Treasurer's Report. Although there has been much promptness manifested by many of the Stockholders in the payment of their instalments, yet the operations of the Company have been delayed some by the dilatoriness of some, and the total neglect of a few persons in making payment on their stock. This should not be tolerated any longer—but prompt and coercive measures should be resorted to collect all arrearages. It is an infraction of moral honesty to those who are punctual in making payments, to permit those who are in arrears to remain any longer thus, or to profit by their delay. The law provides the penalty for such a delay—and its wise provision should be enforced.

Since the last election a supplement to the Charter of the Company was passed by the last Legislature, authorizing the Company to procure a loan of money to complete the road; and as security therefor, to mortgage the road and issue Bonds for any amount not exceeding Two Hundred Thousand dollars. The amount required to complete the road will be about one hundred and fifteen thousand dollars. And an effort has been made to obtain a guaranty from the County for the payment of the interest on the Bonds thus to be issued, but thus far it has not been accomplished. A proposal was made to pay the County a premium of Sixteen Thousand dollars for the use of its credit. We regard this as just that much money made by the County, and, therefore, the proposition should at once be accepted. It would at once be benefiting the County in a pecuniary point of view—and at the same time ensure a speedy sale of the Bonds of the Company at par value. Without such a guaranty there must be a sacrifice made on the Bonds of 10 or 15 per cent. It is proved beyond doubt now by the very lucrative trade of the Hanover Branch Railroad and a comparison of the advantages of the extension to this place, that the Gettysburg Railroad must and will yield an income sufficient to pay the expenses of the road, and the interest on the Bonds; and leave a surplus after a few years operation. If this proposition to the County is finally rejected, the Bonds must be sold without the guaranty at home and in the cities at the best prices that can be obtained for them. It is suggested that every effort should immediately be made to raise the balance of money required to complete the road, and with the proper effort the money can be raised; and the road completed to Gettysburg by next Autumn. This is most important to stockholders who have money invested in the road, and to property holders in the town and county. To this end we would urge stockholders to be punctual in the payment of their instalments on stock subscription, and not cripple and delay the operations of the Board by their tardiness.

Your Board have been uniting in their efforts to adjust the damages, and amicably secure the right of way along the line of the road, and with most of the land owners they were successful. With those whom they could not adjust the damages they took the legal course, and a few cases are still in litigation. The amount of damages paid by the Company, will be seen in the accompanying Report of the Secretary. This report also embraces the amount of stock subscription; the amount paid in to the Treasurer; and the different items of expenditures for which orders were issued during the year; and to his report you are respectfully referred for information in regard to the expenses of the Company in detail.

Your Board, therefore, conclude this Report with an assurance of an abiding confidence in the early and complete success of this important enterprise.

By order of the Board,  
R. M'CURDY,  
Jan. 12, 1857.

**SECRETARY'S REPORT.**

To the Board of Directors of the Gettysburg Railroad Company.

The undersigned Secretary of your Board, respectfully submits the following as an account of all the orders issued on the Treasurer up to date, also amount of stock subscribed &c.

Amount of Stock subscribed on the Books in hands of Treasurer—  
2677 shares, making in money, \$133,850 00  
Of this amount \$23,000 was subscribed by Messrs. Irwin and Taylor, agreeably to the terms of their contract.

Receipts from Stockholders as per Report of Treasurer \$51,772 42  
Balance yet uncollected \$2,077 58

\$133,850 00

**ORDERS ISSUED, &c.**

1851 Commissioners' expenses in obtaining Charter, making surveys &c., \$313 33	
" Advertising by Commissioners from April 10, 1851, to June 13, 1853, 43 75	
1853 Advertising by Directors from June 13, 1853, to January 14, 1855, 57 50	
1856 Advertising &c., by Board of Directors from Jan. 14, 1856, to Jan. 12, 1857, including printing railroad, bonds, &c., 72 50	
1854 Carriages and horses hired for Company, from L. J. Tate, from July 31, 1854, to Jan. 14, 1855, as per Bill, 195 00	
1856 Carriages and horses hired for Company from J. L. Tate, from Jan. 14, 1856, to Jan. 30, 1857, as per Bill, 57 50	
1856 J. L. Tate, 33 days service, 66 00	
1856 Stal and press for the Co., 10 75	

H. G. Wolf carrying chain 1 day, 1 00	
1856 Expenses on review of the Sept. line of the road by the Board, 11 87 1/2	
1856 Expenses attending the March opening of supplement to Charter, 35 12 1/2	
1857 Publishing notice to Stockholders in Balt. and expenses in collecting subscriptions, 9 00	
Nov. Expenses incurred in assessing damages along line of the road, paying views of saine, &c., as per Bill, 53 00	
1856 A. D. Buchler, blank May 6, books, 4 87 1/2	
Nov. 6, Lucas & Bro. blank transfer book, 4 75	
Expenses in full since organization of Co., \$911 72	
<b>DAMAGES PAID TO OWNERS OF LANDS FOR RIGHT OF WAY.</b>	
1856 N. Heltzell, \$400 00	
J. McMaster, 200 00	
M. Levistine, 200 00	
E. Criswell, 250 00	
J. M. Myers, 200 00	
D. F. Brinkerhoff, 100 00	
G. Hartman, 55 00	
E. Chronister, 12 50	
D. Shaffer, 295 75	
D. Grocott, 35 00	
S. Casman, 50 00	
J. Cushman, 150 00	
A. W. Staub, 100 00	
Geo. Horsh, 200 00	
N. Coburn, 35 00	
J. Wible, 601 00	
J. Miller, (Strahan), 150 00	
D. H. & J. E. Barnitz, 1200 00	
D. Hoke, 550 00	
J. Rebert, 412 00	
S. Shagle, 150 00	
J. Roland, 750 00	
P. Monfort, 200 00	
J. Kenzy, 35 00	
M. McClean, 200 00	
D. Ziegler, 200 00	
Geo. H. Swope, 5 00	
Amount of Damages paid, \$6839 25	
<b>ORDERS GRANTED TO MESSRS. IRWIN &amp; TAYLOR ACCORDING TO CONTRACT.</b>	
1856 April 11, Order for 817 00	
May 14, " " 2384 57	
June 11, " " 3503 09	
July 10, " " 2480 17	
Aug. 13, " " 5047 76	
Sept. 11, " " 4994 07	
Oct. 10, " " 5009 23	
Nov. 15, " " 3639 45	
Dec. 15, " " 2176 86	
1857 Jan. 9, " " 2097 33	
Amount paid Contractors in money \$29,849 52	
1856 Dec. 17, Order to Messrs. Irwin & Taylor for certificate of stock for shortening the road 1/2 mile and a shorter than Wright's survey, as per contract, (paid in Stock), 3000 00	
1857 Jan. 10, To Messrs. Irwin & Taylor on contract—for 172 shares of Stock—to-wit 8600 00	
Am't paid to Contractors in Stock, \$11,600 00	
1857 Jan. 9, Salary of President as per Resolution, \$500 00	
Salary of Secretary, 200 00	
Treasurer, 249 50	
Amount paid Officers, \$949 50	
<b>RECAPITULATION.</b>	
Expenses in full since organization of Co., \$911 72	
Damages paid for right of way, 6839 25	
Money paid to Contractors, 29,849 53	
Stock certificates issued to Contractors, 11,600 00	
Salaries of Officers—of Board, 949 50	
\$50,150 00	
Amount received by Treasurer as per Report, 51,772 42	
Balance in hands of Treasurer, \$1622 42	
All of which is respectfully submitted, DAVID WILLS, Secretary.	

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**TREASURER'S REPORT.**

To the President and Directors of the Gettysburg Railroad Company:

The Treasurer presents the following statement of Receipts and Disbursements for the year ending January 10th, 1857:

Rec'd instalments on Stock subs. \$51,772 42  
By amount of orders paid, 50,150 00

Balance in hands of Treasurer, \$1,622 42

In making this statement the Treasurer regrets to say that while a large proportion of the stockholders have responded to the call of the Directors and paid their instalments as they have been called in, many others have not paid as promptly as might have been desired, or as the early and speedy completion of the road requires. It is hoped, however, in future that stockholders will see the necessity of punctuality on their part and thus enable the Board of Directors to direct an increase of force upon the line so as to insure the finishing of the grading and bridging at an early period. An offer was made on the part of the Board to deduct the interest to become due as an inducement to stockholders to anticipate their instalments, a number have availed themselves of the offer and paid their instalments in advance; and it is to be regretted that a few have not done so. Hereafter the Treasurer has been able to meet the demands of the Company as well as the monthly estimates of the Contractors, but in order to enable him to continue to do so hereafter, prompt payment of instalments as they fall due, as well as all those in arrears is absolutely necessary, in order to a vigorous and active prosecution of the work, and to enable the Contractors to complete the grading and bridging by the first of July next. Concert and a harmonious and faithful acting together is essentially necessary.

Respectfully yours,  
J. H. McLELLAN, Treas.

**ENGINEER'S REPORT.**

To the President and Directors of the Gettysburg Railroad Company:

GENTLEMEN:—The line of your road having been located late in the Autumn and Winter of 1855, some changes have been made which are herein required in the corrections of the line of a hastily located survey. These modifications have now all been made and the road

is believed to have its best position for durability and economy of repair. The connection with the Hanover Branch Railroad, has been deferred on account of several difficulties occupying the line of road. The connection will be made as soon as the weather becomes more favorable; the work to be done being in slight, that a very short time will be required to perform it when necessary.

Since my report, in September last, additions have been made to the completed portion of the road and bridges, so as to require a further statement from most of the condition and progress of the work at this time. Commencing at Hanover, Section 1, as well as several other sections, were untouched at the time my last report was submitted. I am gratified to state that work has been done on all the sections on the line of the Road. Section 1 is partly completed, and is still being prosecuted with energy. Section 2 and 3, including the masonry, road, bridge and waterway at Slagle's, are all completed. On Section 4 at Red Hill, the heaviest cut and embankment are encountered. The sub-contractors who first started the work, abandoned it at the most favorable time for operating; and they continued till now with unabated energy. The section might at present have been nearly finished. This caused a few weeks delay in getting the work started again; the sections have, however, been placed in good hands, and have been urged with much vigour for the last few weeks. A force sufficient to complete it by the 1st of May is now operating. Sections 5 and 6 belong to the same contract, the former section is nearly completed, and the latter has been commenced and finished at New Oxford. Between this and the Conowingo no work has been done, but arrangements have been made to commence at an early period.

Section 7 and 8, have been progressing steadily the past season. Owing to cause, not within the control of the Engineer, some delay has been experienced by the sub-contractor abandoning the work, after a completing Section 8, and the largest portion of 7. The work has been taken by other parties, and a temporary bridge is being erected across the Conowingo for the purpose of conveying the earth to the opposite side for embankment, and an active operation is expected from this time forward. The abutments of the bridge crossing this stream are up. The West one rests upon a solid rock foundation—the foundation of the East one not being so firm, the breadth of masonry was increased to such dimensions as to render its stability beyond a doubt. At McMaster's where your road crosses the turnpike, the latter has been graded down to an easy crossing and the stone restored to the bed of the pike. The large rock cut on 7 is completed, some trimming and sloping only being necessary in the Spring.

On Section 9 a small force has been employed in excavating rock and forming bankments on each side of Brush Run Bridge, the masonry of which is completed. This Section the Contractor informs me will be finished in six weeks, with the exception of dressing, which cannot be done until Spring.

Sections 10 and 11 are being operated upon at their best points, most favorable for winter operations. The balance of these sections are in a state of advancement that will enable me to be completed readily by the 1st of June next. The masonry at Scott Run is completed, and but two culverts remain to be erected.

Sections 12 and 13 are completed, with the exception of trimming. Section 14 comprises a heavy cut and considerable embankment. This section is being pushed forward with commendable energy, and from a present prospect, it will not be the last to be finished.

On Section 15 which terminates the Road at Gettysburg, no work is at present being done on account of the inclemency of the weather; the character of the work being such.

The superstructure of Rock Creek Bridge for the most part is up and will be completed in a few days; from the simplicity of form and the excellence of the materials used, this bridge will be an item of very little expense for many years to come. The timber for Swift and Brush Runs is already delivered, and it is designed to erect these bridges in a few weeks.

Having viewed each section somewhat in detail, I find, collectively, the amount of road graded to be ten and a half miles, or half mile of which is for a double track width; this only requires trimming in the Spring to be ready for the rails. Though you perceive that the larger proportion of your Road is graded, in point of distance, yet there remains the heaviest portions to be performed; which have been kept with reference to winter operations.

The work under most of the contractors is progressing with considerable rapidity, and the force will be increased from time to time as may be required, to complete the grading and bridging of the whole Road by the 1st of July next, should the company require it.

All the Bridge Masonry on the line of road is completed, and nearly all the culvert masonry, leaving very little to do in that department, excepting a road bridge in New Oxford, and a few open culverts.

The plans and estimates are prepared with a view to a solid and permanent road-way, and of such a character as to need but little repairs hereafter, in comparison with other Roads.

The embankments, with few exceptions, are composed of such material, that will require less expense to be incurred hereafter by the Company in keeping the track in good order than is usual. The banks are indeed solid, and very little filling up will be required after being exposed this winter to the action of the weather. All the trimming to the graded portion of the road has been dispensed with until the opening of the Spring.

As Section 1, connecting with the Hanover Branch Railroad, will be finished early in the Spring, I would respectfully suggest to you the propriety of the commencement of laying of track at that time, which I am confident can be continued then, without interruption, as the Road-bed can be completed sufficiently fast as not to retard its progress. I am confident that an effort will not be wanting on your part to accomplish so desirable an object. I can congratulate the Board of Managers upon the bright prospects which seem about to crown their arduous labors with success; for upon the completion of the Gettysburg Railroad there can be no question in the mind of a serious thinking person, but that a large and lucrative trade is waiting to be transported over it, and that its business will compare favorably with that of the Hanover Road, (which its friends admit will do a business of over \$40,000 the present year.) I think it beyond a shadow of doubt. Passing as it does through a rich limestone valley into the thinner lands of Gettysburg, it is difficult to arrive at the amount of this material which may be wanted and which will pass over your Road in both directions. The coal necessary in the burning of this lime will be an item of considerable revenue.

This, if rightly looked upon, will be seen to be, not only a source of inducement to your Road, but will be a material benefit to the farming interest throughout the county as far as the influence of the Road extends. This influence, it must be born in mind, will be much more widely felt than along the line of the Hanover Road, inasmuch as your Road extends farther inland, and away from the ab-

sorption of the greater thoroughfare—the Northern Central Railroad.

It seems needless to dwell more at length upon the various sources of revenue to your Road as they must be a matter well understood by yourselves. You know the value of your own Granite Hills, the products of the farmer and the dairy. You can form some idea of the large amounts of lumber, coal and other foreign substances that are yearly wanted in Gettysburg and the surrounding country. No criterion can be based upon existing trade or activity of business, for experience has shown that all estimates of business, however liberal they have been, have fallen far short of the reality to a Road when of certain successful operation. You have a practical illustration of this in the Hanover Branch Railroad ever since its completion; and why may I not we rate your Road as bright a future.

In the rural districts in England, upon the opening of a Railway, the passengers that before have voyaged by stages, have increased four fold, while in this country the increase has been found to be much greater. With the attractive institutions of learning and the neighboring places of summer resort, to reach which facilities will be greatly increased by the construction of your Road. The computation of travel to these deservedly popular places of pleasure and profit, situated as they are in a healthy and picturesque country, would, in a year or two, be beyond the most sanguine expectations.

I believe that I have presented all that need, at this time, be said upon the subject in my department, and in the hope that it may awaken fresh interest in the work among those for whose information I have prepared it, I respectfully submit it to your consideration.

JOS. S. GITT, Engineer.

The following bill was presented to the meeting of Stockholders and allowed:

Gettysburg Railroad Company, Jr. To the Directors of said Road, for time—  
A. Krige, 12 days service at \$2, \$24 00  
F. Diehl, 11 " " " 22 00  
Geo. Throno, 11 " " " 22 00  
Josiah Bemmer, 8 " " " 16 00  
Geo. W. McClellan, 8 days \$1 & 4 days \$2, 16 00  
David Wills, " 7 " " 14 00  
Wm Douglas, " 8 " " 8 00  
J. W. Hendrix, " 7 " " 14 00  
Jacob Forney, " 5 " " 10 00  
\$178 00

The above named members of the Board of Directors having spent much of their time and money in the service of the Company in their official capacity, ask an allowance of the Stockholders for the amount of the above bill—Gettysburg, Jan. 12, 1857.

**Interesting Intelligence Concerning Kansas Affairs.**—The Washington correspondent of the New York Times telegraphs the following:

The President has received official information from the agent for the Shawnee Indians that as the members of the tribe have nearly completed their selection of 200,000 acres of the reserve, an extensive organization has been formed by persons in Western Missouri to reserve 200 to 300 families—to go upon said reserve on the first of February and make and occupy themselves selections of the surplus—about 200,000 acres. The treaty prohibits whites from settling in the reserve until ninety days after the Indian selections are made and approved and the surplus set apart by the President's proclamation. The Commissioner of Indian Affairs, by direction of the President, has ordered Col. Cummings, superintendent at St. Louis, to go to the Shawnee reserve and stay there, and prohibit whites from occupying Shawnee, Miami, Kaw, or any other Indian lands. Requests for troops to support Col. Cummings' orders have been sent on by telegraph and messenger.

**Horrible Murder.**—Flo Starkville (Miss.) Advertiser contains the particulars of the horrible murder of Robert Barnes, proprietor of the Cottage Hotel in that place, by Dr. W. D. Stovall, with whom he had had a quarrel the day before. It says:

"Going near Barnes' stable Dr. S. stopped the buggy, and walked within about twenty-five paces of Barnes, who was engaged in harnessing a horse; he beckoned to a negro who was standing near to get out of the way, at the same moment raising the gun and firing. At the instant of his firing Barnes looked around and received the contents of the gun full in his face. He raised his hands to his eyes, and sunk to the earth, exclaiming, 'my God!' Upon this Stovall advanced within ten paces, and fired the second time, the whole charge taking effect in his back, and Barnes then cried out 'I am a dead man.'—Still not satisfied, Stovall coolly approached him, and, drawing a pistol, put it close to his head and fired again, bursting his eye-ball from its socket; then, putting the pistol to his breast, he fired a fourth time into the body of the already dead man. Mrs. Barnes and her children dashed from the house screaming, while Dr. Stovall coolly walked away, got into his buggy and drove off.

**The Insanity Dodge.**—The plea of insanity is now every day being set up, alike to shield criminals and to break wills. Let a man die, worth \$200,000, having bequeathed half of it to charity, and his heirs and friends find out all sorts of queer actions, swear he was insane, and bring an action to break his will. If he had given the money while living no questions would have been asked. But, dead and gone, his money is asked over, and every inconsistent or foolish thing he ever did drawn forth from its obscurity, and printed in every paper, for the sake of adding a few thousands to the wealth of avaricious and ungrateful descendants.—Philadelphia Ledger.

**Telegraph to Cuba.**—One of the most important enterprises in connection with telegraphs, next to that across the ocean, is the project of reaching the Island of Cuba by the electric wire. Responsible parties have been in correspondence for some months with the authorities in Cuba, and also with the government of Spain through their minister at Washington, for the purpose of carrying out the plan, and from the present position of affairs we shall expect to see it consummated by or before the time that the transatlantic line is in operation. It is proposed to lay a cable from the point of Cape Sable, the extreme southern point of Florida, to Havana, the distance being little over seventy miles—about the same stretch as that across the Gulf of St. Lawrence. Key West may also be embraced by the same line.—N. Y. Times.

**The Trousseau of a Slave Bride.**—A letter in the Journal of Commerce, from a lady who owns slaves in Georgia, gives an account of the recent marriage of one of her negroes, in which she remarks:

"The couple, last night, were both very young and handsome, and the groom, in a full suit of black, with a white cravat, looked as serene and unembarrassed as if he had been a gentleman. The bride's trousseau, furnished by her parents, who, like herself, are common field hands, would do credit to many a decent white mechanic. She has seven new dresses and a shawl, besides more necessary articles, and the trifle from the groom, one of which is invariably a bottle of cologne."

**The Traitor's Reward.**

HARRISBURG, Jan. 14, 1857.—Manear, of York, openly boasts that he received \$8,000 for voting for Cameron; he says he would have voted for Forney for \$5,000. The boarders at Wilks' hotel, where Manear has been stopping, protested against his remaining; he was consequently dismissed by the landlord.

Brady, to whom he applied for board, refused to receive him. Omit has given Wagonseller and Lebo notice to quit. In the House, an effort will be made to expel Manear.

**Tribute of an Enemy.**

The New York Tribune notices the late Senatorial election in terms which, considering its ultra-partisan character, do it credit. After rejoicing over the success of Cameron, it says:

While we rejoice in this result, we cannot join in the personal cry against his principal competitor, Col. Forney. Forney committed some grave errors in early life; but he is still a young man, and we trust, though defeated now, he has an honorable career yet before him. He is a most thorough-going partisan of Pro-Slavery Democracy, and for twenty years has devoted all his energies to the elevation of Mr. Buchanan to the Presidency—a result which he has done more than any other man to achieve. He fought us with desperate efficiency through the late campaign, and we think not always fairly; but, since we did what we honestly could on the other side, and he has just enjoyed a defeat, we will consider the encounter squared and start afresh. It gives us pleasure at this time to remember and attest that through the long and trying contest for Speaker of the present House, Col. Forney presided over the disorganized, anarchical, often tumultuous assembly, with eminent dignity, ability, and strict impartiality. His position for eight weeks was one of the most trying we ever observed, and he met its responsibilities with unswerving fidelity.

We presume Mr. Buchanan will require Col. F.'s services in some post of decided eminence.

**Thankful for Small Blessings.**

The Black Republicans seem truly grateful to Gen. Cameron, for his generous sacrifices in his own election to the U. S. Senate—the very post many of these same rejoicing patriots opposed him as unfit for, something more than a twelve-month since.

A Democratic friend of ours dispersed a jolly little band of them yesterday, in this wise:

"You seem very merry over this result at Harrisburg?" said our friend. "Yes, certainly—why should we not?"—was the reply? "Oh, that is a mere matter of taste!"—returned the Democrat.

"But I saw a half a dozen better and likelier men sold the other day at the South at a better price, and their souls were not included in the bargain, as was the case in this purchase of these three men by Gen. Cameron?"

"You mean niggers—laws?"

"Certainly; and if these were here, I'd bet their parlor for introducing them into this country."—The party broke up reflecting "wonderful deal and twelve dollars!"—the purchase of blacks, at the South, and men to become Black Republicans here.

Our friend spoke in a purely Pickwickian sense, not intending to insinuate anything illegal in Gen. Cameron's acts. His established character, of course, will protect him against any other construction of our friend's words.—Painesville Express.

**Candid Confessions.**

A correspondent of the New York Tribune, one Reynolds, an agent for the propagation of accounts of outrage in the Territory, confesses, in a letter to that paper on Saturday week, that a great deal of money, donated for the relief and protection of the squatters, has already been expended or is about to be expended before it reached the Territory—necessarily, by the blockade of the Missouri river and the length of the overland journey; unnecessarily, by the villainy of fraudulent and dishonest agents, who pocketed the money and never paid it.

**Another Hoax Exposed.**

We copy the following from the Albany Atlas and Argus:

The Indianapolis Sentinel pronounces the story of the murder of a man at Jackson, Miss., for avowing that he was in favor of the election of Fremont—a hoax.

The story was got by by the Franklin (Iowa) Republican, and copied and paraded and howled over by the Evening Journal of this city. It related how Mrs. Helen Sacia had lived eight years in Jackson, Miss. M. Sacia, her husband, having avowed his partiality for Fremont, was informed upon by a deputation of men, who wanted him that he must cease propagating his principles, which he refused to do. One of the men took hold of Sacia, when S. knocked him down, and was himself shot by one of them, and his wife notified to quit forthwith, which she did, and came to Franklin, Iowa, in pursuit of sympathy. The friends of bleeding Kansas furnished her with a purse; and she disappeared and has not since been heard from. She is probably making her way towards Albany, to be embraced in the expecting arms of the Journal men. Inquiries into her story go to show she is an impostor.

**Collectors, Take Notice!**

THE Collectors of Taxes in the different townships of Adams county are hereby notified that they will be required to settle up their Duplicates on or before Monday, the 19th day of January next, on which day the Commissioners will meet at their office to give the necessary exoneration, &c. If the Duplicates are not settled up in full by the above date, the Collectors will be dealt with according to law, without regard to persons.

A meeting of the Commissioners will take place at their office, in Gettysburg, on Monday, the 5th of January, at which time exoneration will be granted to such of the Collectors as may prefer attending and making settlement on that day.

GEORGE MYERS,  
HENRY A. PICKING,  
JUSTUS BRENNER,  
Commissioners.

Attest—  
J. M. WALKER, Clerk.  
December 29, 1856.

**Public Sale.**

THE subscriber, intending to remove, will offer a public sale, on the premises, on Saturday, the 24th day of January instant, A TRACT OF LAND, situate in Cumberland township, Adams county, on the Chambersburg turnpike, 3 miles from Gettysburg, containing 20 Acres, more or less, adjoining lands of Daniel Polley, David Wisler and others. The improvements are a one-story Log HOUSE, a Log Barn, a never-failing well of water, and Apple and Peach Orchards, with other fruit.

Also, at the same time and place, will be sold, two good COWS.

Sale to commence at 1 o'clock, P. M. on said day, when attendance will be given and terms made known by

LEWIS HOOPEE.

**Auction.**

THE subscriber, intending to discontinue Storekeeping, will sell off at Auction, commencing on Monday next, at 1 o'clock, P. M. HIS ENTIRE STOCK, consisting of Notions, Spices, Glass, Oil, Baskets, Brooms, Wooden Buckets, Washing Machines, Brushes of all kinds, Soaps, lots of empty Barrels, and thousands of other articles.

EMANUEL ZIEGLER.

January 12, 1857.

**Fancy Work Baskets and Willow Ware.**

of every description, embracing a large and fine assortment—a greater variety especially for Christmas presents, at ERNEY & BRO.'s, Fancy Grocery and Confectionery store, York, Dec. 15, '56. 67 West Market st.

**Ladies.**

Do you want to buy cheap and fashionable Robes? If so, call at FAINESTOCKS.

List of Jurors for Adjourned Court, to be held February 16, 1857.

Meenland—James J. Wills, Jacob Bear, Moses Smith.
Mounifoy—Michael Trostle, Jesse D. Newman, Peter Bushy, John Hoffman.
Germany—Andrew Long, Jonathan C. Forest, Benjamin Landis.
Hamilton—Henry Kaber, Daniel Lynch, John Ruff.
Hamiltonham—David Stewart, Joseph Kittinger, Samuel Eiker, Jacob Plank.
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Liberty—Nathaniel Grayson, Joseph Riddlemeyer.
Union—Isaac Sterner.
Mountpleasant—Sebastian Weaver, Samuel Casbman.
Gettysburg—Andrew Schick.
Conowingo—Samuel Schwartz.
Reading—Samuel Ordorff, George Brown, Abraham King.
Tyrono—John Piehl.
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**Mecca and Mohammed.**

G. P. PUTNAM & CO. have published and now ready for sale, Burton's Pilgrimage to Mecca and the Tomb of the Prophet, with an introduction by Bayard Taylor. 1 vol. 12 mo., with Illustrations, \$1.50.

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To the religious community this work furnishes information never before made public, respecting