



Gettysburg, Pa., Monday Morning, Dec. 30, 1868.

John & County Affairs.

LOCAL NEWS TO THE LATEST MOMENT.

GETTYSBURG RAILROAD!

FORMAL OPENING!

A GREAT DAY AND A GOOD TIME!

Eight Thousand People Present!

Millions from York and Hanover!

LARGE BODIES OF VISITORS FROM BALTIMORE, PHILADELPHIA, YORK, HANOVER, AND FROM ALL QUARTERS OF ADAMS COUNTY.

Emphatically, A GREAT DAY was witnessed here on Monday morning, Dec. 29, 1868, as the Baltimore and Hanover Junction Railroad was formally opened.

The Baltimore delegation, which would have been larger had the "Opening" day reached their knowledge earlier, deserve equally favorable mention, consulting as they do a part of the active enterprise and great social worth of the city of "Brotherly Love."

One of the most pleasing features of the "Opening," and no doubt among the most interesting incidents in the history of Pennsylvania College, came off on Friday morning.

The Baltimore delegation, with other visitors and citizens, to the number of five hundred, headed by the star band of the incomparable HOLLAND, (always spiced by the equally incomparable FRANKS), formed in procession and visited the College.

They were received in the Campus by the Faculty, Trustees and Students, and addresses of welcome were delivered by Hon. MORIS McCLELLAN, on behalf of the Board of Trustees, and by Rev. Dr. BARNES, on behalf of the Faculty.

These were responded to by Hon. W. H. TRAVELLS, Judge LEWIS and B. H. RICHARDSON, of the "Republican," all of Baltimore. Rev. Dr. MORIS also responded briefly to a call. The speeches were eloquent and pointed, and elicited frequent and enthusiastic applause.

Every one present was delighted with the impromptu affair, and appeared inclined to respond to the sentiments generally expressed with an emphatic "that's so!"

The College Buildings, with its Halls, Libraries, &c., were then thrown open, after visiting which the visitors reformed and marched to town, accompanied by the Faculty, Trustees and Students.

At noon the Baltimoreans took their departure, and were accompanied as far as the Hanover Junction by the officers of the Gettysburg Railroad and the Committee of Reception.

At the Junction a general farewell shaking of hands took place, and when the cars moved off the welkin rang again and again with hearty cheers on all sides.

Our party soon after started homeward, half glad that the labors of the occasion had been passed through, but altogether sorry that our pleasant guests were not still with us.

So ended the Gettysburg Railroad "Opening." No, not yet—the way toward it, it was observed that several of the best Philadelphia singers of the town were on board the train, and were soon enveloped with an impressive concert of rare merit.

Coming into town, "Auld Lang Syne" was started, and nearly all in the car joining, gave a most happy effect to the arrival.

The crowd on Thursday was variously estimated at from four to eight thousand. Good order prevailed throughout, our own "boys," as well as such as may have come from other places, seeming to have joyfully put themselves under "good behavior."

So Capt. ESTERHAGEN, the President of the Hanover-Junction Railroad Company, much obliged to his assisting efforts to bring, actively up to the wants of the day, exactly beyond all expectation. The employees of the Railroad also deserve to be commended for their cooperation with the "Opening," for the heavy amount of work they ably performed under the circumstances.

To Kansas. A Foreigner named John M. Thompson, Jr., of Baltimore, our town is much indebted for conveying his baggage and baggage to the depot, and for his kind and courteous attention to the public.

His baggage was not only packed, but also carried to the depot, and his baggage was not only packed, but also carried to the depot.

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Their hearts were in the right place, but contributing largely to the applying the demands of so thronged an occasion.

The hotels were of course crowded to excess all day, and not being able to lodge more than half those who intended remaining over night, the Committee of Reception secured private quarters for all who desired them.

Taken all in all, we suppose the town's guests were made quite as comfortable as was anticipated.

A general "good time" was had during the day and evening, winding up with a ball in McCaughy's Hall, and a Serenade by the Baltimore Blue Band, several of our citizens keeping "open house" to receive them, (Capt. McCurdy, D. Wills, Esq., Hon. J. B. Danner, and others.

The evening excursion train got back about midnight, all safe—thus closing the day's doings without accident, or any occurrence calculated to seriously mar the pleasure of the occasion.

The York and Hanover military left us in the late evening trains, our citizens regretting the brevity of their stay. We hope that some not far distant day will bring them into our midst again.

The Baltimore visitors consisted largely of the business men of that city—the representatives of its live capital—and it affords us great pleasure to bear testimony to their fine social qualities, and high-toned, gentlemanly deportment. Their visit here cannot but enhance the commercial and social intercourse of the two places.

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The approach of the trains during the day was announced by the ringing of bells, "Popoloo, Ann" and that of the Blues' being stationed east of the Engine House for the purpose. Flags were thrown to the breeze from several buildings and across the principal streets.

These, added to the fine appearance of the military, the stirring music of the bands, the crowded streets and the snort and puff of the strange animal, the "iron horse," made up a striking picture, such as the town never presented before.

Want of time and space admonish us to close this report. In all truth, Thursday last, (December 29th, 1868,) was the day of all days to our town and region, and the fact thus celebrated will remain impressed upon public memory so long as the Gettysburg Railroad shall continue a blessing to the people—and that will be, throughout all time!

Town Meeting. A meeting of the citizens of this place was held at the Court-house, on Tuesday evening, for the purpose of making arrangements for the proper reception of visitors from Baltimore, York, and other places, at the Railroad Opening, on Thursday last, (December 29th, 1868.)

Hon. JOHN B. DANNER was called to the Chair; Messrs. Samuel Harbat and James Pierce were chosen Vice Presidents, and H. G. Wolf, Esq., Secretary. D. Wills, Esq., stated the object of the meeting, and was followed by H. J. Stahle—both urging the necessity of the most ample preparations. A motion unanimously prevailed that the Chair appoint a Chief Marshal, a Committee on Flags, a Committee on Cannon, and a Reception Committee. The following were appointed: Chief Marshal—Col. John H. McClellan.

Committee on Cannon—Messrs. Robert Coburn, George Goyne, Wm. J. Martin, Jas. P. Fehnestock, Wm. K. Gallagher.

Committee on Flags—Messrs. John Bapp, R. S. Little, Jacob Troxel, Samuel Harbat, Daniel Snyder.

Committee on Cannon—R. G. Harpner, Esq., Hon. Moses McClellan, Col. J. D. Paxton, George Arnold, James J. Wills, Henry J. Stahle, David A. Decker, Harvey D. Wattles, R. G. McClellan, Andrew Polley, J. L. Schick, Hon. S. R. Russell, Hon. David Ziegler, Samuel Fehnestock, Adam Darcom, Nicholas Cordor, A. H. Kuris, George Swopes, T. D. Carson, Jacob Bamer, John Hale.

On motion, the Chairman of the meeting was added to the Committee on Reception.

The meeting then adjourned.

The Committee of Arrangements appointed by the Board of Railroad Directors consisted of Messrs. David Wills, G. W. McClellan, Frederick Dehl, Josiah Benser and John Gilbert. The Committee to collect funds, &c., was composed of Messrs. J. B. Danner, Alexander Koser, C. M. Beshler and H. J. Stahle.

With great respect, Yours truly, THOS. SWANN.

MAYOR'S OFFICE, BALTIMORE, Dec. 15, 1868.

Dear Sir—I regret that owing to official engagements, it will not be in my power to participate in the Opening of the Gettysburg Railroad, in accordance with your kind invitation. Be pleased to offer my congratulations to your company, and my best wishes for the success of the enterprise.

With great respect, Yours truly, THOS. SWANN.

Two Trains. The regular running of the Gettysburg Railroad from this place has been commenced. Two trains of cars now leave Carlisle street daily—one at 7 o'clock, A. M., and the other at 12 1/2 P. M. The trains arrive here at 12 1/2 P. M. and 6 1/2 P. M.

The train which leaves at 7, A. M., connects at the Hanover Junction with the up-train, for York, Harrisburg, Columbia, and Philadelphia. The one leaving at 12 1/2 P. M., connects with the down-train, for Baltimore.

About the Depot. The stir about the Depot upon the arrival of each train of cars would pass a stranger riding into our town with the idea that Gettysburg has not become so populous as to require its inhabitants—Large crowds are attracted there every day, not exactly to "see the alphas" but what, to some, is a greater wonder—the "iron horse."

Among the throngs are not only women and children, but gray-headed citizens go there to see this great wonder—the "iron horse" going into Gettysburg. Our citizens may well rejoice in the completion of this important work—and that proof that we no longer live, as it were, out of the world. Gettysburg is not a "backwater town," as some have erroneously supposed.

While we are about the Depot it may not be out of place to remind parents as well as children of the danger they are in taking place with all the paraphernalia of the "iron horse."

Accidents of some nature are frequent, and should be carefully avoided. The most common is the falling of the "iron horse" upon the heads of the passengers.

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Rev. Dr. BAUGHEN will deliver the first of the series of Lectures before the Young Men's Christian Association, on Friday evening next, (the 26th,) in St. James' Church, at 7 o'clock—subject, "Imagination."

Rev. Dr. BENNETT will deliver a Sermon before the same Association on Sunday evening next, (the 28th,) in the Presbyterian Church, at 6 1/2 o'clock. It is expected that the other Churches will be closed upon the occasion.

The different newspaper presses of Baltimore were well represented here on Thursday. Those of the reporters whose acquaintance we made we found to be whole-souled, big-hearted fellows—an honor to their branch of the "profession."

We call attention to the business cards of Mr. J. S. McCLELLAN and Mr. GEORGE M. BOGGS, of Baltimore, in this issue. They are accommodating and reliable gentlemen, who will feel much pleasure in waiting on country, as well as city, customers.

Opinions of the Press on the President's Message will be given next week—Railroad matter crowding them out of this issue. The document gives great satisfaction generally, the most palpable of the Opposition press alone being able to find fault with it.

Visiting Ever Green Cemetery, the other day, we noticed a very attractive monument just erected by Drs. CHARLES and ROBERT HORNES, over the remains of their parents. Its proportions strike the eye as exceedingly happy, and the workmanship is everything that could be desired. We hope that the imitations of this highly commendable form of liberality will not be "few and far between." The monument bears the "imprint" of Cannon & Adair, of this place.

The Cemetery Association at Hanover has secured the necessary ground—some fifteen acres, on the Baltimore turnpike—and Mr. GARR, the engineer, will be ready for field-work as early as weather favorable for the purpose can be expected. The location selected is an admirable one for several reasons, and especially for the good view of the town afforded from it. The gentlemen who have the enterprise in charge are possessed of energy and public spirit, and we are sure, will not cease in their efforts to improve and adorn the grounds until perfect success shall have been reached.—The work they are commencing is not for a day, and will year after year become a still greater object of attraction. The citizens of that place should (and we suppose do) heartily second them.

Mr. Alex. Harper, of this place, has purchased the Store and property of Mr. John Wulford, on the Baltimore road, (Greenwood) and will remove to it in a few weeks—to continue the mercantile business.

Mr. Cornelius Daugherty has purchased the property of Mr. Jeremiah Shroets, in Cumberland township—61 acres, with improvements—for \$2,800.

The State finances are in a healthy condition. The Treasurer invites proposals for the sale of \$100,000 of the State five per cent. loan, the purchase being on behalf of the Sinking Fund.

The Secretary of the Interior has our thanks for a copy of the annual report.

It is said Judge Douglas has prepared, and will soon publish, a declaration of his intention not to be a candidate for the Presidency in 1860.

Mr. English will shortly introduce in the House a bill providing for the future admission of States into the Union.

A New Zealand Ship to Legation—On Friday, the 23d instant, in the Office of Consuls of North Carolina, after a full discussion, Augustus Moore, Esq. of Martin county, a mission, was declared entitled to his seat in the body.

It is stated that the Warren County Bank at Warren, Pa., has closed its doors.

Mr. Governor FOSTER has taken up his residence again in Mississippi, locating at Vicksburg.

Opening of the Gettysburg Railroad. The railroad connection of Baltimore with Gettysburg will be completed today by the opening of the Baltimore and Hanover Junction Railroad, which is to take place with all the paraphernalia of the "iron horse."

The last stage has "put up" its tent, and the old story is now being re-told in the "iron horse" of the Baltimore and Hanover Junction Railroad.

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