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LEWISBURG, CENTER & SPRUCE CREEK ROAD.

To JAMES F. LINN, THOMAS HAYES, GEORGE DREISBACH, FRANCIS WILSON, JOHN M. TAYLOR, JOHN WILT, DAVID DUNCAN, H. S. GROSS, JOHN NEFF, JOHN HASSON, WM. BURCHFIELD, and GEO. BUCHANAN, ESQ'S, Executive Committee of Lewisburg, Center & Spruce Creek Railroad.

GENTLEMEN: Having completed the preliminary surveys of the several lines for the Lewisburg, Centre & Spruce Creek Railroad, I hereby submit the following Report, showing the comparative grades and distances on the two routes, one by Penns Valley and the other by Brush Valley. The Penus Valley survey was commenced at Lewisburg

on the 18th of May, by Mr. JOHN M. SHEAFER, Assistant Engineer, who had charge of the surveys. Mr. Sheafer commenced at the Bridge across the Susquehanna River, and followed Buffalo Valley, encountering no obstacles to the construction of a cheap and durable road, until he reached Penns Creek, a distance of 171 miles from Lewisburg. Along Penns Creek for about 6 miles, the route is quite circuitous as the creek is by no means a straight one, and bluff points of the mountain project on both sides to the water's edge, it will be necessary to cross this creek several times within 10 miles, and by making two tunnels, one of 2100 feet and the other of 800 feet in length, much curvature is avoided, and the line will be shortened between 2 and 3 miles. I will therefore report the cost upon the Tunnel Line as being the one which would be adopted upon a location of the route.

From the head of the Penns Creek Narrows to Spring Mills, the line is a good one, and the grades are favorable to the construction of a road. Near Spring Mills, the line strikes Sinking Creek, a branch of Penns Creek, and follows it to near Centre Hill, which is the summit between Penns Creek and Spring Creek, and the first summit of any consequence which is encountered from Lewisburg, a distance of 471 miles. The heaviest grades necessary to overcome this summit, will be 52 8-10 feet per mile, ascending from Sinking Creek for about 21 miles, and 33 feet per mile descending (to Spring Creek) at or near Boalsburg for 3 miles.

From Boalsburg to Pine Grove, which is on the summit between Spring Creek and Spruce Creek, the steepest grade will be 33 feet per mile; and from Pine Grove to the mouth of Spruce Creek, the grades need not exceed 33 feet per mile, and for a portion of the distance would be less. At one place, by keeping in the valley, Mr. Sheafer made a grade of 50 feet per mile for about 2 miles, but that can easily be reduced to 33 feet, and the line be improved. The line crosses Spruce Creck several times, but the bridges would be small; by keeping more out of the valley on either side these bridges would be avoided and a line somewhat straighter and with more uniform and as easy grades could be found; but how the expense would compare with the Valley line, I am unable to say until the ground has been surveyed.

The present line joins the Pennsylvania Central Railroad very favorably, crossing the Juniata River on a very direct course, and making an easy curve at the junction.

The curvature on the whole route will be light, except for about 6 miles along Penns Creek, where some of the curves may require a radius of 820 feet. Future surveys may make it more favorable, but it occurs where the grades are easy, and is therefore not as objectionable as it would otherwise be. The total ascent going west from Lewisburg will be 1016

The length of straight line will be 531 miles. The length of curved line will be 247 miles, making the distance from Lewisburg to the mouth of Spruce Creek, 78 miles,

which distance may be reduced 2 miles by a proper location If the Tunnels are avoided, the distance would be increased some 2 miles, and the curves around the points proposed to be tunneled would be very short and objectionable. It will be seen by this statement, that neither the grades

nor curvature are serious obstacles to the construction of a road on this route, as there is hardly a road in either this State or New York which has as favorable grades or more favorable curves.

The cost of a road is difficult to estimate with any degree of accuracy until after a careful location has been made, as the forms of different structures can not be planned until their position is fixed, but I have endeavored to make a fair estimate from Mr. Sheafer's survey, having made the calculations with a view to such alterations in the line as were certain to be made from the notes he took, and I think the following estimate will cover the cost of a road on this route. It is made for a single track, with turnouts at such points as

would be required for the business of the country. Clearing and grubbing 78 miles, at \$100 per mile \$ 7,800.00 Clearing and grubbing 18 miles, at \$100 per miles, 1.125,000 cubic yards earth excavation, including 247,500.00 hauling, at 22 cents

754,000 cubic yards of rock, including hauling, 470,000.00 at 60 cents Extra cost of Tunnels 130,000.00 8,000 cubic yards of bridge masonry, at \$5.50 44,000.00 7,000.00 culvert slope wall " 1.50 4,500.00 1,500.00 rip rap " 20.00 2.000 lineal feet of bridging 40,000.00 50,000.00 Fencing 78 miles, 50,000 rods, Land damages, 78 miles, at \$500 per mile 39,000.00

Total cost of grading, fencing and land damages \$1,041,300.00 One mile of track costs 100 tons of Iron, weighing 60 lbs. per

yard, at \$75 2,400 Cross Ties, at 30 cents each 50 kegs of Spike at \$5 $\frac{250}{180}$ 450 Chairs, at 40 cents 400 Laying track complete \$9,050 \$733,050.00 81 miles including turnouts, at

25,000.00 Depots, Water Stations and Engine House \$1,799,350.00

Add for Engineering, Agencies and Contin-89,967.00 gencies, 5 per cent.

Total cost of Road **\$1,889,317.50** which divided by 78 miles will give per mile 824,350.22

In copclusion, I will state that a careful survey with a view to permanently locating the line on this route, would materially improve the alignement and grades, and of course might increase or decrease the cost somewhat, but I do not think to a very great amount.

After completing the Penns Valley route to the mouth of Spruce Creek, Mr. Sheafer commenced at or near Boalsburg to make a survey through Brush Valley to Lewisburg, finding a good route all the way to within 31 miles of the summit of Rapid Run, no grade exceeding 33 feet to the mile, and the minimum radius being 1146 feet. From there to the summit, they ascended 300 feet in 31 miles, requiring a grade of nearly 88 feet per mile, but which might be reduced to 60 feet by striking the side of the mountain two or three miles back. On the summit, the route is level for about two miles, and then descends very fast towards Buffalo Valley, falling 1175 feet in 111 miles, or at the rate of 102 2-10 feet per mile. By following down the side of the mountain from the summit to where it runs out, sufficient distance might be gained before reaching Buffalo Valley to reduce the grade to 90 feet per mile for 13 miles; but I do not think any easier grade than that can be found. From there to Lewisburg the alignement and grades are both very favorable. It will be observed that the grades on this route do not compare favorably either way with those on the Penns Valley route, nor do I think a route can be found through Brush Valley to Lewisburg with more favorable grades than those here reported. The distance from Lewisburg to the summit of Rapid Run is 181 miles, and the height to overcome is 1200 feet, which, even if you could commence ascending at Lewisburg, would give a grade of 64 feet per mile for the whole distance. The curvature on this route is of an easier character than that on some portions of the Penns Valley route, the minimum radius being 1146 feet. The proportion of straight and curved line would be 50 miles of straight line, and 271 miles of curved line, making the total distance between Lewisburg and the mouth of Spruce Creek 774 miles, or half a mile shorter than the Penns Valley route. The cost of a road on this route would also be less, as no Tunnels would be required and the Bridging would be less. I will therefore estimate it at \$160,000 less, making it cost

Examinations were also made for a middle route between Penns and Brush Valleys, but it was found to be impracticable, on account of the steepness of the grade, and abandoned.

The following comparison between the Penns Valley and Brush Valley lines sums up the leading features on both routes. My own opinion is that the best route for a Railroad from Lewisburg to the Pennsylvania Central Railroad, is through Penns Valley, as I consider the advantages it possesses over the other route in easy grades will more than compensate for the extra cost.

THE PENNS VALLEY LINE is 78 miles long.

\$22,313.77 per mile.

Cost per mile, \$24,350.22. Maximum grade, ascending west, will be 52.8 feet per mile.

Total rise and fall, 1661 feet. Proportion of straight line, 531 miles. 244 " " curved " THE BRUSH VALLEY LINE is 771 miles long.

Cost per mile, \$22,313.77. Maximum grade, ascending west, will be 90 feet per mile. " east, " 60
Total rise and fall, 2300 fee

2300 feet. 50 miles. Proportion of straight line,

I believe the above statement shows plainly the results of the surveys on both routes.

Mr. Sheafer surveyed 151 miles of line altogether, and kept carefully-taken notes of the soil, character of the country, &c., which of course have guided me in estimating the cost of the road. Col. Joseph Paxton and I also passed over both lines during the progress of the survey, and think that the road is not only an important one to Union, Center, and Huntingdon counties, but will be a profitable one when built. A section of country like that, eighty miles wide, with railroads running on each side of it, can not long remain without an outlet to those roads, and there is no unoccupied route in the country showing as good evidence of furnishing a profitable business to a road as this one. The Iron ore, Limestone, and the large quantities of Grain raised along the line of this road, and in the adjoining Valleys, show evidences of a large local trade, which would no doubt be increased by the erection of more Furnaces, and Sawmills, for there are large tracts of good timber land on Penns Creek, and Pine Creek, which lies north of it; and this road being a link in the shortest line between New York and Pittsburg or Cincinuatti, will certainly entitle it to a large share of the through travel between those points. It would connect at Pottsgrove with the Cattawissa, Williamsport & Eric Railroad, which has no grades exceeding 33 feet per mile to its eastern terminus; and when this road is finished it must be a portion of one of the main trunk lines between New York and the West. It will give to the Pennsylvania Central Railrond a great deal of freight and passenger business, that otherwise never would go near it; and it can never divert any business from that read, as we do not claim it to be a rival route between Philadelphia and Pittsburg, but one which will open new avenues of business to the Central Road, and give that Road a direct communication with New York, offering unequaled inducements in distance and grades for passengers and freight.

A comparison of distances between Cincinnatti and New York, will show this to be the shortest route between those two points. The distance from Cincinnatti to New York. by the N. Y. Central R. R. via Cleveland & Buffalo is 893 miles.

N. Y. & Erie " " Dunkirk 862 "
Sunbury & Erie " " Erie 825 "
Penn. Central " " Harrisburg & Phila. 739 " Lewisburg, Centre & Spruce Creek R. R.,

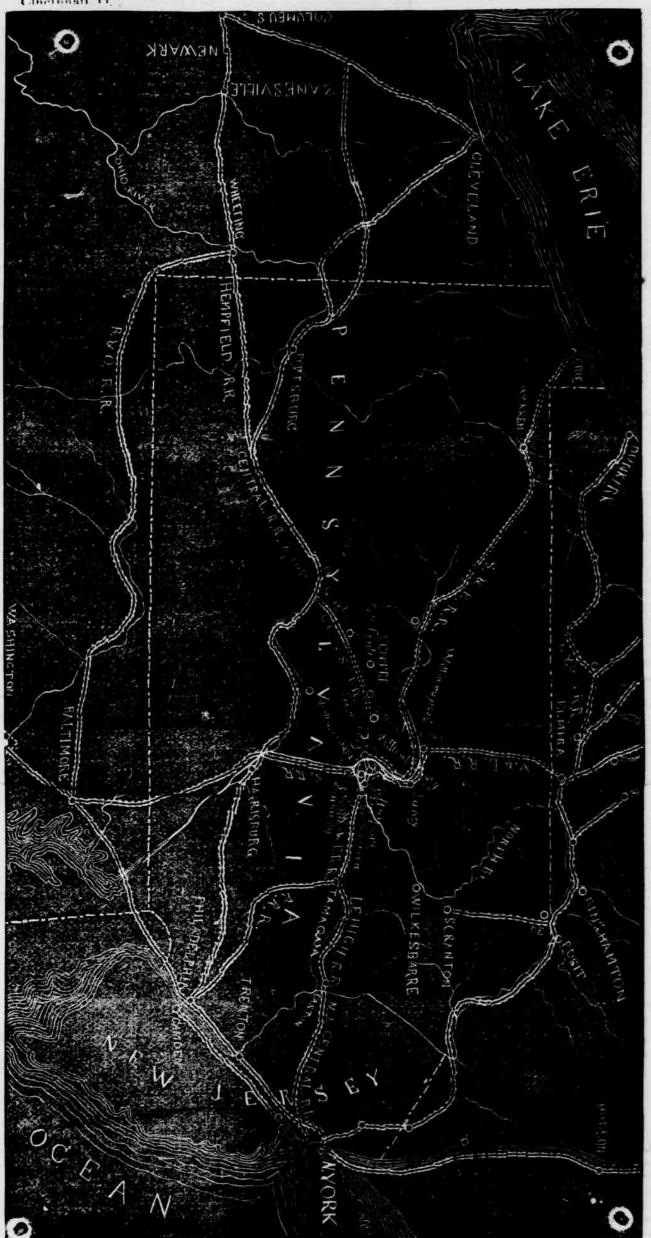
the Cattawissa, Williamsport & Erie, and the New Jersey Central R. R. It will be seen from the above that this route is over 100 miles shorter than the Sunbury & Erie, and nearly 150 miles shorter than the New York routes. It is also 26 miles shorter than the Pennsylvania Central Railroad, and when we take into consideration the fact that from the mouth of Spruce Creek to New York, a distance of 292 miles, there is no ascending grade in the direction of the trade exceeding 33 feet per mile, there can be no doubt of its advantages as a cheap and expeditious route.

Annexed to this is a general Map showing the different roads running through this State and New York, and their connections with the western roads. This route is marked in red, all other roads in blue ink. A detailed Map of the Lewisburg, Center & Spruce Creek Railroad, with a Profile of the Grades is being made, which I will send to you as

soon as completed.

All of which is respectfully submitted. THOMAS A. EMMIT. Civil Engineer Dated July 20, 1853.

DIAGRAM showing the connection of the Lewisburg, Center & Spruce Creek Railroad, Eastward with the Cattawissa, the Lebigh, and the New Jersey Central Railroads, to New York City, and Westward with the Pennsylvania Central Railroad, thence to Cleveland, or to Columbus and



"B. & O. R.R." stands for Baltimore & Ohio Railroad. "S. R.R." for Susquehanna Railroad. "R. R.R." for Reading "W. & E. R.R." for Williamsport & Emira Railroad." "C. W. & E. R.R." for Cattawissa, Williamsport & Eric Railroad. "W. & E. R.R." for Williamsport & Emira Railroad. "S. & E. R.R." for Sunbury & Eric Railroad. "L. C. & S. C. R.R." for Lewisburg, Center & Spruce Creek Railroad.

not only upright and just in all his deal- July 25. ings, but who had a generous and noble heart, and to whom an appeal for aid to further any benevolent movement, and years one of the most active, liberal, and merely in the matter of dollars and cente, sachusetts for her industry and economy :

It is our painful duty this morning to influential members of the Whig party of but in promoting habits of prudence and announce the death of JOHN PRICE WETH- Philadelphia, no other motive than that of economy among those of small means. ERILL. Esq., one of our most esteemed and the public good prompted his course. He In Massachusetts, a year since, the honored citizens. He died at the United sought no office from the Government, and number of Savings Banks depositors was States Hotel, in this city, at two o'clock there was probably none in the gift of any no less than 97,000, with an aggregate vesterday morning after a brief but severe Administration which he would have accep- deposit fund of \$18,400,000. In other illness, said to have been dysentery, in the tod. With our Municipal Government he words, 1 out of every 10 persons in the 59th year of his age. In the death of Mr. was prominently identified for the last quar. State is a depositor in such institutions,

combined, with a population of three mil-

Wetherill our community has lost a citizen ter of a century, having during all that with an average deposit of two hundred whose place it will be found difficult to time been a member of the City Council, dollars each. This is a large sum in the supply. He was emphatically one of God's and was President of the Select Councils, aggregate; exceeding, considerably, the noblest works-an honest man, who was at the time of his death .- Philada. News, entire bank capital of Kentucky and Ohio

lions. The class of people whom it is now proposed to make depositors in the new Penny Savings Banks. The New York Courier and Maquirer "Sixpenny Bank," is one that is utterly relieve the wants and sufferings of his fel- states that a new financial feature of the excluded among the older institutions. low men, was never made in vain. Pos- day is the establishment of a "Sixpenny But there are persons who require aid of sessed of a large share of this world's goods, Savings bank" in that city. This institution this kind, in forming sober and regular he was ever ready to contribute with en- tution is organized under a charter granted habits, and we can not look upon the new larged liberality to any enterprise calcula- by the Legislature of the State, and will, establishment in any other light than as ted to promote the prosperity of Philadel- no doubt, be an example for several others the beginning of a new and highly imporphia, and to improve and elevate the con- to follow. Such institutions are product- taut era in the financial and domestic hisdition of its citizens. Though for many ive of vast good in the community; not tory of the Empire city.- Honor to Mas-

Bee There having been such missepre-scatation of some of the terms of the "Act FOR THE ERECTION OF A NEW COUNTY OUT OF PART OF UNION COUNTY TO BE CALLED SAYDER, AND RELATIVE TO THE SEAT OF JUSTICE OF UNION COUNTY," we copy below all the Sections relative to the County Buildings, and Expenses.

Section 1. Be it emeted, de., That all that territory now in Union county lying south of a line commencing at the Northumberland bridge, thence by the New Berlin mail route to Peuns creek, at a point about one-fourth of a mile above Mowrer's mill, where said creek turns suddenly towards the south, thence up Penns creek to its nearest contact with the east end of Jack's mountain, and thence along the summit of Jack's mountain to the western line of Union county, shall be, and the same is hereby erected into a new county, to be called "Suyder," on the conditions hereinafter expressed. SECTION 2. That

are hereby appointed Commissioners, who shall, before the fourth day of July next, properly ascertain and mark the division line between the counties of Union and Sayder, and also between the election districts of Penns, Middle Creek and Union, as expressed in this act, and also to make three plots or drafts of said division lines, one copy of which they shall forward to the Secretary of the Commonwealth, and one to the Register and Recorder of Union and Snyder counties respectively, and the said Commissioners shall each receive the sum of dollars for every day necessarily engaged in running said division line, and in making out the dealer of the some, and for their compensation, and for all mercency aid anaphoged by them in ranning said line, the Commissioners of Union county shall forthwith pay by orders on the county treasury.

Secriox 3. That suitable grounds and buildings, and a jail for county purposes for said county of Snyder, and also and also grounds, buildings and a just for said county of Union, to be approved by a majority of the court and grand jurers of the respective counties was prepared shall be secured to the said countries without any tax or cost whatever being imposed upon the taxables of said counties for such ex-SECTION 4. That to secure the condi-

tions expressed in the third section of this act, there be pledged in trust to the Associate Judger and the Commissioners of Union county, on or before the first day of August next, one or more responsible, bona fide subscriptions, of not less than Ten Thouseach county respectively, for the purchase of grounds, and the erection of buildings, as aforesaid, for the counties of Union and Suyder, said buildings to be of stone or brick, with fire-proof roofs and fire-proof rooms for records, and that the subscriptions so pledged shall be approved by said Judges and Commissioners, and published, with the names of the sites for which they are pledged, in the newspapers of Union county, the second week in the month of August next, and that upon such notice being given, the subscriptions aforesaid shall be transferred to the Building Committees provided for such subscriptions respectively; and the grounds necessary, with the proper county buildings, shall be finished and conveyed in fee simple to the proper authorities of the respective counties, on or before the first day of January, 1855.

Section 5. That upon securing the subscriptions specified in the fourth section of this act, the inhabitants of the said county of Snyder shall, after the first day of January 1854, be entitled to and at all times thereafter have all and singular the courts, jurisdictions, offices, rights, and privileges to which the inhabitants of the county of Union are now entitled by the constitution and laws of this Commonwealth, and that the offices hereby provided for said county shall be filled by the qualified voters at the general election in October next.

Section 6. That the persons holding offices in the county of Union as heretofore organized, whose residences may fall within the limits of the county of Snyder, may continue to hold their respective offices until the terms for which they were elected shall have expired, and all the vacancies in county offices in the county of Union, whether by resignation or otherwise, shall be filled at the general election on the second Tuesday of October next, and annually thereafter according to the terms of the general laws regulating the respective offices.

SECTION 7. That the place for the sites of jails and other buildings for the counties of Union and Snyder, be decided as follows : At the general election in October next, the voters of the several election districts in the counties aforesaid may vote