

The Star and Republican Banner

GETTYSBURG, DEC. 29, 1835.

The Legislature adjourned on Friday last, to meet again on the first of January next.

James Todd, Esq. of Fayette county, has been appointed, by the Governor, Attorney General of the Commonwealth of Pennsylvania.

Gov. Lewis has issued a proclamation giving notice, that all appointments made and commissions issued heretofore, are confirmed and continued for the term of four months, unless the said appointments and commissions shall be sooner superseded and annulled.

On the 19th, in the House of Representatives, petitions were presented by Mr. Mestrey for an investigation into the evils of Masonry.

By Mr. Stevens, for authority to elect a Constable in Berwick, Adams county; that an alteration may be made in the Columbia and Philadelphia Rail road, whereby the claims and Allegiance for an investigation in the evils of Free-Masonry.

Petitions were also presented by Messrs. Watts, Gilbert, Krauss, Riggle and Frew, asking for an investigation of Masonry.

On Monday last, Mr. Stevens and Mr. Kirk presented petitions from the inhabitants of York county, asking that the Charter of the Wrightsville, York and Gettysburg Rail Road might be annulled.

On the same day, Mr. McSherry offered the following resolution, which was read a second time and agreed to: Resolved, That the Committee on the Judiciary System be instructed to inquire into the expediency of changing so much of the law, directing the mode of electing by ballot, as requires each voter to deliver tickets on separate pieces of paper, for each office voted for, so that they may be authorized to offer a ballot or ticket, on which shall be written or printed, the name or names of the persons voted for, and the purpose for which the vote is cast, partly by signature, and partly by ballot, to be cut separate and apart from each other.

Our Rail Road. We out the following article from the Hagerstown Torch Light. Mr. Beckwith has completed the survey of the route, and is now engaged in finishing the draft, preparatory to making a report to the Legislature.

Our neighbors of Pennsylvania are taking up the question of the Rail Road from the West end of the Susquehanna Bridge, through York and Gettysburg to the Maryland line in the direction of Hagerstown, in earnest. We have just been furnished with the notes of the engineer by whom the route from Gettysburg, as far as the Maryland line, has recently been examined—an examination which has proved most satisfactory in its results. Mr. Beckwith, the Engineer, says—"After a critical examination of the country lying between Gettysburg and the Cumberland Valley within five miles of Hagerstown, I succeeded in discovering an entirely practicable route for a rail-way—a route more favorable to the interests of the country than the most sanguine of its advocates. On the present location there will be no necessity of establishing higher grades than fifty feet in the mile, a grade which is now considered a very slight one. The progress of Locomotive Engines—when they are known to overcome grades from 70 to 90 feet in the mile, are recent examinations on the Baltimore and Ohio Rail-way have shown."

We learn that our Pennsylvania neighbors calculate with much confidence, on being able to complete this road to the Maryland line, and if they do, there will then be a chain of 6 or 8 miles only, between Hagerstown and said line, to constitute an unbroken chain of Rail Road communication between Philadelphia and Hagerstown, over the Columbia and Philadelphia Rail-way, through Columbia, Wrightsville, York and Gettysburg, to Hagerstown, a distance of 157 miles, and it is more than probable that the Baltimore and Ohio Rail Road will intersect the road at Hagerstown; if it should not, but 6 miles more will extend it to Williamsport, and connect it with the Canal.

We take the following article, upon the same subject, from the last Hanover Herald: The Board of Engineers appointed by the Joint Committee of the inhabitants of Gettysburg and Hanover, finished their reconnaissance of the route between the two places on the 10th inst, and we are gratified to learn that it respects the route, and the expediency of its practicability. They represent the face of the country as peculiarly adapted to the successful prosecution of such a work.

In this place to the Red Hill, a distance of about six miles, the country proved to be an almost uninterrupted level, and we have been informed that the road, as surveyed, is a straight line.

While upon this subject, we beg to be permitted to express hope that the Legislature of our State will be actuated by the same spirit in giving to this act a proportion of the benefits of the improvement proposed, in which it is so largely participated, and will continue to participate in all the benefits which it may bring upon the people.

To be fair, it should undoubtedly be reciprocal. Trusting, therefore, to its accustomed liberal policy, we submit this matter to their decision, for upon it depends the question whether we shall become the participants of legislative favor, or be excluded from the benefits of a system whose benefits we must expect to share in.

THE FIRE IN NEW YORK. The New York Courier says a tolerably correct idea of the devastation may be formed from the following account: South street is burned down from Wall street to Coenties Slip.

Front street is burned down from Wall street to Coenties Slip.

Water street is burned down from Wall street to Coenties Slip.

Peel street is burned down from Wall street to Coenties Slip, and was strewn together by blowing up a building.

Stone street is burned down from William street to N. 32 on the one side, and N. 30 on the other.

Beaver street is burned down half way to Broad street.

Each side of Place is burned down from Hanover street to within three doors from Broad street; here the flames were stopped by blowing up a house.

William street is burnt down from Wall street to South street, both sides of the way.

Market house is burned down on the south side, from William street to South street, within a distance of 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 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