

"I WISH NO OTHER HERALD, NO OTHER SPEAKER OF MY LIVING ACTIONS, TO KEEP MY HONOR FROM CORRUPTION. —SHAKS"

BY ROBERT WHITE MIDDLETON.

GETTYSBURG, Pa. TUESDAY, FEBRUARY 18, 1889.

[VOL. 8—NO. 46.]

STATEMENT

Of Common School Appropriation due from the State to the different Districts of Adams County.

Table with columns: Districts, 1835, 1836, 1837, 1838, 1839, Total Due. Lists districts like Berwick, Conowingo, Cumberland, etc.

The foregoing statement exhibits not only the dividends of State appropriation for the fifth Common School year (1839), payable on or after the first Monday of June, 1839...

The State appropriation for 1835 or the first school year, was \$75,000; for 1836, or the second, \$65,000; for 1837, or the third, \$200,000; for 1838, or the fourth and present school year, \$700,000...

Undrawn dividends of the two first years' appropriation are to be received from the County Treasury. The dividends of subsequent years are payable by the State Treasurer...

By the next mail after the receipt of the foregoing certificate at this department, a warrant on the State Treasurer for the appropriation of the current year, will be sent to the District Treasurer...

As soon as a District, previously non-accepting, accepts the system and receives its money from the State Treasury, it is thereby entitled to all money remaining for its use in the County Treasury...

Acceptance of the Common School system, under the present laws, can only take place by the vote of a majority of such citizens of each non-accepting District...

By the first Common School Law (that of 1st April, 1834,) if any number of Districts in a county—even one—accepted the system, they thereby became entitled to the receipt of the whole State appropriation intended for all the districts in the county for that year...

Thus the law remained till the passage of the Common School Law of June 13, 1836, and the declaratory resolution of 27th March, 1837, "relative to undrawn balances in the School Fund."

But though the law reads thus, the legal act of acceptance must be performed a considerable time before the 1st of November, 1834. Under the existing law, non-accepting districts can only adopt the system by the vote of the citizens assembled to elect Directors...

Present acceptance will prevent the forfeiture, not of one, but of four or five years' State appropriation, including that of next school year, amounting in the aggregate to about \$4 to each taxable inhabitant...

Acceptance next Spring, and the consequent receipt of the above accumulated dividends, will only burden each District, next year, with a school tax equal to 6 1/2 cents on each taxable. This tax, however, is not to be paid in that proportion by each taxable...

But in reality, acceptance will not add much, if any thing, to the burden of taxation in the populous counties. It is known that in many Districts the tax collected by the Commissioners for the education of poor children, is equal to the sum which would be necessary to entitle those Districts to the receipt of the Common School Funds...

provide good school-houses, thus leaving the current year's tax and appropriation wholly applicable to instruction, for which purpose it would be nearly sufficient.

If the System be adopted next Spring, only one other tax, after that of next year, must necessarily be paid by the Districts, before they will have an opportunity of discontinuing the System at the triennial election on the first Tuesday of May, 1840.

Hence it seems to be for the interest of the non-accepting Districts, to take the matter seriously into deliberation, independent of all considerations arising from the merits or demerits of the Common School System.

Though the System is yet in its infancy, it has produced some decided and salutary changes in the Districts which have adopted it.

The School Houses are generally much improved, being either new, or well repaired, and more equally and conveniently located than formerly.

The compensation of Teachers is increased fully one-third, and the profession is rapidly and proportionately rising in usefulness and independence.

The number of Children taught in the Common Schools, is at least double that of the schools which preceded them in the same Districts.

The duration of teaching in each year is about the same.

The kind of instruction is in all cases as good, and in most better than in the old schools.

The cost of teaching, notwithstanding the increased compensation of the teacher—the improved condition of the house, and the better order and kind of instruction, is only one half of what it was before the system went into operation.

In the old schools some paid for their own education, and some were educated at the expense of the county. This unpleasant distinction is not found in the Common Schools.

But it is not on account of these, its undeniable fruits, that the non-accepting Districts are now addressed. These facts are alluded to merely to show that there is no danger in the experiment.

As a friend, he would advise all to accept the System for the next two years, because at the end of that time it can be discontinued if found insufficient.

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either of the two latter routes be adopted, it would preclude the State of Pennsylvania from forming a connexion with the Baltimore and Ohio railroad, without first obtaining permission from the Legislature of Virginia; and, besides increasing the length of our road, would subject us to the expense of erecting a bridge over the Potomac river.

In addition to this, the president of the Baltimore and Ohio railroad company, in reply to a letter addressed to him by one of the committee, says: "It is not possible for me, before the completion of the calculations and estimates, and the final arrangement in regard to the State loan of three millions of dollars, to form any satisfactory opinion as to the time within which the road will be completed to the Ohio."

It is evident, therefore, that no certainty can yet be attained, either in regard to the location, or time of completing the Baltimore and Ohio railroad. Would it, then, be consistent with cautious prudence and sound policy, to persevere in expending millions in constructing a work, the utility of which is dependent on such precarious and doubtful circumstances?

From Hagerstown to Gettysburg, by the Waynesboro' route, 47 1/2 miles. From Gettysburg to Wrightsville, 41. From Wrightsville to Philadelphia, 82 1/2. From Hagerstown to point of intersection with Franklin road (supposed near Williamsport) 42.

From the point of intersection about 2 miles from Williamsport to Chambersburg, 23 miles. From Chambersburg to Harrisburg, 51. From Harrisburg to Lancaster, 37. From Lancaster to Philadelphia, 70.

From this statement, it will be perceived, the distance from the point where, it is supposed, that the Franklin railroad will intersect the Baltimore and Ohio rail to Philadelphia, the distance by the Chambersburg route is but six miles longer than the other. But, in computing the advantages of railroads, distance is not the only consideration.

Another circumstance in favor of the Cumberland Valley railroad, arises from the cheapness of its construction: owing to the favorableness of the ground on which it is located. This, connected with the fact that a locomotive will take a greater number of cars on that road than on the other, will enable that company to transport passengers and produce at a cheaper rate than can be done on the Gettysburg route.

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THOMAS H. BURROVES, Sup't Common Schools. SECRETARY'S OFFICE, Harrisburg, January 30, 1838. 31-44

Gettysburg Rail Road—Reports of the Senate Committee.

Mr. Strohm's Report

Of the Majority of the Committee appointed by the Senate to "view the line of the Gettysburg Extension of the Pennsylvania Rail Road, and the contemplated routes to its termination; conformably with the instructions of the Senate."

READ IN THE SENATE ON THE 29TH OF JANUARY, 1838.

Mr. STROHM, from the Committee appointed to "view the line of the Gettysburg Extension of the Pennsylvania Rail Road, and the contemplated routes to its termination; conformably with the instructions of the Senate."

REPORT. That your committee have passed along, and viewed the different routes and lines designated in the resolution; and have carefully examined the various considerations, which, to your committee, seem to have an important bearing upon the subject submitted to their decision.

First.—An intercommunication between the city of Philadelphia, the great commercial emporium of the State, and that vast extent of country which is situated south of the Lakes and west of the river Ohio, comprising a considerable portion of the rich and fertile valley of the Mississippi, by which the immense trade of the west would be attracted to the former; and by increasing her commerce, encourage manufactures, enrich her citizens, and promote the prosperity of the whole Commonwealth.

Secondly.—Affording facilities to the inhabitants of the interior counties of the State, for the transportation of their agricultural, manufacturing and mineral productions. Thus enhancing the value of real estate, to an almost incalculable amount, and developing the resources of the Commonwealth, by stimulating industry, fostering enterprise, and diffusing the blessings, which a combination of all those advantages, under a free and well regulated government, never fail to insure.

Thirdly.—A judicious and economical application of the money necessarily expended in the construction of those improvements, so that the net proceeds derived therefrom, should be sufficient to pay the interest, annually, on the amount expended; leaving a balance, which in time, would extinguish the debt incurred, or replenish the coffers exhausted, in the execution of the work.

Philadelphia can be expected to take the lead in this route. Yet there are others, which, though less cogent, are not undeserving of notice, nor unworthy of consideration in the decision of this question.