441 WISH NO OTHER HERALD, NO OTHER SPEAKER OF MY LIVING ACTIONS, TO REEF MINE HONOR FROM CORRUPTION. -SHAKS

GETTYSBYRGH. PA. TYESDAY, FEBRUARY 18, 1383.

IVOL. 8--NO. 46.

STATEMENT

to the different Districts of Adams County.

Districts	1835	1836	1837	1838	1839	Total Due.
Berwick	Paid	Paid	Paid	Paid	207 16	207 16
Conowago	Forfeited	47 83	129 48	452 45	129 48	759 24
Cumberland	Forfeited	Paid	Paid	Paid	167 68	167 68
Franklin	Paid	Pad	Paid	Paid	240 84	210 84
Germany	Forfeited	Paid	Paid	Paid	246 66	246 66
Gettysburg	Paid	Paid	Paid	Paid	260 91	260 91
Hamilton	Forfeited	64 33	174 15	608 55	174 15	1021 18
Hamiltonban	Paid	Paid	Paid	Paid	233 07	233 07
Huntingdon	Paid	Paid	Paid	Paid	220 76	220 76
Latimore	Forfeited	55 25	149 - 53	522 58	149 55	876 93
Liberty	Forfeited	Paid	Paid	Pail	145 02	145 02
Menallen	Poid	Paid	Paid	Paid	312 05	312 05
Mountjoy	Forfeited	Paid	Paid	Paid	145 02	145 02
Mountpleasant	Forfeited	84 18	227 89	796 22	227 89	1336 18
Reading	Forfeited	57 87	156 67	547 47	156 67	918 68
Straban	Paid	Paid	Paid	Paid	208 46	208 46
Tyrone	Forfeited	Paid	Paid	Paid	119 77	119 77
		•			3 345 14	

THE foregoing statement exhibits not only the dividends of State appropria-Monday of June, 1838, when that year commences, to all the districts in the county, but also those for the 1st, 2d, 3d and 4th school years, (viz. 1835, 1836, 1~37 and 1~39,) now due to such districts as have either not accepted or not yet applied in the proper manner for their money. The whole amount of State appropriation yet due for each district since the first year of the system, is exhibited in the last column.

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 1839, or the fourth and present school year, \$700,000, (including the Building Fund of \$500,000;) and for 1839, or the fifth, it will be \$200,000, if the law remains unaltered, but if the Legislature add \$100,000, it will be \$300,000; making an aggregate given by the State since the commencement of the system of \$1,250,000 without, or \$1,350,000 with the expected increase.

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, on application to the Superintendent. The following is the form of the necessary certificate, which should be forwarded to the Superintendent, in every case, as soon as the fact will justify it:

District Tax for 183 (Date.) "To the Superintendent of Common Schools.

"Srn-I do hereby certify that a School Tax amounting to cents, has obeen regularly levied and assessed for the school year 183, upon district "that a warrant for the collection thereof has been delivered to the district Collector according to law; "and that the aforesaid sum is at least equal to this district's annual share of the State appropriation. county, is the lawfully appointed Post Office. "I do further certify that "Treasurer of this District.

"Attest,

Secretary. -Post Office, --- county. - Post Office, - county." 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, together with similar warrants for all undrawn dividends of for mer years, remaining in the State Treasury. To obtain the latter no additional tax is necessary, so that one tax, for the current year, equal to the District's share of the ordinary annual State appropriation (\$200,000) will be sufficient to enable it to receive att dividends of former undrawn appropriations. As soon us a District, previously non-accepting, accepte 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, provided it accepts before the 1st of November, 1838. In that case it is the duty of the County Treasurer to pay over such money forthwith to the Dis trict Treasurer, on the order of the Board of Directors. The best proof of such accep tance and of the receipt of the money from the State Treasurer, is the circular which ac companies the warrant of the Superintendent, on the production of which the County Treasurer will be perfectly safe in paying over the dividends in his hands.

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, as assemble on the day of electing Directors, being in most cases the third Friday in March. The citizens then assembled have two acts to perform, 1st. to elect Directors, which must be done whether the system is to be put'in operation or not; and 2d. to decide the question whether the system shall be accepted or not. This last question is only to be submitted in such Districts as previously rejected the system, but not in accepting districts, and may be decided in the affirmative by a mere majority of the votes polled .- See the 13th Section of the Common School Law of 1836.

Having thus explained the condition of the State appropriations, the manner of obtaining them, and the mode of accepting the system, the Superintendent would respectfully address a word of information and advice to the citizens of such townships, wards and boroughs as have not yet received it. In doing this he has no wish officially to become the advocate of the system, but solely promote the interests of those Districts, by explaining their present situation in relation to it.

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. This harsh provision was repealed by the supplement of April 15, 1835, which enacted that non-accepting. Districts should have two years, (which of course counted from the the undrawn dividends. Before the passage of the supplement, however, the forfeiture contemplated by the act of 1834, had taken place in several counties, so far as related to the appropriation of the first school year (1>35.)

Thus the law remained till the passage of the Common School law of June 13, 1826, and the declaratory resolution of 27th March, 1837, "relative to undrawn balances in the School Fund." By the joint operation of these acts the period of forfeiture was further postponed till the 1st of November, 1838. (next November,) with this difference, that the forfeited dividends are not to be distributed among the accepting Districts of the same county, but are to be added to the principal of the general Common School Fund in the

State Treasury, the interest of which only is annually distributable.

But though the law reads thus, the legal act of acceptance must be performed a considerable time before the 1st of November, 1838. Under the existing law, non accepting districts can only adopt the system by the vote of the citizens assembled to elect Directors, which in most cases takes place on the third Friday in March. Hence it follows that though the completion of the forfeiture does not take place till November, yet that the act of acceptance which can alone prevent it from attaching, must be performed for townships in March, and for wards and boroughs, at the time next spring when they elect their proper officers. Nor is the operation of this forfeiture confined to the appropriation of the current year, but embraces those of all the years since the commencement of the system.—See the 1st and 13th sections.

This being the manner and effect of the forfeiture caused by continued rejection, it becomes proper to state the consequences of present adoption.

Acceptance of the System next Spring will not fasten it on the District forever, but only till the Spring of 1840, or for two years, at the end of which time it may be discontinued by the vote of a majority of all the qualified voters of the District, if the experiment should not prove satisfactory .- See Sec. 13.

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, or to \$2,000 in a District containing 500 taxables, without counting any thing on a probable increase of appropriation by the present Le-

Acceptance next Spring, and the consequent receipt of the above accumulated dividends will only burthen each District, next year, with a school tax equal to 64½ cents on each taxable. This tax, however, is not to be paid in that proportion by each taxable, in the manner of a poll tax, but will be assessed on the property, professions and persons that pay County rates, and en such personal property as paid State tax The school tax on a township having 500 taxables, and receiving \$2,000 of State apprepriation, would be something less than \$125.

But in reality, acceptance will not add touch, if any thing, to the burthen 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, if they should adopt the System. Nor would it be necessary, in most cases, to entertain the opinion, that, after crossing the Potomac at Harper's Ferry, the road will be continued levy a tax beyond the lowest amount necessary to secure the State aid, because their ac- on the Virginia side, until it reaches Camberland; or, perhaps, take the route of the Potomac and

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 Of Common School Appropriation due from the State necessarily be paid by the Districts, before they will have an opportunity of discontinuing ing a bridge over the Potomac river. Your committee is aware that much reliance cannot be placed the System at the tri-ennial election on the first Tuesday of May, 1840. The payment of this tax, equal to 644 cents for each taxable, will probably entitle them, besides reliev ing them from the poor school tax, to a State appropriation equal to \$1 for each taxable for the second year. So that the payment of \$1 30 for each taxable, in two years, will your committee arrived at Hagerstown, a public meeting was held, which was attended by a large numenable those Districts to receive \$5 for each taxable, from the State, in the same time.

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 proportiona elv 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.

schools. The cost of teaching, notwithstanding the increased compensation of the teacher—the mproved 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. Formerly it was \$2.25 on

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

in average over the State, now it is \$1 121 for each popul per quarter. 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. All receive the same kind of instruction, paid for out of the same common stock. There is no room, therefore, for partiality on the part of the teacher towards particular pupils,

or of distinctions among the scholars. 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. The object of the Superintendent is to lay the whole matter before those Districts, that they may act understandingly on the subject, when they make their final decision next Spring.

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. In the mean time the accumulated funds of five years will be secured, and can be applied to the permanent improvement of the school houses of the District, and to a fair trial of the Common School will be in possession of good school houses, and of increased experience on the subject of

nstruction, which will be amply worth the small tax paid for them. If the System be accepted by any of the Districts in question, the Superintendent would dvise that such citizens as have been heretofore opposed to it, but who are candid and intelligent men, shall be elected Directors. They will have it in their power to keep From Hagorstown to point of intersection with Franklin road (supposed near Williamsp't) down the amount of taxation, and to test the experiment in such a manner as to prevent any imputation of partiality for the System. Such men, also, representing the feelings of the majority of the D strict, will carry public confidence along with them, and the result whether for or against Common Schools, will be satisfactory to the District.

TESTEAS ES. ERUERERO WES, 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, 1939.

Mr. STROHM. from the Committee appointed to "proceed to the town of Gettysburg, in the county of Adams, and from thence to travel along the line of the Gettysburg Railroad, the twenty two and half miles of which, is put under contract, which ends on the summit of the South Mountain; and from thence to travel along the two contemplated routes, to where the railroad is expected to terminate, at or west of Hagerstown, in Washington county, Maryland; and having done so, to report to the Senate, which of the two routes (if any) should be made, viz:—the one which runs south, along the South Mountain, until it gets near the town of Smithtown, in Washington county, Maryland, or the one which is expected to run by, or near the town of Waynesboro', in the county of Franklin, Pennsylcania; or whether any of them should be put under contract; and also, whether it would not, in their opinion, be the interest of the State, that the prosecution of this road should now cease, or at least for

REPORT, That your committee have passed along, and viewed the different, routes and lines design nated 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. The most important part of the duty imposed upon the committee, is that which is last mentioned in the resolu tion, viz: --whether it would not, in their opinion, be the interest of the State, that the prosecution of this work should now cease, or at least, for the present." In hazarding an opinion,as to the expediency or inexpediency of continuing or suspending a work of such magnitude as that of the Gettysburg rail ead, your committee are deerly sensible of the responsibility under which they are acting; and fully aware of the necessity of proceeding with due deliberation, and prudent caution. They entered upon the discharge of the duty imposed upon them by the Senate, with a determination to exercise their own udgment, with cander and impartiality, and express the honest convictions of their minds, uninfluen

ed by any considerations except those connected with the prosperity and interest of the State. In commencing, and carrying out our great system of Internal Improvement, your committee con eives, that the Legislature had in view three great leading objects:

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 date of the supplement,) within which time they might accept and save the forfeiture of Ohio, comprising a considerable portion of the rich and fertile valley of the Mississippi, by which the immense trade of the west should be attracted to the former; and by increasing her commerce, encou-

age manufactures, enrich her citizens, and promote the prosperity of the whole community. 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 aimost incalculable amount, and developing the resources of the Commonwealth, by stimulating industry, festering enterprize, 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 con struction of these improvements, so that the nett 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.

Assuming these as the fundamental principles of our Internal Improvement system, your committee vere naturally led to inquire, whether, the application of those principles, in reference to the improvement which they were directed to examine, and report on, was manifested in a degree sufficient to justify the expenditure, which necessarily must be incurred to complete the same.

In regard to the first, the opening of an additional avenue of communication between the city of Philadelphia and the valley of the Mississippi, the Gettysburg railroad, (extending from the town of Gettysburg, in the county of Adams, to a point at or west of Hagerstown, in the county of Washington, and State of Maryland, a distance of forty-one miles and three-fourths by the Smithtown route and forty-seven miles and one-fourth by the Waynesboro' route.) is but an isolated link, which never can become either useful or profitable, until certain other improvements, with which it is contemplated to be connected, are completed. There are, the Baltimore and Ohio railroad, to be extended to Pittsburg, or Wheeling, and the Gettysburg and Wrightsville railroad, commencing at one, and terminat ing at the other of those points. A portion of the latter is under progress. Between Wrightsville and York, a distance of about twelve miles, the road has been located and put under contract; and the grading, (the committee has been informed) is nearly completed. Some of the iron, it is understood, has peen procured, and there is reason to believe, that that portion of the road will be finished within the next two years—perhaps during the next summer. Between York and Gettysburg, an experimental survey has been made, but no permanent location fixed upon, nor, so far as the committee could learn, any contract entered into for the execution of any part of the work. The condition and circumstances of the company could not be ascertained by the committee; but it is the opinion of many, that n rigorous prosecution, and carly completion of the said road, by the company, need not be expected.

The Baltimore and Ohio railroad is completed from the city of Baltimore to Harper's Ferry, on the Potomac river, a distance of eighty-two miles. Between that point and Cumberland, in Allegheny county, State of Maryland, several surveys have been made during the preceding summer; but the cumulated State appropriation of four or five years, will be sufficient to build or otherwise Winchester railroad, and strike the Ohio river at a considerable distance below. Wheeling. Should

provide good school-houses, thus leaving the current year's tax and appropriation wholly 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 erect on these speculative opinions, and only rehearse them here, to show the uncertainty which exists in relation to this matter. So great were the doubts upon the minds of the citizens of Washington county, who feel a deep interest in the location and construction of this road, that, on the day on which ber of the citizens of that place, and of the county of Washington, "for the purpose of taking into consideration some of the movements of the Baltimore and Ohio railroad company, in relation to the location of a route for said road." At this meeting, a preamble and resolutions were adopted, in which they state that they "have learned, with surprise, that said company have made locations of said road, in several directions, through Washington county and the State of Virginia, without regard to the above-mentioned points, (alluding to Boonsborough, Hagerstown and Cumberland,) and have issued circulars, by which they have requested land-holders to relinquish to said company the right of soil over which the different locations pass; all of which proceedings, on the part of said company, would seem to indicate a design to construct said road either beyond the limits of the State of Maryland, from Harper's Ferry, westward, or on other grounds than those designated by the charter."

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

It is evident, therefore, that no certainty can yet be attained, either in regard to the location, or time of completing the Baltimere 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? Your committee humbly conceive that it would not. But, waiving these considerations, and admitting the probability of the completion of the Baltimore and Ohio roitroad, through Hagerstown, and of the Wrightsville, York and Gettysburg railroad, by the time the Gettysburg railroad may be completed, thus effecting the contemplated connexion with the Columbia and Philadelphia railroad, forming a continuous line of railroad from Philadelphia to Pittsburg, the next inquiry is-what is the prospect as to the amount of business likely to be done on this road! In estimating this, various considerations must be kept in view. Where a single improvement, whether canal, railroad, or turnpike, opens a communication between two given points, the amount of business on that improvement can only be limited by the whole amount of transportation offered between these points, or the capacity of the improvement itself, in affording facilities for transportation. But where different improvements converge to the same, or similar points, that which affords the casiest, safest, quickest and cheapest conveyance, will cortainly engross the greatest amount of busiuess; and such, your committee conceives, is the relation which the connexion about to be formed be tween the Baltimore and Ohio railroad, and the Columbia and Philadelphia railroad, by means of the Harrisburg and Mountjoy railroad, the Cumberland Valley railroad, and the Franklin railroad, bears to the Gettysburg railroad. The difference in the distance, between these routes, may readily be seen, mode of tencing. At the end of that time, if the System be discontinued, each District by comparing the following statements, which, from the best information the committee could obtain,

will, it is believed, not vary much from the actual survey, viz: From Hagerstown to Gettysburg, by the Waynesboro' route, 474 miles. From Gettysburg to Wrightsville, 41 From Wrightsville to Philadelphia, 821 43 175 miles From the point of intersection about 2 miles from Williamsport to Chambersburg, From Chambersburg to Harrisburg, 51 From Harrisburg to Lancaster, 37 From Lancaster to Philadelphia, 70

181 miles. 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 Chambersburgh route is but six miles longer than the other. But, in computing the advantages of railroads, distance is not the only consideration. The number and radii of the curves, and the degree of grade, frequently present greater obstacles than even a considerable difference of distance; and in this respect, the Chambersburgh route has a decided advantage over that which runs through Gettysburg. The former exteads, in an almost direct line, through the fertile and highly cultivated valley of Cumberland, over ground nearly level, with scarcely any deep excavations, and with few heavy embankments. The traveller finds himself always near the surface of the ground, and is, at all times, gratified with the view of neat and thriving villages, or of comfortable and elegant dwellings, and well improved plantations, indicative, at once, of the industry and enterprize. as well as of the independence and prosperity of the envied proprietors of the soil. He feels secure that if accident should arrest the progress of the train with which he is moving, he could immediately find that if accident should arrest the progress of the train with which he is moving, he could immediately find shelter in a neighboring farm-house, or be furnished with the means of conveyance to the next town. But, on the latter, for about 25 miles, he is either ascending or descending, at a grade of fifty feet to the mile, a rugged, solitary and barren mountain, uninhabited and almost uninhabitable; on the other hand, he sees perpendicular cliffs rise like towering steeples above his head, covered with projecting rocks, which seem threatening him with instant death for his temerity; on the other, he perceives a frightful precipiee, over which he is in imminent danger of being hurled into the abyss below, with the certain prospect of being dashed to pieces by the fall. Now he is whirled over a ravine, on an embankment of some fifty or sixty feet in heighth, and now engulnhed in an excevation from whence he scarce can see the sum or immured in a tunnel, where days by the fall. Now he is whirled over a ravine, on an embankment of some fifty or sixty feet in heighth, and now engulphed in an excav tion from whence he scaree can see the sun; or immured in a tunnel, where daylight may enter, but cannot penetrate. The slightest accident must expose him to danger of life, limb and property, from which nothing short of a miracle could save him. This is no fancied sketch, or over-wrought picture. He who will traverse those routes and examine them carefully, in a spirit of candor, and with an eye of impartiality—without suffering himself to be misled by the delusive mists of prejudice, or the dazzling rays of interest, will have no hesitation in subscribing to the truth of what is here asserted.

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

casport passengers and projuce at a cheaper rate than can be done on the Gettysburg road, unless the inte-est of the State is sacrificed to the detriment of an enterprizing company. From these views of the two ontemplated routes, your committee have no hesitation in declaring their belief, that the Chambersburg or contemplated routes, your committee have no desitation in declaring their pener, that the Chambersburg or Cumberland Valley route will be the easiest, cheapest, safest, pleasantest and shortest route to Philadelphia; and in consequence of those pre-eminent advantages, this road, which is being constructed, and is now nearly completed, without any expense to the Commonwealth, will engross by far the greater portion of the trade which can be diverted from the Baltimore and Ohio railroad in the direction of Philadelphia. In calling it the shortest, your committee would beg leave to observe that they refer to time, and not to distance. For, although the Chambersburg route is a few miles the longest, they are fully persuaded that, in consequence of the numerous advantages which this route possesses, it can, and will be travelled over in less time than he other; and that either passengers or produce will reach Lancaster or Philadelphia sooner by this route

For the reasons above stated, your committee believe that but a small portion of the trade destined for

The the reasons above stated, your committee believe that but a small portion of the trade destined for Philadelphia can be expected to take the Gettysburg route. Yet there are others, which, though less cogent, are not undeserving of notice, nor unworthy of consideration in the decision of this question.

The distance from flagerstown to Harpers-Ferry is about 20 miles; by the railroad it may perhaps be 25; from Harpers-Ferry to Baltimore is 82 miles; and from Baltimore, by the Baltimore and Port Deposit, the Wilmington and Susquenanna, and the Philadelphia and Wilmington railroads, to Philadelphia, is 93 miles: making the whole distance from flagerstown to Philadelphia, by this route, 200 miles, or about 30 miles farther than by way of Gettysburg. Hence, it is apparent, that the western merchant will have strong inducements to prefer the former route. The difference in time will hardly be two hours, whilst it gives him the advantage of ascertaining the state of the market both at Baltimore and Wilmington ere he rea hes Philadelphia. He may probably promote his interest, by purchasing his dry-goods at the latter, and his groceries at the former place. The advantages exhibited in this arrangement are too manifest to be overlooked by a class of citizens who are characterized by a keen perception of the means of acquiring wealth, and a ready disposition to turn, even trivial circumstances, to good account. Even the man of pleasure, who travels for a musement, or the statesman seeking information, will give the preference to this route, because it affords them an opportunity of passing through the principal sca-ports of three States in a single day. Another recommendation in favor of the Baltimore route, is founded in the circumstance of its location being considerably farther south than either of the others; consequently, in the winter season, less liable to obstructions from snowfarther south than either of the others, consequently, in the winter season, less liable to obstructions from snow-storms, which sometimes prove very annoying to travellers, and entirely impede the progress of locomotives.

The next inquiry will be—what amount of intermediate trade, to be derived from the country through

The next inquiry will be—what amount of intermediate trade, to be derived from the country through which this road passes, cay reasonably be expected on said road. Even in this point of view, your committee are constrained to observe, that the prospect is by no means flattering. Twenty-five miles, as has already been stated, passes over a barren mountain, all nost unsucceptible of improvement; except that on one side of the mountain there is a furnace near the road, and on the other (if the Waynesburg route be adopted) there is a furnace near the road, and on the other (if the Waynesburg route be adopted) there the mountain there is a furnace near the road, and on the other (if the waynesburg route be adopted) there is a forge and a rolling-mill. These works, no doubt, would bring some tonnage on the road. That portion of the country laying between Gettysburg and the mountain, and along the foot of the mountain, embracing the vitlage of Milterstown and its vicinity although inhabited by an industrious, enterprizing and intelligent population, is far inferior, in point of tertility of soil and agricultural productions, to many other portions of the State, nor is it blessed with those stores of mineral wealth, which distinguishes some other sections of the State and promises so fair to suppose the revenue of our improvements. The whole appoint the revenue of our improvements. State; nor is it blessed with those stores of mineral wealth, which distinguishes some other sections of the State, and promises so fair to augment the revenue of our improvements. The whole amount, then, of agricultural, mineral and manufacturing productions which can be afforded by the country of Adams, forms but an inconsiderable item in the amount necessary to be done, in order to make such an expensive improvement productive and profitable. West of the mountain, in the vicinity of Waynesboro', and between Waynesboro' and Hagerstown, your committee found an exceedingly fertile and productive tract of country, which will perhaps yield as great a surplus of agreentural productions as any other of the same extent in the State. Yet even this section, bounded on the one side by the South Mountain, (from beyond which nothing will reach this road,) and, on the other side, by the Franklin railroad, which affords a more convenient outlet for the trade of this valley, cannot be expected to furnish a great amount of tonnage to the Gettysburg road. It will be recollected, too, that from Waynesboro' to Baltimore will only be about 120 mi'es; whilst from the same point to Philadelphia will be 160; and every mile you proceed west or south west from Waynesboro' makes a difference of two miles in favor of Baltimore, in point of distance, and thus increases the probability of the trade taking that direction. A deliberate investigation, and a calm consideration of all these circumstances, has brought your committee to the conclusion, that the prospects of the business likely to be done on the Grthas brought your committee to the conclusion, that the prospects of the business likely to be done on the Get-tysburg railrout, will not justify the expense which must inevitably be i-curred in the construction thereof, and therefore the sooner it is suspended, the better it will be for the State. It was folly to commence it, to persevere in it, at this time, will be madness

The next point to which the attention of your committee was directed, was to report to the Senate which of the two routes west of the mountain "(if any) should be made, viz: the one which runs south, along the South Mountain, until it gets near the town called Smithtown, in Washington county, Maryland; or the one which is expected to run by or near the townof Waynesboro, in the county of Franklin, Pennsylvania; or whether any of them should be put under contract."

The opinion already given in regard to this road, furnishes the direct answer of the committee to this ques-The opinion already given in regard to this road furnishes the direct answer of the committee to this question. But, as it is within the range of possibility that the Senate may overrule this opinion, and determine to continue the work; or, if this improvement should be suspended at this time, it may be resumed at some future day, under more anspicious circumstances, the committee have thought it their duty, respectfully to submit their views in relation to these routes. The committee, then, are of opinion that if the Getty sburg railroad should extended beyond the summit of the South Mountain, in the direction of Hagerstown, or with the view of connecting with the Baltimore and Ohio railroad, the Wayne-boro' route ought to be adouted. In arriving this conclusion, the committee have not been governed entirely by a calculation of the probable amount of expense that must be encountered in the construction of the road, by either route. Unexperienced as they are in the science of engineering they have not the prosumption to think that he were the vertice. company have not yet decided upon which route the road shall be located. In regard to the location of this road, your committee were much disappointed, and unable to procure correct information. Some allege, that, in compliance with the laws of the State of Maryland on this subject, the company will be compelled to locate their road through Boonsborough, Hagerstown and Cumberland. Others suppose that the road will pass near Williamsport, and leave Hagerstown about five miles to the east.—
Others, again, assert that the road will be carried across the Potomac, at or near Harper's Ferry, and passing up on the Virginia side, some twenty to twenty-five miles, will re-cross the Potomac, into the State of Maryland, at or near a place called Clear Spring; whilst others, differing from all these, the State of Maryland, at or near a place called Clear Spring; whilst others, differing from all these, which present serious obstacles to the grading of the road, by either route Unexperienced in the construction of the road, by either route Unexperienced in the construction of the road, by either route Unexperienced in the construction of the road, by either route Unexperienced in the construction of the road, by either route Unexperienced in the construction of the road, by either route Unexperienced in the construction of the road, by either route Unexperienced in the construction of the road, by either route under the presumption to think that by merely passing along the route, they ould form anything like an accurate estimate of the actual cost. Yet they feel themas they are in the science of engineering they have not the presumption to think that by merely passing along the route, they could form anything like an accurate estimate of the actual cost. Yet they feel themas they are in the science of engineering they have not the way accurate estimate of the actual cost. Yet they feel themas they are in the science of engineering they have not the way accurate estimate of the actual cost. Yet they feel themas they which present serious obstacles to the grading of the road, run more parallel with the course on this and those which necessarily must be crossed are neither so numerous nor so high as those on the Smithtown route. These reasons induce your committee to believe that the Waynesboro' route, although segaral miles