that with the mineral and agricultural products of the western region, cover our turnpikes, furnish a ready market for our crops, and give employment to every class of citizens. To secure this trade to the western waters through a neighboring state by means of the Gettysburg or any other rail road, would ruin the western counties and inflict irreparable injury to the Commonwealth. It is not, therefore, the interest of Pennsylvania to encourage the rival works of a sister state leading to the western waters, but it is her true interest to confine her inland commerce to her own territory.

The ultimate object of the Baltimore and Ohio company is to strike the Ohio at a point below Wheeling and thus intercept the western trade. And it from our own works and those of the Baltimore. The Gettysburg rail road if it can do any thing, will aid in accomplishing that object, because admitting the road to be made to Hagerstown, it is at least 35 miles nearer to Baltimore than to Philadelphia, over a more direct and perilous route, and consequently, merchandize, produce and passengers would take the most advantageous route—that to Baltimore. Now this is the ultimate object of the state of Maryland will be conceded by every man who knows the avenues of the works now in progress, to penetrate Pennsylvania and concentrate in Baltimore. The Baltimore and Susquehanna rail road is completed within fourteen miles of York, and will be completed to York in the course of the ensuing summer. This road will abstract from Philadelphia the products, grain, lumber, coal, &c. of some of the most fertile districts in the State and conduct them to Baltimore. A wealthy city will send in return a few thousand dollars worth of groceries to Pennsylvania. The effect of this works which penetrate Pennsylvania and concentrate in Baltimore is to take our produce from Philadelphia and distribute it in Maryland. The Gettysburg rail road is an adjunct to the Maryland system of abstracting the trade from the Pennsylvania works and concentrating it in that state.

The Gettysburg rail road as a distinct work is characterized by no ordinary difficulties. The ascents approaching ninety feet in height—excavations through solid rock of forty and sixty feet—tunnels six hundred feet in length through mountains of almost impenetrable rock—curvatures of one thousand feet radius—sections of fifty feet grade to the mile—trestle work and wooden culverts—a wild uninhabited mountainous region for its location—crossing of a tumbrous river piece formed of rock or barren soil, uninhabitable by man—deep ravines, the gloom of which has never been invaded until recently—a country for ninety feet obstructed the brooks which flowed in primitive silence through their devious channels—a fruitful one, unknown and unseen by man, is the basis of which is only known to Nature's God—a commencement, in a wild Indian country, with uninhabitable wilderness, and a termination in a diminutive village dotched by at least forty three miles from any public work—such are some of the prominent features of a project which originated in folly and can only be persevered in by the talents, wisdom and unbroken expenditure of the public treasure.

But the effect of this road is not confined to its immediate utility or its comprehensible location. The prosecution of the work has an immediate bearing on the finances of the Commonwealth.

The work was begun about the 1st of November, 1836. On the 15th of September, 1836, $10,000 was drawn by Samuel Fahnestock, the treasurer of the road. On the 17th of October, of the same year, $40,000 was drawn by the same individual. On the 16th March, 1837, Fahnestock settled with, or accounted to the Commissioners for $35,301 of the $50,000 drawn for expenditure, $3,809, and on Nov. 10, of the same year, 1837, he refunded the balance in his hands, $9,898 92. It appears that money was not used for the purposes during the time it was held by Fahnestock, being upwards of thirteen months, nor was it paid by him to the State, nor accountability had, and the State was paying the interest of the money held in his hands for all that period.

A few days subsequent to the settlement of March, 1837, made by Fahnestock, Michael C. Clarkson, subsequent to Fahnestock, drew $25,000 from the treasury and continued to check in rapid succession for the amount appropriated until it was exhausted. On the 20th of January of the present year, a bill became a law by which $45,000 in addition to the $200,000 previously granted, was appropriated to the Gettysburg rail road. This amount was checked for by M. C. Clarkson, superintendent of the road, on the 18th of the same month, and the money was paid over to the Commonwealth by said Clarkson, unaccounted for $20,000.

This is a brief statement of the monetary affairs so far as the money of the people has already been immediately appropriated to the advancement of Pennsylvania works. The people will readily advise at accurate conclusions from the data here presented.

A subject unavoidably connected with the matter under consideration, is the amount of money necessary to be appropriated to the Government wealth to the rail road, before it can be brought into successful operation, and what aid the Commonwealth is to meet those appropriations.

It appears by the report of the Auditor General of Dec. 1, 1837, that the ordinary expenditures of the Commonwealth exceed its ordinary revenue. It is distinctly understood that no further surplus revenue of the United States can come into the treasury of Pennsylvania. The expenditures of the General Government for the last year have exceeded its revenue, and the Secretary of the treasury of the United States has debited the Commonwealth of Pennsylvania with $2,897,474 78, and that debit was rendered obligatory by the acts of Congress, by which the surplus revenue was distributed among the respective states. The actual permanent revenue of the Commonwealth is $1,000,000, the debt $25,000,000, including of the amount due the United States for surplus revenue. A resort to taxation or borrowing, is unavailable in order to carry on the operations of Government on the most economical scale.

The cost of the Gettysburg rail road, including locomotives, watering houses, stills, &c. can not be estimated at less than $4,000,000, if conducted to Hagerstown, and with a strong probability that the work to which this money is devoted cannot pay even the ordinary repairs. In every instance on every section, the estimate of the engineer as submitted to this House, Dec. 8, 1835, has fallen short of the actual cost about fifty per cent, and in some of the sections the estimates are of opinion, the cost will exceed more than double the estimate. The two tunnels on No. 3, and the tunnel on No. 6, are heavy and expensive works, and cannot be prosecuted without serious embarrassment to the Commonwealth. The finances of the State already are required by appropriations to works of great magnitude require to be touched with a gentle hand, and the interests of the people demand a reduction, not an increase of the public debt.

The committee feel it their duty to bring into view the fact, that there is already a continued rail road communication from the city of Philadelphia to the Maryland line, (with the exception of a small portion of the work that will be completed early the ensuing summer,) through the beautiful and highly cultivated valley of Cumberland is almost a direct line, with but slight curvature, few embankments, or deep excavations or heavy grades, that characterize the Gettysburg road. From the testimony of Mr. Wilson, engineer on the Gettysburg road, and W. Milnor Roberts, engineer on the Cumberland valley road, it appears that the difference in the distance of the two routes is not more than four or at half a mile, there forbearing a decided advantage in favor of the Cumberland valley road at least fifteen or twenty miles in point of time. Your committee have come to this conclusion from the fact that on the Gettysburg road there is a grade of fifty feet to the mile for thirteen miles on either side of the South Mountain, and as it would require four locomotives to draw the same train of cars to the summit that one would draw on a plane; the consequence will be that the one road will not be able to compete with the other. This evidently presenting beyond a doubt, that the Gettysburg road now unfinished, will require the expenditure of double the amount of any other improvement of the same length in which no such serious difficulties were to be encountered in the least degree compete with the Cumberland valley road, or by the private funds of individuals, without any cost of cent to the commonwealth, without taking into view the amount of motive power would require annually for the increase of motive power required on a road with so many curves and heavy grading for so great a distance on the road.

For the above reasons the committee are of opinion that it is not the interest of Pennsylvania that the Gettysburg rail road should be prosecuted to completion, and that all operations on the road should be immediately suspended.

The committee offer the following resolution:

Resolved, That they be discharged from the further consideration of the subject.

☞ Of the testimony taken by the committee, we deem it only necessary at present to copy that given by Mr. Morris and Col. Clarkson.

Testimony of Mr. Miffin—January 26, 1838.

S. W. Miffin, sworn.—I am the engineer of the Gettysburg rail road. I did not locate the route. Mr. Bailey located the route. I have been engineer on the road since April last. This is the only map or chart of the road I have. I did not run the line myself. I can only vouch for the line and its accuracy from Gettysburg to Waynesburg. The length of the road from Gettysburg to the first section on South Mountain is twenty two miles. I do not exactly know the distance of the Smithtown route, but I think is about three miles to the line. I have no knowledge of it by actual survey. I believe it is about sixteen miles on the same route to the Pennsylvania line from Hagerstown. I do not know the distance from Hagerstown to Harper's Ferry. If the road is located through Waynesburough, it is a bout sixteen miles from the head of section 1, to the line. From the Pennsylvania terminus of the road to Hagerstown, it is about eight and a half miles. I do not know the character of the Smithtown route, not having located it. I saw the president of the Ohio and Baltimore rail road, and other principal stockholders, who told me that they had made a number of surveys, the most southern one passing thro' Martinsburg, Virginia, and the most northern through Hagerstown. The surveys all centre in the Potomac at the North mountain, Clear Spring. The surveys continue on both sides of the Potomac. From all that I could learn, the best route was by crossing at Clear Spring, and the Ohio and Baltimore road took the south ern route which they had not determined. I have the report of the engineer of that work. It was made this last fall. I cannot tell when the Baltimore and Ohio road will be completed to Hagerstown. They were waiting to receive the estimates of the engineers. I do not know if any sections are under contract on that road. The road has been prosecuted from Baltimore to Harper's Ferry. From that point all the surveys diverge—I have no information of the state of their funds. Section 13 of the Gettysburg rail road has been graded. The contractor has not been discharged. There is some ditching to do. No other Section completed but No. 14. There are about thirteen miles graded on the route from Gettysburg to the top of the South mountain. There is a great part of the lower sections contiguous, the first eight miles are nearly all contiguous, the other somewhat detached. Section 4, about three fourths of a mile finished, and some of the others half mile or not so much. On that part of the road yet to be completed there is some difficulties to overcome. I believe between one third and a half of the work has been graded up to the first of January. Mr. Clarkson holds the funds—he is superintendent. There will be the ordinary depreciation of the road, one on section 3, and two on section 3. The length of the tunnel on section 8 is about nine chains twenty two yards make a chain. The character of the excavation of this tunnel is gray sand stone, the estimate last made was about $24,500.

I cannot tell the exact distance from the summit by way of Waynesboro' to Clear Spring. Judging from the best maps, I should say it would not exceed 27 miles; the distance from the bridge at Wrightsville to the commencement of the Gettysburg rail road will be 43 miles; there will be 48,000 cubic yards of solid rock more on section 3 than the original estimate. I do not include the tunnels, they contain 11,000 cubic yards. The length of the road from the summit by Waynesboro' through Hagerstown to Williamsport will be 30½ miles. I am engineer of the road from Wrightsville thro' York to Gettysburg. The road is nearly graded from the bridge at Wrightsville to York.—About $40,000 would finish the grading of it. No materials have been collected for laying the rail-since I have had the charge of it. I have engineer on the road from Wrightsville to Gettysburg since its commencement, and continued to be so after the union of the companies last spring. Thaddeus Stevens, Esq. is the president of the road. It is 12 miles by rail road from the bridge at Wright-vill- to York. A part of the road between Gettysburg and York has been located. Twelves miles east of Gettysburg has been located. No part of the road has been graded. I believe the company has about $ 90,000 in the treasury. I cannot tell precisely the amount it may cost to make the road from Wrightsville to York. I paid upwards of $40,000. There are no funds employed on that route at present—the superintendent was removed by a mandamus issued by the two companies in relation to liabilities. The expense of motive power where the grade is fifty feet to the mile, and the curve of 1,000 feet, will be about four to one. The draught will show the different grades on the sections. I believe it is nearly correct. The grade has been reduced on the curve in Mr. Bailey's draught to one-fourth. The maximum grade of the 24 miles over the South Mountain will be about forty-eight feet to the mile

Jan. 26, 1838. S. W. MIFFLIN.

January 27.—*S. W Miffin, continued*

The character of the country at the summit level is a cut of thirty five feet, the general aspect of the road is woodland, but there are farms immediately adjoining. The head of section 1, is about twelve miles from Waynesboro', that is the nearest town on the route from that point. The Gettysburg rail road is forty three miles from the state works at Wrightsville from Gettysburg. There is no trade on the summit. The whole cost of the road to fit it for transportation, will be one and three fourths millions of dollars I include in this estimate all fixtures, locomotives, &c. There is no difficulty in procuring water.

Q. When completed can it be of any general utility?

I would rather not answer this question, but believe it would be.

When this road is united with the State works at Wrightsville, and the Baltimore and Susquehanna road completed, I believe it will conduct the trade to Philadelphia through Pennsylvania. The route of the road at the summit approaches the State line within a mile, and does not run collateral. My salary is $1500—there are no perquisites attached. My salary on the Gettysburg rail road will be prosecuted to completion, and that all operations on the road should be immediately suspended.

The committee offer the following resolution:

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Jan. 26, 1838. S. W. MIFFLIN.

Michael C. Clarkson, sworn.—I am the superintendent of the Gettysburg rail road. The time expired that offers against the latter part of last March. My duty is the disbursement of the money and general superintendence of the whole work. I receive the funds from the treasurer of the road. The distinguished Senator commented with remarkable force and spirit on the different parts of the evidence.

It then showed how injurious and pernicious had been the operation of the Treasury Circular, which was issued for the purpose of making the Government a competitor with the Banks in the purchase of specie, with the ultimate object of bringing ruin on the latter.

In connection with this part of his subject, Mr. Clay alluded with great directness and effect to the motives of this cruelest of all proscriptions. The attacks were first confined from considerations of policy to the Bank of the United States, but were afterwards extended to, and are still continued against the State Institutions.

4th. That the present Executive has succeeded in excluding the Bank of the United States, and all institutions, and is pledged to perfect them.

5th. That this Sub-Treasury Bill is intended to execute that pledge by creating a Government Bank, controlled and administered by the Treasury Department.

Mr. Clay then proceeded to adduce proofs of his first proposition. The evidence was perfectly conclusive. It consisted chiefly of the messages of the late President. Mr. Clay read a long extract from the first message of Gen. Jackson making the first suggestion of a Government Bank, and the first attack on the late Bank of the United States. «How modest" he exclaimed, «in this proposal—but yet it is the first sound of the bugle which called together the different elements of that army with which President Jackson afterwards carried on the war with such implacability!" The bugle, he maintained, was here shadowed out. But the people did not take the hint. So the President in his next message more boldly avowed his purpose, and proposed plainly the Government Bank to be administered and controlled by the Treasury Department. Still however, it did not find the favor that was expected; and in the message of 1831 he again renewed his recommendation of the former remarks upon it; and urges the establishment of such an institution again on the consideration of Congress. In his veto message also, he revives for the fourth time the opinion of the practicability of creating it as the fiscal agent of the government; and chides Congress for not calling on him for his project of such an institution. Mr. Clay quoted the remarks of the late President, and they certainly fully substantiated his first position.

He then took up his second and third proposition and treated them together. He adduced from the messages of President Jackson evidence of his intention to destroy the State Banks, and overthrow the whole credit system of the country. In the message of 1834 the first idea of the divorce was broached, and in the message of 1835 war was openly declared against all corporations—against what he calls all monopoly—and the President dwelt upon with a peculiar bitterness the pernicious results which flowed from these monopolies. Throughout all these messages, too, were first shadowed out all the doctrines of hard money, exclusive specie currency, the constitutional currency, &c., which have since obtained such vogue with the party.

Mr. Clay then quoted from the Farewell Address of General Jackson for the purpose of illustrating still further the truth that there was a settled design to accomplish the destruction of the entire Banking and Credit System.

These extracts plainly show that after the destruction of the National Institutions, the war was directed against the State institutions, and the