GETTYSBURG STAR AND REPUBLICAN BANNER.

GETTYSBURG, May 26, 1840.

Rail Road Celebration.

The Rail Road having been completed from the Susquehanna river, at Columbia, to the borough of York, a formal opening of the road took place on Tuesday the 12th instant, and was celebrated in appropriate style by a large number of citizens. We copy the subjoined account of the celebration from the Baltimore Patriot:

BALTIMORE & WRIGHTSVILLE.

The celebration of the completion of the Railroad to Wrightsville—thus rendering complete and perfect the railroad connexion between Baltimore and the Pennsylvania works—took place on last Tuesday. On that morning, shortly after seven o'clock, a train of six cars of the invited guests and stockholders, accompanied by a fine band of music and flying banners, left the office in North street, and in little more than three hours and a half reached the borough of York. After a short delay, for the purpose of receiving the guests residents there; the train was again in motion, and in three quarters of an hour more arrived on the banks of the Susquehanna, at Wrightsville. The party here alighted, and although cars were in readiness to proceed across the Co lumbia bridge—a noble structure of a mile and a quarter in length—some preferred to walk over on the Tide Water Canal's tow path; others repaired to the south side of the bridge, while a larger portion embarked in a canal packet boat which was waiting to convey them to Columbia, on the opposite bank of the river. The passage of the river in this manner was a novel and interesting incident to most of the company, and afforded an opportunity to realize in some degree the gratitude and enterprise of the ancients, of the plan of connexion between the State works at Columbia and those on the western side leading to Baltimore.—As the boat approached the landing, the band played the appropriate air of *Hail Columbia!*

Arrived at the borough of Columbia, the frontier town in old Lancaster county, and what may be termed the centre of the Pennsylvania system of the canal and railway improvements, the company repaired to the Washington Hotel, kept by Mr. Jacob Gossler, and known for its qualities, under his keeping, for a score of years past. Here a plentiful repast was soon in readiness, awaiting the "action" of the company.—The guests, to the number of from two to three hundred, lost no time in addressing themselves to it and by their manner, gave good token of approbation, as to the cheer provided.

At the head of the first range of tables, for there were no less than four set out, was seated Mr. Howard, the president of the Baltimore and Susquehanna Railroad Company, supported on either side by Mr. Stevens, president of the Wrightsville and York Railroad Company, and Mr. Hepburn, president of the Tide Water Canal Company. With the other arrangements of the table, we were no further observant, except that seats had extended range of the inviting board, as well as the board itself, was full to overflowing. After "the rage of hunger was repressed," the period came around which is appropriate to sentiment, and as time pressed, there were a goodly number of toasts, and several short speeches, presented into short space or compass.

The first sentiment offered was, very appropriately, one complimentary to the spirited and indefatigable President of the Baltimore and Susquehanna Railroad Company. He responded to the toast by an allusion of the head, but as it afterwards appeared, was not thus to be let off. A second sentiment was offered, in compliment to the President of the Wrightsville and York Railroad Company; and when, as appeared, the company were disposed to have something from him in reply, Mr. Stoveus rose, and intimated, in his pleasant way, that when the President of the Baltimore and Susquehanna Railroad Company discharged his previous "debt" to the assembled guests, he should make an effort to pay a small *gale* of his own.

Thus appealed to, Mr. Howard rose, and made a short, but interesting and very pertinent address, referring for the most part to the progress and character of the great works of improvement whose junction and completion from Baltimore to the Susquehanna, the assembled company were then celebrating.

So soon as he had down, Mr. Stevens was reminded of his pledge, from various quarters of the table. He thereupon rose and made a short address, occupying perhaps fifteen or twenty minutes, and from its matter and manner, receiving the marked attention of the company. In reference to the high importance of the works just completed, as well as those with which they connect, and to the advantages which Baltimore will thus derive, in the friendly competition for the rich trade of the interior, the speaker was both earnest and eloquent. And few, probably, who heard him, an intelligent and sagacious Pennsylvanian, thus descanting, and exhibiting the importance of those works of improvement, with their unquestioned effect in peopling the great West, as well as the Mississippi valley, and the lengthened shores of our inland seas, but must have felt new energy come rising up, as to the real advantages, and if she use them wisely, the prosperous destinies, of the Monumental City.

The position and advantages of Baltimore, in the friendly competition for the Western trade, were well illustrated by the fact adduced by the speaker, that the railroad to the Susquehanna, now completed, gives to Baltimore the perfect use and advantages of Pennsylvania improvements, costing *fifteen millions of dollars*, to which she has of course contributed nothing. This in the result of her natural advantage of position, aided and rendered more available by human enterprise. On the general subject of improvement, both of matter and mind, Mr. Stevens spoke with eloquence, and as a citizen of the world. His references to the great trophies of the age, were earnest and spirit-stirring; and as connected with the *dark shadow* of the past, were full of interest to the hearer. Alluding to the late discoveries in ancient Egypt, he remarked that these were believed to establish the fact that "railroads" were not an original invention of modern times; but that the immense masses which went to compose the gigantic state of Memnon, erected three thousand years ago, were transported from their native quarries on railroads. But yielding to the claims of high antiquity the invention of railroad improvements, the speaker exclaimed—"Let them try their hand at LOCOMOTIVES!" Here at least, as he maintained, modern genius transcended. His address throughout was heard with interest and elicited great applause.

Before taking his seat, Mr. S. took means to call up, somewhat against his will, Mr. Hepburn, the estimable President of the Tide Water Canal Company, from whom also, the company had the pleasure of hearing a brief but sensible address, referring, among others, to the great work under his charge, which in a short period more will also be opened in form, and which will constitute another of those great capillary tubes through which Baltimore will attract to her market, the commerce of the rich interior.

Mr. Hepburn concluded with giving:

"Rail Roads and Canals, the Veins and Arteries of the internal improvement system, which is incomplete without them."

By C. Howard—"Internal Improvements, the firmest bond of union, facilitating social intercourse, and cheapening commercial traffic, thereby removing prejudice and promoting friendship while they increase largely the wealth and prosperity of every one within their reach."

By Judge Nesbit—Rail Roads and Locomotives; more powerful than magic; for they *do really and not seemingly*, nearly annihilate time and space.

By F. Dugan, Esq.—George Winchester: the father of the connection between Baltimore and the Susquehanna.

By Mr. Harrison—Columbia, may her prosperity be as unceasing as the flow of her river.

By Mr. James Howard—Pennsylvania and Maryland! "whom God has put together let no man put asunder."

By C. Howard—The Baltimore and Ohio Rail Road: Pioneer of the Railroad system in the United States.

J. P. Kennedy, Esq. one of the directors of that company, returned thanks for the compliment in a few appropriate remarks—and gave

"The day we celebrate—it witnesses the end of a long labor, 'tis the commencement of trust of a long friendship with those who unite to celebrate it."

By Mr. Brown, of Baltimore.—Pennsylvania—The Keystone of the Union. The fair produce of her means is subject the lofty summits of the Alleganies to the ways of internal improvement in a continuous line from the seaboard to the west.

By Geo. Wm. Read.—The memory of Robert Goodloe Harper, the early, enlightened and steadfast friend of internal improvements in Maryland: his words, like those of the oracle, best understood when fulfilled.

Mr. Latrobe responded to this toast in a few remarks complimentary of Gen. Harper and gave

Stevens—Which has levelled mountains and overcome the ocean, but which is still the slave to man.

By Mr. Giles—The Canals and Railroads of Pennsylvania—Her true highways to greatness.

By Mr. J. C. Legrand.—Rail Roads, like the arteries leading from the human heart, and they take from their sources they return.

By C. Howard, Esq. President of the Susquehanna Railroad Company—

Pennsylvania and Maryland; divided by an imaginary line; united by the enduring bonds of kind feeling, friendship, and mutual interest.

By a Guest.—Patience and perseverance, never more strikingly exhibited than in the successful accomplishment of the Baltimore and Susquehanna Rail Road—the foundation and keystone of the arch of triumph for prosperity and peace to pass through.

By J. P. Kennedy, Esq.—Iron—What ever difference of opinion may exist as to the use of gold as a universal metalic circulating medium, no doubt can be entertained as to the value of iron as a universal medium of circulation.

By Mr. Davis.—The population of Columbia—The borough, like the nation, contains a full proportion of bright eyes, energetic hands and faithful hearts.

The flow of sentiment was arrested by the arrival of the hour fixed for departure on the homeward journey; and, according to the movement of Mr. President Howard, they left the hospitable quarters of Mr. Gossler, and crossing the river, on the bridge or in the packet boat, as choice might dictate, they took the cars again for York, where, leaving their companions of that good town, the Baltimore company went on their way, and reached the city shortly after night-fall, in good spirit and feeling, and without the occurrence of an incident during its progress, to mar the pleasures of the day.

A friend handed us the following sections of an act for the better preservation of certain species of game in the county of Adams and Dauphin, with a request that we would publish them. We comply with the request, from a knowledge of the fact, that recently many instances of a violation of this law have taken place by those, we presume, who are not aware of its existence:

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same,* That from and after the first day of April next, no person shall kill in the counties of Adams and Dauphin, any woodcock, between the first day of February and the twentieth day of June; nor any wild turkey, pheasant, or partridge, between the fifteenth day of January and the first day of September, of each and every year thereafter.

Section 2. No person shall at any time wilfully destroy the eggs, or nests, of any wild turkey, pheasant, partridge, or woodcock, within the said counties.

[Franklin Repository.

REPUBLICAN BANNER.

GETTYSBURG, May, 26, 1840.

PEOPLE'S CANDIDATES.

FOR PRESIDENT,

GEN. WILLIAM H. HARRISON.

FOR VICE-PRESIDENT,

JOHN TYLER.

Our Banner.—We have flung the broad banner of Liberty and the Constitution to the breeze, emblazoned with the inspiring words—ONE PRESIDENTIAL TERM—THE INTEGRITY OF THE PUBLIC SERVANTS—THE SAFETY OF THE PUBLIC MONEY—AND THE GENERAL GOOD OF THE PEOPLE.

[Barbour.

"The Rail still Rolling."—The Borough.

Our charter election was held on Tuesday last, and resulted in the election of the whole Harrison ticket by more than two to one! Thus, the old Democrat back the Loco force party were in the habit of carry most of our Borough elections; but the scale is most effectually turned—correct principles have taken the ascendancy, and the tide of our strength shows a decrease of the opposition.—Where are now the memorable *one hundred and four!* of 1838? By an examination of the return it will be perceived that of the whole number of 573 voters, *one hundred and sixty-five!!* We intend only to show by this statement that the work goes heavily on even here, where every man is a politician—where the lines of party distinction are so boldly drawn, that but few, open and avowed changes might be expected when compared with other sections of the State. If since 1838 forty more have become convinced of the downward tendency of the government, under the mis-rule of those whom they have hitherto supported, and under a solemn conviction of duty have come out, and without noise or parade, have determined to sustain Gen. Harrison, with the belief that under his administration, the proceeds of their labor, and the articles of their manufacture will so increase in value as to sustain their interests—if the six-penny wages of the administration are too *short* for honest men to prosper—and if they be convinced that Gen. Harrison's enemies will never be given to so unjust a measure,—then they must receive the approbation of all honest men, as well as that of their own conscience.—We have manufactured no new-fangled ideas abroad, and established their good character, and the principal part of our community is composed of industrious mechanics, whose daily stipend brings in the means of life. If any where then, the *horrors* of the darling project of Mr. Van Buren should meet with bold rejection, it might be here. We think we saw that feeling exhibited *too strongly to be mistaken*, on Tuesday last.—Many who have hitherto been the most active and zealous of our opponents—who have come to the polls and unreservedly buried the *fix the purpose* coolly deposited their tickets, and were not seen again. No effort was made upon our part: and with some sixty voters absent from the polls, our majority was *twenty four!* Enough for one day! Let our neighbors do likewise. The following is the official vote for Burgess, Town Council, &c.

Burgess.

HARRISON.		LOCO FOCO.	
David M'Creary,	138	Ephraim Martin,	65
Town Council.			
J. B. M'Pherson,	135	Andrew Polly,	68
Jas. A. Thompson,	134	William Gillespie,	65
George Arnold,	134	George Christman,	64
Daniel Bailey,	136	George Schryock,	64
Daniel Culp,	141	George Snyser,	67
Street & Road Commissioners.			
Adam Swope,	138	Jacob Culp,	70
Joseph Little,	139	Peter Weikert,	69
School Directors.			
Thos. J. Cooper,	142	Adam Walter,	69
Jno. M. Stevenson,	139	Jacob Lefever,	69

THE LEGISLATURE.

The Legislature intend taking a month for their labors at this session, judging from appearances. Warrants have been issued for special Elections, to be held on the 15th of June, in Chester and Susquehanna counties, to fill vacancies. Nothing has been done in the law-making way, and with the exception of a little uneasiness about the *atmosphere*, they appear to be comfortable and looking some days ahead.

Since writing the above we understand a new Bank Bill has been reported. It contains a provision repealing the Resumption Bill of the late session, and requires the Banks to resume on the first of October next. An Appropriation Bill has also been reported in the House, and the following items have passed second reading, viz:—

To avoid Columbia Inclined Plane,	$58,000
To purchase new locomotives and ropes for Railroads,	30,000
To pay debts due for repairs on Susquehanna boming division of West Branch,	34,124
To contractors on Gettysburg Railroad,	150,000
To debts due on Allegheny Feeder,	1,100
To balance due on doubling locks on Eastern Division,	7,402
For repairs on the different lines,	600,000
For new work on finished lines, pay of Canal Commissioners, Appraisers, and Engineers, not connected with extensions,	30,000
Debts due for motive power and repairs contracted prior to the first of February, 1839,	60,000
For damages,	30,000
Towards the completion of Erie extension,	$600,000
Do. do. North Branch	600,000
Do. do. Wisconisco Feeder	60,000
To pay interest coming due next July, as much as it may require.	

The provision allowing the Gettysburg contractors interest on their claims, was stricken out—yeas 53, nays 34.

This Bill requiring the commissioners of York County to pay the costs of their cases removed to Adams County for trial, passed through the House and was sent to the Senate for concurrence. An additional section has been attached to the Bill, repealing the law granting jurisdiction to the county of Adams in the said cases.

Mr. Butler offered, as a new section to the appropriation Bill, an amendment to re-impose the tax-bill of 1831, at the rate of *one mill per dollar* on the assessed valuation of real estate, and *two mills* on personal property. This amendment was pending on Saturday last when the House adjourned.

We had prepared the following article for last weeks paper, but it was then crowded out. We have since read the admirable letter of Thomas Williams, Esq. Senator from Allegheny county, which we will lay before our readers, in our next issue. We can reveal