TO THE CLERGY OF THE STATE OF VERMONT.

Reverend and Dear Brethren,

The subject of Common School Education has ever excited a wakeful interest in the free States of this country, and especially in New-England. The clergy have always stood in the most forward rank in promoting this great cause, and on their zealous endeavors and agency, its advancement must continue materially to depend.

It cannot, we think, be denied that Vermont, notwithstanding her indomitable spirit of enterprise, is pursuing less efficient means to improve Common School Education, than the other States of New-England, or the adjacent State of New York. In view of this fact, many who anxiously aim at the moral elevation and honor of our State, are grieved, and not a few deeply mortified. The result has been various conventions to devise a remedy. At one of these, recently held at Middlebury, measures were taken to awaken attention in the community to this important subject, and to direct its zeal to an auspicious result. Arrangements were made to secure, for a few months, the services of our distinguished fellow citizen, Thomas H. Palmer Esq., of Pittsford. This gentleman has been long laboring to improve the common-school system of Education, and is, we believe, eminently qualified to advance this cause in our State. At the meeting above mentioned, the subscribers were appointed a committee to address the clergy of the different denominations in Vermont, and to request them, by effective notices, and by such modes of communication, to their respective congregations as they may think most proper to employ, to prepare the way for Mr. Palmer's visits and addresses. When notified that he will visit your respective towns, you may render essential aid, by efforts to secure him audiences, and by your countenance and encouragement you may, perhaps, give tenfold influence to his addresses.

There are special reasons why the clergy are to be relied on, in all endeavors to elevate the character of our District Schools. What more important and effective check, under God, can be imposed on the baleful influences of the sceptic and the fanatic, than a well-educated community? There is one circumstance of fearful moment, of which, many, who deplore the imperfections of our District Schools, are not probably aware. Our children and youth are not taught to read, in these institutions, with *concentrated attention*. Thence they read the Bible, as well as other valuable books, with comparatively little profit. And often, after having attained the meridian of life, their minds are so accustomed, by long habit, to wander, and they are so incapable of giving an undivided attention to any subject of reflection, that they recollect very little of what they read, and of course turn but a small portion of it to any account. This evil it is most important to correct in the early stages of education, and we think, Mr. Palmer will satisfy you, and if you hear him, that very much can be accomplished, in regard to this, as well as many other defects in early education, by improved regulations of our District Schools. The same observation, which has been made in respect to reading, is also applicable to hearing. The consequence is, that our sermons and addresses too generally fail of effecting the results they are calculated to produce, and otherwise might produce, because so many of our hearers have never been trained to the habit of concentrated attention. We mention these points, as more particularly pertaining to the great objects, which our profession is, with God's blessing, endeavoring to secure.

Permit us, also, to call your attention to other imperfections in our common-school system, as it practically operates among us. There are often great defects in the location, construction, warming, and ventilation of school-houses. Teachers, too frequently, have not the requisite qualifications, and generally there is not the supervision, which is necessary to encourage and invigorate them in their arduous labors. It is, moreover, to be lamented, that many, even among the intelligent and wealthy, finding, as they do, the district-schools in a neglected and low condition, instead of taking measures to elevate them to what they ought to be, and thus give them character and attraction, and the power of being more generally beneficial, resort to private schools, which though, perhaps, more select as regards the rank of those who compose them, are often of quite as humble claims. By thus withdrawing their patronage from the district-schools, these institutions are thrown upon the less wealthy classes of the community for their support, and are suffered to languish, and sometimes sink into contempt.

You know, however, and so do the intelligent part of the community in general, that while a large sum is annually raised in Vermont, by taxation and otherwise, our common schools come vastly short of what they might ensure, even under the existing legal provisions, if teachers were selected with more care, and were encouraged and incited, and perhaps we may say guided, by the supervision which should be systematically exercised by those who sustain the schools.

We commend Mr. P. to your courteous and Christian regards, and hope that his labors, in connexion with your own efforts, and those of others, who deplore the deficiencies of our common schools, will at least secure, as has been done in other States, legislative provision for the examination of teachers, and a reasonable supervision of our district schools. Experience has proved that nothing of this sort can be anticipated as a general result, without the aid of a public enactment.

This is a subject on which, whatever may be the diversity of our religious opinions, we shall all, we trust agree. Nothing is proposed, which can possibly tend to the elevation or advantage of any one Christian denomination over another. The benefit aimed at, is to be enjoyed by all the citizens of the State, without limitation or exception.—There is no room, therefore, for any jealousy or prejudice. On this ground we can act in harmony.

We trust that you will excuse us in taking the liberty to address you on a subject in which we all feel a common interest—in which the stability of our free institutions, and the vital interests of our holy religion, are so deeply concerned. Your Brethren in the Lord.

THOMAS A. MERRILL,
Senior Pastor of the Congregational Church.
JOSEPH F. PHILLIPS,
Rector of St. Stephen's Church.
AARON ANGIER,
Pastor of the Baptist Church.
CHARLES P. CLARKE,
Pastor of the Methodist Episcopal Church.
Middlebury, May 6, 1845.

☞The editors of all the papers in Vermont, whether religious, literary, or political, are requested to give an early insertion to the above address.

How do Fires Originate?—Fires are constantly occurring. Nobody can understand their origin, and as a scape goat, the incendiary has to bear the odium. Passing through Cedar street yesterday morning, where the recent fire occurred, a cause of these disasters was suggested. Two men, even then, were leisurely passing among the cotton bales and loose hay, each of them with cigars in their mouths! One of them was engaged in getting out the unburnt materials of which the store was filled, and the other had on a fireman's cap. Do not cigars cause as many fires as the incendiary?

Great Fire in Alleghany City.—Further Particulars—*Twenty-eight Buildings destroyed.*—We learn by the Pittsburgh papers of Saturday, that its neighboring city, Alleghany, on the other side of the river, has been a sufferer by fire, the same as Pittsburgh, though not to so great an extent. A slip from the office of the Pittsburgh Chronicle, dated Saturday, says the fire was the work of an incendiary, and that twenty-four dwelling houses and four large canal warehouses were entirely consumed, together with all their contents of goods shipped for the East. The fire occurred on Friday night.

Southern Methodist Convention.

This body on the 14th inst. adopted, with but one dissenting voice, the resolution in favor of a division of the Church which had been so long under discussion.

It is as follows:

Resolved by the Delegates of the several Annual Conferences on the South and South-western States, in General Convention Assembled, That we cannot sanction the action of the late general conference of the Methodist Episcopal Church, on the subject of slavery, by remaining under the ecclesiastical jurisdiction of this body, without deep and lasting injury to the interests of the Church and the Country; we, therefore, hereby instruct the Committee on organization that if, upon a careful examination of the whole subject, they find that there is no reasonable ground to hope that the Northern majority will recede from their position and give some safe guaranty for the future security of our civil and ecclesiastial rights, that they report in favor of a separation from the ecclesiastical jurisdiction of the said general conference.

Mormon Doings.—The Warsaw Signal says:—

We learn that on Sunday last, a man by the name of Hyde, from Fort Madison, visited Nauvoo on business. For some offence given to the Saints, the nature of which we did not understand, his buggy and harness were cut to pieces, and he after being grossly abused and insulted, was bedaubed with filth. The same paper states that a Mormon Elder, named McBridle, residing in Camp Creek neighborhood, had seduced his two daughters, one of whom had left him; that some of the neighbors collected and gave him thirty-nine lashes, and ordered him to leave the country.

A Mormon paper, of a later date, contains the following dreadful invocation:

"But hearken to wisdom. May God, who never errs, sprinkle upon every man and city, that belies the Saints, as upon Pittsburgh, now and then, a *hot drop!*"

The Swallow.—Capt Squires informs us, that with efficient aid this boat has been conveyed towards the Athens shore into the shallow water, and is now nearly out of water. Her hull is not broken except in one place, which is forward of the wheels. Great anxiety was manifested upon searching the main cabin, which was got at for the first time on Saturday; but we are happy to state that no bodies were found. The ladies' saloon is carried away, and the boat so much injured that nothing about her can be put to any use except her machinery.—*Alb. Atlas.*

Awful Accident and Loss of Life at Yarmouth.—On Friday, an accident of a most frightful nature occurred at Yarmouth, which has plunged many families into the deepest distress. It appears that the clown of the Circus was about to take his benefit, and that in order to draw the public to the Circus, he adopted the same thing as the late Mr. Usher did here in London, viz: being drawn upon the river by geese. Upon the occasion, some hundreds of people had congregated upon the suspension bridge, when suddenly an awful crash took place, and all were precipitated into the water. Up to nine o'clock on Friday night, 57 lifeless bodies had been taken up!—*Lloyd's Weekly, May 4.*

Two individuals,—prosecutions for slander having been commenced,—have, under their signatures, publicly acknowledged that they propagated deliberate LIES about Mr. Gough, the talented Temperance Lecturer.

THE RACES ON LONG ISLAND.

Thousands on thousands attended. The great purse was only $20,000 between the Southern horse Peytona, and the New-York horse Fashion; but every body made bybets, and doubtless to a great amount. Peytona beat the two first four mile heats, decidedly.

The Express says:

"Amusement at the Races.—The Boston papers say that some two or three hundred notorious black-legs, pick-pockets, and other similar characters in that city, left some days since for the Long Island Races. A number of gentlemen returned minus their pocket-books yesterday, and two or three from the Astor House, in addition, lost the skirts of their coats. It is fair to infer that the light-fingered gentry from Boston were 'on hand.'"

The stride of the Peytona is said to be 27 feet when at the top of the race. The first 4 miles was run in 7 minutes 35 seconds—the second in 7 minutes and 45 seconds.

"Fashion" has since beat another Southern horse on the Long Island course.

The Methodist Convention at Louisville were, at the last dates, debating a motion from the South, to DIVIDE. The South cannot and will not brook the course pursued last year, touching the slavery question, through Bishop Andrew. The great Baptist Convention of the South have also perfected a separation in the Bible and Missionary operations, and appointed Drs Curtis, Fuller and Johnson of South Carolina, and Mallory of Georgia, "to make exposition to the world, of the principles upon which the Convention has acted." The Unitarian Clergy are to meet on Monday next, in the afternoon, at Ritchie Hall, Boston, to discuss the SLAVERY QUESTION.

Gen. Jackson's Health.—A letter from Nashville, in Thursday's Union, states that the health of Gen. Jackson is more rapidly failing, and that he cannot possibly long survive.

An intimate friend of Gen. Jackson, writing from Nashville, under date of 14th inst., to a gentleman in Washington, says—

The impression of the General's nearest friends now is, that the 'time honored veteran's life is rapidly drawing to a close. Symptoms of dropsy have intervened. His legs are swollen from his feet up to his abdomen, and his respiration is feeble and difficult.

Major Noah records the following in his Messenger and Times:

The Post Office.—Col. Graham has abdicated and Robert Morris assumed the Postmastership. It is said that Morris on taking possession looked around the post office at the different, doors and said,

'Well, Colonel, you have a good many ways of getting in here.'

'Yes,' answered Graham, 'and also a good many ways of *getting out.*'

Bankrupt Cases.—There are four hundred and twenty-six cases yet on the docket of the U. S. Court in bankruptcy, not more than two hundred and fifty of which will pass to a discharge. The remainder have either failed to make the necessary publication, or objections have been filed, which will render an appeal to the U. S. Circuit Court if necessary. (*Courier.*

The Crops.—*The Season.*—From all we can learn, the prospect for good crops is much more favorable than usual at this season of the year. The wheat in general looks tolerably well only—on some farms it stands thin upon the ground—probably in consequence of the extreme dry weather last Fall when it was sown. The Corn in this section is mostly planted, and in some parts of the country it is in so forward a state, that the farmers were engaged last week in ploughing it. The showers of the two weeks past have had a most beneficial effect upon vegetation of all kinds. [*Quincy, (Ill.) Whig,* 7th.

☞The Wheat Crop in Missouri, Wisconsin and Iowa is represented by the local papers as promising a very heavy yield. Abundant but not flooding rains have succeeded the severe drought which recently prevailed. The season at the West as well as the East is very backward; but this is not considered unfavorable to the Wheat crop.—*Albany Argus.*

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APPOINTMENTS BY THE PRESIDENT...Official.

Loren Spencer, (Missouri) Recorder of Land Titles in Missouri, vice Frederick R. Conway, appointed Surveyor General of Ill. and Missouri.

James K. Hutton, Collector, Washington, North Carolina, vice Thomas H. Blount, resigned.

Appraisers.

George W. Pomeroy, New York city, vice Mathias B. Edgar, removed.

Samuel Jones Willis, New York, vice Amos Palmer, removed.

Benjamin E. Carpenter, Philadelphia, vice Samuel Spackman, removed.

Emigrants.—The Boston Journal says that 1723 emigrants have arrived at that port in various ships since the 10th of April.

The Francis Saltus.—Passengers who left Montreal yesterday morning and took the Steamboat Francis Saltus on Lake Champlain, reached here in good time this morning to take the day boat for New York. This boat has already become a decided favorite, and her name is so popular in that region that the very fish, when they are hauled out of the water, cry out "*Salt-us!*"—*Troy Budget.*

Thurlow Weed, Esq., editor of the Albany Evening Journal, has returned from his West India voyage, with restored health.

Peices of burnt shingles, cloth & house paper from the fire in Pittsburgh, were blown upwards of 32 miles into Westmoreland county.

In Ohio every $100 worth of property is taxed $1,25 and yet there is no grumbling for repudiation.

A party of Indians, supposed to have been Creeks or Cherokees from the United States, lately attacked a settlement in the Cross Timbers, and in the skirmish which ensued, an old gentleman named Underwood, his son, and a boy named Pierce, were killed. Several Indians also were killed.

Some Loco Foco has issued a prospectus for a daily paper to be issued at Washington, and to be called the Workingman's Advocate.

C. J. Ingersoll, it is said, has in the press a history of the late war, from 1812 to 1815, with all its principal events and prominent actors, and the causes which originated it—a work no doubt authentic and desirable to all.

LATEST FROM EUROPE.

The Steamer BRITANNIA arrived, on Monday, having sailed on the 4th—15 days later.—After a long debate the third reading of the Maynooth Endowment bill it was postponed to May 19. Great opposition, and a determination to defeat it, if possible. The question of war with the United States had not been recently discussed. There was much anxiety to hear the effect produced here by the Premier's speech. The Naval force of Great Britain consists of 680 vessels of war, from 1 to 120 guns.—The Queen was in good health—doubtful about the visit to Ireland. A dreadful catastrophe had occurred at Yarmouth, by the fall of a bridge, when loaded to see an exhibition on the river, with 500 people,—from 100 to 150 were killed or drowned. Abd-el-Kader was in force in Morocco, and the Emperor could not expel him. His reply was, "The soil belongs to God." There had been no farther hostile proceedings in Switzerland, though affairs continued in a doubtful state.

THE MISSION TO ENGLAND.

From the Tribune.

Speculation has been rife as to the cause of *Mr. Elmore of South Carolina declining the Mission to England.* By whatever other motives he may have been prompted, it is gratifying to have reason to think that one, which augurs well for the South, was, in itself, forcible enough, to keep him at home. If we are not misinformed. Mr. Elmore has come to the conclusion, that, instead of perpetually clamoring against all protection to American Industry, and in favor of foreign labor, it is much wiser to fall in with the policy which much tribulation and costly experience have at last forced upon the country. In a word, instead of crying out for the death of Free Trade, he is about to embark largely in *Manufactures in his own State.*

As the mountain would not come to Mahomet, Mahomet has wisely gone to the Mountain—and happily, it is not left to Mr. Elmore, forecasting and judicious man as he is, to be solitary and alone in putting this ball in motion. All things considered, the want of capital among others, manufactories are rising up in the South, as fast as in the North. The facilities for travelling have led Southern men to visit New England, and there, witnessing the harmonious union and growth of Agriculture and Manufactures, they have naturally concluded that, with a due degree of skill and economy in the use of the material and the power employed in the fabrication of domestic goods, they may be as profitably manufactured where water power can be found in the very borders of the cotton fields, and in the midst of sheep pastures. Hence it is that the buzz of the spinning jenny begins to be heard through the Carolinas and Georgia; and hence *Mr. Elmore declines going to England.*

We have predicted and looked confidently forward to this change in the South. It comes, however, sooner than was anticipated. Southern assaults upon the Tariff will grow, from this day, less and less direct and violent.

RAIL-ROAD NEWS.

☞The following letter, from Mr. Derby of Boston, was received in answer to a call to attend the last Rail-road meeting, held in Rutland, and which we were not able to publish last week. We take great pleasure in laying it before our readers at the present time, and hope that the enthusiasm which such a letter should arouse in us, will be manifested by our own people when the books of the 'Connecticut River and Lake Champlain Railroad Company' shal be opened.—*Herald.*

Boston, April 30th, 1845.

George W. Strong, Esq.,

Dear Sir:—I regret extremely that it will not be in my power to meet you, and address our Convention, at Rutland on the 6th of May. I feel a deep interest in the extension of our Fitchburgh Rail road from Bellows Falls to Burlington & Montreal & feel entire confidence that the enterprise will be not only profitable but eminently useful to the country it traverses and of more importance to Boston than the Western Railroad itself, of which I was a Director for four years.

The trade of the Western Lakes arriving at Albany finds at present its nearest, most expeditious and cheapest outlet at New York via the Hudson, but a continuous line of Railroad to Lake Champlain would make Boston the nearest, cheapest and *best* outlet for both Vermont, Northern New York and *Canada,* and would find there a better market than at New York. Railroads are constantly progressive; and such has been the improvement in Cars, Locomotives, Depots and management that I feel assured and I speak after close observation and much experience, that a ton of freight may be carried by the line proposed between Lake Champlain and Boston at a *cost of two dollars per ton.* Whatever sum above this shall be realized will be available for dividends.

You ask me if the present is a propitious moment to open your subscription books. To this I reply, the present moment is eminently favorable. And I will give you, in as small space as possible, my reasons.

1st. Money is abundant. and in New England particularly—Boston and its vicinity flourishing—our manufactories are yielding unprecedented dividends, and capital accumulating with more rapidity than ever before, and is seeking new investments.

2d. Our city is expanding, and requires new and larger supplies of iron, produce, and materials for building and manufactures. This fact will give a stimulus to Railroad enterprises.

3d. Our Railroads have surpassed in their results, the hopes of the most sanguine. The gentlemen who were called wild, visionary, chimerical, and day dreamers, are now regarded as shrewd, far-seeing men—for facts have outrun fancy. The Railroads pointing from Boston towards the interior, particularly those that point towards Vermont—the Fitchburgh and Concord—are much above par, and are earning nine & ten per cent. Their success is sharpening the appetite of capitalists.

4th. The stock of the Cheshire road has been taken, notwithstanding the State of New Hampshire has imposed a personal liability on the stock-holders and subjects them to taxes, while her granite hills involve expenses of construction not found in the vallies of Vermont. The subscription to the Cheshire has absorbed but a small part of the funds seeking investment.

5th. The friends of the Montpelier line are preparing for an active campaign, and are ready to connect either with the Fitchburgh or Concord roads, and bring many arguments in favor of their route. Prompt and efficient action is essential to your success.

To begin, now, you will not require Iron for two years. To complete subscriptions throughout the line, and complete grading, will require at least two years, and Iron which is now at £13 per ton, and which costs the manufacturer less than £6, will fall within that period. The market is now inflated, an immense impulse given to production, the quantity required for Railroads much exaggerated, and the price must fall. Be prepared to *use it*, when the reaction takes place.

I wish to see *one company* organized to extend, on the best line, from Bellows Falls to the Lake.

To have the books opened at once. To have the towns on the line of the road, and the towns on each side, from terminus to terminus, making a range of three deep, and not far from sixty in all, thrown into districts of nine towns, and an active committee appointed for each.

To have each town assessed for a proportion of the capital. For instance, let each town, on an average, be set at 200 shares, being one or two shares for each householder; and it may well be argued that if half the capital comes from Boston, a subscription for one half in the country will take no money out of it; more than half the capital will be expended for labor and materials on the line. If thus you can raise for your hundred and ten miles of Railroad, one million in the country and come here for the other, I feel assured we can find it. If you will show courage and energy in Vermont, Massachusetts shall not be wanting. Massachusetts is now alive to the importance of a road to Canada. The movement in Maine and Canada excite her to action, and she will reciprocate all the ardor you can kindle in Vermont. Prepare carefully the statistics of the towns adjacent to your line. Set down the sums actually paid for transportation, and transportation on the Lake, and publish them in the form adopted by the Fitchburgh company.

If the suggestions, which the interest I feel in your line prompt me to make, are carried out, I feel confident you will secure one of the best and most profitable lines in the country, and what will be my best apology for so long a letter, you will find me prepared to take fifty shares of your stock.

Very sincerely, Yours,
E. HASKET DERBY.

RAIL-ROADS.

The Railroad movement up Connecticut River, (at the Claremont meeting) has roused the Concord and Lebanon Road interest to new action.—It is said now that $800,000 has been subscribed, and that a committee have proceeded to open books in Boston We are not to be surprised should this stock be taken up by the proprietors of the Lowell, Nashua and Concord roads. If so, the Plymouth and Haverhill route must be a deferred project, at least.

The contest, in Vermont, Otter Creek (Southern) vs. White and Onion Rivers, (Central) is to be, as it has been, a sharp one. Montpelier has given up, pretty nearly, the Lebanon route to Concord, as at the late Lebanon meeting, the interests of the Lowell, Nashua and Concord roads was not even represented. They then turned their attention to the River route from the mouth of White River to Bellows Falls, and fell in with the views of Gov. Hubbard, (Charlestown, Claremont, &c.) who stated that it was as near to Boston via Bellows Falls as via Concord. The approval of the Lebanon route by the New Hampshire Commissioners, has since changed the aspect somewhat, and strong measures are taken to get the Lebanon stock taken. If successful, the Cheshire road will have for feeders the whole of Western Vermont, Woodstock, Windsor, Springfield and, Weathersfield, and on the New Hampshire side to Cornish.—*N.H.Sentinel.*

☞We learn from the Boston Post, that at a meeting of Cheshire Rail road subscribers at Keene, N. H., on Thursday, it was found that $1,180,000 had been subscribed immediately, which is an excess over the legal amount of their charter.

☞We learn from the south part of the county that the Engineers are now surveying the contemplated Railroad route from Charleston bridge up Black River. It is said to be very feasible, presenting less obstacles than the friends of that route were willing to admit previous to a survey. In some instances the line of the road passes over a level section for miles, and we are informed by the Engineer that he considers this route by far the most feasible one of any surveyed.

The Boston Mail says that the Rutland Rail Road route to Burlington is the only route that meets with the least favor with the capitalists of Boston, and is the only one in which they will take stock. We had supposed this was the case. The Mail adds that "the stock on that road will go up to ten per cent the moment the books are closed." We have do doubt a large amount of stock will be taken in the country along the line of the route when the books are opened on the 10th of June next. Indeed we shall not wonder if people a little off the line of the road may deem it a good investment of money and take stock.

Northern Railroads—Among the numerous Railroads enterprises now claiming public attention, there is none which we regard with more intrest than that which contemplates a connection between Lakes Champlain and Ontario. The Charter which has just been obtained, is, we believe, a liberal One.

The North is the the Mineral region of our State.—The Counties of Clinton, Essex, Franklin and St. Lawrence, abound in ores more precious than Silver or Gold, inasmuch as Iron, Lead, Copper, &c &c. have intrinsic rather than conventional values. The resources of the North, though long neglected if not unappropriated, are now being rapidly developed. We have continued, for various reasons, to remain dependent upon Europe in Iron—Among these reasons, was the superiority of the Foreign production. But that superiority will not long exist. We are making excelent Iron now, and if our capital and labour are protected, we shall soon produce the article of as good a quality and as cheap as it can be imported.

The Bostonians, who are reaching their long arms as far North as they extend West, will, with the co-operation of New Hampshire and Vermont, soon connect themselves with Lake Champlain—This done, a link which will make Ontario tributary, becomes necessary. This would enable the North to pour its mineral treasures either into New-York or Boston. Both Cities, therefore, are interested in opening the way to these Iron and Lead Mines.

Hon. Mr. Horton, the intelligent member of the Leislature from Franklin. who has been for years zealously and efficiently labouring to obtain, for that portion of the State this much-needed Impovement, accompaning by Hon. Mr. Russell, a member from St Lawrence, and an active friend of the Road, have, we understand, proceeded Eastward with a view to draw the attention of buisiness men capitalists to the importance of an enterprze which we hope to see accomplished.—*Alb. Eve. Journal*

Boston and Burlington Railroad.—Some of the Montpelier papers are perfectly rabid on the subject of Rail Road. They talk about the "*great conveniences*" a Rail Road would be to them, as though their "*conveniences*" ought to be a subject of the first importances to capitalists. One thing is very certain that however *convenient* it might be to the citizens of "*Montpelier village*" "*Scadding*" "*Bolton*" and all those places to have a Rail Road pass through them, the Road itself would prove a losing business to all concerned in it. Why, the town of *Plymouth* alone on Black River in this County affords annually a greater amount of tonnage from its Agricultural and mineral recources than does *Montpelier.* It is natural enough that the people in that section should desire to have a Rail Road in their vicinity, but the idea that such a road could ever do business enough to keep itself in repair, after leaving Connecticut river, is the height of folly. We are more and more convinced, since writing our first article on the subject of Railroad three weeks ago, that the view we then took was the correct one. The Road connecting Boston with Montreal should leave Connecticut River at the mout of Black river in Charlestown, N. H., follow up the valley of that river, pass through the "Mt. Holley gap" and thus open a communication with Boston for all that western section of country, and which for the want of *just such a communication* now finds a market for all its produce and all its mineral wealth in New York. By this road, Boston retains all the trade it has ever had in Vermont, besides opening new avenetues for business, and extending communication over a large surface of country unsurpassed in resources and wealth by the same amount of territory, we will venture to say, in New England.

The people on the line of the southern route, relying on their natural resources, and conscious of the advantages which their route sustains over all others, are comparatively quiet on the subject, compared with others who have much of pretension and bold assumption in the place of merit. But they are not for this reason indifferent on the subject, and judging from the signs about us we think it will receive an impetus which will push it forward to its speedy completion.—*Woodstock Mercury.*

Cheshire Railroad.—A very full and spirited meeting of the Stockholders of the Cheshier Railroad Company, the object of which is the construction of a Railroad in extension of the Fitchburg Railroad, through Keene, N. H., to Bellows Falls, Vt.—was held at Keene, on Thursday last. Messrs. T. M Edwards, B. F. Adams, and Salma Hale, of Keene; George Huntington, of Walpole, and Nathan Rice, Abel Phelps, and Henry Timmins, of Boston, were chosen Directors of the Corporations. It was assertained that Stock to the amount of $1,080,000 had been subscribed for—which is $80,000 more than the amount required. We understand that the most active measures will be adopted to put this important work in immediate operation.

Large public sales of land are to take place the coming summer and autumn, viz: 370,000 in Wisconsin, two and a third *millions* in Iowa, 90,000 in Illinois, upwards of a *million* in Missouri, a million in Arkansas, 140,000 in Louisiana, and 600,000 in Florida. All this but sharpens the appetite for possessing the *plains* of Oregon. We notice some families are on their way to California. A few hundred settlers, especially with a fortunate brush with the Mexicans, to be followed by a declaration of Independence, will be held as a good title, and preliminary to *annexation.*

THE GALAXY.

MIDDLEBURY, VT.

Wednesday, May 28, 1845.

RAIL-ROAD NO. 4.

We have no disposition to war against the Central route. Indeed we wish every section of the State to enjoy the facilities of railroads so necessary for general prosperity. We doubt not that eventually both the contemplated roads will be constructed. And yet we cannot be entirely passive under the ungenerous attempts of the Watchman to secure a march of this section of the State by belittleing the advantages of our route and inflating those of his own. This sort of campaigning which the Watchman commenced some weeks since, is carried on in an aggravated manner in the last number. It contains another of the arithmetical delusions which the Editor has so repeatedly perpetrated to bring out a superior estimate of population, wealth and business for the Central route.

Indeed it seems as if a strange hallucination had seized upon the brain of friend Walton upon this subject. His attempts to drag in a population of 58 thousand in the State of New Hampshire with a corresponding ratio of wealth, &c, to enflame his estimates are quite as reasonable as his endeavors to persuade the public that the mountaneous regions of North Eastern Vermont are to be compared or productiveness or wealth of any description with the fertile valleys of Otter Creek & Lake Champlain. Who would have thought it possible that a sane man could have asked the people of Vermont to believe that there was on the rival routes actually a difference of 112,740 in population, and 30 millions in property, minerals and manufactures in favor of the Central route. If indeed such discrepancy exists all competition is at an end. Western Vermont is cyphered into utter insignificance. But so asserts the Editor of the Watchman as if in his distorted vision some strange convulsion of nature had suddenly changed these different sections of the State, and reversed the order in which they had been created.

But to satisfy the public of the exaggerations of the Editor of the Watchman of the merits of the Central route, we will insert his tables with suitable comments, and then present one of our own which we think we shall be able to satisfy our readers is not like our neighbor's a mere draft upon the fancy but a statement of stubborn facts.

The Watchman passes the Central route from Bellows falls up the Connecticut to White River and thence to Montpelier, and then asserts that the result will be that it will take the business of 3-4ths of Windsor County, 3-4ths of Cheshire County N. H., all of Vermont east of the mountains and north of the White River to Canada line, and a portion N. Hamphire above Cheshire County equal to Orange County Vt.

The statistics are as follows:

Counties.	Pop.	Real Estate.	Personal prop.	Mines,manuf.&agricul.
Windsor, 3-4,	30,267	$6,037,158 29	$1,170,595 73	$3,192,572 50
Orange,	27,873	5,419,481 23	1,071,125 70	2,779,327 59
Washington,	23,506	3,976,010 37	657,341 84	2,104,681 56
Caledonia,	21,891	3,568,881 22	754,529 71	2,780,995 45
Lamoille,	10,475	1,730,107 08	231,350 50	1,001,682 30
Orleans,	13,634	1,808,441 04	325,652 11	1,518,560 92
Essex,	4,226	560,235 15	78,243 22	449,731 63
N.H. equal to Orange & 3-4 Windsor	58,140	11,456,642 52	2,241,721 43	5,971,900 19
	190,012	$34,587,056 83	$6,549,561 25	$19,889,692 33

Extending this Central route to Montreal, instead of the Rutland route, we must add the counties of Chittenden, Franklin and Grand Isle:

Counties.	Pop.	Real estate.	Personal prop.	Mines,manuf.&agricul.
Chittenden,	22,977	$4,409,891 44	$1,044,767 77	$2,224,783 28
Franklin,	24,531	3,370,132 31	669,011 47	1,929,468 55
Grand Isle,	3,883	736,998 91	80,847 93	360,113 29
	51,391	$8,517,022 69	$1,794,657 17	$4,514,365 12
Add as ab.	190,012	34,587,056 83	6,549,561 24	10,889,692 33
To. Central	241,403	$43,104,079 52	$8,344,218 41	$24,404,057 45

Now let us take the Rutland route, on the supposition that the Central road shall be built. If extended to Middlebury it will have

Counties.	Pop.	Real estate.	Personal prop.	Mines,manuf.&agricul.
Windsor 1-4	10,089	$2,012,869 09	$300,108 58	$1,131,690 86
Bennington 1-6	2,812	581,221 02	98,281 13	281,695 05
Rutland,	30,699	8,010,948 45	1,766,015 76	3,727,836 25
Addison,	23,583	5,562,956 74	937,723 84	2,978,804 63
N. H. equal 1-4 Windsor,	10,089	2,012,869 09	300,108 58	$1,131,690 86
	77,272	$18,179,798 39	$3,382,417 89	$9,251,720 65

It, however, the Central road shall stop at Montpelier, and the Rutland go on to Montreal, we must add to the Rutland road Chittenden, Franklin and Grand Isle Counties, as above, making the grand total for the Rutland road as follows:

Pop.	Real estate.
128,663	$26,696,821 08
Personal Prop.	*Mines,manuf. &c.*
$5,377,075 06	$13,766,085 77

It will be seen that the mere *difference in favor of the Central route,* whether *stopping* at Montpelier or *going on* to Montreal, is this:

Pop.	Real estate.
112,740	$16,407,258 44
Personal prop.	*Mines,manuf.agricul.*
$2,967,143 35	$10,637,971 68

In sifting this statement we are utterly at a loss to decide by what authority 3-4ths of Windsor county is claimed for the Central. On the supposition which is the most probable, that the Rutland route will pass up on one side or the other of the Connecticut to the mouth of Black River, of the 23 towns composing Windsor county, 13 comprising a majority of over two thousand of the population and nearly 3-4ths of the manufacturing and mineing business of the county requiring the facilities of a Rail-road, would be as well or better accommodated by the Rutland as the Central route, to wit Weston, Andover, Chester, Springfield, Reading, Plymouth, Woodstock, Bridgewater, Cavendish, Ludlow, Baltimore, Wethersfield and Windsor. Indeed there is concentrated on the Black River route a larger number of manufactories than in the same distance in any section of the State.

We would next inquire upon what grounds all of Orleans County is assigned exclusively for the Central route. A look at the map will show that of this retired county about one-half is as near the route of the common road through Franklin County as to Montpelier.

Again upon what ground is Essex County appropriated to the Central route, when her whole trade goes now to Portland and from the distance of the Central road and the vastly greater distance from Boston would continue in the present channel or be intercepted by some other route.

But if Essex Co. is made an appurtenance to the Central route, no objection can be urged against our including Bennington county a very considerable portion of which certainly belongs to the Rutland route, and the rest as much so as Essex to the Central. Both will continue to resort to their present markets to a considerable extent.

But as a make-weight in favor of the Central route our very ingenious neighbor seizes upon a region in New Hampshire somewhere between Bellows Falls and White River which he estimates equal to Orange and 3 4 of Windsor, comprising a population of 58,-000 and wealth &c. in proportion, and thus makes out a most appalling case against us.

As a fair offset to this sort of clap-trap we have only to remark, that the border upon which a portion of New Hampshire is claimed is a part of the distance of 26 miles between Bellows Falls and White River, just about equal to the greater extent of the Central than the Rutland route. If then, this extra length of road is to be built it would be much better to adopt the Rutland route, thus accommodating Rutland and Addison Counties, and then extend a lateral road from Burlington to Montpelier which would in distance exceed but a few miles the extra road upon the New Hampshire border, and completly embrace every county of the State.

By the by, that a difference of 26 miles in the distance of the routes does exist, the denial of the Watchman notwithstanding, is proved by the report of Mr. Carter, their own surveyor, who makes it 104 miles between Burlington and the mouth of White River, and it is known to be 38 miles from Bellows Falls to the same point, equal to 142 miles, while Mr. Felton in his survey of the Rutland route makes but 116 miles from Bellows Falls to Burlington. Difference 26 miles.

But we have another answer to the addition of a portion of the Granite State. Upon the same grounds upon which this is done we are authorized to comprehend in our estimates the County of Essex New York, seperated from the counties of Addison and Rutland by the Lake, which is here upon an average, a mile or two wider than the Connecticut. A richer mineral region is not to be found on this Continent. There is no calculating the extent of the numerous ore beds which have been opened of the most productive qualities, and within a very few miles of the Lake. Immense quantities of this ore have been for years imported into Vergennes, and thence transported to forges situated on-