

RAIL-ROAD NEWS.

VERMONT CENTRAL RAILROAD.

The Engineer of the Pittsburgh Railroad (says the Bunker Hill Aurora), having reported to the Board of Directors in favor of the Vermont Central Railroad, from Connecticut river to Lake Champlain, after the discussion of the subject for one week, and a full hearing of the question, the Board voted unanimously to accept said report, and accordingly recommend the construction of that road to the public. The reasons given for this decision will be found in the following:

CIRCULAR.

GREAT CENTRAL ROUTE from Boston via Pittsburg, Keene and Montpelier to Lake Champlain, Northern New York and Montreal.

The proposed Railroad routes, designed to connect the city of Boston with Vermont, Lake Champlain and Canada, having been examined with a view to concentrate public opinion on one route, and insure its completion with all possible dispatch, the undersigned have come to the conclusion that the Pittsburg, Vermont and Massachusetts and Cheshire Railroad, extending from the Cheshire Railroad on Connecticut river, via Montpelier to Burlington, is the best and most feasible route, and we recommend it to the public for the following reasons, viz:

First, Because the Pittsburg Railroad is situated in the most successful operation of the Stock of the Vermont and Massachusetts and Cheshire Railroads, (continuous lines) actually subscribed, so far as to insure their completion, and an entrance into Vermont, and under the single charter of the Vermont Central Railroad, the line may be extended from such entrance to Lake Champlain.

Second, Because the Central Railroad is the most practicable route through Vermont, having throughout its whole extent no gradient exceeding fifty feet to the mile, while the soil is of such a character that it may be constructed with more facility than any other line, and at very moderate expense.

Third, Because the Green Mountain summit on this line is depressed more than four hundred feet below the summits of the other lines surveyed.

Fourth, Because the line traverses one of the most fertile and productive sections of the valley of the Connecticut, abounding in wealth, manufactures, and unoccupied water power.

Fifth, Because it opens in addition a large and populous district of country, abounding in minerals, agriculture and industrial resources.

Sixth, Because the local business of the route is sufficient to insure the success of the undertaking.

Seventh, Because its route, easy gradients, moderate cost, and large local traffic, affording its through business, must ensure its extension to Montreal, and secure to it the immense through business between Northern New York, Canada and Boston, which bids fair to exceed the traffic of the Western Railroad.

Eighth, Because the route will open a communication to Boston without forming a common line towards a rival market.

Ninth, Because its character is equally favorable to those embarking their wealth in the proposed enterprise, authorizing as it does, dividends of over ten per centum per annum, exempting the stock and property of the Company forever from taxation, besides presenting other important advantages.

Because for the foregoing reasons it is certain the capital necessary for its construction may be easily obtained, as it must prove one of the most productive railroads in the country.

Charles Paine, Daniel Baldwin, Elisha P. Jewett, James R. Langdon, The President and Directors of the Pittsburgh Railroad Company, per Jacob Foster, Horatio Adams, Henry Thumason, Abel Phelps, under the authority of an unanimous vote of the Board.

S. M. Felton, Engineer F. R. R. Geo. Huntington, Dir. Ches. R. R. S. P. Lewis, S. P. Balknap, David Lorain, Wm. H. Faulkner, Israel Langley, N. F. Comingsham, Benjamin Thomson.

Look at the replication of the Commissioners of the Rutland Route to the above Circular:

We the Commissioners of the Connecticut and Lake Champlain Rail Road from a due regard to the interests of that road and the people of the valley of Lake Champlain in fact have entrusted to us, and to trust, feel bound to reply to the circular of Chas. Paine and others in behalf of the Vermont Central Railroad; Jacob Foster and others in behalf of the Pittsburgh Railroad and George Huntington Director in the Cheshire Railroad Company, First. That the Pittsburgh road is an essential operation, that the stock of the Vermont Massachusetts and Cheshire roads, (continuous lines) is actually subscribed so as to ensure their completion and an entrance into Vermont are common advantages to both of the proposed routes from Bellows Falls to Burlington—Bellows Falls is the common point of departure and in these respects in all matters connected with a common point of departure the two proposed roads stand on a basis of perfect equality.

Second, To the position that under the single charter of the Vermont Central Railroad the line may be extended to Lake Champlain, we reply so may it under the single Charter of the Connecticut and Champlain Company and if desirable from the same point on the Connecticut River to the same point on Lake Champlain. In this respect then the two routes are precisely equal.

To the second and third reasons given that the grades of the Central route would not exceed fifty feet per mile and that their summit is depressed something like four hundred feet lower than ours. We admit that our grade over the mountain will necessarily be sixty feet per mile or nearly that, but that from Rutland to Burlington we are well convinced that with very trifling exceptions no grades over forty feet per mile will be required. We deny that the opinion expressed in regard to the character of the soil is incorrect. Our road as surveyed is one hundred and fifty miles in length—the route from the mouth of White River to Bellows Falls, as surveyed by Professor Twining, is something over one hundred and forty miles, without including the side cut to reach Montpelier. We claim that as to character of soil, the best sixty miles of ours to

grade is fully as favorable as the best sixty miles of theirs; and that the remaining twenty-six miles of ours will not be worse to grade, upon an average, than the worst twenty-six miles of their route.—The worst borne in mind that the route, extensive part of their route to grade, with the exception of a few miles, has not been surveyed since Professor Twining's survey, and to that survey, made when there were no rival routes, but when the only question was where is the cheapest route up the Connecticut and with both sides of the River to choose from, we commend the impartial love of truth for a true statement of the real difficulties that will overcome in the route from Bellows Falls to the mouth of White River. They will there find items enough of slope wall treatise work, slope piling, protection walls, to say nothing of the two bridges across a portion of the Connecticut at Harris Island, to frighten any one but a Boston Capitalist bent upon a govt work for the promotion of the prosperity of Boston, who is willing to admit that the remaining twenty-eight miles to be graded on the Central route, so called, more than that which would have to be graded on the route we represent would be twenty-eight miles upon an average of easy grade—but we respectfully represent that it would cost something.

To the fourth reason given—Because the line traverses one of the most fertile and productive sections of the valley of the Connecticut abounding in wealth, manufactures and unoccupied water power? We reply that though we consider it unfair to select out altogether the most fertile, productive and populous portion of their route for a comparison with the whole of our route, yet we so admit to bear the comparison, with more than the whole of their route, is more fertile and more productive and more fertile than the favored portion of theirs which lies in the valley of the Connecticut, and in the County of Windsor. To support these positions, we refer to the facts ascertained from the tax lists of the State, and the census taken under the authority of the United States, which we found that each inhabitant of Windsor Co. in real estate, averages, \$159.63, in personal property (over and above the debt owed) \$28.67, in the value of annual products \$12.12. That each inhabitant of Rutland County, averages in real estate, \$260.94. In personal property \$57.36. In value of annual products, \$121.10, and in about the same proportion, this superiority we hold good as to the whole of our route, even over the favored portion of their route in Windsor County and that portion of their route not in Windsor or Chittenden counties, is in all these respects as much behind Windsor Co. as Rutland is before it.

We further claim that a large portion of the people of Windsor County, we believe a majority in business and wealth and most certainly of those who would produce and put upon the road, in their own right, and in their own interest, are in Windsor or Chittenden counties, is in all these respects as much behind Windsor Co. as Rutland is before it.

To the fifth reason—Because it opens in addition, a large and populous district of country, abounding in minerals, agriculture and industrial resources? We respectfully ask, in addition to what? If the answer be to what our road would open to, we deny it, and call upon the friends of the Central route to point out what country properly described as populous and abounding in minerals, is opened by the Central route, which is not equally well opened by the Lake Champlain route. All north and west of Burlington, on Lake Champlain, is at least as well accommodated by the Lake Champlain as by the Central route. Montreal is as well accommodated—Plattsburgh and Ogdensburg are as well accommodated—Northern New York and Canada are as well accommodated—the business of the Ottawa and the St. Lawrence, and of Lake Ontario, is as well accommodated, and if it is any advantage for all the vast accumulation of freight and passengers that will be gathered at the common point, Burlington, to have a transit of one hundred and sixteen miles, instead of one hundred and forty four miles, to another common point, Bellows Falls, then this immense extent of country is just as much better accommodated.

To the sixth reason—That the local business of the Central route is sufficient to ensure the success of the undertaking? We reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the seventh reason assigned, we answer, that it is as easy to continue one road to Montreal as the other.

To the eighth reason—because the route will open a communication to Boston without forming a common line towards a rival market?—we reply that in the summer, with means of communication as they now are, that upon the route from Boston to New York, there is very little difference between taking it at Burlington, or Whitehall, and that in fact the difference in the price of freight to New York, between these two points, or indeed between any two points upon Lake Champlain is so trifling as scarcely to be worth mentioning and that it never can affect the price of the undertaking—We reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the ninth reason—because its character is equally favorable to those embarking their wealth in the proposed enterprise, authorizing as it does, dividends of over ten per centum per annum, exempting the stock and property of the Company forever from taxation, besides presenting other important advantages?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the tenth reason—Because for the foregoing reasons it is certain the capital necessary for its construction may be easily obtained, as it must prove one of the most productive railroads in the country?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the eleventh reason—Because its route, easy gradients, moderate cost, and large local traffic, affording its through business, must ensure its extension to Montreal, and secure to it the immense through business between Northern New York, Canada and Boston, which bids fair to exceed the traffic of the Western Railroad?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twelfth reason—Because the route will open a communication to Boston without forming a common line towards a rival market?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the thirteenth reason—Because its character is equally favorable to those embarking their wealth in the proposed enterprise, authorizing as it does, dividends of over ten per centum per annum, exempting the stock and property of the Company forever from taxation, besides presenting other important advantages?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the fourteenth reason—Because for the foregoing reasons it is certain the capital necessary for its construction may be easily obtained, as it must prove one of the most productive railroads in the country?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the fifteenth reason—Because its route, easy gradients, moderate cost, and large local traffic, affording its through business, must ensure its extension to Montreal, and secure to it the immense through business between Northern New York, Canada and Boston, which bids fair to exceed the traffic of the Western Railroad?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the sixteenth reason—Because the route will open a communication to Boston without forming a common line towards a rival market?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the seventeenth reason—Because its character is equally favorable to those embarking their wealth in the proposed enterprise, authorizing as it does, dividends of over ten per centum per annum, exempting the stock and property of the Company forever from taxation, besides presenting other important advantages?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the eighteenth reason—Because for the foregoing reasons it is certain the capital necessary for its construction may be easily obtained, as it must prove one of the most productive railroads in the country?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the nineteenth reason—Because its route, easy gradients, moderate cost, and large local traffic, affording its through business, must ensure its extension to Montreal, and secure to it the immense through business between Northern New York, Canada and Boston, which bids fair to exceed the traffic of the Western Railroad?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twentieth reason—Because the route will open a communication to Boston without forming a common line towards a rival market?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twenty-first reason—Because its character is equally favorable to those embarking their wealth in the proposed enterprise, authorizing as it does, dividends of over ten per centum per annum, exempting the stock and property of the Company forever from taxation, besides presenting other important advantages?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twenty-second reason—Because for the foregoing reasons it is certain the capital necessary for its construction may be easily obtained, as it must prove one of the most productive railroads in the country?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twenty-third reason—Because its route, easy gradients, moderate cost, and large local traffic, affording its through business, must ensure its extension to Montreal, and secure to it the immense through business between Northern New York, Canada and Boston, which bids fair to exceed the traffic of the Western Railroad?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twenty-fourth reason—Because the route will open a communication to Boston without forming a common line towards a rival market?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twenty-fifth reason—Because its character is equally favorable to those embarking their wealth in the proposed enterprise, authorizing as it does, dividends of over ten per centum per annum, exempting the stock and property of the Company forever from taxation, besides presenting other important advantages?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twenty-sixth reason—Because for the foregoing reasons it is certain the capital necessary for its construction may be easily obtained, as it must prove one of the most productive railroads in the country?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twenty-seventh reason—Because its route, easy gradients, moderate cost, and large local traffic, affording its through business, must ensure its extension to Montreal, and secure to it the immense through business between Northern New York, Canada and Boston, which bids fair to exceed the traffic of the Western Railroad?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

To the twenty-eighth reason—Because the route will open a communication to Boston without forming a common line towards a rival market?—we reply, that the local business on this route would be twice and we verily believe four times as much as upon that.

marks of being just what they are, in point of fact an attempt to cheat.

TIMOTHY FOLLETT, JOHN A. CONANT, GEORGE T. HODGES, LUTHER DANFORTH, SAMUEL TOWNSLEY, CALVIN BARKER, WILLIAM NASH, A. L. BROWN, H. N. FULLERTON, WILLIAM HENRY, Commrs.

OGDENSBURGH RAILROAD.

The projected Railroad from Ogdensburg to Lake Champlain, through Clinton, Franklin and St. Lawrence Counties is attracting much attention at the North, and the Bostonians appear disposed to take hold of the matter with energy. The length of the Road is about 130 miles and it could be built for about \$1,500,000 to \$2,000,000. Roads from Boston to Burlington are either finished or in progress, and give with the above proposed road, a wide direct communication between Lake Ontario and Boston. The effect of the completion of this chain of roads would have upon our public works is a question of deep interest. It is contended that four can be transported from the West through the Welland Canal to Ogdensburg and thence by Railroad to Boston at about one-half the present cost, avoiding by this route the payment of 35 cents per lb. toll, to the Erie Canal, and the distance from Ogdensburg to Boston is about the same as from Albany to Buffalo. It is believed by the friends of the project that Western produce can be sent from Chicago, Detroit, Cleveland, &c. to Ogdensburg at but a trifle more cost than to Buffalo. The effect upon the Canal revenues of such a movement as this would be disastrous, and should the result be as anticipated, a considerable change of some sort must be made in the Canal management or Boston will be tapping the trade of New York to a greater extent than she did when the Western Road was built.—Tribune.

THE RAILROAD.

The survey of our Railroad from Concord to Haverhill, is drawing to a close.—A few weeks more will complete the work. Once done, it will be forever done. Although it has taken a little more time in the first instance, it will be far better for all concerned, than the more preliminary surveys which are usually made for projected Railroads. This survey is to be final. It will show the exact location of the line, and will place it in readiness to be put under contract at once; and a report will accompany a report of the survey, showing the resources of the country—the amount of business that may be expected upon the road, and such information of a reliable character as will enable those who wish to invest in railroad stock, to decide with certainty upon the propriety of investing in it.

We have such information from Boston, Salem and other places as warrants us in saying that the stock will at once be taken when it shall be ready to be offered in the cities, or so much of it shall not be taken in the country before that time. We have an offer from a distinguished Contractor in Massachusetts to grade the whole road, and also an amount of stock the corporation may wish in payment. The cost of grading will probably constitute more than one quarter of the whole cost of construction. The facts in relation to the location of this road, and the resources of the country are much better understood abroad than we had supposed.—Belknap Gazette.

From the Keene (N. H.) Sentinel.

RAILROADS.

Our remarks being against the diversion of the great communication, from Rutland to the Central route, were prepared last week, in view of the opposition, very general heretofore, that but one road could be built—and that, we thought should be the Rutland route. We have now good encouragement that the stock will be taken on the latter route, and withstanding the influence thrown into the Central. If both can go, most assuredly we should be the last to object. The proceeding has roused Western Vermont to put forth her whole strength, though it may be too late. We shall soon see. The same movement has waked up the Concord and Lebanon line. Here is a difficulty which may, or may not be overcome. The liability law will operate against them in Boston. That road will cost two millions to Lebanon, 74 miles, and through a territory far less productive than on Connecticut River. The Cheshire Charter extends to Charlestown, and the mouth of White River may be reached in 30 miles at an expense, estimated, of about 700,000. We shall know more after the result of the various trials of strength. If a road is wanted any where, the turning point is, to raise the money to build it.

EXTENSION OF THE CHESHIRE RAILROAD.

A meeting took place on Monday evening last at the Town Hall in Keene, of a large number of the stockholders in the Cheshire Road, PHENIX HANCOCK, Esq. in the chair, to take into consideration the project of connecting this road with the Central Road in Vermont, through Montpelier.—After a free discussion, the following resolutions, prepared by a Committee, were unanimously adopted:— Resolved, That while as members of a public Corporation we feel bound to do all proper things in the way of extending railway facilities to our Northern friends in the Connecticut River valley, yet we think, now as always, that our interest demands the immediate and most urgent prosecution of the extension of the Cheshire Road through Rutland to Burlington, as originally projected.

Resolved, That we can enter into no compact or alliance inconsistent with the speedy construction of this great enterprise.

Resolved, That from Boston to Burlington we know of but one straight line, and that lies through Mt. Holly Gap on the Rutland route;—that a Railroad constructed upon this line would possess, in our opinion, advantages immensely superior to those of any other, and would lack none necessary to render it the most productive road in New England.

Resolved, That we are in favor of the extension of the Cheshire road, under the understanding that the route was to be continued to Otter Creek.—Boston Courier, June 3.

Henry Clay has recently united himself with the Protestant Episcopal Church in the city of Lexington. Mr. Clay has for many years been one of the most moral and

exemplary men in the country, yet, in despite of this, how fully and with what unanimity he has been maligned by base and unprincipled men whose greatest pleasure would seem to be to defame those of their countrymen who are most distinguished for their public services and personal merit.

The trial of William Goldsmith charged with the wilful murder of George W. Hildreth, in Stow, Mass. in September last, before the Supreme Judicial Court, in session at Lowell last week, resulted in the Jury finding him guilty of manslaughter. He was sentenced to three days solitary confinement and seven years hard labor in the State Prison.

Florida.—We have glorious returns from West Florida, showing almost a clean sweep for the Whigs, with a large majority for Gov. Polk, and a respectable one for Putnam for Congress. No use, however; East Florida has overbalanced it, and given the Loco-Focos every thing by a majority far smaller than we anticipated.

TEMPERANCE IN CONNECTICUT.—The Temperance Bill introduced by Mr. Rockwell, by which the people of any town in the State that shall refuse to license taverns after the first of July will have power to break up all tripping-shops within its limits, passed the lower House on Friday by a vote of 101 to 43. The first section of the Bill was struck out, so that any quantity can be sold to be carried away from the place where sold. The penalty is \$10 to \$100. The work of Congress from Ogdensburg to Boston is about the same as from Albany to Buffalo. It is believed by the friends of the project that Western produce can be sent from Chicago, Detroit, Cleveland, &c. to Ogdensburg at but a trifle more cost than to Buffalo. The effect upon the Canal revenues of such a movement as this would be disastrous, and should the result be as anticipated, a considerable change of some sort must be made in the Canal management or Boston will be tapping the trade of New York to a greater extent than she did when the Western Road was built.—Tribune.

WISCONSIN.—The Loco-Focos hold a Convention to nominate for Delegates to Congress on the 25th inst. Marshall M. Stroeg (not Moses M. who defeated Vinton so famously), Col. Hans Crocker of Milwaukee, and Morgan L. Martin are competitors.

The Whigs will hold their Convention at Madison on the 9th of July. Henry S. Baird of Brown Co., A. L. Collins of Madison, Thos. Wright of Racine, and John H. Twedy, are proposers.

The Journal of Commerce, commenting upon the mad zeal of the abolitionists in Boston, (a sketch of whose proceedings may be found in another column,) remarks:—

So the Rev. Joshua Leavitt & Co. are seriously considering the propriety of employing 'cold steel' and 'physical power' for the 'Abolition of Slavery.'—The 'moral means' of the Church and the clergy, and dissolving the Union. Some of the 'cold steel' party are also for dissolving the Union; one of their leading men, the Hon. Wm. Jay, having publicly, over his own signature, avowed himself in favor of the measure. Supposing both parties to carry their objects into effect, what then? Why—

- 1. The church would be abolished.
2. The clergy do. do.
3. The Sabbath do. do.
4. The Union do. do.
5. All human governments do. do.
6. We should have a bloody civil war.

In short every thing would be abolished but Slavery; the whole frame-work of society would be broken into fragments; infidelity would stalk abroad, as in the days of Robespierre; in short, those days of horror would have returned!

The Journal in an article upon the Oregon Question, says:—

Let the boundary between American and British territory be the 49th degree of latitude from the Rocky Mountains to the Ocean, leaving the whole of Vancouver's Island to the British, which extends half a degree or more to the Southward of that parallel of latitude. We are sure that such a compromise would not be dishonorable to us, neither would it be unfavorable; for it cannot be contended that the Oregon territory, exclusive of the North as latitude 49 is complete. On the other hand, the British title to the territory North of 49 is not complete.

The London Examiner in a very fair and temperate article, proposes a similar compromise.

FIRE—ANOTHER OUTRAGE—GR-T EXCITEMENT.

PHILADELPHIA, June 8.—P. M. A fire broke out about 10 o'clock last evening in Wainwright's lamp-black manufactory, corner of Callowhill and Schuykill Second streets, which was destroyed, with its contents. During the night and this morning, the fire broke out again among the ruins, several times, and the firemen were called out. The old difficulty between the Good-Will Hose and Fairmount Engine Companies were again revived and a dreadful fight ensued.

The members of the latter company were severely beaten, their apparatus taken possession of, broken up and thrown into the Schuykill river. During the melee, all sorts of weapons were used, and it is said one or two persons were shot, the life of one being despaired of. A tremendous excitement now prevails in the district, hundreds of people are to be seen in various parts of the turbulent neighborhood. A fearful riot is anticipated to-night. A large police force is assembled to prevent the same, but I doubt its success. The remains of the Fairmount were brought to Menich and Agrew's establishment about 2 o'clock this forenoon, when an old engine was finished for the 'Fair boys' by Mr. Agrew. A man named Wilbank is severely injured.

FROM TEXAS.

The Steamship Ann McKim, arrived at New Orleans from Galveston late at night on the 31st ult. She brings dispatches from Com. Stockton for our Government. Among her passengers was Geo. W. Kendall of the Picayune, who had for two months been out on a buffalo-hunt on the prairies of Texas, and had great sport. They were very near a large encampment of Comanches, who professed great friendship for the Texans and hostility to the Mexicans, but are distrustful of the former. An expedition is of course popular in Texas. The Convention will doubtless accept the terms offered by our Government, and the Texans will then send their Members of Congress to urge the assumption of their Debt.

Com. Stockton has run down to Corpus Christi. The report is that the Mexicans are about to send a strong force across the Rio del Norte to occupy the country as far as the Nueces, which is the ancient boundary of Texas, so as to hold so much in case of Annexation. The Texans (who like soldiering better than work) are preparing to meet them and drive them back across the Rio del Norte. Com. Stockton of course is to lend a helping hand.—Nothing else of consequence.

WELLAND CANAL.—The Board of Works in Canada, have made a general revision of the tolls on the Welland Canal. On salt and some other articles, the tolls have been slightly increased; while on the merchandise and produce, it has been some what reduced. The average tolls on the 26 miles of the Welland canal is now about equal to that on 30 miles of the Erie canal.—Ontario Palladium.

A MOCK DEED AND DEATH.—The keeper of a hotel in Cincinnati, Robert Bland, was shot a few days ago, by his friend and brother-in-law, Samuel Powell, who keeps a variety store. Bland died of his wounds, and Powell was arraigned before a Justice on a charge of fighting a duel. It appeared from the evidence that both had been drinking till they were very much intoxicated, when they commenced bragging of their skill in shooting with fowling pieces, which terminated in a duel. Bland, in order to test the courage of his friend, took down two pistols and told him to take his choice, assuring him that both were loaded. Powell, after examining the pistols to ascertain the fact of their being loaded, chose a brass one, and Bland told him he had chosen the best. One then challenged the other to go out into the street, and decide the matter. They went out, each expecting the other would back out, when Powell shot Bland through the body. Powell was deeply affected when he became aware, and during the examination in court, went into the most terrific convulsions, at the deed he had perpetrated, and the consequences attached to it. A more solemn warning could not be made against the evils and vices of intemperance.—N. Y. Sun.

NEW YORK COLLECTORSHIP.

From the Journal of Commerce of Monday. 'Renewed change in the Collectorship of this Port.—It is rumored that Cornelius W. Lawrence, Esq., is appointed Collector of this port, Hon. C. P. Van Ness having previously written to the President, that whenever it suited the purposes of the administration to make a change in the office, his commission was at the President's disposal, and that he would by no means embarrass the administration in disposing of the appointment. His resignation will take effect at the time above stated.'

CAPTAIN KIDD'S VESSEL.—To the passers up and down the North river, the diving bell, the old horse boat, with its black piratical flag, and the coffee-drum, half full of water just above Caldwell's Landing, are objects of much inquiry and speculation. From the deserted condition of the neighborhood, we presume that the project of fishing up Captain Kidd's long-lost treasure from the bottom of the Hudson, has been abandoned. What a bubble!—Mirror.

Douglas Jerrold is the writer of Mrs. Caudle's famed 'Curtain Lectures' in Punch.

EARTHQUAKE. Advice from Mexico states that during the prevalence of the earthquake in that country last month, a little town called Valle de Rio Blanco, in Guanajuato, was entirely swallowed up, leaving only a large cavern where it stood. Upwards of 60 persons perished in this awful gulf. In Zacatecas, the oscillation of the earth produced the explosion of a powder mill, which did considerable damage, besides loss of life. On the 10th ult., the capital was visited with two more shocks, which lasted several seconds.—Mercantile Journal.

The Penny Postage, so successful in England, has given rise to another and important reform. Parliament has introduced a provision in the charters of railroad companies, compelling each to carry third class passengers at a rate not exceeding a penny a mile. Many of the leading roads heretofore incorporated, have taken the hint and reduced their fare; and now thousands are in the habit of visiting their friends residing at a distance, seeing curiosities and new places hitherto deemed inaccessible in consequence of high rates.

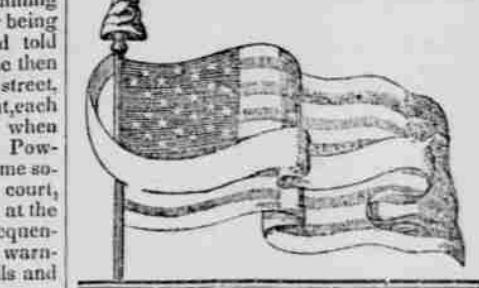
PITTSBURGH SUFFERERS BY FIRE. The number of persons that have applied for relief as sufferers by the Pittsburgh fire is 1011, the aggregate of whose losses is \$734,187. The amount of donations collected for the \$50,000 granted by the Legislature, (which has been declined) is \$134,361.

Another fire occurred in Pittsburgh on the 27th ult., destroying sixty or seventy houses, —loss estimated at \$40,000.

GREAT FIRE AT LAFAYETTE, INDIANA.—The American House burned.—An entire Square in Ruins.—We have the painful duty to perform, says the Lafayette Standard (extra) of the 27th ult., of recording the most destructive and devastating fire that has ever been witnessed in Lafayette. The entire block of buildings on the north side of Main, between Ohio and Washburn streets, with the exception of those occupied by Webster's book store, Otis & Co.'s, grocery, the Mammoth store, and Mecker & Co.'s, is in ashes. The fire originated about 12 o'clock last night, in the stables of the American House, the flames immediately extending to the hotel, and thence spreading almost over the entire block. There was quite a number of horses in the stables, six of which were burned to death. But an inconsiderable amount of goods were consumed, though in the confined efforts to protect them from the devouring element, thousands of dollars worth were destroyed. There is little doubt but that it was the work of an incendiary. The entire loss is variously estimated at from ten to twenty thousand dollars. Insurance \$2,000, on the furniture of the American House.

Riots in Milwaukee.—Our sister city of Milwaukee has been disgraced by a riot, or exercise of 'mob law,' between the East and West Wards. A strong and increasing jealousy exists between the two Wards, and the citizens of the West Ward have done all they could to destroy the bridges—thus preventing the country trade from entering the city. Recently an attempt was made to have the bridges removed by Corporation authority, but the measure was not adopted. Hence those interested destroyed the bridges quietly in the night—the next day business was at a stand still—East Ward street was crowded by an infuriated mob who longed to retaliate by destroying property in the West Ward. But with difficulty the people were persuaded to let the law take its course and retired to their homes. The Corporation took active steps, and we learn by a private letter to a gentleman of our acquaintance, that Byron Kilbourn, an aspirant to a seat in Congress, and proprietor of the West Ward, intimidated by the openly expressed threats of the populace, caused the bridges to be repaired, although, if reports are correct, he was one of the instigators of this last edition of mob law.—Green Bay Republican.

Every body almost attending Court comes armed to the teeth, and frequently muskets and rifles will be seen taken out of wagons with as much deliberation as if they were attending a militia muster instead of a attending a court of justice. This is a bad state of things, but extraordinary cases demand extraordinary remedies. The Mormons are said to have expressed a determination to take revenge, in case the defendants should not be convicted, but it is hoped that more discreet counsels will prevail.



THE GALAXY. MIDDLEBURY, VT. Wednesday, June 18, 1845.

WE MUST HAVE THE RAIL-ROAD.

There is no region in New England which would be more advantaged by a Rail-Road than Addison and Rutland Counties.

1st, It will advance the price of our farms from 5 to ten dollars per acre. By a letter to a gentleman of this town from a highly intelligent gentleman in Keene, it appears that farms on the line of the Cheshire route have advanced twenty-five per cent on the old valuation.

2d, There is no portion of New England where the natural advantage of a rail-road, the surprising augmentation of business would be more rapid and astonishing than on the Rutland route. Look at the water privileges furnished by the streams gushing through every nook of the mountains directly on the line from Bellows Falls to Burlington,—our flourishing manufacturing villages already surpassing in amount of proceeds all the rest of Vermont.—The linnetrock and marble upon which the very foundations of our valleys are laid, and the riches which are embedded in the bowels of our mountains.—In comparison with the Central route it is said that the town of Plymouth on Black River, affords annually a greater amount of Tonnage from its mineral resources chiefly, than does the mighty town of Montpelier, which the Watchman thinks is so important to connect with the other great capitals of New England.

3d, It is the shortest, and can therefore be constructed and run cheaper than any other road.

4th, Should the Central route be built, the business of the Rutland road itself would render it a profitable stock, and it would compete for the Canada and Western trade with an almost dead certainty of success.

5th, Every farmer and mechanic from Bellows Falls to Burlington who should take a share or shares, would stand a fair chance to save the outlay in the profits of labor, materials and produce, to be furnished for the construction of the road. At least one million of the cost of the road must be expended on this side of the mountain and \$100,000 annually in repairs.

Can any farmer who owns one hundred acres of land near the route hesitate to take a share? Can any merchant or mechanic in our villages, many of which are to be increased in business and population at least twofold in ten years with a rail-road, or decreased in the same proportion without one, decline his contribution? Can our capitalists make a more profitable investment than in a rail-road to be built at a much less expense, and traversing far richer portions of the country than many rail-roads which now radiate from Boston, and whose stocks are from ten to forty per cent above par?

FRIGHTFUL!! Upon the imaginations of many who have been solicited to take stock in the rail-road, no frightful image seems so vividly impressed as that of a certain Woolen Factory in Middlebury, which has partially failed, notwithstanding, at the time its stock was represented as promising to become a most profitable investment. And still there are no more zealous advocates of a rail-road than the enlightened suffering members of that company. They consider that notwithstanding the failure of protection which brought ruin upon them, with the advantage of a