

moved to amend so as to make the private property of the stockholders holden for the liabilities of the corporation to its laborers; supported by Messrs. Kidder, Foster, Harrington, and opposed by Messrs. Hodges, J. Hamilton, Cram, Mead, Stewart, Kimball, and Burton, and on motion of Mr. Foster, laid on the table.

THE BRIDGE QUESTION.

The bill in addition to the act incorporating the Vermont and Canada Railroad Co., authorizing the company to build a bridge from the west shore of Hog Island to the east shore of Alburgh, and from the west shore of Alburgh to the western line of the State, was taken up, with the amendments proposed by the committee; which provide, that the bridge shall not be built, until a grant shall have been obtained from New York or the General Government, to build a bridge from the western shore of the lake to the Vermont line, also that the bridge west of Alburgh, shall be constructed on 14 piers, not to exceed 8 feet in thickness, with a waterway of not less than 2000 feet in length in the aggregate, the opening between the same not to be less than 140 feet wide, the draw bridge to be not less than 70 feet wide, with nearly similar provisions as to the other bridge; also providing that if either bridge shall unreasonably impede navigation, any person interested may prefer a petition to the Supreme Court, who may appoint three disinterested persons as commissioners, whose duty it shall be to examine into the subject of complaint, and report thereon to the court, and if the report is considered well founded, the court may require the alteration or removal of the bridge; and also subjecting it to control of future Legislatures.

Mr. Kimball proposed an amendment to the amendment, providing that the Vermont and Canada Railroad shall be constructed on the most favorable route between St. Albans and Burlington, and shall not form a connection with the Rutland or Central road at any other place than Burlington.

Mr. Miner inquired if the object of the amendment was to confine the southern terminus of the road to the village of Burlington. His vote upon the bill perhaps depended upon the answer.

Mr. Kimball replied that such was his design. He desired that nothing contained in the present bill should operate unfavorably upon the Rutland or any other road.

Mr. Miner expressed doubts whether the proposed amendment would affect the charter already granted, and requested the Senator from Windham to add to his proposition a provision repealing all acts heretofore passed by the Legislature authorizing the Vermont and Canada Railroad to connect with the Central road at any other point than the village of Burlington. Mr. Kimball so modified his amendment.

Prayer by Rev. Mr. Ballou.

Reports.—By Judiciary committee, bill in amendment of chap. 1 S. amended, so as to require returns of voters for Senators within four days after election; ordered to 3d reading. By committee of Ways and Means, bill assessing tax of 12 cents for support of government; Mr. Cuts said that the tax of last year was 3 cents on the list less than usual, and insufficient—it is therefore necessary to increase the usual tax 2 cents to make up the deficiency. Mr. Rice of S. suggested that 12 cents might be required instead of 10, but the bill was ordered to 2d reading. Also bills making an appropriation for support of government, and authorizing the treasurer to borrow the sum therein mentioned; ordered to 3d reading.

Special Order.—The bill annexing Orwell to Addison County was supported by Messrs. Catlin, Sprague, Seymour, Miles and Carpenter, opposed by Messrs. Kellogg and Kittredge, and ordered to a 2d reading.

Bills Passed.—Relating to licensing innkeepers, &c. in Vergennes; in relation to bonds of civil authority; relating to obstructions on railroads; in addition to sec. 42 and 43 of chap. 36 R. S.; relating to share of Franklin county.

Adjourned.

SENATE.

2 o'clock, P. M.

Bills Reported.—By Mr. Kimball, from the committee on Roads, in favor of the bill annexing part of Avery's Gore to Lincoln; with an amendment, which was adopted, and bill was passed.

Engrossed Bills.—Regulating county agricultural societies; passed. Incorporating the Windsor Savings Bank; passed.

Mr. Nash called up the bill annexing part of Gosheue to Rochester. He remarked that his objections had been removed, and he would not oppose the passage of the bill; passed.

THE BRIDGE QUESTION.

The bill relative to bridging the lake was again taken up and was advocated at length by Mr. Harrington on its general merits; also by Messrs. Cushman, Mead and Beeman, and was briefly opposed by Messrs. Stewart and Deane on the ground of a want of power in the Legislature to confer the grant. (Our limits forbid a fuller notice of the debate.)

The question being upon the motion of Mr. Hodges to postpone indefinitely, it prevailed by the following vote:

Yeas—Senators Bradley, Dean, Ferguson, Fox, J. Hamilton, R. Hamilton, Hibbard, Hodges, Keyes, Morse, Nash, Stanley, Stewart, Sweet and White—15.

Nays—Senators Bancroft, Beeman, Brownell, Burton, Cram, Cushman, Foster, Harrington, Kidder, Kimball, Mattocks, Mead, Miner, Robinson—14.

Mr. Beeman moved that when the Senate adjourn, it adjourn to meet at 8 o'clock to-morrow morning; carried.

Adjourned.

HOUSE.

Reports by select committee, resolution to adjourn without day on Friday morning next.

Special Order.—The House took up the bill relative to the Vermont and Canada Railroad Company, when Mr. Carpenter of N. proposed amendments requiring the necessity of New York or of Congress before the bridge at Rouse's Point shall be built—specifying the mode in which the bridge shall be built—empowering the Supreme Court to suspend operations on the bridge, assess damages, &c.—and also subjecting the act, so far as the bridge is concerned, to future legislatures. The amendments were agreed to.

Mr. Lyman of B. moved an amendment requiring the Vermont and Canada road to unite with the Rutland and Central roads at the village of Burlington, and not at any other point.

Mr. Needham moved to dismiss the bill. The motion to dismiss was reported at length by Messrs. Needham of Bristol, and

Kittredge of F., opposed by Messrs. Sabin and Cuts.

Mr. Carpenter of Pownal had leave of absence.

Adjourned to 8 to-morrow morning.

SENATE.

WEDNESDAY, Nov. 10.

Resolutions. By Mr. Stewart, from the select committee to whom was referred the annual report of the Superintendent of common schools, a joint resolution providing for the publication and distribution of 4,000 copies; adopted.

The Senate bill amending the act incorporating the Vermont and Canada Railroad, so far as it gives to the company the right of bridging the sand bar at South Hero, was referred to the committee on roads.

Indefinitely Postponed. Bill relating to *scire facias*. Senate bill annexing Avery's Gore to Lincoln, the same being presented by the House bill. Resolution presented by the University of Vermont, with certain contents of the earlier reports of the State.

Mr. Miner called up the bill to repeal the pedler's law of '46. The amendment proposed by the committee, that nothing in the act shall be construed to affect any license heretofore granted, or penalty incurred, was adopted, and the bill, after being opposed by Mr. Ferguson, was laid on the table.

Mr. Miner called up the bill removing the State Prison to Isle La Motte. Mr. Beeman moved to amend so that the act shall not take effect until the first of Dec. 1848; amendment opposed by Messrs. Harrington and Miner, supported by Messrs. Beeman and Cushman. Mr. Nash moved to lay the bill on the table, remarking that he did not make the motion because he thought nothing ought to be done on the subject; probably every Senator present was agreed on that point.

HOUSE.

Reports. By select committee, bill taxing Chittenden Co.; tax reduced to 1-1-2 cents, and bill ordered to 3d reading.

Senate bill incorporating Passumpsic Telegraphic Co. passed; bill amending S. 35 C. 21 R. S. ordered to 3d reading. By committee on Banks, Senate bill relative to applications for bank charters and rechartering, passed. By general committee, substitute for bill relating to C. 20 R. S. (adjoining or interested towns to share in expense of bridges or roads); supported by Messrs. Smith of Weston, Rice of S. Parker, Needham, Hubbard and Carpenter of N. and opposed by Messrs. Goodhue, Plympton, Converse and Snyder; but before any question was taken, the House resumed consideration of

THE BRIDGE QUESTION.

Mr. Needham, by request, waived his motion to dismiss to permit amendment, when Mr. Carpenter of N. moved to amend, so as to exclude the bridge at Rouse's Point and retain only the bridge over Missesquoqui Bay; adopted.

Mr. Carpenter of N. also subsequently, by consent, amended, leaving the line of road to end on the western or northern line of Alburgh, and also subjecting this act to future legislation, and requiring the assent of the Company to this act.

SENATE.

2 o'clock, P. M.

Reports. By Mr. Kimball from the committee on roads, in favor of the bill for the prevention and maintenance of the willful and malicious obstruction of railroads, made in a state prison offence, and if death ensues, manslaughter; passed. By Mr. Stanley, from the committee on Finance, in favor of the bill relating to licensing innkeepers and retailers in Vergennes; passed.

House bills referred. Annexing Orwell to Addison County; to a select committee of Senators Dea Keyes and Hibbard.

HOUSE.

Reports. By committee on manufactures, bills incorporating Waloomisick Mill Co., and Green Mountain Glass Manufacturing Co.; ordered to 3d reading. By committee on grand list, against the bill relating to the Grand List, (as to appeals on non-resident owners of property) dismissed. By committee of education, against bills relating to schools, (changing the basis of distribution of school money) rejected; also against petition for repeal of school law; bill for completion of geological survey, appropriating \$1000 for two years—rejected.

Bills passed. Making appropriation for the support of government; laying a tax for same, authorizing the treasurer to borrow the sum therein mentioned; relating to county senators; annexing Orwell to Addison Co., 141 to 30; to pay Richard F. Abbott; in relation to national literary exchanges; in addition to act relating to pedlers.

THE BRIDGE QUESTION.

The House resumed consideration of this subject, the question being upon Mr. Bottom's motion to dismiss; this motion was opposed by Mr. Converse—yeas 106, nays 80—so the bill was dismissed.

The amendment of the Senate to the bill annexing part of Avery's Gore to Lincoln was concurred in.

Adjourned.

SENATE.

THURSDAY, Nov. 11.

Bills Reported.—By Mr. Burton from the com. on Finance, against the act relating to the licensing of innkeepers and retailers; rejected. By Mr. Kidder from the same committee, against Senate bill making appropriations for state library; rejected.

The Senate went into joint assembly.—On returning, the bill removing the State Prison to Isle La Motte, and the final passage of the bill was refused by the following vote:

Yeas—Bancroft, Bradley, Beeman, Foster, Fox, Harrington, Hibbard, Keyes, Kidder, Mattocks, Miner, Robinson, Sweet—13.

Nays—Brownell, Burton, Cram, Cushman, Dean, Ferguson, J. Hamilton, R. Hamilton, Hodges, Kimball, Mead, Morse, Nash, Stanley, Stewart, White—16.

Joint Resolution.—By Mr. Kimball, that a committee of two be elected in joint assembly on Saturday at 10 A. M. whose duty it shall be to examine the State Prisons in other States, with a view of ascertaining the best plan for the construction of a prison, and the most profitable employment for convicts, and also to examine the best locations in the State for a prison, and report the relative advantages of each, with specified estimates of the cost of building a prison on the plan which they adopt; the said committee to report to the next Legislature; passed.

Mr. Nash called up the resolution relative to an adjournment without day, and moved to insert Tuesday the 16th for Friday; carried, and resolution adopted.

Mr. Stewart Moved to request from the House a return of House bill making an appropriation for the library; carried, 13 to 12, the President giving the casting vote—bill laid on the table.

HOUSE.

Reports by select committee, resolution to adjourn without day on Friday morning next.

Special Order.—The House took up the bill relative to the Vermont and Canada Railroad Company, when Mr. Carpenter of N. proposed amendments requiring the necessity of New York or of Congress before the bridge at Rouse's Point shall be built—specifying the mode in which the bridge shall be built—empowering the Supreme Court to suspend operations on the bridge, assess damages, &c.—and also subjecting the act, so far as the bridge is concerned, to future legislatures. The amendments were agreed to.

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Mr. Needham moved to dismiss the bill. The motion to dismiss was reported at length by Messrs. Needham of Bristol, and

Kittredge of F., opposed by Messrs. Sabin and Cuts.

Mr. Carpenter of Pownal had leave of absence.

Adjourned to 8 to-morrow morning.

SENATE.

WEDNESDAY, Nov. 10.

From the Norwich Courier.

DEATH OF THE HON. J. W. HUNTINGTON.

The painful duty is developed upon us of announcing the sudden decease of one of the most distinguished citizens of Norwich and of Connecticut, in the person of the Hon. J. W. HUNTINGTON. This sad event occurred at twelve o'clock, last night, after an illness of only a few days.

The disease which terminated his life was inflammation of the bowels, as we learn from his physicians, and although he had been somewhat indisposed for a number of days previous, yet it was not until Friday last that he was so unwell as to be confined to his room, or require medical advice. From that time, however, his disease assumed a more alarming type, and he continued to sink rapidly until the closing scene.

Up to the moment of his death, his intellect remained as clear and unclouded as in the days of his perfect health, and he sunk into the sleep of death with all the calmness and composure which become the strong-minded man and true Christian. To a young friend who after having been with him for a number of hours, took leave of him at 8 o'clock last evening, he said: "Good bye, Harry! It is very doubtful whether I live to see you again; but if we do not meet here, I hope we shall meet in heaven."

While we are writing, the bells in various Churches are being tolling in token of respect for the lamented dead. It does not belong to us to write the eulogy of our distinguished friend, but the following condensed facts will not be uninteresting to the public.

Jabez Williams Huntington, son of General Zachariah Huntington, was born at Norwich, Nov. 8th, 1788, consequently was 59 years of age, when he was elected a Representative. Educated at Yale college, he pursued his professional studies at the law school, in Litchfield, from Feb. 1808, until the latter part of March, 1810, at which time he was admitted to the bar in Litchfield County, and immediately thereafter entered upon the practice of the law at Litchfield. He represented the town of Litchfield in the General Assembly of Connecticut, in the session of 1828. In April, 1829, he was elected a Representative in Congress for the 21st Congress. In April, 1831, he was again elected for the 23d Congress, and in April, 1833, he was elected for the third time, to a seat in the 23d Congress. Having received in May 1834, the appointment of Associate Judge of the Superior Court, and of the Supreme Court of Errors, he resigned his seat in Congress, at the close of the 1st Session of the 23d Congress. In Oct. 1834, he removed from Litchfield to Norwich, where he continued to reside till his death.

In May, 1840 he was appointed a Senator in the Congress of the United States, for the unexpired term of six years from the 4th of March, 1839, to fill the vacancy occasioned by death of the Hon. Thaddeus Betts. Accepting this appointment, he immediately resigned his judicial office; and in 1845, he was re-elected to the U. S. Senate for another term.

Thus it will be seen that the last twenty years of his life were spent almost wholly in public service. And at no period of his life has he been every way so well qualified, whether by long experience in legislation, or by his thorough and intimate acquaintance with the wants, the interests, and the general condition of the country and the operations of the Government, to make his influence tell in the National Councils, as at the moment of his death.

From the N. Y. Tribune, Nov. 10.

THE STATE.

For the first time since 1841 our State Government is Whig in every department save the Judiciary. We have a Whig Governor, Lieut Governor, all the heads of Department, Canal Board, Prison Inspectors &c., with a large majority in each House of Legislature. Never before has the State Administration been so thoroughly Whig. In the Assembly our majority, next approach that of the memorable House of 1837-8; but then the Senate and Executive were against us.

THE WHIG TORNADO IN NEW YORK!

The Whigs have swept the State, says the Express, as with a tornado. What calls itself "democracy" is prostrated in all quarters. All our candidates on the State ticket, headed by HAMILTON FISH, and MILLARD FILLMORE, are elected by such immense majorities that it is hardly worth the while to figure them up. They will be thousands on thousands—as can be seen by the telegraphic accounts—and in due time we can tell how many thousands. Who is a shaver of doubt exists that every Whig in the State ticket has defeated over all the combined opposition of Abolitionism, Anti-Rentism, and Loco Focism. It is a pure, untarnished Whig triumph, and can therefore, be cheered and welcomed everywhere, and in every quarter as a great and splendid pure Whig victory.

A variety of causes have brought this Whig tornado upon the "Democracy in this State. One of the first is, the nomination of a powerful Whig ticket,—unopposed by an formidable one antagonized by any unwholy alliance.—but Whig all over, and only Whig. The Whigs were, therefore, united and enthusiastic, and have rolled up their majorities with heavy good will. They have all pulled together.

THE CITY OF NEW YORK.

The Whigs have also swept the City, and with as much of a tempest as in the State. The average Whig majority on the Senate ticket in this city will be over 2000,—on the State ticket greatly exceeding that, perhaps 4000,—and for Fillmore over Hungerford probably 6000, as the Irish population have largely cut off the name of Hungerford. As we go to press our returns from the different districts have not been received in full, but the victory is so certain, and so complete, that we have not deemed it worth the while to wait for them.

THE HORRORS OF WAR.

Although the half is not told, hundreds of cases of Arson, Rape and Murder in Mexico, by men who were sent thither under our flag to fight, have leaked out through the letter-writers, all champions of the War. The following are some of the reports of the Daily Advertiser who is not opposed to the War, is one of the latest but by no means most revolting:

"Some scenes that we occasionally witness here, would shock the morals of any robber in the States. A few days ago, just at night-fall, a Mexican came running into the hospital, crying most piteously, and making all sorts of gesticulations. We followed him to his house, when a sight shocking to behold burst upon us. A man was lying on a Mexican, pierced to the breast with a ball, and the blood gushing forth from his wound. Holding his head was his wife and little children. He had been shot by a discharged volunteer, because he refused to go to battle away the virtue of his daughter, a beautiful girl who stood by, her hair bisheveled, and great grief coursing down her olive cheeks."

RAPID BUSINESS.—One Mrs. Elourney, in Alabama, states or rather her husband states for her, that she has had not only five children in the short space of ten months and sixteen days, but has had nine children in little better than three years. Two were born on 23d of July, 1843; on the 29th of April, 1844, she had two more; on the 4th of June, 1845, she had three and on the 20th of April, 1847, she had two more. She has had fourteen children in eleven years and a few months; seven sons and seven daughters. Seven are living at this time and seven are dead.

NEW YORK.

The Albany Argus admits thereof of the election to be as follows:

Senate.	House.	Total.
Whigs 24	94	118
Locos 8	33	41

Whig maj. in joint ballot 77

On the State ticket, the Whig majority will vary from 25,000 to 50,000!

M. VATTEMARE'S PROJECT.

We have seldom seen a deserved compliment more handsomely expressed than the following:

"If M. Vattemare succeeds in his most worthy undertaking, his passage of the Atlantic will reflect far more honor on mankind than did the passage of the Rubicon by Cæsar, or the passage of the Alps by Napoleon; they moved to conquer Worlds—he moves for the nobler purpose of uniting them."—B. B. French of N. H., Clerk of the U. S. House of Representatives.

The reader will observe that the joint committee on the Library, has reported in favor of uniting Vermont in the grand literary alliance of nations. We trust that her representatives will cheerfully secure to the State the honor and the positive advantage of such a position; she would indeed receive far more than she could give. Every state thus far advanced, has adopted M. Vattemare's noble project.

SHOCKING AND FATAL ACCIDENT ON THE WORCESTER RAILROAD—SEVEN PERSONS KILLED!

A shocking and fatal accident occurred on the Worcester Railroad, at the crossing of the Brookline road, at about one o'clock, last Saturday afternoon, by which seven persons were killed, and several others more or less injured.

The break or track of the second class passenger car gave way just as the train was passing the crossing, and in a moment afterwards began to burst through the bottom of the car. Several of the second class passengers leaped from the windows, and others fell through the bottom of the car, killing some of them immediately, crushing the bodies in a horrible manner, and injuring others. The injured car was not thrown off the track at once, but was turned from the bridge into the water afterwards. The locomotive and tender were not injured, nor were any of the first class passenger cars much disturbed. When we arrived at the scene of the accident, (about three o'clock) we found the bodies of the killed lying upon the track, exactly in the position in which they were struck by the car.

It was truly a horrible and affecting sight—two of them had their heads laid open, with the brain exposed, and a leg and hip of each mangled and crushed in a shocking manner.

The feet, legs, hips, necks and bodies of all the others were more or less crushed and mangled—their bodies besmeared with blood—and their bodies crushed in a shocking manner.

We saw one man who fell through the bottom of the car, who was not seriously injured. At the time of the accident he was seated between two of the persons who were killed.

It was also said that the same train run over and killed an Irishman in Brighton.—Mtd.

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SHOCKING ACCIDENT.

On Saturday afternoon, an accident occurred on the Worcester road, near Boston, by which seven second class passengers were instantly killed; their names had not been ascertained up to Monday morning.

TRIAL OF COL. FREMONT. A letter from Washington gives the substance of the charges against Col. Fremont, as follows:

The charges were far more serious than they had been believed to be. The first was that highest of all military offences, *Murder*. To this general charge, there were twelve specifications covering all Col. Fremont's operations during the period which elapsed between the arrival of Gen. Kearny in California, and the day when the latter reached Monterey. Besides the general refusal to acknowledge Gen. Kearny's authority, Col. Fremont was charged with positive mutiny in many cases. Among others, with having refused to march his California volunteers in obedience to Gen. Kearny's orders; with having written letters, persisting to maintain his authority as Governor, in spite of the arrival of an officer with a higher commission; with having, in direct violation of an order of Gen. Kearny, accepted the resignation of officers without consulting him (General Kearny); with having purchased an island for the United States, from a citizen of California, for \$5000, and signed his name to an obligation as Governor; and with having written a letter to Capt. Shubrick, and the purport of which was to request him to induce the naval officer to sustain Col. Fremont, and treat the orders of Gen. Kearny as superseded by what Fremont and Stockton were pleased to call the conquest of the country.

The second charge was disobedience of orders, the specifications to which were six, and generally related to the same acts to which those of the previous charge related.

The third charge was conduct subversive of military order and military discipline. The charges, four or five in number, referred to the same facts, and with the previous ones, were like the several counts a bill of indictment at the common law.

Col. Fremont was then called on for his plea, which was given in a distinct voice, "Not guilty."

Col. Fremont selected his father-in-law, Mr. Benton, and his brother-in-law, Mr. W. Cary Jones, as his counsel.

On Thursday, Gen. Kearny was called to the stand; he delivered his evidence, and a cross examination by Col. Fremont was broken off by the adjournment of the Court.

EDWIN CROWELL, Esq., editor of the Albany Argus, announces his intention to retire immediately from his editorial duties. He has occupied a prominent position among the corps editorial of the Union for nearly, or quite, twenty years past, and has under his more influential politicians have wielded a pen during that period; but even he was unequal to the task of harmonizing the discordant elements of the New York Democracy. Though his high talents have always commanded the respect, even of his political opponents, it is a source of regret that his powerful influence has so often aided in sustaining the wrong.—[Bur. Free Press.

Attempted Robbery of the Brighton Bank.

An unsuccessful attempt was made to break open the vault of the Bank of Brighton, sometime between Saturday night and Monday morning. The rogues succeeded in taking pieces one of Day, Newell & Day's padlocks, which secured a plate of iron covering the keyhole to the first iron door of the vault, after which they blew it pieces with powder the lock on the door, and opened it, but went no further. Several other heavy iron doors were not disturbed. A large iron bar was left by the rogues. [Journal.]

LOSS OF THE SHIP EMPIRE.

PETERSBURG, Va. Nov. 8, 1847.

New Orleans papers of the 1st have been received, but contain nothing new from the Army.

An arrival at Charleston announces the total wreck of the ship Empire near New York, on the Coral Reef, near Abasco, on the 17th ult, with 373 U. S. officers and men on board, who were on the reef ten days, and were shipped for Charleston, where 129 arrived in safety. The remainder were hourly expected. The helmsman was the only person lost.

The steamer Chaplain, bound for New Orleans from St. Louis, burst her boilers on the 3d, while lying at Bridgewater.

The steamer Time was sunk on the 27th above New Orleans, loaded with sugar, cotton and molasses.

BOSTON, Nov. 8, 1847.

The steamer's news had no effect upon the market. Sales of grain limited; this is our election day, but little business doing. The ship Esther May cleared this morning for Cork with 26,000 bushels corn.—Tribune.

WISCONSIN.—We learn from the Madison Express of Oct. 26, that a bill in relation to the formation of a State Government had passed the Council and was then before the House. It provides that an election for delegates be held on the 30th of November;

that the number of the Convention be 62; that it meet on the third Wednesday of December; that a census of the Territory be immediately taken; and that the Governor be authorized to order the election of a new Convention, in case the Constitution shall be rejected by the people.

A Mr. Atkinson, U. S. Senator from Missouri, declines a re-election.

I declare in the face of day that this Government was not instituted for the purpose of offensive war—no—it was framed (to use its own language) for the common defence and general welfare, which are inconsistent with offensive war. I call that offensive war which goes out of our own limits and jurisdiction for the attainment of objects not within those limits and that jurisdiction.—John Randolph in 1806.

GEN. CUSHING'S ACCEPTANCE. The Post yesterday issued an extra containing a letter from Gen. Cushing announcing his acceptance of the Democratic nomination for Governor of Massachusetts. We give below the first portion of the letter, by which it will be seen that the General adopts unconditionally, the whole creed of the Convention which nominated him, and he does this with such a glow of hearty good will, that it must be impossible to question his sincerity. He says: Boston Atlas.

The issue presented for the consideration of the people of the State is one of principle not of persons. And if I were aware of any present difference of principle between myself and the convention or its constituents, I should feel bound, in honor, gratefully and respectfully, but decidedly, to decline the nomination. But I am not aware of any such difference. With the Convention, I adopt the most democratic construction of the letter and spirit of the Federal Constitution. With the Convention, I heartily approve of the conduct and policy of the existing administration of the Federal Government.

In regard to a National Bank, I long since had occasion, in the most public and solemn official acts as a member of Congress, to express the opinion that such an establishment is not required by any financial interest of the government, and would in other respects be pernicious in its operation on private and public welfare, as had been the late United States Bank.

In regard to the Tariff, if there be any party of men in the United States who desire to impose duties on imports for the protection of manufactures, as such, and not for revenue, I am not of that party, but entirely concur in that respect also with the views of the Worcester Convention.

The remainder of the letter is devoted to the Mexican war, and the glory which our country has acquired therein, and contains nothing which has not been before spoken or printed by the Democratic orator and editor throughout the Union. We have no room for it to-day.

Old Massachusetts still Erect!

GOVERNOR BRIGGS ELECTED BY THE PEOPLE!

One Hundred Whig Majority in the House, and a unanimous Whig Senate!

WHERE CAN THE OLD BAY STATE BE MATCHED?

It is with no ordinary delight that we lay before our readers the glorious result of our election yesterday. The enemy tried with all their might to humiliate the people of Massachusetts before the footsteps of James K. Polk, and make her receive the yoke of "a military upstart" and renegade Whig. Without an effort she repelled the insult, and shook herself free from the pollution.

George N. Briggs is re-elected Governor of Massachusetts by a majority varying from 800 to 1250 over all contending parties. Caleb Cushing is in a minority of 23,000 votes.

Massachusetts repudiates the war, and stands firm as the Rock of Plymouth, in her high prerogative.

We have returns from all the towns in the State but 31, received by our Express. In those towns he lacks only 232 votes of a clear majority. The 31 yet to come in, if they come in as they did last year, he will be elected by about 1450 majority.

The Whigs have elected five Senators in Suffolk, two in Franklin, two in Hampshire, two in Plymouth, three in Bristol, one in Norfolk, eight in Barnstable, one in Nantucket—eighteen. No choice, twenty-two, Locos, none.

In the House, we have heard of the election of a majority nearly a hundred Whigs, and the towns to be heard from will probably add to this majority.

We have no time for more words.—Boston Atlas

MASSACHUSETTS ELECTION.—Returns are received by the Boston Atlas from all but 18 towns. The present is already eighteen hundred and ten, which gives a majority of five Senators in Suffolk, two in Franklin, two in Hampshire, two in Plymouth, three in Bristol, one in Norfolk, eight in Barnstable, one in Nantucket—eighteen. No choice, twenty-two, Locos, none.

In the House, we have heard of the election of a majority nearly a hundred Whigs, and the towns to be heard from will probably add to this majority.

ONE OF THE MEMBERS ELECTED TO THE LEGISLATURE, IN NEW YORK CITY, IS JAMES BROOKS Esq., the accomplished editor of the N. Y. Express.

MORE FATAL RAILROAD ACCIDENTS. The body of a man named James Forbes was found upon the tracks of the Western Railroad, between Springfield and Westfield, on Friday morning, with one of the legs cut twice in two, once above and once below the knee. It is supposed that one of the Saturday night trains run over him, that he was intoxicated, as a bottle of rum was found in his pocket, and that he had drunk.

HOW MUCH DOES POLK WANT?

The State of New York comprises 46,000 square miles. Polk's demand upon Mexico embraces territory equal to 15 such States as New York. The N. Y. Evangelist states the Mexican offer to embrace territory equal to 9 such States.

But rather than take territory equal to 10 such States as New York, Mr. Triest, under special instruction from Mr. Polk, no doubt, would not accept it but preferred to let loose again the dogs of war. The stick was this without doubt—there was not enough of the territory, offered by Mexico, lying South—fit for slave territory. Who believes this was not the main reason why the war was again commenced?

An honorable peace! How much territory must be wrested from Mexico in order to make peace honorable? The quantity perhaps is not of so much consequence as the location. A decent quantity, rightly located, will, probably, make the peace that is to come honorable!

THE ACCOUNTS FROM ALL THE MANUFACTURING DISTRICTS continue as gloomy as ever, and during the week some further failures have taken place at Manchester, which tend to keep the manufacturers in a state of great suspense.

Hon. ROGER S. BALDWIN of New-Haven (not long since Governor) is the able U. S. Senator from Connecticut—an able and true man. He holds until the Legislature yet to be chosen shall fill the vacancy caused by the lamented death of Hon. J. W. Huntington.

When Captain Henry made his escape, and the Mexican commander, excited by that event, gave orders for the massacre of the Americans, Captain Clay exclaimed, "Kill the officers—spare the soldiers!" A Mexican Major ran to him, presenting a cocked pistol to his breast. He still exclaimed—"Kill me—kill the officers, but spare the men, they are innocent!" Who but C. M. Clay, with a loaded pistol at his breast, and in the hands of an enraged enemy, would have shown such magnanimous self-devotion? If any man was ever entitled to be called the soldier's friend, he is. He was ever watchful and kind towards us, allowing every privilege that would be granted by our enemies—turned all orders and commands into advice and consolation; and upon our march to the city, would take turn by turn, allowing us to ride his mule, that we might stand the march of forty miles a day—divided the last cent of money he had with us, and resorted to every sacrifice to make us comfortable and happy. He disposed of his mule, when he found it necessary—the only animal he had; his buffalo rug, his watch and all his clothes but one suit and supplied our wants. He not only acted in this manner towards those under his immediate command, but to all; and expressed his regret that he was unable to do more.

THE GALAXY.

MIDDLEBURY, VT.

Tuesday, Nov. 16, 1847.

OUR TOWN.

No one can wander through our village without witnessing with delight the great improvements which for ten years past have been made in our streets and dwellings, and which now render Middlebury one of the most pleasant and beautiful villages in the State. Nor can he take a look into our stores and shops without being fully satisfied that a more thrifty state of the business affairs of the town exists than for many years past. We have never noticed a greater amount of valuable goods decorating the shelves of our merchants. Mechanics are extending their operations. A more numerous throng of customers frequent our streets inspiring our business men with hope and animation to which they have until recently been comparatively strangers. Additional establishments have sprung up. A spirit of industry and enterprise is prevailing among new men and old, resulting in measures which are doing much to extend the business of the village. Much of the favorable change which is making, proceeds from the discovery which our merchants and others have at last made that they cannot succeed by squandering themselves down in their chitney concerns and grumbling about their neighbors because they will not bustle along by an unnecessary sacrifice of themselves and their interests. They are taking larger views and extending their efforts to procure the trade of the rich and independent farmers of Addison County. One of the means not the least efficient which they have employed to accomplish this object, we are confident in saying has been a systematic course of advertising. We are much mistaken if the circulation of a