

# Rutland Herald-Extra.

THE HERALD,

THURSDAY, JANUARY 15, 1846.

## GREAT MEETING OF THE STOCKHOLDERS, AND OTHERS INTERESTED IN THE SPEEDY CONSTRUCTION OF THE RUTLAND RAIL ROAD.

We issue in an Extra the official account of the proceedings of the Stockholders, in the Champlain and Connecticut River Rail Road Company, which will be found below. We have barely time for the briefest comments. If there is a depending, or an indifferent man, on the line of our road, we wish he could have been in Rutland yesterday! Nothing like the spirit, or the numbers, has been seen since the memorable gatherings of 1840. More than 2000 of the "bone and sinew" of Western Vermont were met to impart and to receive the determination, which cannot now be thwarted, in the words of one of the resolutions, "one way or the other, via Keene or Bennington, we will have a rail road."

Our village was literally thronged from morning till night. But more than this, than all-its efforts is the greatest satisfaction to say that, touching the one great question—viz. rail road or no rail road—there prevailed the most entire harmony and cordial agreement. The resolutions, adopted with gratifying unanimity, evince this.

Of the numerous, and animated, and stirring speeches that were made we have no time to speak. Yet we cannot refrain from alluding to those of Mr. RICK of Boston and Mr. BISHOP, the representative of the interests of the Housatonic Valley. Both made eloquent and effective speeches, which were received, and listened to with avidity and marked interest and approval by the immense assemblage. That these gentlemen represented different and conflicting interests, impaired in no degree, their mutual courtesy and good feeling for each enterprise advocated.

Other gentlemen from Boston, and New Hampshire, and other sections, made eloquent addresses, and the great meeting adjourned at a late hour, to scatter an influence abroad, and to awaken a spirit, which will ensure the speedy success of our great enterprise.

We assure our friends over the mountain that nothing was said in disparagement of them, nor any complaint made of their "crowding." There was an impression, however, generally felt, that respecting "that other road" the proverb may yet come true, that "he laughs best, who laughs last."

We are informed that the route of the Western Vermont Railroad, from Bennington to Rutland, is now undergoing a survey, by two companies of Engineers, under the direction of Mr. Harbach of the Pittsfield and North Adams road.

## ANNUAL MEETING OF THE CHAMPLAIN AND CONNECTICUT RIVER R. R. COMPANY.

The annual meeting of the stockholders in this company was held at the Court House in Rutland, on the second Wednesday, being the 14th day of January, 1846, and was called to order by the Clerk, and was presided over by the Hon. TIMOTHY FOLLETT, who was appointed Chairman.

The reading of the act in addition to the act of Incorporation of the Company, passed at the October Session of the Legislature, 1845, was called for.

And the same was thereupon read by the Clerk.

And on motion of Hon. R. PIERPOINT, it was

Voted unanimously, That the Company accept of, and accept, said additional act as a part of their charter of Incorporation.

On motion of Gen. Brown, of Rutland, it was

Resolved, That a Committee of twenty-eight be appointed by the Chair to nominate to the Stockholders thirteen Directors for the year ensuing.

The Chair appointed the following gentlemen to constitute said Committee of Nominations:

- Hon. Mr. SMALLEY, of Burlington,
- Mr. MERRILL, of Shelburne,
- Mr. G. PARKER, and
- Mr. MORGAN, of Vergennes,
- Mr. NEEDHAM, of Bristol,
- Gen. NASH, of New Haven,
- Mr. WARNER, and
- Mr. STEWART, of Middlebury,
- Mr. BULLOCK, of Leicester,
- Hon. Mr. BRIGGS,
- Mr. C. W. CONANT, and
- Hon. Mr. SPRAGUE, of Brandon,
- Mr. F. F. BOGUE, and
- Mr. SIMMONS, of Pittsford,
- Mr. SLASON,
- Mr. DANIELS, and
- Mr. S. H. HODGES, of Rutland,
- Mr. GLEASON, of Shrewsbury,
- Mr. J. FOX, of Wallingford,
- Mr. ADAMS, of Ludlow,
- Mr. W. SMITH, of Cavendish,
- Mr. OXON, of Chester,
- Mr. HYDE, and
- Mr. GREEN, of Bellows Falls,
- Mr. PRENTISS, of Keene, N. H.,
- Mr. PARKER, of Pittsfield, N. H.,
- Mr. HUTCHINS, and
- Mr. HARRINGTON, of Boston.

D. W. C. CLARKE, Esq., of Brandon presented the following resolution which was unanimously adopted.

Resolved, That a committee of nine be appointed by the Chair, to report to the stockholders in the Champlain and Connecticut River Rail Road Company, resolutions

or other action, in their judgment expedient & proper to be at present adopted.

The Chair thereupon appointed to constitute said committee

D. W. C. CLARKE, Esq., Hon. D. A. Smalley, Hon. R. Pierpoint, Saml. Morgan, Hon. H. B. Hill, Hon. A. G. Dana, H. Needham Esq., Hon. T. T. Barrett, and Jos. Warner.

At this stage in the proceedings, the House being excessively crowded, and it being announced that large numbers were unable to obtain admission, it was on motion

Voted, That this meeting do now adjourn to meet again forthwith at the North Meeting House.

Whereupon the meeting adjourned, and having assembled at the place designated,

M. W. B. CLARKE, the Engineer who surveyed the route, and estimated the expense of the road, being called for addressed the meeting, making some very interesting and satisfactory statements respecting the survey, the feasibility of the route, the cheapness of the construction of the road, &c. &c.

When Mr. Gilbert had concluded, SAMUEL BISHOP, Esq., of Bennington, addressed the meeting for an hour and a half in an eloquent and most interesting and acceptable manner, and concluded by presenting the following proceeding recently adopted by the Stockholders in the Fitchburg Railroad Company.

After the annual meeting of the stockholders of the Fitchburg Rail Road Company held at its office in Boston on Monday January 12, 1846, was dissolved—

Nathan Rice of Boston requested the stockholders to nominate for the purpose of considering certain Resolutions which he proposed to offer. The resolutions were then read by him, and after considerable discussion the following were adopted:—

Resolved, That the agricultural valley of the Otter Creek, and abounding in mineral productions is endeavoring to have a rail road connection with a sea-port on the Atlantic, and whereas we are convinced that such a rail road leading through Rutland to the Connecticut River, and there to connect with the Chesire and Fitchburg lines, and whereas we are also informed that the subscriptions on the line of the proposed route have already been obtained to the amount of more than a Million of Dollars in the Country, and additional subscriptions have been promised to the amount of \$250,000, more, provided sufficient encouragement can be immediately given by Boston and vicinity that the remaining sum requisite for the commencement of the work to the amount of about \$600,000, will be contributed by her capitalists and Merchants. The Resolutions, and that we as Stockholders in the Fitchburg Rail Road Company many of us being also stockholders in the Chesire Rail Road Company do greet with great pleasure and satisfaction the enterprise and public-spirit now prevailing in Western Vermont, and in view of the very important advantages to be derived by our roads from their extension to the Otter Valley of the Otter Creek, and in view of the benefits that will follow from this extension to Boston—with whose growing prosperity our interests are identified—do hereby pledge ourselves to use our individual exertions to promote its success, and to obtain the necessary subscriptions.

Resolved, 2d. That the recent movement at East Bennington indicating that great exertions are making to induce Western Vermont to build a rail road from the valley of the Otter Creek to connect with the Western Rail Road at Pittsfield render it necessary we should how act with decision, energy and promptness.

Resolved, 3d. That a delegation be now appointed to attend the rail road meeting to be held at Rutland on the 14th inst. for the purpose of presenting these Resolutions and of soliciting our assistance in their important undertaking.

Resolved, 4th. That Nathan Rice, Abel Phelps, T. C. Leeds, J. J. Swift, and Wm. Underwood be appointed to attend this meeting and that they be authorized to fill any vacancies in their number—and that these gentlemen with such others as they may appoint to act with them be also requested to act as a committee to obtain subscriptions for the proposed road.

Resolved, 5th. That the Delegates chosen to attend the Convention at Rutland do forward the interests of that road be instructed to do nothing in any way to affect injuriously other roads which may be tributary to the Chesire, the Vermont and Massachusetts, and the Fitchburg roads.

Voted, That a copy of these Resolutions be transmitted to the meeting at Rutland.

Voted, That Mr. Warren be requested to act as Secretary and take a copy of the above.

Voted, To Adjourn.—Attest,  
G. W. WARREN, Sec.  
Boston, Jan. 12, 1846

The reading of the foregoing proceedings, having been concluded, it was on motion Mr. HOPKINS,

Voted that the meeting do now adjourn till two o'clock, P. M.

ATTERNOON, 2 O'CLOCK

The meeting being called to order by the Chair, Mr. Smalley, from the committee to nominate Directors for the year ensuing, reported the names of the following gentlemen:

TIMOTHY FOLLETT, of Burlington,  
SAM'L P. STRONG, of Vergennes,  
WM. NASH, of Newhaven,CHAS. LINSLEY, of Middlebury,  
JOHN A. CONANT, of Brandon,  
CHESTER GRANGER, of Pittsford,  
GEORGE T. HODGES, of Rutland,  
NAT. FULLERTON, of Chester,  
Wm HENRY, of Bellows Falls,  
JOHN ELLIOT, of Keene, N. H.,  
HORACE GRAY, of Boston,  
SAM'L DANA, "  
SAM'L HENSHAW, "

And the report was accepted and the gentlemen nominated were thereupon unanimously elected.

Mr. CLARKE from the Committee appointed to prepare and report resolution or other action, submitted the following:

The undersigned, a committee appointed to prepare and recommend to the Stockholders in the Champlain and Connecticut River Railroad Company, resolutions or other action in their judgment expedient and proper to be at present adopted, have given to the

matter committed to them their deliberate consideration, and submit the following

REPORT.

The Committee do not suppose that it is expected of them, or that it can be necessary, at this time, to enter upon the discussion either of the practical feasibility of constructing a Railroad from Burlington to Connecticut River, or of the line familiarly known as the "Rutland Route," or of the benefits that would be likely to result from the completion of that enterprise, both to the public at large, and more especially to the individual stockholders by whose efforts it should be successfully accomplished. Both these preliminary questions, so undeniably important, to be affirmatively settled, have, in the course of the somewhat animated and earnest controversy, in which the friends of the Rutland Road have felt themselves compelled to engage (unfortunately, perhaps, for both enterprises) with the advocates of another project, been fully and, there seems reason to suppose, satisfactorily adjusted. Be this as it may, however, it is not here, before an assemblage consisting mainly of the Country Stockholders in the Rutland Road, men who have sealed their confidence in the enterprise, by the subscription of a million of dollars towards its completion, that it can be required to re-enter upon the discussion. Wherever else faith in the Rutland Road may be in "leading strings," it has attained a sturdy manhood in Western Vermont.

Nor do we suppose that it is advisable, however interesting and satisfactory it might be to many, to recapitulate and explain the various causes which, in our opinion, have operated to postpone to a period so much later than could rationally have been anticipated by those who look more at the merits of a cause than at the adroitness of its opposers, the commencement of the work of constructing the Rutland Road, and which, by their united influence, have even threatened to overthrow and defeat that great enterprise. For while this committee may claim to possess the clearest evidence, and may feel the most undoubting conviction, of the correctness of their imputation of the origin, character, and purpose, of the adverse influences alluded to, they are well persuaded that such a recurrence to past transactions is not only foreign to the objects of this meeting, but would be likely to be far less profitable than the cultivation of a steady, unanimous, and hearty determination, for the future. That the just, positive and relative claims of the Rutland Road have not hitherto been properly acknowledged by those to whom they have been presented, is perhaps, our misfortune; if however, those claims should be rejected, the misfortune will, we incline to believe, rest elsewhere.

We are led to these observations because the appointment of a Committee for the purposes specified in the resolution under which we act, is an unusual proceeding, inasmuch as the Directors of the Company are clothed with all requisite authority to adopt any course of action for the successful prosecution of the great enterprise before us, which may appear to them "expedient and proper"—and entire confidence is unquestionably felt that the Directors will in no respect come short either of their own duty, or of the just expectations of the Stockholders. The committee therefore conclude that their appointment was made with special reference to the somewhat unusual circumstances which have thus far attended our project. While, however, an expression of the views and wishes of the Stockholders, in this stage of our enterprise, may not be absolutely required, it will be doubted by no one, and least of all, probably, by the Directors themselves, that such an expression is, at this moment, in the highest degree desirable.

It is, of course, well understood that a Railroad movement, having the open countenance and encouragement of a great Corporation in another State, has recently been made in Bennington. The object of this movement is the construction of a Railroad extending from North Adams to Burlington, thus perfecting a railway connection, by the way of Pittsfield, Mass., between Burlington and Boston and other very desirable markets. A project thus aiming at, and beyond question contributory to, the prosperity of Western Vermont, could not fail to awaken, as it has awakened, in Western Vermont, very general attention and interest. And its claims to that attention and interest, it is proper to remark, are enforced not only by their own intrinsic merits, but by able and zealous advocates among us. But this Committee deem it due to their own sense of fair and honorable dealing, and more especially to the straight-forward, open, and frank course that has uniformly been pursued in presenting and urging forward the great enterprise which has thus far occupied our efforts, to say that, in their deliberate judgment, the interests, as well as the wishes, of the great body of the Stockholders in the Rutland Road, constrain them to adhere in good faith to their original purpose. If we are right in this opinion, we can perceive no motive for withholding the expression of it.—"Honesty is the best policy" that oc-

urs to this Committee; and it is a policy that never lost a friend who was worth keeping, or defeated an enterprise that ought to succeed.

The original purpose of which we speak, was to open to Western Vermont, by the most direct and feasible route, the Boston market. And notwithstanding that purpose has, hitherto, failed to obtain from those whom it proposes to enrich, the encouraging response to which it is justly entitled, and notwithstanding that the numerous and perplexing, and irritating, obstacles which it has met, have in no small degree turned the thoughts and sympathies of many in another direction, yet we think it is not to be doubted that this original purpose is still the favorite one of the Stockholders. But, at the same time, we feel compelled to say, in the most explicit manner, that the purpose has been pursued to a point where it must command success, or submit to defeat. Its friends have done all that they could do, and much more than the immediate friends of similar enterprises, which have been successful, have been called on, or expected, to do. They have placed before the public the results, (as exhibited by profiles, maps, and detailed estimates,) of a most faithful and thorough survey by a careful and skillful engineer, of the line of their proposed road—they have collected and published such statistical facts and information as would serve to elucidate the important question of profitability of investment, and they have enlisted in the enterprise, the farming, manufacturing and other business interests of the country, to the unprecedented extent of a million of dollars. Farther than this they ought not to be asked to go. What remains to be done, must mainly be done, and done quickly, by other parties interested in this project. The stockholders in the Rutland Road are doubtless quite content with their present allotment of the "pleasures of hope." They will probably hereafter wisely discriminate between fair words and efficient action, and try to find out their friends, because they have resolved on the rough reality, if they care little for the pomp and ceremony of "breaking ground."

That the line from Burlington to Rutland will be speedily located and placed under contract, is rendered very certain. The determination of the inhabitants of Western Vermont to secure to themselves a railway connection with a market for their manufactures, and their surplus agricultural and mineral productions, cannot be repressed. But a railroad from Bennington to Rutland would not be the Champlain and Connecticut River Railroad which they desire to see completed. They trust this project will receive an impulse to-day which will carry it through in its unity. If the efforts that have already been made shall now be met with corresponding efforts from abroad, the work is accomplished—but if on the contrary, our enterprise is still to encounter hostility where it is entitled to look for zealous cooperation if our energetic action is to continue to meet only empty protestations of sympathy it needs no special wisdom in this committee to predict the inevitable consequence.

The undersigned recommend the passage of the accompanying resolutions.

Resolved, 1st. That a proper regard for her business interests requires that Western Vermont should forthwith secure to herself a connection by rail-road, with the Markets for her Manufacturing, Mineral and Agricultural productions.

Resolved, 2d. That with this view our aim has been, and still is, to secure the construction of the Champlain and Connecticut River Rail-Road in its unity and integrity.

Resolved, 3rd. However, That, in one direction or the other, by the way of Keene, or Bennington, we will have a rail-road.

Resolved, 4th. That the Directors of the Champlain and Connecticut River Rail-Road Company, are respectfully requested, at as early a date as they may deem expedient to levy an assessment on the shares in said Company, and cause the road to be located and placed under contract, or such portion thereof as in their judgment, a regard for the interests of the Company, and for the determination expressed in the third resolution may appear to demand.

Respectfully submitted,

D. W. C. CLARKE,  
D. A. SMALLEY,  
R. PIERPOINT,  
SAM'L MORGAN,  
H. BELL,  
A. G. DANA,  
H. NEEDEDHAM,  
T. T. BARRETT,  
JOS. WARNER.

The foregoing report, on motion of Mr. Pierpoint, was accepted.

Mr. Geo. W. Strong of Rutland, thereupon laid before the meeting the following communication, which was read:

To the Stockholders in the Champlain and Connecticut River Rail Road Company

The undersigned a prudential committee of correspondence and arrangements appointed to represent the interests of the Friends of the Western Vermont Rail Road Company—beg leave to submit for your consideration a few suggestions which seem to us

to be for the common interest of both companies.

In the opinion of the undersigned a Rail-Road from Rutland to Pittsfield in connection with the Champlain and Connecticut River Rail Road will present the most direct Rail Road connection between Montreal and New York and Ogdensburg and New York and must inevitably be the great thoroughfare for the immense business between those places; it will present to the valley of Western Vermont and the Stockholders of your Road a most direct communication with the large and numerous manufacturing towns of the interior of Massachusetts, Connecticut and Rhode-Island—and (as we think can be satisfactorily shown) by means of the Western Rail Road; which Road with the steady large business of their own can afford to do the business of Western Vermont cheaper than any new Road which must depend almost solely upon this large business for its support.

The committee who have the honor of addressing you would not speak so confidently of the advantages of the proposed Road as an avenue to Boston did they speak their own sentiments only. On this subject we are happy to say we but reiterate the opinions and assertions of the most distinguished Rail Road authority in New England. Already has a correspondence been commenced with the Western Rail Road Company which from the assurances already given, we have every reason to believe will result in the building of the Road from Pittsfield to Rutland, provided a favorable connection can be had with your company. The short time, however, which the subject has been before that company will not enable us in this time to make any definite proposition for a connection with your company. We are authorized by our Engineer, who has made a cursory examination of the route between this place (Rutland) and Bennington, to say that it is one of the most feasible routes in New England; that from the appearance of the route generally, he thinks there would be no grade exceeding 40 feet per mile; but of this he cannot speak with that degree of confidence that he can of the apparent cheapness of the whole line. This is evident to any one acquainted with the geography of New England. Our valleys all run North and South. The cost of roads thus far, has been much less, built in these valleys than in any other direction.

In addition to the above, we have received from friends of the Housatonic Road, assurances of the deepest interest in the success of our enterprise, from which we have the right to infer that the noble and courageous friends of that Road will respond with liberality to any call that may be made upon them for the prosecution of our Road.

For the above reasons we ask you to pursue a policy which while we think it must be the most for your own advantage—shall not be detrimental to the interests of the Western Vermont Rail Road Company. We ask you (if either portion of your Road is to be located and contracted) to locate and contract for that portion which will best accommodate the largest portion of your Stockholders and by far the largest amount of your business, will at the same time offer an inducement for the building of the Western Vermont Rail Road—thus furnishing the majority of your Stockholders and your business a better avenue to all the markets of the country at a less expenditure of money to your company, than will the building of the Road from Rutland to Bellows Falls.

On the contrary should you decide to build your Road from Bellows Falls to Rutland, while a larger original outlay, and a larger continual expense will be required, while but a small portion of the business of Western Vermont will be accommodated, which from its small amount must be perpetually charged with enhanced prices to pay the expense of transportation and the interest upon so large an outlay of capital, the effect will be, the removal of every inducement for the construction of the Western Vermont Rail Road, and thus will Western Vermont be deprived of all the numerous advantages which would be derived from the construction of a Railroad through its entire length.

LEONARD SARGENT,  
A. P. LYMAN,  
GEO. W. STRONG,  
C. W. FENTON.

The question before the meeting being on the passage of the resolutions, reported by the committee, animated and eloquent addresses were made by Mr. Prentiss of Keene—who read a very interesting letter from Abel Phelps, Esq., of Boston,—and by Messrs. Phelps of Keene, Parker of Pittsfield, Mr. Bishop of Bridgeport, Conn., a delegate from the Housatonic Railroad Co., Mr. Rice of Boston, Mr. Marsh of Shrewsbury, Mr. J. A. Conant, Judge Sprague, and Mr. Clarke of Brandon, Mr. Pierpoint of Rutland, Mr. Smalley of Burlington, Mr. Roberts of Manchester, Mr. Harrington of Boston, and Mr. Ormsbee of Rutland, who in the course of his remarks, read the following letter from Mr. Harbach the engineer of the North Adams Railroad,

Leonard Sargent, A. P. Lyman, G. W. Strong, and C. W. Fenton, Esqrs.

GENTLEMEN—I have made a cursory examination of the route between Bennington and this place preparatory to organizing a Corps of Engineers for prosecuting the surveys.—I have been most agreeably surprised in finding a valley of upwards of 50 miles in extent, between these mountains, where the natural obstacles and obstructions have been of so little moment. It would be next to impossibility for any Engineer to grade upon this line or in fact any other line, without first making a survey. But by comparison with the features of other lines, with the Housatonic rail-road, the Pittsfield and North Adams road, now constructing, (both mainly situated in the same Valley.) I do not hesitate to say that it need not exceed 40 feet per mile—and probably four-fifths of the whole line will bear comparison with the most favored. The Pittsfield and Adams Rail-Road, of which I have the honor to be Engineer, is estimated to cost about \$21,000 per mile and contracts have been made

to responsible Contractors which will bring the cost within that amount—of this sum \$10,500,000 is estimated for the superstructure and \$2000,000 for land damages leaving about \$7500,000 for the graduation.—Either of these three items are larger than they could be upon this line—and I think I am warranted in making the statement that this route would not cost over \$20,000 per mile. I have compared notes also with Mr. Gilbert's Survey to Burlington and I do not hesitate to say it can be built equally as cheap as that part of the Connecticut River and Champlain Road.

I have the honor to be gentlemen,  
Your most obt. Servant,  
F. HARBACH

Rutland, Jan. 14, 1846.

The questions being taken on the Resolutions they were adopted with great unanimity, but two votes being given in the negative.

On motion of Hon. A. G. Dana, it was Voted, that the proceedings of this meeting be signed by the President and Secretary and published.

Whereupon Mr. Linsley made some brief and animated remarks, concluding with a motion that this meeting do now adjourn, which was carried.

And the meeting was thereupon adjourned by the President *in his own name*.

T. FOLLETT, President.  
SAM'L SWIFT, Secretary.

CONGRESS.

The following proceedings of Tuesday, are from the telegraphic correspondence of the Baltimore Patriot:

To-day, January 6.

House.—Mr. Preston King rose, and asked and obtained leave to explain his resolution to Mr. Calhoun, which Mr. Rhet yesterday had so tactfully commented on.

Mr. Rhet replied in a very evasive strain and with much indignation. He said that if Mr. King intended to intimate that there was collusion between Mr. Calhoun and the British Ministry, the charge was false.

Mr. King rejoined. He had said what he had said, and Mr. Rhet might put what construction upon it he pleased. These remarks caused a great sensation, and a general rustling among the members was observed.

The Speaker called "order," which being restored.

Mr. Hilliard of Ala., who was entitled to the floor at the adjournment yesterday, arose and spoke his hour in favor of giving the notice to Great Britain, but not in the mode indicated by either Mr. Adams or Mr. Ingersoll. He moved an amendment, that the President be vested with the authority to give the notice, so that the responsibility might be his, to whom it rightfully belonged—said notice to be given by the President whenever he was satisfied that the matter in regard to Oregon could not be settled in any other way with honor to the United States.

The speech of Mr. H. was a brilliant and statesmanlike effort, and was heard with profound attention by the House, and it was manifest throughout an deliberate that the views of Mr. H. were making a decided impression on the members.

Mr. Bowler, of Missouri, here got the floor, but gave way to a motion of reference. A good deal of conversation ensued, and yeas and nays were called—which were being taken when this report was closed.

The following is one of the resolutions introduced by Mr. McConnel of Alabama.

Resolved, That while we hold the admission of Texas (which sought her way to independence) as a sister State into our Union, we now, with unaffected pride and satisfaction, have the determination of the Executive and Congress to uphold our title to Oregon, and in the same spirit we observe the growing desire to incorporate Mexico, Yucatan, California, &c., into the United States, and that Ireland is fully entitled to share in the blessings of our free institutions.

The Oregon Question.—The debate has been very warm upon this subject, which seems to agitate all parts of the country. In the speech of Mr. Giddings, of Ohio, we find the following sharp remarks:

"The manufacturers of New England and New York and Pennsylvania, he said, would be promoted by a war and the agricultural interests of the West would not suffer; and our principal burden would not be the defense of ourselves, or the taking of Canada, but the protection of the South. In the event of war, the South would suffer most; and already they are stricken at the prospect of servile insurrections, murder, rapine and blood, which is before them. Well, sir, this is your policy, not mine. You have proposed the conquest I will press. It is your life and the very dogs shall be trained. Let me say that I desire a slave insurrection; but, sir, I doubt not that hundreds of thousands of honest and patriotic hearts will laugh at your valiant and noble-sounding 'free speech.' No, sir, should a servile insurrection take place—should masses red and black mark the footsteps of those who have for ages been oppressed, my prayer to God shall be that justice—stern, unswerving, and unalterable justice, may be awarded to the master and to the slave."

The Washington correspondent of the Baltimore Patriot writes:

"I for one regretted that Mr. R. M. Hunter, who tried hard to get the floor today, did not succeed. I am anxious to hear his speech against the notice, and the other Oregon measures. The fact that he and 10 others of the 45 Representatives from Virginia, are opposed to the notice being given to England, is looked upon as an indication of the way the effort of the official organ will go—and it is to go—and although whose wishes, sentiments, fears or apprehensions are those that do most shape the present sympathy of the devoted editor of the official organ is a matter of course."

The fact is important, if eleven of the Representatives from Virginia do intend to go against the notice.

Fire.—The Howard Hotel, at Burlington, kept by Mr. Prouty, together with a store adjoining, were entirely destroyed by fire on the 2d inst.

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On the contrary should you decide to build your Road from Bellows Falls to Rutland, while a larger original outlay, and a larger continual expense will be required, while but a small portion of the business of Western Vermont will be accommodated, which from its small amount must be perpetually charged with enhanced prices to pay the expense of transportation and the interest upon so large an outlay of capital, the effect will be, the removal of every inducement for the construction of the Western Vermont Rail Road, and thus will Western Vermont be deprived of all the numerous advantages which would be derived from the construction of a Railroad through its entire length.

LEONARD SARGENT,  
A. P. LYMAN,  
GEO. W. STRONG,  
C. W. FENTON.

The question before the meeting being on the passage of the resolutions, reported by the committee, animated and eloquent addresses were made by Mr. Prentiss of Keene—who read a very interesting letter from Abel Phelps, Esq., of Boston,—and by Messrs. Phelps of Keene, Parker of Pittsfield, Mr. Bishop of Bridgeport, Conn., a delegate from the Housatonic Railroad Co., Mr. Rice of Boston, Mr. Marsh of Shrewsbury, Mr. J. A. Conant, Judge Sprague, and Mr. Clarke of Brandon, Mr. Pierpoint of Rutland, Mr. Smalley of Burlington, Mr. Roberts of Manchester, Mr. Harrington of Boston, and Mr. Ormsbee of Rutland, who in the course of his remarks, read the following letter from Mr. Harbach the engineer of the North Adams Railroad,

Leonard Sargent, A. P. Lyman, G. W. Strong, and C. W. Fenton, Esqrs.

GENTLEMEN—I have made a cursory examination of the route between Bennington and this place preparatory to organizing a Corps of Engineers for prosecuting the surveys.—I have been most agreeably surprised in finding a valley of upwards of 50 miles in extent, between these mountains, where the natural obstacles and obstructions have been of so little moment. It would be next to impossibility for any Engineer to grade upon this line or in fact any other line, without first making a survey. But by comparison with the features of other lines, with the Housatonic rail-road, the Pittsfield and North Adams road, now constructing, (both mainly situated in the same Valley.) I do not hesitate to say that it need not exceed 40 feet per mile—and probably four-fifths of the whole line will bear comparison with the most favored. The Pittsfield and Adams Rail-Road, of which I have the honor to be Engineer, is estimated to cost about \$21,000 per mile and contracts have been made

to responsible Contractors which will bring the cost within that amount—of this sum \$10,500,000 is estimated for the superstructure and \$2000,000 for land damages leaving about \$7500,000 for the graduation.—Either of these three items are larger than they could be upon this line—and I think I am warranted in making the statement that this route would not cost over \$20,000 per mile. I have compared notes also with Mr. Gilbert's Survey to Burlington and I do not hesitate to say it can be built equally as cheap as that part of the Connecticut River and Champlain Road.

I have the honor to be gentlemen,  
Your most obt. Servant,  
F. HARBACH

Rutland, Jan. 14, 1846.

The questions being taken on the Resolutions they were adopted with great unanimity, but two votes being given in the negative.

On motion of Hon. A. G. Dana, it was Voted, that the proceedings of this meeting be signed by the President and Secretary