REPORT

BY THE DIRECTORS OF THE RUTLAND & BURLINGTON RAILROAD COMPANY, made to the Stockholders at their Annual Meeting held at Rutland, January 13, 1848.

[illegible] the Champlain & Connecticut River Railroad Company makes its provision for a detailed report, to the Stockholders of even to the Legislature of the proceedings of the corporation, their receipts and expenditures, except through a committee of the legislature specially appointed for that purpose. It is believed, nevertheless, that the present occasion may be fairly improved to present to this large assemblage of Stockholders, a summary at least, of the proceedings of their Directors during the past year, with a statement from the Treasurer of the corporation showing its past receipts and disbursements, and our present fiscal condition.

The enterprise, in which we are engaged, undoubtedly is one of great interest and importance not only to our stockholders and the immediate region of country through which the road passes, but [illegible] of Vt. via Boston to N. England and N. York. A route by railroad by the direct way of agriculture and trade is moreover to an unparalleled extent, is penetrated by this road and rendered accessible at all seasons of the year. By it the markets of the Atlantic are brought to our doors, and over it the produce and travel of the mighty West and Canada will find their outlet to all our great cities and towns.

It was the purpose of the Directors to incorporate the embarrassments and difficulties which beset this enterprise in its early stages. To some extent they might perhaps have been rationally anticipated, [illegible] all railroad undertakings. But [illegible] to remember [illegible] that now strongly the existence of this project was threatened and perilled. The present success alone we are indebted for the cheering prospects before us. These prospects justify the anticipation of an early completion, according to our original design, connecting the river and the lake, and within the estimates furnished by our Chief Engineer, upon his preliminary survey.

It will be recollected that in January 1847 the Directors accepted the proposals of a party for the grading, masonry, bridging, and superstructure, and letting the iron rails on the Burlington division of the road extending from Burlington to Bellows Falls, a distance of 44 miles. The party undertook [illegible] upon the Directors in making the contract, as aforementioned, on or about the 1st of May, 1847, proceeded to relet that division of the road, which they were enabled to do to a company of contractors on equally favorable terms. The work was thereafter immediately commenced, and has been prosecuted since, with as much energy as seemed to ensure its completion within the season of 1848.

The grading and masonry on that part of the line extending from Bellows Falls up to and including the station at Mt Holly was also put under contract, in January 1847. On this division of the road a portion of the work has been interrupted, and in some instances suspended for a few weeks, by the failure or abandonment of the contractors. This portion has been relet, and the whole is now in the hands of parties on whom the Directors confidently rely for as an early completion of the work, as the nature of the country and the season of the year will permit.

In July, 1847, the Directors put under contract the balance of the main line, being the Rutland division, extending from the western slope of the mountain at Mount Holly, to the village of Rutland. Some of the contractors on this division also have abandoned their work and the same has been let to others, with the exceptions of some sections which do not require immediate attention, and which can be satisfactorily completed in the opening of another spring.

From the foregoing statement of facts it will appear that the whole line of road has been placed during the year of 1847, and now is, with a very slight and unimportant exception, under contract. The rates at which this work has been undertaken are generally very favorable and the contractors are men of experience and ability. That portion of the road between Burlington and Rutland and between Bellows Falls and Rutland, as all over to unless will be confidently believed, be in readiness for the cars by the 1st day of January, 1849, and the remainder at a somewhat later period during the same year.

It has thus far been the policy of the Board to urge the work of grading only on sections where a large amount of excavation or embankment was to be encountered, expense is formidable and requiring the time to complete, have been generally postponed—[illegible] as possible at the range [illegible] uninterrupted pursuit of the line [illegible] unnecessary loss of money. These sections will be commenced as early in the approaching spring as the weather and season will permit.

A proposition from a [illegible] experience to construct the bridges on the Bellows Falls, Mount Holly and Rutland divisions has been made and accepted.—These structures, so indispensable to the safe running of the road, and necessarily expensive, have engaged the careful attention of the board, and they have sought the best lights of experience and science to guide them to a correct result. The proposition so called, has received their application, and been adopted.

On the 14th of Jan. 1847, the Directors entered into a contract with an extensive iron manufacturer of Boston for the rails sufficient for the whole road—and on terms which at the time, were regarded as highly favorable to the Corporation. He has recently been compelled to yield to a severe pressure in the money market. Provision to which, however, and with his concurrence and assent, he was released from the delivery of the iron [illegible] thousand tons of [illegible] and the same quantity has been contracted for of English manufacture and at rates more favorable than had been stipulated for in the original contract. Our patrons will regard in the balance of the contract, are more especially confided to the gentlemen of our Board resident at Boston whose watchful care will be always directed to the subject, and through whose agency and instrumentality we have reason to hope for an early and satisfactory adjustment of the subject.

The Board take much pleasure in being able to state that for the rail iron which is required for the construction of the road and for its early furniture, we shall not be [illegible] to depend from abroad. The iron works established at Brandon and Forest Dale have been brought into use, have acquired and deserve a high character, strength, tenacity and solidity. By the manufacturers there we are to be supplied with our rail chairs and all other necessary castings appertaining. In this connection it is proper further to remark that some parties in Boston have recently erected an extensive manufactory at Brooklyn for the manufacture of railroad cars of all kinds, from which we have contracted for 100 freight cars, 40 passenger cars and 8 baggage cars. We shall be enabled, as time, to procure from this company the remaining equipments, including perhaps passenger cars, in number and quality equal to any now in use in the country.

The Directors have also contracted with the Taunton Locomotive Manufacturing Company, for eight Engines of 18 tons each, for passenger, freight, and light engines of lighter weight, of twenty tons each. These, when compared with the present power for such machinery, are thought favorably for the Corporation, and we have the best expectations to be able to supply and dispose of the contractors to give them in use of the very best material and workmanship, and embracing all the improvements of the present day.

Contracts for a large proportion of the iron and such as relates to the superstructure of the road, such as railroads and iron, and in many further contracts have been entered into.

The Directors have concluded an arrangement with the Cheshire Rail Road Company, by virtue of which the two companies are to use, in common, the Depot grounds and Depot buildings at Bellows Falls, the common termination of both roads at Connecticut river. A large saving of expense, only by this measure, to both corporations, and the greatest facility afforded for the interchange of business on both roads.

[illegible] of land in Bellows Falls Depot and land for the road to the depot [illegible] in connection with the Boston, Rutland and Bellows Falls, the land for depot has been principally secured.—The quarries taken varies at the different localities, as in the judgment of the board the future wants of the Corporation may require. An opportunity was presented at Burlington for the purchase of a tract of land of about seventy acres on the road, and so favorable, that it was embraced at once. Portions of it will not be required for immediate use, and should the Corporation so determine, it can be sold either now, or probably at any future period, at a considerable advance upon its cost. It is rapidly increasing in value, and in connection with other lands owned by the corporation, (giving us a Lake front of about 2500 feet contiguous to the business section of the town and in immediate connection with our Depot buildings) cannot fail to increase in value as the city comes to come. These grounds afford ample room for the accommodation of all the roads which may ultimately terminate at Burlington, and it cannot be doubted that the wise and comprehensive policy adopted in regard to these great enterprises will in the end conduct them to the public convenience, and in unison with the interests of each corporation to bring them all to a common termination.

The Depot grounds at Rutland have been so long, and the grade and track adjusted with reference to a connection with the Rutland and Washington rail road,—a road recently chartered and which the Directors believe should soon to be built. This last road connecting with the Western railroad Saratoga and Rutland, opens to us the waters of Lake Champlain and the head of navigation, the markets of the Hudson river and the immense trade and travel of the great West.

Saratoga and Rutland Railway Facilities—and probably there will afford ample accommodation not only for our road, and the Cheshire rail road, but for the roads in the valley of the Connecticut, diverging therefrom between and below, to the [illegible] in the most easy with favorable grades and curves. Extensive [illegible] are contemplated to be opened, [illegible] through the valleys of the Connecticut and Passumpsic to the north line of the State and connect with Montreal. Such a connection, in addition to that of the Connecticut with Springfield, Hartford, New Haven and New York—Gravitating over the Cheshire and Vermont and Massachusetts and Rutland [illegible] Montreal [illegible] Indeed it may be said that when the [illegible] Rutland and Burlington [illegible] connections now in progress, [illegible] which almost every important town in Vermont, New England and New York, and [illegible] the great markets of Canada and the rich and teeming boundless West.

The Depot grounds at the other very important and thriving village located are still [illegible] to accommodation, amply sufficient, the business of those towns and of the country which extensively [illegible] the Directors intending in this matter, to secure room enough at all places for the probable emergency.

Much effort has been made and a deep anxiety felt to secure the land for our road, by private negotiations with the proprietors. In this effort the Directors have been successful to a considerable extent, though not entirely so. It has been [illegible] necessary to [illegible] the Commissioners appointed and [illegible] for a portion of the land required in all the cases except the vicinity of Chateaugay. Those appraisals have, thus far, we believe, given very general satisfaction, but few appeals having as yet been taken therefrom.

At the last session of the Legislature an amendment of our charter was obtained, which authorizes the construction of a branch from our main line at Vergennes to the navigable waters of the Otter Creek. The great importance of reaching those waters must be obvious to all. We thus come in connection with a very extensive water power, now considerably improved and with the navigation of the Lake through the Creek, at a point opposite one of the great iron regions in northern New York, where is already concentrated a large amount of foreign and domestic capital.—The Directors have presumed that the Company would accept the grant, thus made, as an amendment to their charter, and in this belief have invited proposals for the grading and masonry of this branch road, have received such as are satisfactory, and, unless otherwise ordered, will proceed to accept the same and enter into the usual contracts for its construction.

The financial condition of the corporation is shown in the Treasurer's Report, hereunto commenced. From this it will be perceived that the sum of $[illegible] is in the hands of the Treasurer, subject to the order. Notwithstanding the work performed has been paid for on the monthly measurement of every month, cash has accumulated they not our immediate wants, and to prevent any loss of interest the Directors have invested in Boston from time to time [illegible] in stocks [illegible] safety.

The experience of the past year, the [illegible] of the debates and [illegible] in [illegible] all business affairs are [illegible] have acquired the direction, where several conditions in the liability and probable endurance of the undertaking. The stockholders of our stock in market, under a severe pressure for money, furnishes the surest evidence that their line of road [illegible] the favor and confidence of great [illegible] deserve.

The zeal, energy, and perseverance in the Stockholders, which have [illegible] characterized all their conduct, need only [illegible] the whole work to a speedy and favorable conclusion.

By order of the Board of Directors

T. FOLLETT, *President.*

TREASURER'S REPORT

SAMUEL SWIFT, *Treasurer*, in account with the Burlington and Rutland Railroad Company.

	Dr.
To whole amount received on account to the 31st Dec. 1847,	$[illegible]
	Cr.
By payment of the following sums:	
For incidental expenses,	$5,432.55
and legal expenses,	2,027.56
engineering,	26,579.23
land, land damages & fencing	40,554.39
construction,	165,584.50
salaries,	1,221.00
balance of interest	254.53
Balance in deposit subject to the control of the Treasurer,	116,417.39
	$366,675.58

SAMUEL SWIFT, *Treasurer.*

[illegible] N. O. [illegible] Jan. 11

LATER FROM MEXICO.

There were several arrivals in the river from Vera Cruz yesterday, the latest being the steamship Virginia, Capt. Tucker which left on the 8th inst. and touched at Tampico.

The most important intelligence by this arrival is an indifinite but very current report that secret negotiations are on foot which promise peace. We have nothing very tangible to give subscribers but not be low such circumstances as favor it.

It appears that despatches were received at Vera Cruz on the night of the 31st ult. by a courier from Mr Trist, the British Charge. They were despatched to him at the king of war Dating which arrived [illegible] days since. Though no [illegible] of the despatches the [illegible] at Vera Cruz from the last they were conducted by a vessel of war [illegible] They were [illegible] that a [illegible] Mr Trist and Mr [illegible] under Ex [illegible] Nothing [illegible] correspondents is confident that the Saratoga brought over despatches from Mr. Trist, for the Government at Washington, asking to have his powers renewed.

The evening of the 2nd inst a detachment of [illegible] Dragoons, under Captain Gordon Rose arrived from Mexico having left on the 27th of December. Mr Trist still is accompanying the train—Capt. Rose brought down despatches for Wm Jenkins. Through this channel we have [illegible] papers from the city of Mexico [illegible] Capt. [illegible] Newspaper [illegible]

[illegible] Miles with a [illegible] of [illegible] Mexico [illegible] S. [illegible] Vera Cruz [illegible] Mr. [illegible] Jan. 1848 [illegible] Orleans [illegible] Bankhead.

A small command had been despatched from the city of Mexico, composed principally of the 1st Infantry under Col. Wilson, for the purpose of escorting Richard Meade, on the road to Tampico for the purpose of collecting revenues from the custom houses. Another was expected to pass on to a date for Tuxpa, the Capital of the State of Mexico.

Gen. Marshall was still at Jalapa on the 20th ult. awaiting the arrival of Col. Miles train. Upon his arrival his force would be about 3500 men, according to the Free American.

On the 20th ultimo, John Reynolds of Company D, 5th Infantry, was hung for murdering a Mexican woman.

Gen. Smith, Governor of the city, has had a serious misunderstanding with the ayuntamiento or the municipal council and consequently dissolved it. A new council was promptly installed.

There is a story in the Mexican papers that Santa Anna had embarked at Sacrificios for the report of Sa. Mas. The Mexican's correspondent says that the Government is much embarrassed for want of resources. The State of Jalisco had not paid the contingent voted by the recent council of Governors. It had lost the tobacco rent, also by giving unlimited freedom in planting. Gen. Scott's order of the 15th had arrived and a meeting of ministers was held in consequence. There was considerable alarm lest the Americans would go to Quaretaro to occupy the city and families were beginning to move away. There was much talk of a pronunciamento, but none had taken place. The Santa Anaists and Puros were in full union, and were doing all in their power against the government, and to bring about a revolution. Their utmost efforts were directed toward destroying the credit of the government.

RUTLAND COUNTY HERALD.

Wednesday Evening, Jan. 26.

THE NEXT PRESIDENCY

The editor of the Boston Atlas, writing from Washington under date of Jan. [illegible], in speaking of the various candidates now talked of as nominees for the Presidency says "It is generally conceded here that Mr Clay will be the Locofoco nominee. He is strong and unprincipled, and will carry out any measure his party may propose.—His election would, in my opinion, be more disastrous to the country than even the election of Mr Polk has been, and I venture to assume that not one of every true friend of the Union, of Peace, and of Political morality, to defeat him, or any of his stripe.

Mr Clay has many influential friends, who press with all their zeal and ability his nomination. They profess to believe him the strongest man that can be made a candidate. That he has many warm supporters in the country, no one can or will deny, and that he would make a model of an Executive, no Whig at least will question. Yet that he is at the present time the most available man, is the point on which the party differ. There seems to be a strong disposition evinced to make the next campaign a victorious one.—The present position of affairs here and in Mexico renders this desirable almost beyond calculation. If the Whigs are defeated, as I fear, and such a man as Clay is elected, I have, and so have others wiser and abler than myself, gloomy forebodings of the destiny of our country. Mr Clay's friends are numerous and influential, but there is a very large class of ardent and enthusiastic Whigs who doubt the policy of running him again, and think that with him defeat would be inevitable. This class generally prefer Taylor as a candidate, though there are many who name McLean, and Scott, and Webster, but at the present time in the city of Washington the two main currents of opinion go for Clay and Taylor.

I have heard some Taylor men say that they would run him, Convention or no Convention, and I have heard some Clay men say that they would vote for "no one but Harry Clay as long as he lived, and that after his death they would go for his Executors." Now all this is mere verbiage, and is no indication of what either party will eventually do. Among the wise and discreet men, a National Convention is advocated, and by the decision of that body they will abide. It is generally conceded here that Taylor is a Whig, but the equivocal position he now holds, of seeming to court the support of both parties, displeases many, and unless he comes out boldly upon the Whig platform, and tells the country in language unequivocal what are his views concerning this war, and the policy he would pursue in regard to Mexico, and other matters more or less important, he can calculate upon but a feeble support from the Whig party, and upon none at all from the Locofocos. Those who know Taylor say he is as sound as Mr Clay or any other Whig upon these issues. If so, why then not say so publicly, and end all doubt."

RUTLAND AND WASHINGTON RAIL ROAD

We had the pleasure of attending a meeting of stockholders on Monday of this week, the business of which was a novelty in Vermont. It was a meeting of the Commissioners of the Rutland and Washington Rail Road, to ascertain whether a sufficient amount of the capital stock had been subscribed to authorize them to take measures to organize the Company. It appeared on opening an examination, in case the entire capital stock was some [illegible] more than [illegible] subscribed, so that the most important business of the Commissioners [illegible] and appointed a [illegible] Among the subscriptions for stock we noticed one for twenty-five hundred shares—one-tenth of the capital stock of the company—[illegible] shares—made by two individuals, one of whom is among the most eminent contractors in the United States, and the other one of the most sagacious and correct judges of the value of Railroad stock in the country. The large amount of the subscription seems to be a matter of surprise to some, but it seems to us that it should be to those who fully appreciate the sure value as an investment, and the deep interest to the rich and populous section of country through which it runs. We should judge from appearances that the southern or Poultney route would have the preference, but we hope that in the location of the road the Directors will, to the utmost of their power so locate as to accommodate all the considerable interests in the western part of Rutland County.

Gen. Sam Houston, arrived at New Orleans on the 10th inst., en route for Washington to take his seat in the United States Senate, to which he has recently been elected.

A Good Move.—The young men of Rutland are formed themselves into an association for the purpose of procuring a series of Lectures on literary and historical subjects, to be delivered by distinguished lecturers. This is an example worthy of imitation by young and old.—(Brattleboro' Eagle.

We copy the above flattering notice, for the purpose of showing how others look upon the efforts of the young men of our town to elevate and improve the literary taste of our people, by affording them an agreeable pastime combined with useful instruction.

In addition to the above we may add, that the Lecture delivered before this Association by Prof. Sharon, on Monday Evening last was one well calculated to please an enlightened audience, and encourage still further our young gentlemen in their efforts to carry out successfully the laudable enterprise above alluded to.

☞ The legislatures of the following states are now in session, viz.—Massachusetts, N. York, New Jersey, Pennsylvania, Maryland, Virginia, Florida, Alabama, Texas, Kentucky, Ohio, and Indiana, and delegates of the people of Wisconsin are assembled in convention for the purpose of forming a constitution and coming into the union of the States.

Postage Laws.—The Legislatures of New York, Pennsylvania, Ohio with Vermont have passed resolutions, and unanimously we believe, instructing their respective delegations in Congress to use their exertions for the repeal of the alterations in the postage laws made at the last session, relative to newspaper postage.

☞ The famous suit of Mrs. Gaines, wife of Major General Gaines which has been so long pending, has at length been decided in the U. S. Supreme Court, at Washington. Mrs. Gaines recovers 2 or 3 millions of dollars. The costs, on her part, of this protracted suit amount to something like one hundred thousand dollars.

Michigan.—The Legislature of this State convened at Michigan city, the new capital, on the 1st inst. A. W. Ruell formerly of this county was chosen speaker of the House.

☞ Major Bliss, the brave soldier and accomplished secretary of Gen. Taylor, is now in New York.

The British ship India has arrived at New York, 57 days from Liverpool. The Captain and thirty-nine passengers died of ship fever on the voyage.

RUTLAND COUNTY TEMPERANCE CONVENTION.

The Rutland County Temperance Society held its annual meeting in the Court House in Rutland, on Thursday, Jan. 13, 1847.

Hon. Zimri Howe, President, took the Chair, read the call of the Executive Committee and awaited the order of business.

On motion of Mr Barrett, *Voted*, That a committee of three be appointed by the Chair to nominate officers for the Society for the coming year. The Chair designated Messrs. Barrett, C. Spencer, and Mr Marsh of Clarendon for this Committee.

Also on motion of Mr Barrett, *Voted*, To raise by nomination, a committee of five to prepare business of the meeting, and Prof. E. S. Carr of Castleton J. L. Marsh, Esq. of Clarendon, J. Barrett, Jr. of Rutland, S. W. Hodges, Esq. Clarendon, and L. Daniels of Rutland were appointed to the duties of this committee.

After informal remarks from several gentlemen, by consent of the Chair, upon the main object of the meeting, the morning being spent and no business in readiness for the action of the Society.

Adjourned for one hour.

Afternoon.

The President called the meeting to order and requested Rev. Mr. of Taylor, of Cuttenden, to open the meeting with prayer.

The nominating committee named the following gentlemen for officers of the society the ensuing year.

President.

CHESTER SPENCER, Esq. of Castleton,

Vice Presidents.

Jesse T. Peck, D. D., of Poultney.
Hon. Frederick Button, of Clarendon,
Hon. Samuel H. Ketcham, of Pittsford.
Orel Cook, Jr. Rutland, *Rec. Secretary.*
S. H. Hodges, Rutland, *Cor. Secretary.*
James Barrett, Jr., Rutland, *Treasurer.*
Hon. A. L. Brown, Rutland,
S. W. Hodges, Esq. Clarendon,
B. F. Wheeler, Pittsford, } Ex. Com.

The report of the nominating committee was accepted and the gentlemen named duly chosen to their respective offices.

Mr. Spencer took the chair and called upon the committee of overtures for business. When the following resolutions were presented and after having been separately discussed in a *spirited* and forcible manner and after eliciting many eloquent, happy and useful sentiments from Messrs. Chas. Walker, Mitchell, Steele, Higley, Taylor, S. H. Hodges, Everts Barrett, J. L. Marsh, Esq., Prof. Carr, and others, were unanimously adopted.

1. Believing that the present License Law, though not perfect in all respects, and liable to abuses is on the whole as good a law as we are likely to obtain in the present state of society, and all things considered, it affords the necessary aid to the friends of temperance in carrying out the benevolent objects if they persevere in united efforts and counsel. Therefore Resolved,

1. That we approve of the Law.

2. And call upon the friends of temperance to unite in carrying it into full execution.

3. Resolved, 1st That this society recommend to the town societies of the county each to appoint eight proper persons to see carried into execution the License Law and if necessary to prosecute violations of this Law.

2d. And that it is the duty of every friend of temperance to aid and sustain such committee with information of otherwise.

3d. Resolved that this Society advise the town and district temperance committees, throughout the county to revive their meetings, to appoint efficient officers and see that the pledge is presented to every person capable of understanding its obligations within their limits and to discipline every violation of the pledge.

In discussing the 3d resolution Mr. Higley was very happy in his allusion to the existing war with Mexico, and Rev. Mr Mitchell of Wallingford in repeating a very quaint and graphic extract from a work written a hundred years ago.

The following resolution was introduced at too late an hour for consideration and was laid upon the table for future action.

Resolved, That this society raise a committee to select from the standard Temperance literature of the country, matter of the most weighty, useful and interesting character, sufficient for twelve tracts to be printed under the auspices of the Society, for gratuitous monthly circulation, by colporteurage or otherwise, to every family in the county.

Voted, To request the several newspapers of the county and the Vt. Temperance Herald to publish the proceedings of this meeting.

Voted, To adjourn *sine die*.

C. SPENCER, President.

O. Cook Jr., Secretary.

LEVYING CONTRIBUTIONS.

By the following circular, it will be seen that the Government at Washington are carrying out the plan of collecting the internal taxes of Mexico:

[CIRCULAR.]

Matamoras, Mexico, Dec. 27, 1847.

I. All the internal taxes of every description, whether upon persons or properts, which were collected by the authorities of Matamoras, before the war between the United States and Mexico—either for the revenue of the Mexican government, for the state of Tamaulipas, or the city of Matamoras—will, from and after the 1st day of January, 1848, be paid to the undersigned, at the Quartermaster's office, corner of Bravo and Morelos streets.

II. All owners of manufactories or produce of the country, of every kind, coming from the interior, will immediately on their arrival at Matamoras report at the Quartermaster's office, that their goods or produce may be examined, and the taxes on the same be collected.

III. Any person failing to report as above or refusing to pay the taxes, shall not only forfeit his goods or produce, but shall be liable to fine and imprisonment.

IV. Any sale of the right to use the ferries in the jurisdiction of Matamoras, or the privilege of renting out the market, which may have been made by the city counsel, will be annulled on the 31st day of this month, and a new sale will take place on that day, at 11 o'clock, A. M. in the principal Plaza.

V. The owners of all Stores, Groceries, Billiard Tables, Hotels, Eating Houses, Gambling Houses, Bakeries, Brick Yards, Cock Pits, Manufacturers of Liquors, whether Americans, Mexicans, or Foreigners, will pay at my office, between the first and fifth of each month, the taxes on their respective establishments.

VI. The taxes on real estate and the poll taxes and all other taxes and fines not mentioned above, will be collected by my agents, whose names will be rendered public as soon as they are appointed.

W. W. Chapman, Capt. U. S. Army,
Collector of Internal Customs.

Stealing Uncle Sam's Mules.—The following queer notice appears in a Vera Cruz paper of the 30th ult.

Vera Cruz Market.—Price of American Mules. Alejandro Sardenero and Ignacio Bizmonte both Mexicans, will receive by order of the military commission, "forty save one lashes on the bare back," this evening, at 4 o'clock, in the Plaza.—"Mule stealers" are respectfully invited to attend.

Election Riots in Montreal.—The election in the city of Montreal was brought to a sad lull close on Wednesday the 12th, by the withdrawal from the contest of Messrs Lunn and McKenzie, the conservative candidates, leaving the field to Messrs Holmes and Lafontaine, the Liberals or Radicals. The cause of this movement was a severe riot on the preceding day, in which fire arms were freely used, and the attempt to prevent a renewal of which by force, would probably have brought on a scene of bloodshed most lamentable to behold.

So far the organs of both parties agree in telling the story, but there is some divergence in the ascription of culpability, the Courier, for instance, makes the French Canadians and other partizans of Messrs. Holmes and Lafontaine the aggressors, while the Herald distributes the blame more impartially, if it does not throw the largest share upon the Conservatives.

What seems to be established is, that after a number of street skirmishes, a large body of Liberals gathered in front of the Conservative head quarters, the Royal Oak Inn, St. Mary street—that stones were thrown at the window, soon followed by discharges of fire arms both from and at the house, fortunately without fatal or even very serious results. Finally a rush was made from the house, the outsiders were driven off in a great hurry, some of them getting cruel thumps from bludgeons, the military were called out and the row ended. The Herald says that bands of men, armed to the teeth, were engaged and paid on both sides.

At the close of the poll on Tuesday the liberal candidates were considerably ahead of their competitors.—[N. Y. Com. Adv.

Thunder Storm.—The magnetic telegraph to the Buffalo Courier states that a heavy thunder storm was raging on Tuesday afternoon, 18th, between Auburn and Syracuse.