

making appropriations, and authorizing the treasurer to borrow for the support of Government; relating to pedlars—severally passed.

The House resumed the consideration of the bill incorporating the Railroad Bank, the question being on the second reading; Messrs. Russell of B. and Henry supported it, Messrs. Smith and Walker opposed it—ayes 81, nays 55, so it was rejected.

The House resumed consideration of the bill paying a tax on Addison County, the question being upon the amendment of the Committee: it was agreed to. After a statement of facts by Mr. Gregory, the bill was passed by Mr. Niles, supported by Messrs. Gregory, Bullock and Wright, when Mr. Lawrence moved to amend so as to leave it to the Judges of the Supreme (instead of the County) Court to accept the jail when completed—last, 82 to 30. The bill was ordered to a 3d reading.

SENATE.

Reports.—By Mr. Hodges, from the committee appointed for the purpose, the names of Silas H. Jenison, Nathan Smith, and David M. Camp, to be inscribed in the resolution now before the Senate providing for the differently employing the labor of the State Prison: accepted. By Mr. Bradley, from the Committee on Banks, in favor of the House bill incorporating the Brandon Bank; bill laid on the table. By Mr. Foster, from the Judiciary Committee, in favor of the House bill regulating certain fees of sheriffs, allowing them \$1.50 per day for attendance on Supreme and Chancery Courts, passed.

Resolved, That the General Assembly hold no, as did the colonists in 1774, that it is essential to American liberty that no man be condemned unheard, or punished for supposed offenses, without having an opportunity of making his defence; and that the imprisonment of any citizen of a sister State by the authority of another State in the Union, without the allegation of any crime and solely on account of a color, is a palpable and gross violation of the Federal Constitution.

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the five alive until March meeting, and let the people put it out if they please. Mr. Stoddard said the bill did not present the issue fairly to the people; the question would be, will the people tax themselves to replace the fund?—and unless the bill is amended so as to present this question he could not go for the bill. Mr. Miner said if any thing could be given to the poor children by this bill he would support it—his children are not his; he would support a bill that a few years ago a very distinguished gentleman who was supported by the Democratic party for Governor last September, had stood up in this hall and declared that this fund could not be available for the poor children at least for a century: Mr. M. also alluded to the declaration of either distinguished gentlemen of the same party, maintaining that so far as children were concerned, this fund was abolished by the act of these gentlemen years ago. In his judgment, no state had done more for common education by way of taxation than Vermont—by her laws every district in the State has full power to fix the amount and enforce the collection. Mr. Thomas replied that Gov. Slade materially differed from the Hon. John Smith, making the time far less in which the fund would be available, and went into calculations to show that Gov. Slade had fixed the time so that the 1858 would see the fund available: he was mortified to say that Vermont had taken this fund to build a splendid state house. Bill rejected, 100 to 72.

Engrossed Bills—Taxing counties of Orange and Addison, (the latter 125 to 36), and in relation to shire town of Orleans county; passed.

Adjourned.

SENATE.

House Bills.—Assessing a tax on the County of Addison; to the Senators from Addison, Assessing a tax on the County of Orange; to the Senators from Orange.

Engrossed Bills—To pay Sylvanus Ripley; passed. Relating to highways and bridges, supported by Messrs. Smith and Harrington, passed 15 to 9. Mr. Foster moved to amend by providing that the act shall not take effect until November, 1847; supported by Messrs. Burton and Foster, and opposed by Mr. Miner, and carried by a vote of 10 to 5, and the 13 to 10.

The bill in addition to chap. 20 of R. S., by providing that trustees suits may be brought when the matter in demand, and the effects of the bonds of the trustees shall be made good, was taken up, and, on motion of Mr. Burton, was indefinitely postponed.

The bill to incorporate the Bank of Brandon was taken up, and after remarks in its favor of Mr. Cushman and against it by Messrs. Hodges and Howe, it failed of a third reading by a vote of 10 to 17.

The bill relating to costs in civil actions, providing that defendants who have an action by plea of bankruptcy shall in no case be allowed costs, was taken up, and, on motion of Mr. Burton, was indefinitely postponed.

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of uniform companies on the State taxes, with the expression of no opinion; indefinitely postponed.

The resolution providing for the distribution of the report was taken up, and after the adoption of the amendment proposed by the committee on Finance, limiting the distribution to about 500 copies, it was passed.

REMARKS OF E. H. DERBY, ESQ., AT THE MEETING AT THE TEMPLE, ON TUESDAY, OCT. 26TH, IN AID OF THE RUTLAND RAILROAD.

E. H. Derby of Boston said: He had listened with pleasure to the eloquent speeches of the gentlemen from Vermont and New Hampshire, and although he came with no intention of making an address, he could not refrain from saying a few words. After having taken part in starting the Western, Fitchburg, Vermont Central and other roads, keep silence on this occasion.

Allusion had been made by the gentleman from Keene, to the Fitchburg Railroad, and a fear was expressed that its income would be diminished when the timber, which gave it a large revenue, was exhausted, if the Rutland Railroad should not be constructed. He had great confidence in the Fitchburg Railroad—had been connected with it from its infancy—during a period of weakness, and had seen it move onward in success and popularity, until the original subscribers realized, in premiums on stock, new shares and dividends, nearly fifty per cent. It was true it derived large revenues from wood and manufactures from wood; but wood on the Fitchburg line was an article of value; forests were preserved and cherished, and would continue to be made into chairs, pails, hollockpins, shoe-pegs, and other manufactures.

The country was productive of other freight, its little streams were studded with factories. In this respect, there was a marked contrast between the Worcester and Fitchburg roads, when first opened. The one, in its first year, afforded about twenty and, with the other, five-fold that amount; and with the Vermont and Massachusetts, and Chesham lines, both tributary and the natural growth of traffic, must continue to pay ten per cent.

The local business would increase also—on our line, business once in eight years. But while he could not concede the dividends might be endangered without the Rutland; while the note was good, he had no objection to a strong enterprise, which would be a blessing to Vermont, alike productive in minerals and agriculture, would give the note additional currency; and soon demand a double track to be paid for by shares yielding a premium. He appreciated the importance and the resources of Western Vermont; he was familiar with her rounded hills and fertile vales, covered with almost perennial verdure. It was a fact he had lately discovered, that a recent treatise on aqueducts, that the Rutland fell in rain on the slopes of the Green Mountains was fifty per cent. more than the fall in Boston. Whether or not it was, that the clouds, rolling east from the sea, and west from the lakes, were condensed upon those hills, an exuberance of moisture fell on a rich soil in a temperate climate, gave beauty to the features, and health to the people.

Resolved, That the Vermont steadily adheres to the policy which is consistent with the organization of the National Government, of imposing duties upon foreign productions, with such discriminations as the rates of duties and the articles taxed, as shall secure a revenue adequate to the expenses of the government, and liberal protection to the productions of our own people.

Resolved, That we do now, in the name and behalf of the people of Vermont, most earnestly and solemnly protest against an act reducing the duty on imports, and for other purposes, as being a measure entirely subversive of the wise and beneficent principles which have been maintained from the foundation of the government, and an ill-timed and dangerous experiment upon the finances of the nation and the business of the people.

The bill incorporating the Bank of Brandon was indefinitely postponed.

Mr. Robinson presented a resolution, tending the thanks of the Senate to His Honor Leonard S. Sturges, for his noble and impartial manner in which he had presided over the deliberations of the Senate.

The President responded, in a brief manner, thanking the Senators for this expression of esteem, assuring them of his warm interest in their individual welfare, and wishing them a happy return to their homes.

The two Houses exchanged messages that they had completed their respective business. The Governor notified the Senate, that he had no further communications to make, and at half past 2 o'clock, A. M. the Senate adjourned, sine die.

Except the proposing the resolutions deprecating the Mexican war which we shall publish next week, little other important business was transacted by the House.

The usual messages being exchanged between the Houses at 3 o'clock in the morning, the House adjourned sine die.

WHEAT, FLOUR, BREADSTUFFS, &c.

The following article which we copy from the London Shipping Gazette of October 2 will be read with interest by our Farmers as well as dealers in Breadstuffs generally:

Though Wheat has risen in value about 15s. per quarter since the end of July, and prices of other descriptions of grain in nearly the same proportion, an opinion is prevalent that quotations will be much higher during the approaching winter. The grounds for this belief are, the ascertained deficiency in the produce of all spring corn, and the extensive failure of the potato crop. That Great Britain will require a very large importation of grain before the next harvest cannot be questioned; and as the stocks of old grain are comparatively insignificant all over Europe, whilst the harvest of 1846 has turned out more indifferently on the Continent than in England, it may be difficult to secure the requisite quantity. To succeed in doing so, it will certainly be necessary to pay high prices, as their own necessities will render our continental neighbors more than usually cautious in parting with their produce. Prices have already got up considerably at all the leading ports in the Baltic, and by the Britannia steamship we learn that the expectation of a failure of the potato crop in Europe had caused a rise in the value of flour of three fourths or a dollar per barrel at the principal markets of the United States. We are, however, glad to learn from thence that the yield of both Wheat and Indian corn, was abundant over the greater part of North America. The latter article it is true, had not been secured, but it was in no advanced state as to be considered out of danger. Great as are the resources of the United States it would be unwisely to calculate on any thing like a supply from thence at all adequate to our wants.

Her success in railroads gave her weight and influence, and her action would inspire courage in the interior. And what was \$200,000 to Boston? It did not equal the dividend of two of her factories, or two of her railroads. Paid in small instalments, it would not be felt, and the road itself would be built by sections. He knew the power of Boston; had seen, within a few months, three-fold that sum raised here to buy the Michigan Railroad, and still larger sum to buy the railroad from Philadelphia to Baltimore; and he knew with reasonable efforts it would be secured. He trusted Bostonians understood and appreciated the railroads of Massachusetts. They would this year bear upon their cars more than half a million tons of freight, and the cost of the Western, would soon rival the Western. The line to Ogdensburg would be carried through, and connect with one or more of the Vermont roads. Mr. Hayward, the engineer, had just returned from his survey, and spoke of it as a surface line, with no grades from the west exceeding 26 feet to the mile. The ferry across Lake Champlain could be reduced to two miles. On such grades 3000 barrels of flour could be drawn on one train, and he of flour could be produced, that with the aid of this cheap line, flour should be delivered at Boston, from the Great Lakes, as low as New York, and we should compete, on equal terms, for the three millions of barrels—soon destined to be four—which descended the Erie Canal; and when he considered Boston was in the very heart of Massachusetts, at least 20 miles nearer England, and every other navigator, he could not doubt to which city would gain the eventual ascendancy.

He trusted the enterprise would succeed, stocks would not depreciate, if the friends of each enterprise would sustain their own and forbear from assailing others. They might, and he trusted would, go on harmoniously, and successfully together, and find ample scope for each other in their individual resources.

Resolved, That the Directors of the Fitchburg Railroad Company hereby agree that the Vermont Central Railroad Company, as such, its officers and individual stockholders shall be perfectly free and fully at liberty to act with, and receive aid from, and connect with the Northern Railroad Company (N.H.) when, where, and upon such terms as the directors or stockholders of said Vermont Central Railroad Company may deem for their interest;—and it is deemed to be advisable that the said respective corporations, as such, and their respective boards of directors, and their individual stockholders should be perfectly free and untrammelled by any obligation, or honorary understanding, now existing, or supposed, by any persons or corporations, to exist, in relation to the premises;—

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