



3-20-1851

The Eastern Mail (Vol. 04, No. 35): March 20, 1851

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Recommended Citation

Maxham, Ephraim and Wing, Daniel Ripley, "The Eastern Mail (Vol. 04, No. 35): March 20, 1851" (1851). *The Eastern Mail (Waterville, Maine)*. 190.
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A Family Newspaper.....Devoted to Agriculture, Literature, the Mechanic Arts, and General Intelligence.

NO. 35.

people of this country have yet to learn that their only escape from the oppression of capi-

ORIGINAL POETRY.

THE CITY'S POOR.

Colly the wind blows,
Fitting the snow flows
Through the casement's e'en.

Where are the friends,
This bitter morn?
Homeless and penniless,
They wander forth.

Scanty their covering,
Ragged and old,
See them now shivering,
Benumbed with the cold.

O'er icy pavement
Threading their way,
Jostled by passer-by,
Lonely they stray.

Each face closely scanning
With countenance meek,
A piteous imploring,
In vain do they seek.

With footsteps all faltering,
Still onward they go,
Where riches unceasing
In streams overflow.

Their cup, though so bitter,
Seems now running o'er,
For even by menials
They're spurned from the door.

Soon night's sable curtain
Warms all to retire,
To palace, and cottage,
And bright blazing fire.

No sweet voice of friendship
The starving one knows;
No soft downy pillow
Invites to repose.

Oh! ye unfortunate,
Haggard and pale!
Would that importunate
Tears might prevail.

To open the coffin,
So rich in its store,
And able to proffer
Relief to the poor.

Joy! joy to the world!
When justice is done,
And Avenger hurried
From a usurped throne.

And man's only boast,
That riches are given
To lead the lone tempest-tossed
Onward to Heaven.

The teacher must carefully avoid hastily resorting to the rod; he must neither box a child's ears, or pull its hair, or lift it on the head, or any tender part; or use any other instrument of punishment than a rod or stick; and that only for great faults. Even then, this kind of punishment may only be resorted to after having obtained the consent of the Landrath, and of the parents of the child, and in their presence.

Anecdote of General Ripley.

A friend who arrived in this country in 1832 with letters of introduction to the late General Ripley, listened one morning at the breakfast table with intense interest to the following recital of his early history. He immediately repaired to the room assigned him by the General's hospitality, and committed the narrative to paper. We are permitted to publish from the original in our hands, dated September 8, 1832.

I was born in Dartmouth, New Hampshire, and commenced studying law when sixteen years of age, in the office of my cousin, Judge Woodward. All my relatives were rank federalists, and I was the only democrat in town. At a public Fourth of July dinner, at which Mills Orcutt, of Hartford Convention memory, presided, I thought I had as good right to give a toast as any one, and so I gave "Jefferson," with some complimentary poetry. They liked to have mugged me, and I was so thoroughly disgusted with them that I determined to leave them forever. I had plenty of pocket money, and all that was wanting was a good horse. Maine, the great land of Democrats, was my destination. I told Judge Woodward of it, and he ridiculed the idea, "Stay here," says he, "till you finish your studies, and then I will retire and leave you my business." I told him it was out of the question—that nothing could induce me to stay with such an illiberal set of d—d rascals, and that my determination was fixed. I told him I wanted a horse to go to Maine, but he declared he'd give me none. So I went over to Woodstock, Vermont, the residence of my brother-in-law, Mr. Baylies, also a federalist. He told me if I'd only stay in that country he'd do anything for me, but if I went among the democrats of Maine, my morals would be ruined, and I should go to destruction. But he would do nothing towards it. At length I heard that an old Rosinante was to be sold at auction, and I was very anxious to get him. I therefore went to my sister (Mrs. B.), who had considerable influence with her husband, and begged her to intercede for me. She did so, and after a long struggle, my brother-in-law, finding I should foot it if I got no horse, authorized me to go over and bid him off. I did so, and got him for twelve dollars. I led him fifteen miles to the residence of my uncle, the elder Judge Woodward, and begged him to give me an old saddle that had been past use for some years. He disapproved of my plan, but gave me the saddle. I then took an old coach, cut off the blinders, and started on my journey.

I had been down to Maine the year before, and having letters to distinguished men in Portland, Brunswick and Hallowell (Mr. Sewall), had dashed on a large scale. I was rather loth, therefore, to go to those places in such trim, and accordingly took a road through the then wilderness of Oxford county, passing north of those places where I was known. At this time, my cousins and relatives, finding how resolute I was, came forward and offered me their horses and money; but I resented all their proffered kindness. Two of my cousins felt so bad that they mounted their horses, and followed me one hundred miles, and one of the most affecting incidents of my life was my separation from them.

As I approached Hallowell I was ashamed of my equipage, especially as the number of military men who had passed me taught me there was a review, or 'general training' there that day. So I dismounted, took off my saddle and bridle and hid them, and put my saddle-bag on my arm, took a last look at my horse, and abandoning him to his fate, went into Hallowell to seek my own. I was welcomed by Mr. Sewall, and he supposed I had just arrived with other immigrants in a vessel from Newburyport. After paying my breakfast bill at the tavern next morning, I found I had two quarters of a dollar left. I went into Mr. Perley's office, and from that time had nothing to depend upon for support but my own exertions.

I have been to my native village but twice since—once, seven years after, when I went to Boston as Speaker of the House of Representatives of the State of Massachusetts; and the second time, twelve years after, as Major Gen. of the U. S. Army on my way to the frontiers. I was so disgusted with federalism, that I cannot bear to think of my native village, recalling to mind my persecutions.

Related as above, by General Ripley, at breakfast this day. C. G. Jr.

Wheelock, September 8, 1832.

WONDERS OF CHEMISTRY. An exchange, speaking of the wonders wrought by chemistry, says—
"An old shirt contains the very best double refined sugar, and a pair of duck pantaloons would sweeten the tea or coffee for a whole company of soldiers. If, then, travelers across the Desert become short of supplies, they can find a plenty of the best calves' foot jelly in their powder horns, or in the loafs of their cattle that die on the route, and plenty of sugar in their cast-off garments of linen or cotton. The extraction is the only difficulty, and here chemistry lends a helping hand. Why, then, in reducing things to their original elements, should we not get bread, as well as buttons, from bones, or as well as hair combs from horns? Then, as people are sometimes compelled to exchange luxuries for necessities, the French process enables a lady when very hungry, to eat her hair comb, and a gentleman to dine upon the buttons of his pantaloons, or even his toothpick."

HOLINESS OF HEAVEN.—How vain must be our hope of entering into heaven, if we have no present delight in what are said to be its joys. A Christian finds his happiness in holiness of the scene and associations on which he fastens as affording its happiness. He is not in love with an Arcadian paradise, with the green pastures, the flowing waters, and the minstrelsy of many harpers. He is not dreaming of a bright island, where he shall meet his buried kindred, renew domestic charities, and again live human life, in all but its cares, and tears, and painings. "Be ye holy"—is the precept, attempted conformity to which is the business of a Christian's life on earth—perfect conformity to which shall be the blessedness of Heaven. Let us take heed that we deceive not ourselves.

The apostle speaks of "tasting the powers of the world to come," as if heaven were to begin on this side of the grave. We may be enamored of heaven, because we think "there the wicked cease from troubling and the weary are at rest." We may be enchanted with the poetry of its descriptions and fascinated by the brilliancy of its colorings, as the Evangelist John relates his visions, and sketches the scenery on which he was privileged to gaze.

But all this does not prove us on the high road to heaven. If it be heaven towards which we journey, it will be holiness in which we delight; for if we cannot now rejoice in having God for our portion, where is our meetness for a world in which God is to be all in all, forever and forever.—[Melville's Bible Thoughts.]

A PLAIN SPOKEN JUDGE.—Judge McClure, of Pittsburgh, is decidedly the plainest spoken jurist we think we ever heard of. In a recent trial for murder, in that city, the jury brought the defendant, James Kelly, in guilty of murder in the second degree. The Judge did not like this, and when he came to sentence him, he addressed the prisoner as follows: "You, James Kelly, well merit the gallows, and that you have not got it is no fault of mine. I charged the jury pointedly, that you were guilty of murder in the first degree. The blood that will hereafter be shed, on account of the verdict of the jury by whom you were tried, will not be upon my skirts; had I charged otherwise, I would have considered that I might as well have let a wild tiger loose in the streets, or placed a rattlesnake under the pillow of an infant! There is no doubt as to your atrocious guilt in the fiendish and diabolical murder of John Cox. You stand before this court spotted all over with the crime of wilful and premeditated murder—unparalleled in the annals of crime, and instead of passing a sentence consigning you to a cell in the Penitentiary, we should at this time be passing the sentence of death upon you—you richly deserve it!"

The Eastern Mail.

WATERVILLE....MARCH 20, 1851.

AGENTS FOR THE MAIL.

E. B. SIMONSON, General Newspaper Collecting Agent, is authorized to collect our bills. Office in Augusta, over the store of Messrs. Caldwell & Co., with A. R. Nichols; residence at Brown's Corner.

A. B. LONGFELLOW, of Palermo, is Agent for the Eastern Mail, and is authorized to procure subscribers and collect money for us.

V. B. PALMER, American Newspaper Agent, is Agent for this paper, and is authorized to take Advertisements and Subscriptions, at the same rates as required by us. His offices are at Scollay's Building, Court St., Boston; Tribune Building, New York; N. W. cor. Third and Chestnut sts., Philadelphia; S. W. cor. North and Fayette sts., Baltimore.

S. M. PETERGILL, General Newspaper Agent, No. 10 State St., Boston, is Agent for the Eastern Mail, and is authorized to receive Advertisements and Subscriptions at the same rates as required at this office.

For the Eastern Mail.

The Railroad Meeting at Winthrop.

The Portland Advertiser of the 15th contains a brief account of the proceedings of the meeting of the Stockholders of the A. & K. Railroad, held at Winthrop on the 13th; but long enough to contain much error, and to convey to those not present a false impression of the character and proceedings of that meeting. The Advertiser says there was much 'noise and confusion.' There was something more than that. There was a deep but suppressed feeling of indignation in one division of the Stockholders, which it may not be so easy to subdue, if, on some future occasion, the attempts of that meeting should be repeated.

The meeting referred to seemed to be divided between those who have paramount interests in the City of Portland and the A. & K. Road and those who have only an interest in the Androscoggin and Kennebec;—and the whole trouble seems to grow out of the fact that a portion of the Stockholders of the latter Road are so obstinate that they will not, without a struggle, submit to be swallowed up by the A. & K. St. L. Co. And as they seem to constitute the larger portion of the Stockholders, it is natural that they should show a disposition to defend their rights. When, therefore, at the meeting referred to, the proposition was submitted by the President, constituting himself and his associates upon the board of Directors, a majority of whom are believed to be in the interest of the Atlantic Road, the agents of the Company, to negotiate a contract with the Directors of the Penobscot Road for a lease of their road for twenty years, and also with the Directors of the Atlantic Road for the terms on which they should run on their road for the same period of time, it should not have been deemed unreasonable that a majority of the Stockholders should prefer that this trust should be confided to those whose interests were with and not against them.

Let us see if this caution is not justified by facts. When the A. & K. Railroad was opened, in December 1849, the terms upon which their passengers and freight should be carried over the Atlantic road were fixed by the latter. They were then complained of as extortionate and unreasonable. They were just such terms as the Portland & Ken. road would not submit to, and which drove them to the necessity of building an independent road from N. Yarmouth to Portland. But the A. & K. Company have up to this time submitted, because, perhaps, at present they have no other alternative, and because they have been hoping that their continued and persevering efforts might be successful in obtaining better terms.

I will state what those terms are. For each passenger carried by the Atlantic road to or from the A. & K. road, they charge sixty-eight cents. The A. & K. road charge for passengers from Waterville to Portland two dollars. The average cost of the transportation for each passenger is estimated at one dollar; which, together with the sixty-eight cents paid the Atlantic road, leaves but thirty-two cents to the A. & K. We have twenty-seven and a half miles over their road, and fifty-five over ours, and furnish cars all the way.

But our great reliance on this road has always been on freight. Let us see how we fare in that. A ton of freight from Waterville to Portland pays two dollars. It costs us one dollar to carry it there. We pay the Atlantic road ninety cents, and save ten for ourselves. We furnish cars for the whole distance; and the only deduction from their ninety cents is the trifling expense of loading and unloading at Portland; but all we get for the whole transportation and use of our cars is the ten cents a ton.

It is believed that no other instance can be found in the whole country where the trunk roads of the branch show exorbitant terms. But we were told at the last meeting of Win-

throp, by the President, that an agreement was nearly perfected with the Atlantic road which would be much more favorable to us than the terms we now pay. The present board of directors have been in office since last July. It was not to be presumed that they have been so unmindful of their duties as to pause in their efforts to get relief from the present onerous terms. And when the President, with apparent gusto, announced as the result of a fifteen months negotiation upon the subject, by the present board and their predecessors, that such an agreement was about being perfected, many hearts leaped for joy, as though the day of deliverance was at hand. But alas!

[How vain are all things here below!
How false, and yet how fair!
Each pleasure hath its poison too,
And every sweet a snare!]—

For the President being called upon to state the terms of that agreement, with much less satisfaction, apparently, told us we were to have our passengers carried for fifty-three cents only, instead of sixty-eight; the charge for freight to remain the same as it now is. Upon this information the mercury fell several degrees; for after all the diplomacy on the subject, this mountain labor would only bring forth this puny bantling, which, considering its parentage, would not be worth the cost of its parturition.

It will be recollected that the directors of our road had already voted to take a lease of the Penobscot and Kennebec road for twenty years, in connection with the Atlantic road, and it was admitted that before consummating that bargain it would be necessary to stipulate the terms of our connection with the Atlantic road. We may fairly presume, therefore, that the agreement announced by the President was part and parcel of the proposed arrangement between the three companies; a bargain by which our chains were to be riveted to the Atlantic road for twenty years to come, and by which nearly all the earnings of this road over the running expenses, would have been enured to their benefit instead of our own;—a result which I trust there is spirit and sagacity enough in our Company still to defeat.

If I am asked if I mean to say that the Directors of the A. & K. Road are not to be trusted with the business affairs of the Company?—that its interests are not safe in their hands? I answer, no. I will not retort the bold insinuation of the President toward some of the gentlemen proposed for those duties by the opposition. I only state facts, and leave my readers to draw their own conclusions. Whether a majority of the board have a pecuniary interest in the Atlantic road, and in the growth and prosperity of Portland, which preponderates in the balance their interests in the A. & K. road, is a question which my readers must settle for themselves. I know that the other gentlemen whom it is proposed to charge with the negotiations referred to, have large interests in our own road, and none in the Atlantic, or any other with which we can be connected. So, if there be any uncertainty how one party stands with regard to our interests, there can be none in regard to the other.

If a satisfactory arrangement can be made with the Atlantic road, and a lease can be obtained on fair terms of the Penobscot road, we desire to have it so; but if we are to undergo an exhausting depletion of our road, or must stand, like the stack of hay in the fable, between two jackasses, and be eaten up by them, it deserves consideration, if we had not better remain for the present as we are.

The Stockholders of the A. & K. road in the country only ask of the Atlantic road fair and equal terms of connection. They feel that they have a community of interest with the citizens of Portland, and would regret if there should not be a community of feeling. In common with them, they feel a State pride in rearing a commercial capital in our own State, and rejoice in the growth of their city. They wish every measure of success to the great enterprise they have undertaken. But they are not now in a condition to be bled. They ask only fair and equal relations with them, and they will not willingly submit to anything less; nor will they, if the necessity should be forced upon them, forego an alternative if one should be found practicable. We hope that necessity will never exist; and we submit to our Portland friends if it be not worth their consideration whether "to live and let live" be not, after all, their better policy.

A Kennebec Stockholder.

How it Strikes Some Folks.

The editor of the Calais Advertiser, who is rather a matter-of-fact man, if we may judge from his paper, makes the following comments after reading Dr. Mann's late summary of the testimony in favor of Dr. Coolidge's escape from the State Prison:

Some of the papers, in noticing his publication, give the Doctor a dig about the Coolidge escape, which he proved as clearly as ever a case was proved. In fact the whole transaction, from the prison letter to the death and burial, was so flimsy and transparent that the most obtuse cannot fail to see through it. If the statements of the Doctor were false why did not the warden prosecute him, as he threatened to do? So far as dollars and cents was concerned, Dr. Mann was worth fleeing, and any one who knows anything knows that no man holding such a responsible office as prison warden would rest quiet under such an imputation, if it were false. That Coolidge is at large, few who noted the transaction and the attendant circumstances doubt. How it is that some who are credulous enough to believe in every humbug of the day, such as spiritual rappings, mesmerism, trances, electro-biology, and numerous other dogmas and isms, cannot believe that Coolidge was set at liberty after all the evidence of the fact that has been laid before the public, is beyond our comprehension. Dr. Mann's paper is a well conducted tract, this match came off in our village on Sabbath afternoon, just after the owners of the respective horses had returned from church. Both horses trotted in harness, and came in in fine style. One was a large bay, and the other a small brown horse—both well known in our village as fine horses. The winning horse seemed in fine heart, though apparently a little ashamed of the beating and bellowing of his driver during the feat. The brown horse started a little slow, but gained gradually of his opponent, and finally passed him, just in front of the selectmen's office, coming in completely ahead at Silver-street. It is thought that no very large sums changed hands, on account of scruples touching the morality of betting. The match would have come off on Saturday but for the business crowd, which for some months past has greatly obstructed the old race-ground from the Colleges to the Williams House.

To the Stockholders of the A. & K. R. R. Co.

A short but faithful review of the doings at your late special meeting at Winthrop would seem to be desirable, not only because it has been since in some quarters misrepresented, but because the noise and confusion prevalent on that occasion have probably prevented many of you from having clear and distinct notions of the objects sought to be accomplished, and the views and motives of some who figured largely on that occasion.

One subject only was embraced in the call of the meeting, namely:—To see if the Stockholders would vote to take a lease of the P. & K. R. for a term of years in conjunction with the A. & K. R., or alone. As usual in such cases the clerk read the notice calling the meeting. The president, without waiting or calling for any motion or action of the meeting, entered into a long and labored explanation of the advantages of the proposed connection, and ended by submitting for adoption a vote or resolution, before that time passed by the president and directors, appointing themselves a committee to take a lease of the contemplated road for twenty years in connection with the A. & K. R. R. with or without other parties, on certain conditions. And thus the somewhat unusual spectacle is presented of a presiding officer, whose business it is to open the meeting, immediately occupying the whole ground to the exclusion of all other motion or action by others, and very modestly calling on the meeting to adopt a motion made by himself to appoint himself and the other directors sole agents to treat with the president and directors of the P. & K. R. R. Co. as to a lease of their road. There can be no doubt that the president and directors, when they passed this vote, and pressed its adoption by the meeting, were profoundly impressed with a conviction of their superior fitness and ability to take charge of such a mission, and were greatly astonished that any one should have the assurance to call it in question. It may be supposed by some that this question of connection was one coming within the legitimate powers of the directors of our road, and therefore it was natural that they should investigate the subject and come to the comfortable conclusion that they were best fitted of all others to be appointed for this purpose, and just ask the directors rather as a matter of form to confirm their appointment. But the proper powers of the directors are confined by our charter to the construction and management of our road, not the P. & K. road; and hence any bargain for a lease from that road to ours, made by the Stockholders, cannot be binding unless it is approved by the Legislature. The ex president and directors of our road, or any other seven stockholders, had the same right to get together before the meeting and resolve that they were fit men for such a committee, and appoint one of their number to present their resolution for adoption, and if the one thus appointed should happen to become chairman, his motion might take precedence of all other action or motion. Whether such a course would be deemed strictly parliamentary might probably justly be doubted. After a while, as you remember, a motion was made to amend by striking out the names of the president and directors and inserting the names of five other gentlemen, and otherwise modifying the original motion. Now indeed we had quite an exciting debate. On the one side urging the adoption of the original motion was the president and one of the directors, two directors of the P. & K. R., and the president of the A. & K. R. and for the other, sundry stockholders in our road. They all agreed in the opinion that it was expedient for our road to form the proposed connection and take a lease either alone or in conjunction with the A. & K. R. R. on proper terms and conditions; and such seemed to be the general feeling and wish of the stockholders present. It was not a little amusing to hear those in favor of adopting the original motion making strong appeals to the stockholders to come up to the support of the directors—that, to vote against this motion made by themselves through the chair, implied distrust of the ability of our directors; not seeming to recollect that the directors by their own act had voluntarily, and to the exclusion of all others, thrust in their claims to be appointed on this committee. It was certainly interesting to the stockholders to know how our road had been treated by the A. & K. St. L. R. as to the terms on which we ran over their road. It was stated that the directors of last year in January or February, 1850, appointed a committee to negotiate with the directors of the A. & K. St. L. R. R. for running our cars over their road—that after several ineffectual attempts to agree on fair and just terms, our committee proposed to refer the subject to some gentlemen experienced in railroad matters living out of the State, and named some six or eight men. This offer was rejected by the directors of the A. & K. St. L. R. in April or May last, and no new proposition was made to the directors of last year. It was also said that our present directors had been equally unsuccessful as their predecessors in effecting any contract for running our cars over their road. It thus appeared that six months of the old board of directors and nine months of the present board had been consumed in fruitless at-

tempts to make a fair contract on this subject. Some of the friends and stockholders in the A. & K. St. L. R. R. Co. had the grace to taunt our Co. with having made a contract quite to the advantage of their Co., and asked why we had not made a better one before the road was opened to Waterville, when we were in their power? To this it was answered, we thought them our friends, and that they would be disposed to do right and make a fair bargain; but we are now at last undeceived, and satisfied that we cannot get our rights of them, and must "bide our time" for redress.

Notwithstanding the many collateral issues made up, the only question at last presented seemed to be whether the President and Directors of the Railroad, self-nominated on the committee, were more fit, able and independent than those gentlemen named in the motion as amended. The claims of the former were advocated by two Directors of the P. & K. Railroad, the President and one of the Directors of the At. and St. L. R. R., and by the President and one of the Directors of our Road; and all these no doubt had good reasons for preferring the President and Directors of our Road, as they were known to be committed on two important points—that the connection of our Road with the Bangor Road should be jointly with the At. and St. L. R., and the same terms and conditions offered by the latter Road had been agreed to by the President and Directors of our Road, who had notified the Directors of the Bangor Road to that effect; so that the Directors of the At. & St. L. R., and the Directors of the Bangor R. knew if they got the Directors of our Road with whom they had to treat, that their objects, whatever they might have been, would be sure to be effected.

But they were not sure of this if the independent committee contemplated in the amendment should be appointed. A large majority of our stockholders were in favor of the independent committee in preference to the other, because a majority of the latter were stockholders in the Atlantic road, and three of them, residing in Portland, exposed to be influenced by those deeply interested in that road. They also believed an independent committee, representing the feelings and interests of our road alone, would be more likely to secure fair terms than those already committed on the subject. Some of the majority had probably not forgotten that our President and Directors and their immediate neighbors, had proposed a plan for raising money by bonds at 50 per cent., calculated to ruin the prosperity of the smaller stockholders, to depress the stock to nothing, and to bring infamy and disgrace upon the character of the Corporation as long as it shall endure. The motion was to amend by striking out the original motion and inserting the names of an independent committee. It was moved to divide the question, and vote on striking out and inserting separately. One of our directors, a party interested, made this motion as a modest man had a right to do, but he knew the tendency of it was to distract the minds of the stockholders, and more especially to waste time and enable him and his colleagues to take this chance of circumstances. The result of the vote was, as you know, 3162 in favor of striking out and 1820 against it—and there can be no doubt that the same result would have caused the amendment to be inserted if the question could have been taken.

A motion to adjourn from a director of the P. & K. R. R. Co. followed, which was opposed, and a stock vote asked. Thereupon, as you will remember, arose hisses, groans, and cries from the minority, or quite anumber of them. Did the chair attempt to restore order? No one saw any effort to that end.

And how was the question of adjournment disposed of? A by-law of the Company expressly requires that "Questions coming before the stockholders at any of their meetings, may by common consent, be decided by hand vote. If any stockholder dissent from adopting that mode, the question shall be resolved by ayes and noes, by ballot, voting by shares." A stock vote was requested by very many stockholders. The chairman said he should put the question, whether the by-laws required a stock vote, to the meeting; and it was voted by the majority that a hand vote was sufficient, and a stock vote could not be demanded, and it was then voted to adjourn for two weeks. Who ever before heard of the chair's putting the construction of a by-law, or any question of order to the meeting in the first instance, and who does not know, even the moderator of a town-meeting in the smallest and most remote town in our State, that it belongs to the chair in all cases of order to decide in the first instance, and if the decision is questioned, an appeal lies to the meeting? The president left the chair immediately after he pronounced the meeting adjourned, and with him a very large proportion of the minority. It was then deemed proper to fill the chair by a president pro tem, it being considered as vacated in the same manner as if the president had become suddenly indisposed; and had been obliged to vacate the chair. The meeting then proceeded to insert the amendment above-mentioned, and immediately afterward adjourned without day. It remains to be seen whether the minority, composing but a fraction more than one-third of the stockholders present on this occasion, personally or by proxy, shall profit by the aid of the chair by such a shameless violation of all law and usage. It ought to be recollected, that when the motion to amend was made, it was said by some of those who favored the amendment, that if the vote for striking out obtained, it ought to put an end to all other questions at this meeting, and that the minority, it was to be presumed, would acquiesce accordingly. This was not objected to by any of the minority, and how far their course afterwards was a violation of good faith, they, on reflection, will determine. It might also be said in justice to two of our directors, living at Waterville, end of the road, that they have never participated in any of the movements of the other five directors which are above alluded to, and that they voted with the majority.

