The following article is extracted from a paper published in a distant colony. It shews that the same errors which have agitated our Church in the Mother Country, have been zealously propagated in its colonial possessions; and that the same protest against them which has been needed at home, has been felt, by her faithful adherents, to be requisite abroad.—Upon these points, however, the article will speak for itse'f.

[CONCLUDED FROM OUR LAST.]

These "CHURCH PUBLICATIONS," then direct us to the Sacrament: they tell us that "*in the Baptism of Christ's Church we have justification*," and "*in the Eucharist of the Church we have sanctification.*" That "the noblest characters are marred by adverse circumstances.—Men who have *in them* the elements of all that is honest and of good repute, are from want of culture debased to the lowest condition of humanity. Beings who have received the grace of God at baptism, and might have been trained up to live to his glory do, for want of Christian instruction, and the ordinances of the church, lose the benefit of their adoption." "But place that man under more favourable circumstances; bring him into contact with what is good and virtuous; and the dormant grace of God may again revive within him; and like the leaven in the three measures of meal, change the whole character of the inner man."

But here, Sir, we must have, not man's word to support us, but *God's word*; the word of our Creator, our Governor, and our final Judge; that word which will stand when heaven and earth pass away; we must have not man's devices, but God's own wisdom to help us, or we are lost and that for ever!

And, blessed be God, the Gospel reveals to us a satisfaction made to the divine justice by the death of the only Son of God,—and a righteousness for Sinners in Him, and reckoned theirs through faith in Him; He is righteousness. All those who believed the testimony of God concerning Christ Jesus are now then, according to the sentence and infallible declaration of the Divine Word, already justified, in the sight of God, and being justified are set at liberty for holy and loving feelings towards God and man.

In the epistle of the Romans, the Apostle first proves the sinfulness of every man, for he says every mouth must be stopped, and all the world become guilty before God. The law of nature leaves the Gentiles *without excuse*; the law given by Moses leaves the Jew *condemned*. Thus St. Paul says—"By the deeds of the law there shall no flesh be justified in His sight, for by the law is the knowledge of sin." So far from the law helping, it only discovers our sin.

The apostle then shows the divine method by which alone sinners be justified. "But now the righteousness of God without the law is manifested, being witnessed by the law and the prophets," now observe "even the righteousness of God which is by faith of Jesus Christ unto all and upon all them that believe, for there is no difference. For all have sinned, and come short of the glory of God, being justified freely by His grace through the redemption that is in Christ Jesus, whom God hath set forth to be a propitiation through faith in his blood, to declare His righteousness for the remission of sins that are past through the forbearance of God; to declare, I say His righteousness, that he might be just and the justifier of him that believed in Jesus." "Therefore," he says—"we conclude that a man is justified by faith without the deeds of the law."

Justification cannot be of works; the apostle says "to him that worketh not, but beleiveth in Him that justifieth the ungodly, his faith is counted for righteousness." "By grace are ye saved through faith, and that not of yourselves, it is the gift of God, not of works, lest any man should boast."

It cannot be lifeless obedience; it is attributed simply to the obedience of Christ. "By the righteousness of one, the free gift came upon all men unto justification of life. For as by one man's disobedience many were made sinners, so by the obedience of one shall many be made righteous.

Justification cannot be obtained by our own righteousness, for the Apostle condemns the Jews for seeking it in this way.—Rom. x. 3, 4.

Nor can these be a second justification by works that shall set aside our first justification by faith. From first to last the *just live by faith.*—"*We are made partakers of Christ, if we hold the beginning of our confidence steadfast to the end.*" The Scriptures know nothing of a double justification, in the sense of one inconsistent with or opposed to another; and they so connect present justification by faith with eternal life and glory, (Rom. v. 1, 2,—viii. 30.) as to leave no room for a second justification by faith. We must freely acknowledge, however, and insist on the vital truth that good works will at last be an *evidence* of our faith, and the *manifestation* of our justification; (Matth. xii. 37,—xxv. 35, 40; James ii. 24,) but this is quite consistent with our being all along justified by faith, *by which we are brought into the state of producing good works.*—(vide Article xii.)

Nor yet can we seek to be justified partly by obedience to a law, and partly by Christ, without forfeiting all hope in Christ:—"I, Paul, say unto you that if ye be circumcised Christ shall profit you nothing. For I testify to every man that is circumcised that he is a debtor to do the whole law. Christ is become of no effect unto you, whosoever of you are justified by the law, ye are fallen from grace."

If we seek righteousness therefore by works, we shall be left without righteousness. "Israel which followed after the law of righteousness, wherefore? Because they sought it not by faith, but by the works of the law."

When we believe in Christ, we are then immediately justified—"*being justified by faith, we have peace with God through our Lord Jesus Christ*"—though sinful in ourselves, yet according to the revealed will of God we are accounted and dealt with as righteous in his sight. His word pronounces on every true believer the sentence of justification, and they stand accepted before Him as free from all guilt, and as if they were altogether righteous, according to the gracious declaration—"By him all that believe are justified from all things from which ye could not be justified by the law of Moses."

The faith that saves, however, is not a dead and vain, but a true and lively faith. St. James says, (Chap ii. 14.) "What doth it profit, my brethren, though a man say he hath not works, can faith save him?" Any man may profess to have faith, but *real* faith is proved to be such *by its fruits.*

And this justification is continued by the same means by which it was first received. It is founded on His mediations who declared "*my sheep shall never perish*," and who ever lived to make intercession for us: He maintains the faith He gave; and thus, notwithstanding the daily sinfulness of the believer, his justification as to his enjoyment of the blessing is removed and confirmed from day to day by constantly recurring faith in Jesus. "The life which I now live in the flesh, I live by the faith of the Son of God who loved me and gave Himself for me."—Gal. ii. 20.

Such, then, is the Scriptural doctrine of our free justification before God by faith. It is our being accounted righteous in his sight through Christ Jesus. It springs from divine grace; it it founded on the satisfaction made to the divine justice and the fulfilling the divine law by the sufferings and obedience unto death of our Lord; it is the divine testimony, sentence, and declaration of the inspired word: it favor of the believer; it is received by a lively faith in Christ, and it is manifested to our own conscience and the world by a life of holy obedience. It is continued and sustained through the same faith by which it was first obtained, and it will be evidence, and it will be evidenced in the day of judgement by all those fruits of a holy life which ever spring from genuine faith.

This doctrine is also maintained by our Scriptural Church. for the Eleventh Article asserts—"We are accounted righteous before God only for the merit of our Lord and Saviour Jesus Christ, by faith, and not for our own works or deservings; wherefore that we are justified by faith only is a most wholesome doctrine and very full of comfort."

The Church of England is very clear, and full, and scriptural in her statements on this doctrine, and soars far above a doubtful course. It knows nothing of baptismal justification, irrespective of faith, or the right receiving of baptism. When baptism is rightly received, and *faith therefore in exercise*, there is true justification, but not otherwise.

Did time and space permit, Mr. Editor, I could produce a host of witnesses to this important doctrine from amongst the ancient Fathers who flourished in the first and purest ages of Christianity, and our great reformers also; but enough, surely, has been advanced from Holy Scripture to show the miserable and wretched infatuation of substituting salvation by *works* and *human merits* for justification by faith alone through Christ; that would join the spotted and tattered rag of human righteousness to the glorious and splendid robe of our incarnate and divine Redeemer, that would cast in our miserable works, as a make, weight to turn the scale in our favor; and that would leave hold of the life-boat of the Gospel for the sake of clinging to a straw. There must be misgivings in such a course *even now*. At times there must be, without this doctrine, agonising distress and horrors of conscience in this life, and what will it be when every refuge of lies is swept away? Will man *then* appeal to his works, his fastings, his obedience, and his prayers? How shall we shrink from standing in our own righteousness then?—how will all the vain schemes and devices of human wisdom utterly fail us, and how inexpressibly important to have an interest in a method of salvation appointed by our judge, who has already declared, "Verily, verily, I say unto you, he that heareth my words, and believeth on him that sent me, hath everlasting life, and shall not come into condemnation, but is passed from death unto life."

And now, Mr. Editor, what shall we say of these so called "CHURCH PUBLICATIONS," in reference to this and the other important subjects we have been considering? What, but that they are calculated to propagate falsehood for truth, give form for power, make men satisfied with profession for principle, and with false whimperings and deceitful assurances, induce them to say "*peace*," when God has said "*no peace*." This will appear by a single glance at the doctrines propounded by them. A man is taught to believe that if he is in the ecclesiastical incorporation known as *the Church*, he is safe for time and eternity, that in the outward baptism of the body with water he has been *spiritually regenerated*, and made an heir of heaven, that in the symbols of the Eucharist he eats the living bread, drinks the blood of Jesus Christ, and receives remission of sins,—and that in the absolution of the Priest, he has the forgiveness of God and the pardon of heaven. Now what is this but one vast and ruinous delusion from beginning to end? It commences with falsehood and ends with a lie: and the soul that adopts the system therein recommends in all its fulness, is miserably deceived. It teaches for the doctrines of God the commandments of men, makes union to a visible association, union to Christ, and identifies the *form* of religion with its heart searching and soul renewing *power*. The Bible tells us that the sinner is justified by faith in Christ without the deeds of the law;—these books declare that this is "sectarian doctrine." The Bible tells us that in Christ Jesus neither circumcision availeth anything nor uncircumcision, but a new creature,—they declare that the outward rite of baptism with water conveys spiritual regeneration. The Word of God assures us that the ordinance of the Lord's Supper is only a means of blessing to those who love their Saviour and receive it worthily; they teach that the consecrated elements have a blessing in themselves independently of our faith. The Scripture affirms that no one can forgive sins but God only, but they assert that a human Priesthood has the power to absolve the deepest guilt. And I might go on increasing the points of contrast to a great extent,—is it not evident then that if *the Bible be true*, the doctrines of these books *are false*; and the man that gives heed to them believes a lie and deceives his own soul.—The social and political evils, then, involved in these fearful doctrines are, we confess, bad enough but they are *nothing*, comparatively *nothing* whilst taking this most solemn and awful view of the case—*the influence of them upon immortal souls*! How many are there who make the Church their Savicur, who confide in their Baptism who look to the sacrament for grace and forgiveness, and who commit their eternal all to the keeping of the man who asserts that he is the only authorized keeper of souls and the mender of conscience in the Parish! The delusion is dreadful, and the extent of its destructive influence will be only seen at the great day of the Lord.

But, fellow Christians, each of us has an important duty to do in this most fearful crisis. Let no one say it does not interest him, or that he has nothing to do in the matter. Our PROTESTANTISM is assailed, our LIBERTY is endangered, and THE RELIGION is threatened. What then is our duty? It is to STRIVE TOGETHER FOR THE FAITH OF THE GOSPEL:—It is to spread the knowledge of the *Truth*, and where shall truth be found but in the unerring Word of God;—let us then, prayerfully looking up for the promised aid of the Holy Spirit, take the Scripture, the simple, unadulterated Word of the Most High, as a "light unto our path,"—let us accept its offers of mercy through a crucified Redeemer, grasp its promises by the hand of a living faith, and eventually we shall in blessedness, through the all-sufficient merits, of our Saviour, inherit the glorious prospects which it so clearly and wondrously unfolds.

Permit me to remain, with much respect,

Very sincerely yours,

A Member of the Church of England for the last Twenty Years.

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THE CHRONICLE.

SAINT JOHN, AUGUST 9, 1850.

OUR European dates by the *Cambria*, which vessel arrived at Halifax at 1 o'clock on Tuesday last, are to the 27th ult.

Trade and commerce continue in a healthy and satisfactory state. In the produce market a good business has been done, and for most articles very full prices obtained. The late arrivals in England altho' on a large scale, have not as yet influenced the markets.

Cotton has declined ¼d. per lb. The sales of the week 40,000 bales.

In consequence of rumours afloat that the potato blight has reappeared in several parts of England and Ireland, the Corn market has been animated. Flour has advanced 6d. per barrel, and Corn from 2s. to 3s. per quarter.

The money market was easy. Consols closed at 96¾.

The Liverpool Provision market was dull.

Notwithstanding the rumours that the potato blight has again made its appearance, the crops throughout the United Kingdom are represented as most promising.

The Parliamentary news is not of a very important nature. The ministry have been going on in the usual way, sustaining defeat after defeat in the House of Lords with their usual indifference. The Jewish Emancipation Bill and the new marriage Act have been withdrawn from the Lords, in consequence of the fears of the Ministry that they would share the usual fate of the Government measures. One of two things is now apparent—the upper House must undergo important modifications, or the Ministry must resign.

Baron Rothschild had presented himself in the House of Commons, as Member for London, produced his credentials and demanded to be sworn in; this led to a very exciting and protracted debate, which was adjourned till Monday. The general impression is that the Government will be defeated in this affair, and it is supposed, if such should be the case the Ministry will resign.

The Bishop of Exeter and the Gorham case, still occupy a large share of public attention, and an address to the Queen has been adopted by the friends of the Bishop, praying that all cases affecting doctrine hereafter, may be decided by the Heads of the Church.

IRELAND.—Since the closing of Conciliation Hall, and the dissolution of the Repeal Association nothing has arisen to create excitement in Ireland. It is rumoured that the Queen intends to pay a visit to this part of her dominions in the course of the present season.

THE EUROPEAN AND NORTH AMERICAN RAILWAY.—The proceedings of the convention recently held at the City of Portland are of a most interesting character. We present in this days' impression, copious extracts from our American exchanges, which will furnish to our readers a tolerably correct synopsis of the doings at the convention. We may be safe in asserting, that no undertaking of a similar character, on this side of the Atlantic, was ever embarked in, under more favourable auspicies. It has enlisted the sympathies not only of the British North American Provinces, but, what is of far greater importance, those of some of the great men and leading capitalists of the American Union, from the President of the Republic downwards.

We have yet to hear from England, where up to July, 1849, over *five thousand miles* of railway have been constructed. We have yet to hear from the United States—their President has already officially proclaimed his favourable views—who up to January last, had built 7465 miles of railway, and from both those mighty sources we anticipate encouragement and substantial aid, in forwarding the progress of a great highway, to connect two powerful nations more closely, by the ties of commerce and of friendly reciprocity.

This stupendous work has our hearty wishes for its abundant success, and we have not the slightest doubt, that the anticipation of GENERAL DEARBORN, so eloquently expressed, will in due time be amply realized.

Second day's proceedings—continued from the fourth page.

AFTERNOON SESSION.

The meeting was called to order by Mr. Prior, shortly after which the President came in.

Hon. Mr. Chandler, of N. B., took the floor.—He said that he should confine his observations entirely to Mr. Johnston's amendment. The question of a line of railway from Maine to the Eastern coast of Nova Scotia was not a subject of debate, for the matter be considered as already settled—the line must go on.

All will readily admit that an uninterrupted land route should be opened. The only objection that has been or can be urged against the proposed Eastern or Western route is the great expense involved. Now the leading and primary object of this line is to divert the constant and increasing stream of travel from the Old World through this new and short communication. If we have nothing but mere commercial advantages to show, they would not be of sufficient importance to enlist legislative aid in behalf of the scheme. The great trunk Railroad, designed to unite the Provinces and Canada, was as Imperial measure, but private capital could not be secured. No sooner, however, was the circular calling this convention and unfolding this vast and comprehensive plan, circulated in the Provinces, than, with one consent, a disposition to subscribe stock to a large amount,—an amount that seemed almost incredible, was manifested. The feeling in favour of the scheme is universal.

With regard to the Bay of Fundy route, he would put it to the sound practical sense of the convention if they think this plan a desirable or even a feasible one. The uncertainties attending it is a fatal objection. A steamer on the coast, advertised to sail at a certain day, is looking for the arrival of her passengers, but fogs or storms detain them in the Bay. Who would run the risk of these uncertainties? He did not believe travellers from New England would consent to cross the Bay of Fundy, amid the fogs of summer and the ice of winter. No! the road must be established on an uninterrupted land route, or the whole scheme will fall to the ground. If the amendment of Mr. Johnston be adopted, N. Brunswick would despair—The land route is our only hope. The unanimous opinion of the N. Brunswick delegation is for the land line, and they are unanimous that their province can and will do their part. Mr. Chandler then proceeded to answer the objection respecting the expense. In Nova Scotia, he said, on the land route there was not so much railway to be built as by the Digby route. In Maine the extent is the same by either route. The difficulty, then, was in the Province of New Brunswick. Mr. Johnston contends that she will not do her part.—The delegation says she will do her part, and they ought to be the best judges. By the way in which the arguments for the Bay route have been urged, it would appear that by adopting that route the additional expense of the Eastern road to the frontier of Nova Scotia, would be saved. But this is not the case. The expense of large and commodious steamboats, a perishable species of property, with the wharves, landings, &c. to be constructed at Digby, would cost half as much as the whole expense of the land route. In every way in which we can view this case, it would be an act of suicide to adopt this amendment. If the amendment should be adopted, the New Brunswick delegation could hold forth no prospect of its success; they could pledge no aid to it. He was happy however to say to the convention that it is not a question between the two Provinces, for a large proportion of the Nova Scotia delegation take the same view as the New Brunswickers; and those who differed from them were sent there to represent narrow portions of the country, or certain local interests. He hoped the amendment would be withdrawn, as it would tend to postpone the work, and lead to difficulties which would be disastrous to the project.

Dr. Bayard, a delegate from Nova Scotia, replied to Mr. Chandler. He prefaced his remarks by responding to the fraternal sentiments which had been expressed by others who had preceded him. He deprecated any sectional feeling, and would say speed. The whole story resolved itself into the matter of pounds, shillings, and pence. He acknowledged the superiority of the land route if practicable. But in the matter of pounds, shillings, and pence, it is easier to speak millions than to collect millions. Where is the cash to build the land route? If they could get it, he would go for the land route with all his heart. He wished to support the resolution of Mr. Johnston, and did not believe it would retard the movement. A good deal had been said about the fog, in order to befog the hearers. He saw more mist in the arguments than he ever saw in the bay. The resolution was merely expressing a preference, and wishing the route to be surveyed by disinterested persons from the United States. He was authorized to announce that his constitutents would not oppose or obstruct the route on which the Committee should decide. No difficulty would arise. All would submit to their decision.

Mr. Poor, of Portland, announce the presence of a delegation from Canada—who were obliged to leave soon, and he would therefore call on Mr. Forsyth of Quebec, to address the Convention.

Mr. Forsyth, after thanking the Portland people for their liberality, said he hoped that though strangers now, they would not continue so long. Before two years had passed he hoped the line between the two cities would be completed. He thought that the idea that was held that the Canadians were dead to public works, was not correct, and in the aid which she has granted to such improvements, she has set an example which the Lower Provinces will do well to follow. In the view of all he saw around him he would say, "the night is past, joy cometh on the morrow."

Mr. La Rocque of Quebec, said a few words in regard to the scheme, which he considered a great international thoroughfare, and said the Canadians felt a deep and growing interest in it.

Mr. Dickey enquired of Mr. Forsyth his opinion as to the comparative desirability of the two proposed routes.

Ms. Forsyth expressed himself strongly in favour of the land route, and thought that the prevailing feeling in his section of the country was in favor of that route.

Mr. Johnston inquired whether if this route should be found impracticable the whole scheme should be abandoned.

Mr. Forsyth replied, No—by no means!

Mr. Gray, of St. John, N. B., after some eloquent remarks complimenting the American people on their devotion to the promotion of science and civilization, reminded the Convention that the matter was not to be decided here. The capitalists of Boston, New York and London have to pass upon the result to which this Convention arrives—and in order to get their confidence it must be presented as one great stupendous work. The only question is the practicability—that being settled, the money would be forthcoming for its construction. He believed the Portland members were in favour of the land route. The members of the New Brunswick delegation were only desirous of selecting the shortest practicable route. The physical advantages of the country were favorable for the construction of the land route. He did not wish to malign the waters of the Bay of Fundy, which wash the shores of his home, but it was well known that they had a character abroad which would damn the cause with capitalists of London and New York, if associated with it.

Mr. Gray then viewed the road through the Province of New Brunswick as a solvent, paying investment, and wished to inform his Nova Scotia friends that if they did not choose to join in building a continuous line, this portion would be built by the New Brunswickers themselves.—This was not the voice of the twenty eight delegates alone, but the voice of two hundred thousand people of that Province.—He then presented a variety of statistics in regard to this matter, from which he figured out that the road, from its local travel, would pay an income of $40,000 over all expenses, estimating the money borrowed to build it with at 5 per cent., while he thought it might be got in London for 2½ or 3. In order to do this, it must go forth stamped as a great national project, and not a local one. Thus characterized, it would command the confidence of the London capitalists, and the money would be forthcoming to build it.—He reiterated the statement that New Brunswick would carry out the route through her Province, and he did not believe she would aid in the construction of any other route. Delay, such as the amendment, if adopted, would require, was equivalent to defeat. The Nova Scotia people were many of them in favor of the land route, and he spoke by authority when he said that for every dollar that would be subscribed for the Digby route in the city of Halifax, $100 could be obtained for the the land route.

Mr. Frazer, of Nova Scotia, was in favour of the amendment. But he would say, if the land route could be made, make it. But he doubted it.—Forty-five miles of the other route, to Windsor, had got to be built, whether or no. The Legislature was pledged to take half of the stock.

Mr Dickey, of Nova Scotia, presented a large amount of statistical matter, showing the trade which the land route would command.

Mr. Fairbanks, a wealthy merchant of Halifax, and Mr. Kerr, of Nova Scotia, took the floor in support of the land route, as did also the Mayor of Halifax: after which the question was taken, and the amendment rejected. The original resolution was then adopted, as was also the sixth.

Mr. Poor then announced the arrival of General Dearborn, Mayor of our sister city of Roxbury, moved that when the Convention adjourn until to-morrow morning at 9 o'clock, to hear that gentleman's views on the subject. The motion was put and carried, and at 6 o'clock the meeting adjourned to Friday morning.

The above is but a brief sketch of the debate, which was conducted with much spirit and power These Province men were all fine speakers. The business of the Convention will occupy to-merrow. The interest is kept up, the hall having been full all day.

THIRD DAY.

The Convention assembled at half-past 9 o'clock; Mr. Pryor, Mayor of Halifax in the chair.

John Neal, of Portland, moved that the thanks of the Convention be presented to Gov. Hubbard for the personal and official interest which he has manifested in the enterprise.

The motion was seconded by Mr. Wilmot, of the New Brunswick delegation, and unanimously carried.

Gen. Dearborn, of Roxbury, was then called upon to address the Convention.—He said he wished it was in his power to meet the wishes and expectations of this intelligent Convention, but he was sure they would be disappointed, as it was impossible for him by any effort to fill the large space opened by the sixth resolution then under discussion He was satisfied that the road can be built, and will be built; and further, that as old as he was, he should yet live to have the pleasure of going over it to Halifax, and thence across to England.

Twenty-five years ago he was called an enthusiast, a visionary, and an idiot, because he stated that there would be a line of railroad from Boston to Hudson River; and that the Hoosic mountains would be tunnelled. But the road was built, and the mountains are being tunnelled. There are no limits now to advancement, owing to the increased diffusion of scientific knowledge among the artizans and mechanics of our land. This point the speaker dwelt on with much power and beauty.

Reasoning from the history of railroads in our country, he argued strongly that this road must and will be built. It has been demonstrated that the portions in New Brunswick and Nova Scotia can be built cheaply. And he had been assured by a railroad engineer of eminence, that there would be no difficulty in constructing the line from Bangor to the St. John river, at almost any point which might be wished.

He then asked who would benefitted by this enterprise—and showed in reply that the whole region from the St. Lawrence and the Lake region west to the Mississippi, including one half the States of the Union, were deeply interested in it. There were seven millions of people living on the shores of the inland waters, who would rejoice that by the connecting link which this enterprise would form, they could be brought nearer the Atlantic and nearer Europe. A few years ago, he said, Mackinaw was more distant from here, than is Hindostan at the present time He could remember when the first wagon left Danvers with a little party of emigrants, for Marietta—but now the spirit of our people had pressed on beyond the defiles of the Rocky Mountains, until they bathe themselves in the waters of the Pacific—and there they would not stop;—upon her shores they would build ships and cross to China, and return laden with her rich products—which by the railroad to the Pacific, in connection with the one now under contemplation, ere many years have passed, will be placed in the hands of the citizens of Halifax to possess and enjoy.

Gen. Dearborn then alluded in most eloquent terms to the eminent men of former days who had foreseen and pointed out the routes for these great lines of intercommunication. To Washington's services in this respect he alluded eloquently and beautifully, and also to others. Among others he mentioned the venerable Admiral Owen, who sat near him, who in the British service had made a survey of the Coast of Africa and of Madagascar, and who was the only one of all his officers and crew that survived the pestilential vapors of the coast. When all were stricken down, he returned home, got another crew and returned and completed his labors. If I, said the speaker, were the Sovereign of England, I would make him Admiral of the White under the Banner of Peace. There he is, venerable with age, but so full of energy and interest in this great work that he can't stay at home, but must come here to be in the front rank of this great enterprise. The delegation from New Brunswick must feel honoured to be guided by such a patriarch of war and of peace.

The speaker closed his remarks, of which I have given the faintest outline, with a beautiful sentiment of fraternal affection towards the delegates from the Provinces, and concluded by expressing the prayer that God would give them glory, peace, riches and happiness.

Upon the conclusion of the speech, Mr. Wilmot sprang to his feet and proposed three cheers for Gen. Dearborn, which were given with the most hearty enthusiasm. The speech was a most beautiful and eloquent production, and so pleased with it were the delegation from New Brunswick that they called upon him at noon in a body, to express their admiration for its sentiment. A brief account of this interview has been furnished me by a member of the delegation, which will be found below.

Mr. Perley, of St. John, N. B., was then called on, and gave some interesting statistics regarding the Province.

Mr. Perley next took up the subject of the Fisheries in the Gulf of St. Lawrence, and showed that by the establishment of this Railroad they would become of the greatest importance to the Americans.

Mr. Chas. Fisher of Fredericton, next addressed the Convention briefly and eloquently.

F. O. J. Smith of Portland, was next called on, and made an eloquent and able address, expressing his entire confidence in the success of the undertaking.

Mr. Uniacke, Attorney General of Nova Scotia, was next called upon. He complimented in a most fervent manner the speech of Mr. Rantoul, delivered yesterday, and expressed his warmest convictions of the superiority of the continuous land route which was decided upon by the convention yesterday.

"He believed it would be a paying route, and that it would be built if those whom he addressed would make a long pull, a strong pull, and a pull altogether.

Josiah S. Little, of Portland, President of the St. Lawrence and Atlantic railroad thanked the delegations for the amount of thought and information they had communicated at such a sacrifice of time and money in coming to the Convention. He considered the name suggested appropriate, as it would be a great national work, such as would justify its friends in calling upon the lines of railroads on both continents to aid in its construction. Maine, he said, would do her part in this great work. If the effect of this Convention abroad was such as was produced here, the success of the enterprise was certain.

Mr. Washburn of Orono, made a short speech, expressing his confidence in the completion of the route. After which the Convention adjourned for dinner.

AFTERNOON SESSION.

Mr. Wright, of St. John, N. B., Advocate General of New Brunswick, was called to the stand and presented some statistics in regard to the resources and trade of the Province. He also presented an array of statistics to show that the investment in the road would be profitable.

In conclusion, he alluded to the beautiful aspect of the Convention,—the subjects of Great Britain and America sitting side by side in convention, for the first time for three quarters of a century. Here was our Governor side by side with a distinguished British Admiral. These were facts most important, and he knew they would find ready response on the other side of the water.

Mr. Smith of Calais, a member of the Maine House of Representatives, in reply to a call, said that he could not of course pledge the Legislature to any course of action on the petition for an appropriation for a survey; but he would say, that he did not know of a member in either branch who was not ready to grant a full appropriation for the object. Speaking for his own town, he would pledge its hearty co-operation in the work.

Mr. Binney of New Brunswick, was next called upon, and interested the Convention with some remarks respecting the importance of the route in opening to the citizens of the United States a vast agricultural country. He also advocated strongly reciprocity in trade.

Mr. Shepley, member of the Maine Senate, alluded to the manner in which the petition for a survey was received by the Legislature, and stated that a growing interest in its favour was manifested as the magnificence of the enterprise unfolded itself to the minds of the members. They delayed action until they could come to the Convention and see what spirit was manifested here. They had come and had heard what had been said, and if they could go back and not be willing to enlist their hearts and hands in the work, they must be less than men.

At this point of proceedings, Gen. Dearborn was called to the chair, and on assuming its duties paid a high compliment to the intelligence patriotism, and manliness of the Convention.

Mr. Neal of Portland, moved a vote of thanks to the Mayor of Halifax for the able manner in which he had presided, which was passed with hearty cheers.

Mr. Pryor responded briefly but eloquent. He should consider it an epoch in his life, never to be forgotten, that he, a citizen of British Province, had been called on to preside over a Convention in the United States. It was an occurrence which never happened before, but he hoped it might happen often hereafter. He concluded by thanking the citizens of Portland for their kindness and attention to him and his friends.

The resolution were then taken up, and passed in order until the 15th was reached. Mr. Wilmot, the Chairman of the Business Committee, moved that be withdrawn, as he felt it would tie the hands of the friends of the project in his Province They intended to open subscription lists immediately, and hoped that before the next February, the earliest time they could get a charter, to have the stock mostly taken. He notified the Maine people that unless they moved quick, New Brunswick would take the banner from them.

The following is the resolution:

Resolved, That no subscriptions for shares shall be asked, until Acts of Incorporations are first secured, and the necessary aids of public credit and of the public lands are first obtained.

And it was withdrawn.

The 16th and 17th were passed, when Mr. R. B. Dickey moved as a substitute for the 18th, the following:

Resolved, That in order to facilitate the progress of the work, the members of the Central Committee shall be requested to correspond with Local Committees to be chosen along the proposed line.

The substitute was unanimously adopted. The 19th and last resolution was then adopted.

The following gentlemen were the chosen then Central Executive Committee: L. A. Poor, Portland; Anson G. Chandler, of Calais; Elijah L. Hamlin, of Bangor; George Botsford, of Fredericton, N. B.; Robert Jardine, of St. John, N. B.; Wm. Uniacke, Attorney General of Nova Scotia; and Robert B. Dickey, of Amherst, N. S.

A vote of thanks was then passed by the New Brunswick and Nova Scotia delegations to the citizens of Portland for their courtesy and kindness—and also to Mr. John A. Poor for his arduous labors in arranging the Convention. Mr. Gray, of St. John, offered the last motion, and it was seconded by Gen. Dearborn. Mr. Poor made an appropriate and eloquent reply.

Admiral Owen was here introduced and said a few words, but owing to physical infirmity they could be heard but by few. The gist of them was, that a good deal had been said, and there was but one thing more needful;—that was the *means* to build the road, and he was ready to do what he could to furnish that important part. When it is remarked that the Admiral is a man of almost unlimited wealth—owning the entire Island of Campo Bello—it will be perceived that this was one of the most important speeches made during the Convention.

Thus closed one of the most important Conventions which have been held in this or any other city for years. I have attended many, but never one where there was a more deep, pervading interest in the object proposed, or a more able, intelligent, whole-souled set of men engaged in it. It is the unanimous opinion of all Americans that our Provincial bretheren have done themselves lasting honor, and they on their part acknowledge, in the language of the talented and eloquent WILMOT, that they have been made wiser and *better* men. The result of this Convention is pregnant with good. But I cannot now enlarge. The flicker of the midnight lamp admonishes me to stop short where I am.

P. S.—As I informed you by telegraph, the obsequies in respect to the memory of our late President were postponed on account of the rain, until Tuesday next. The firemen and military