[*From the Observer of Tuesday.*]

THE GREAT EASTERN RAILWAY CONVENTION.

European and North American Railway.

From Portland and Boston papers of Thursday and Friday last, received by the steamer *Commodore*, we have taken the subjoined highly interesting account of the proceedings of the Great Rail Road Convention at Portland, including all the speeches contained in the papers we have received, up to the adjournment on Thursday evening. The account of Friday's proceedings has not yet come to hand.

The Great Railroad Convention met, according to appointment, in the City Hall in Portland, on Wednesday 31st July, at 11 o'clock, A. M. The number of Delegates in attendance was very large. Judge Whitman, of Portland, called the Convention to order, and the Hon. Ichabod Chadbourne, of Eastport, was appointed Chairman, and Allen Haines, of Portland, and Geo. A. Thatcher, of Bangor, as Secretaries pro tem. The Governor and Legislature of Maine came in in the forenoon.

Mr. Chadbourne, on taking the chair, congratulated Maine, that Portland had been selected as the place of meeting. Their object was to unite the Lakes and the Bay of Fundy by an iron chain, which nothing but time could sunder, to bind their interests, promote their happiness, and teach the civilized world that it was better to live together as brothers than as enemies. He then nominated a committee of thirteen to arrange the permanent organization of the Convention, consisting of the following gentlemen:

Levi Cutter, of Portland; R. B. Dickey, of Nova Scotia; R. Jardine, of New Brunswick; Wm. Angers, of Quebec; E. S. Dyer, of Calais; S. P. Strickland, of Bangor; W. D. Little, of Portland; Tappan Robie, of Gorham; Wm. Wright, of New Brunswick; T. C. Hersey, of Portland; Ezekiel Holmes, of Winthrop; Neal Dow, of Portland; A. N. H. Clapp, of do.

This Committee retired, and in the course of half an hour appeared and announced the following gentlemen for permanent officers of the Convention:—

For President—His Excellency Hon. John Hubbard, Governor of Maine.

For Vice-Presidents—Admiral the Hon. William Fitz. Wm. Owen, of New-Brunswick; Henry Pryor, Mayor of Halifax; Henry Chubb, Mayor of St. John; John Simpson, Mayor of Fredericton; Hon. James B. Cahoon, Mayor of Portland; Hon. F. H. Morse, Mayor of Bath; Hon. H. A. S. Dearborn, Mayor of Roxbury; Hon. R. H. Gardiner, Mayor of Gardiner; General Alfred Redington, Mayor of Augusta; Hon. Timothy Boutelle, of Waterville: Hon. H. C. Seymour, State Engineer, N. Y.; Hon. P. M. Foster, President of the Senate of Maine; Hon. Samuel Belcher, Speaker of the House of Representatives; Hon. E. L. Hamlin, of Bangor; Hon. Anson G. Chandler, of Calais; J. Bell Forsyth, of Quebec: Alfred La Rocque, of Montreal; Hon. F. H. Allen, Professor of Law, Cambridge, Mass.: Dr. James Robb, Professor of Natural History, Fredericton.

For Secretaries—F. R. Angers, of Quebec; Allen Haines, of Portland; George A. Thatcher, of Bangor; William Jack, of St. John; John Ross, of Nova Scotia; James Sweetser, of Salem.

Hon. Levi Cutter, Chairman of the preliminary Committee, was then delegated to announce to Governor Hubbard his selection as President of the Convention.

In a few moments the Governor appeared, attended by his Aids, Cols. J. M. Adams and E. E. Rice, and taking the Chair, addressed the Meeting as follows:—

Fellow Citizens and Gentlemen of the Convention:—I thank you for the distinguished honor you have conferred upon me, in calling me to preside over your deliberations. Such service as I may in this position render, in promoting the important objects of this meeting, shall be cheerfully and impartially bestowed.

We are assembled, fellow citizens, to interchange opinions, to impart mutual information, and to deliberate upon a subject that is pregnant with consequences of the highest import to this and future generations. It is no less an object than to ascertain the best channels and the best means for putting us in direct and speedy communication with each other and with the world; to give us the easiest and cheapest means for the interchange of commerce and of mind; to enable us to develope and bring into productive energy the unparalleled natural resources of our State; in short, to bring us in communion with the spirit of the age.

Maine must not be delinquent to herself; we may not be recreant to ourselves and to posterity.

Our brethren of this beautiful City have volunteered to become pioneers in a railroad enterprise, worthy of the State and of the age. With a spirit of self-sacrifice which does honor to themselves and to the times, they have staked their all for the common good of the State.

This enterprise, gentlemen, is, however, but the beginning of the end.

We want accurate knowledge of our natural facilities for communication: we want a clear comprehension of the expenditures necessarily involved in developing such facilities, and of our ability to meet such expenditures; then only can we advance with safety and certainty.

Then shall Maine, at her appointed time, attain to that exalted rank amongst her sister States which she is destined to reach.

Brethren of the British Provinces, we bid you a hearty welcome. Most cordially will we unite with the sons of our father land, in all the measures calculated to promote our common good, and to advance the cause of freedom and humanity.

These remarks were received with hearty demonstrations of applause, especially on the part of the delegations from the Provinces.

The Convention being organized, Rev. J. W. Chickering was invited to invoke the divine blessing on the deliberations of the Convention, which he did in a most appropriate and impressive manner.

On motion of John A. Poor, Esq., the following gentlemen were appointed a Committee to report upon the business of the Convention—viz:

David A. Neal, of Salem, Josiah S. Little, of Portland, George W. Stanley, of Augusta, J. R. Chadbourne, of Eastport, S. R. Hanscom, of Calais, Hon. J. W. Johnston, of Halifax, John Wilson, of St. Andrews, John H. Gray, of St. John, Hon. L. A. Wilmot, of Fredericton, M. H. Perley, of St. John, R. B. Dickey, of Cumberland, Hon. J. B. Uniacke, of Halifax, Hon. Edwin Botsford, of Westmoreland, John Howe, of Boston, A. W. Haven, of Portsmouth, Ichabod Goodwin, of Portsmouth, J. Bell Forsyth, of Quebec, Hon. Reuel Williams, of Augusta, Hon. T. Boutelle, of Waterville, John Neal, John A. Poor, and F. O. J. Smith, of Portland.

The meeting then adjourned to 3 o'clock, P. M.

AFTERNOON.

The meeting was called to order, according to adjournment, and the Committee on Business not being ready to report, Hon. Robert Rantoul was called upon and addressed the meeting in regard to the importance of constructing a line of Railroad between the proposed points—speaking of it as one of the greatest projects of the age, &c.

Mr. Rantoul having finished, the Chairman of the Committee on Business, Mr. Wilmot, of New Brunswick, presented himself, and stated that the Committee would not be ready to report until tomorrow (this) morning. He requested on the part of the Committee, that they might be allowed to sit during the Convention, and from time to time report upon such business as might be deemed necessary, &c. His request was granted.

Memorials and papers, embodying resolutions, &c. of meetings held in various sections on the route or routes proposed, were then read, some tendering money, materials, and facilities in aid of the great work—and evidencing unlimited enthusiasm in regard to it.

J. A. Poor, Esq., on being called upon, read letters expressive of interest in the success of the undertaking, from a number of distinguished gentlemen of the United States and Canada, including Hon. Millard Fillmore, President of the United States; Edward Everett; Levi Woodbury; Elbridge Gerry; B. Silliman; Hon. Nathan Hale; Major Trumbull, of Baltimore; The Mayor of Montreal; Hon. George Moffatt, of Montreal, &c.

Mr. Watts, of Fredericton, N. B., was then called upon to address the Convention. He was taken by surprise, he said, but if warm and hearty interest in the furtherance of the great project could induce to a good speech, he ought to make one. He alluded to the gratification that he felt in seeing his country's flag pending in the hall, side by side with that of the United States, but he did not come to represent that flag—he came to represent a feeling as broad as the world itself; and he regarded the flags of Great Britain and the United States as representing the world. He spoke of the project as one which would make New Brunswick and Nova Scotia the pathway of all nations—and felt interested that the path should "be made straight." He alluded to the contemplated road, as a link in the line of steam communication which was to circumscribe the world—and disseminate to all its dependencies the wide world's products, &c. &c.

Mr. Watts was followed by some remarks from Hon. J. B. Uniacke, Attorney General of Nova Scotia. Mr. Uniacke hoped there might be no difference of opinion as to the magnitude of the project, or of the means to bring it into fruition—he viewed it as a means to connect the Provinces with Great Britain—to connect countries and continents, and hoped that in selecting a route, they would not turn aside from motives of economy or of a sectional character, &c. &c., and in conclusion gave to Portland the credit of originating this great project.

The meeting adjourned to meet at 9 o'clock on Thursday morning.

THURSDAY, Aug. 1, 1850.

[Second Day.]

The Convention met at 9 o'clock, pursuant to adjournment. His Excellency Governor Hubbard in the Chair.

As there was no immediate business to occupy the time of the Convention, the President called upon Mr. John Clark Hall, of Nova Scotia, to address the meeting.

Mr. Hall remarked that as the Committee had not reported their doings to the meeting, he did not deem it his duty to enter into the general merits of the question although fully prepared to do so. He would, therefore, confine himself to a view of the vast importance of the plan proposed to be accomplished. It is a matter of pride that we meet for this grand object, which has for its aim the amelioration of our condition as a people, and for its end that of the whole human family. The speaker illustrated the position of Great Britian and the United States, their common origin and the palpable fitness of things, that they should unite in the bonds of brotherhood.

Our purpose is to draw two great people together by a closer cord, who have been estranged, to a certain extent, until the present time; we meet for the purpose of drawing together affections which ought never to have been separated. To effect this, our object is not to separate from the great country which has protected us, but to show her that we can take care of ourselves; and should her care or protection be withdrawn, to show her that with the assistance of our neighbors we can go along, taking care not to disgrace the mother country, but to emulate the brother country. The great element of the prosperity of the States, said Mr. Hall, is not traceable directly to your railroads, or your factories. The school system, is the source of New England power. Every one is taught to know who he is, and what his responsibilities are. The knowledge that New England people possess is that which constitutes her power—gives energy to her mind, vigor to her thought, and renders her equal to meet every emergency and to overcome every obstacle. Every child is brought up to know that he must carve out his own fortune, with the lively hope that he may elevate himself even to the occupancy of the proudest position in the gift of the people. It is for these reasons that he approbated this magnificent Railroad scheme. By it, he expected an impulse would be given to the people, of the Provinces, and lead them to attempt to rival their more prosperous neighbors. Whoever is the mover of this great enterprise has so far achieved for himself a name that can not be forgotten. The time is past, said Mr. Hall, when in any country war is to be used for the purpose of aggression; and when he heard the President of the Convention approach this topic in so eloquent and dignified a manner, it seemed to him we were approaching that consummation which the prophet had in view.—Peace, meek-eyed peace, is the happiness of nations and the glory of God. Through peaceful achievements your improvements will go on, your agriculture will flourish until the United States becomes:

"The exhaustless granary of the world."

He concluded, by saying, that the subject was so vast, that phase after phase presented itself before the idea which they give rise to, could be uttered. He would, therefore, remark that wherever the Railroad should be located, by the wisdom of the Convention, he would bid it God speed.

Mr. Appleton, of Portland, responded to the invitation of the President in some fervid and eloquent remarks. He remembers some few years ago, when there were no Railroads in Maine, when a few gentlemen met in the upper room of the Exchange building to consider the practicability of the Atlantic and St. Lawrence Railroad. Now, its iron arm has stretched itself to the extremity of Oxford County, reaching forward to meet that other arm which is stretched out from the market place of Montreal.

England and America combined can defy the world. They have a mighty power—but a power for evil is also a power for good, and he would choose rather to look upon them not as defying the world in arms, but joined together to revolutionize a world in civilization. What reasons can be given why the two flags should not float side by side? The nations speak the same language, the language of Shakspeare, and when they are united by the *Atlantic ferry* and Railroad communication, there is hardly a thought worthy of preservation that is conceived in a New England closet but will in a week be heard of in the circles of London and uttered in the saloons of Paris.

We live in times that defy all distance. This is not a State object, although Maine has the honor of having originated it;—it is a National object for the United States,—it is a national object for Great Britain. New York is greatly interested in its success, and we have, therefore, a right to go and ask them to open their pockets. If we must go abroad for assistance, that assistance will be rendered. It cannot be withheld. How, then, shall we say we are poor. If a proper direction is given to the work, means will be found and the enterprise will be accomplished. We have a duty to perform in this matter, and may not turn away from it. Sectional views and local differences ought not to obstruct us, but, having determined upon the best route, all our energies should be put forth to the accomplishment of the work, that our children who come after us, in view of the incalculable value of what we have done, may feel to exclaim, "Thank God! we had such fathers." He who shuts himself up in a narrow and temporary policy is false to himself, false to his country, and to the age in which he lives.

This was the first time, he said, that the lower British Provinces have been called into council with their brethren of Maine. Let us hope that it is but the beginning of courtesy, kindness and cordial esteem, until, forgetting the line that divides us we shall all realize that the same interests really and in truth unites us together.

Hon. L. A. Wilmot, Attorney General of New Brunswick, and Chairman of the Business Committee, then presented the following Resolutions, which had been adopted by the Committee:—

Resolved, That the spirit of the age and the progress of modern improvement, demand the most rapid and certain means of intercommunication between the people of the old World and those of the New.

Resolved, That this object can be best effected by the construction of a line of Railway leading from the great seats of population and business in the United States and Canada, through Maine and the Province of New Brunswick, to some convenient Port on the Atlantic coast of Nova Scotia.

Resolved, As the firm and deliberate opinion of this Convention, that the time has arrived when the construction of such a line of Railway shall be commenced, and that it shall be designated THE EUROPEAN AND NORTH AMERICAN RAILWAY.

Resolved, That this great Railway, connected as it will be with Ocean Steam Navigation and the Railway systems of the whole of Europe and America, which traverse Empires, Kingdoms, Colonies and States for the advantage of all, deserves to be regarded, not by the commercial world alone, but by the Statesman, the Lawgiver, and the Philanthropist, as one of the greatest links in that mighty chain which is fast encircling the whole earth, strengthening the bands of brotherhood and Christian fellowship, multiplying the ties of lineage, and bidding fair to constitute of all mankind, but one great Commonwealth of Nations.

Resolved, That as a network of Railways now overspread a great portion of the United States and Canadas, and extends from the Far West to the valley of the Kennebec in one unbroken and continuous line, it is expedient that the European and North American Railway should consist of an uninterrupted line of communication by land from the valley of the Kennebec eastwardly through New Brunswick to the Eastern coast of Nova Scotia, from whence the Ocean may be crossed by steamships to the Western coast of Ireland, as the shortest Ferry across the Atlantic.

Resolved, That as a means of communication for all time between the nations of Europe and the whole of North America, the Railway should be built in a durable and substantial manner.

Resolved, That by shortening the line of transit across the Atlantic Ocean by at least one-third, the entire business travel between Europe and America will be eventually drawn over this line of Railway.

Resolved, That the through business which the proposed line of Railway must command, independent of way and local traffic, will render it a most profitable undertaking, and cause the commercial value of its stock to be equal to that of any Railway in the world.

Resolved, That from the valley of the Kennebec in Maine, to the Eastern terminus on the Atlantic coast of Nova Scotia, the proposed line of Railway will traverse a country abounding in natural resources, and possessing all the elements of wealth and commercial greatness in an unusual degree; that although now sparsely populated, this line of country under Railway influence will soon become densely peopled, and every species of industry will be called into existence among its inhabitants.

Resolved, That this Railway demands for its completion, the united and vigorous action of citizens of the United States—of all British subjects—and of all who desire to promote agriculture, commerce, manufactures, and the progress of the arts and sciences, in connection with the firm establishment of peace and good will upon earth.

Resolved, That the State of Maine and the Provinces of New Brunswick and Nova Scotia shall be called upon to grant concurrent charters for the incorporation of Companies to construct the proposed Railway from the valley of the Penobscot to the eastern terminus in Nova Scotia.

Resolved, That in addition to individual subscriptions for shares in the proposed Companies, the aid of the public resources of Maine, New Brunswick and Nova Scotia, shall be solicited to the extent of one-half the cost of this line of Railway, that grants of the public lands near the line, shall also be asked, and that the Province of Canada shall also be solicited to contribute toward the construction of a work of such great importance to its public and private interests.

Resolved, That a special appeal shall be made to the Stockholders of all Railroads between N. York and London, for aid to this Railway, which to them will be of much pecuniary advantage by promoting an endless stream of travel and traffic.

Resolved, That application shall be made to the Governments of Great Britain and the United States respectively, for conditional contracts for transporting the European and North American Mails over this Railway, for a long period, at remunerating rates.

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.

Resolved, That the Legislature of Maine now in session, shall be called upon to grant a Charter forthwith for the incorporation of a Company to construct that portion of the line between the valley of the Penobscot and the Eastern boundary of the State.

Resolved, That a Central Executive Committee of seven shall be chosen for carrying out the various measures indicated in the foregoing resolutions, and effecting such other objects as will best ensure the speedy commencement of the work.

Resolved, That the Central Executive Committee shall appoint Local Committees along the proposed line, to correspond with the Central Committee, and facilitate the progress of the work.

Resolved, That the proceedings of this Convention shall be carefully and authentically drawn up and published in convenient form for general circulation in Europe and America.

Mr. Wilmot also said there was one other resolution which the committee adopted, whether for good or evil he knew not, which was, that the Chairman should offer to the Convention some remarks upon the general subject. I cannot claim, (he remarked on commencing,) to be a son of New England, but I am a grand-son, and the grave-yard of a pleasant village in Connecticut contains the bones of my ancestors.—Mr. Wilmot continuing, delivered one of the most spicy, eloquent and enlivening speeches which we have yet had—which, while it kept the audience in the best spirit, and was received with the liveliest tokens of approbation, was replete with noble sentiments, commending themselves to the hearts of all present. His remarks were generally upon the moral, social and intellectual influences which would result from the contemplated work. No sketch would do justice to its power and beauty, its flashes of wit and humor.

We in the Provinces, he said, came to this Convention at your call, we have responded to your invitation, and you have given us a brother's welcome. Physiologists affirm that the exercise of the muscles tend to their enlargement and fuller development; and phrenologists affirm that the exercise of the different faculties developes in a corresponding degree the bump upon the cranium. I would beg to add something to this category,—the exercise of benevolence and kindness enlarges the heart, and since I have been among you I have felt my heart grow big within me.

I am delighted to see this day, and could I give expression to the emotions which swell up within me I would do so, but my power fails in the attempt, and I cannot presume to make a speech. We do not, however, meet to consult about California, where *one hundred and twelve hour* speeches are necessary, or about the admission of New Mexico into the Union. Our object is to effect an admission into the great Railroad Union, and on this question we admit of no compromises. We go straight ahead in our purposes, and the union will be effected. I know that the nuptials will be celebrated before I go home, and if any man has anything to say why the union should not take place let him speak now, or forever after hold his peace. In prosecuting our efforts in this matter we must have faith, but as faith without work is dead, let us go steadily forward to a speedy and glorious, completion of our great enterprise.

It is written in the decrees of eternal providence that we shall learn war no more; we may then, go on side by side with glorious emulation for the cause of virtue and philanthropy throughout the world, striving who shall out-vie each other. There are some good old-fashioned people who think we are going too fast and too far in our railroad enterprises. We have, they say, lived and got along well enough without railroads, and now you seem to think that your temporal salvation depended upon it. Blot out your telegraphs, lay up your steam boats, what darkness would come upon the world. We must here form ourselves into a council of war, for the purpose of combatting these old prejudices, and instead of being turned away from our objects, we will take stronger grounds.

Mr. Wilmot proceeded to pass a high and warm eulogy upon the American Union. He considered that the grand cause of christianity, of philanthropy and of liberty depend upon the existance of the Union, and for himself, he thought a law should be enacted that the man who could ever conceive of a dissolution of the Union, should be held guilty of treason. Canada and the Provinces are deeply interested in your existence, therefore if you want any assistance, in a quiet way, so far as opinions go, the whole provinces are with you. Near the close of his remarks he expressed great faith in the enterprise, the consideration of which had convened the Convention. And as one member of the Legislature of New Brunswick he promised his hearty support to this measure in that legislature, both in money and in lands, so far as his influence extended, and as a member of the Government of the Province he promised its hearty co-operation in the proposed railroad. Mr. W. concluded by thanking the citizens of Portland for their hospitality.

Mr. Pryor, Mayor of the City of Halifax, was called to the chair, during the temporary absence of the President, and the four first resolutions were passed unanimously.

On the reading of the 5th, the Hon. J. W. Johnston, of Annapolis, N. S., moved the following as a substitute:

Whereas, several routes have been suggested for the proposed Railroad through the Province of Nova Scotia, and it is desirable that the most certain information within the means of the Convention should be obtained before the particular line be selected in an adventure of such magnitude.

Resolved, Therefore, that a Committee be appointed of gentlemen of the United States uninterested in any of the local considerations that affect the inhabitants of New Brunswick and Nova Scotia in the question indicated in the above Preamble, whose office it shall be personally to inspect the different routes proposed for traversing Nova Scotia, with the following objects concerning each specially in view. The distance and time of transit by each—the physical advantages and disadvantages; the population, resources, and nature of the country; including the means of providing for the work; the probable and way passage and traffic, and the amount of subscriptions from the inhabitants that might be justly relied on; and most particularly the general cost of raising the necessary funds within a reasonable period, and the time when the undertaking may be brought into effective operation by each route. And that the Committee report on these and other points of comparison, which they may deem important, as respects each line, to the Standing Committee, and such report finally to determine the route to be accepted as final, by Maine, New Brunswick, and Nova Scotia.

Mr. Johnston said that he wished to have it understood than in moving this amendment or substitute, he intended nothing antagonistic to the great object which had drawn the Convention together, but his object was to consider the best mode by which that great work could be accomplished. The great thing to be determined was the most certain, cheap and expeditious route by which the line could be built. He begged to assure the Convention that there is nothing in the slightest degree antagonistic to the great purpose of the Convention. The importance of the measure he considered settled that question.

When railway speculators meet together they weigh it in its commercial advantages. These considerations are all proper, but when a question of this kind is presented to the people these inferior considerations, as they may be called, are swallowed up in the grand and vast interests involved. It is a national question.

Mr. Johnston did not desire to jar upon the harmony of this Convention. We have met to make a common effort to effect a common object. The province of Nova Scotia has a peculiar geographical construction. It is a peninsula. The Bay of Fundy running up forms two other bays, Chignecto and Minas Bays, bringing ocean navigation almost in our very centre.—The valley watered by the Annapolis and Cornwallis rivers is one of singular beauty. From the gut of Annapolis to lower Horton the country is one of the richest fertility and of great agricultural resources. The idea of the community I represent is that through this country you have facilities for the construction of a railroad to be met with nowhere else. You have a perfect level, and there is not a single obstruction to be met with. It is a dead level, upon a sandy plain. A railroad can be constructed on this line at a small expense. This railroad is within the means of Nova Scotia without any foreign assistance. We don't tell you that the Bay of Funday is no obstacle, but thy are nothing compared to those of the Irish Channel. For twenty years the Bay of Fundy has been navigated by steamers of an inferior class, yet still there has been no loss of vessel or of extensive loss of life. Our New Brunswick brethren have a kind of hydrophobia about this matter. The waters of the Bay frightenad them. Our chief argument is that the difference in the expense of constructing the two routes, renders the Digby route the most desirable, and, in fact, renders the other impracticable. In conclusion, he wished a careful survey made by disinterested persons, and would state that his constituents would cheerfully abide the result, and extend their aid to the project, even though the decision should be adverse to their preference.

Mr. Wilmot replied to Mr. Johnston's remarks in reference to the navigation of the Bay of Fundy. He was willing to acknewledge that he was somewhat afflicted with the *Fundy hydrophobia*, and proceeded in a humorous strain of remark to show the impracticability of the Western or Bay route, because of the uncertainties of Bay navigation, by reason of the severe fogs in summer and the severe storms of winter. He also demonstrated its impracticability because of the uncertainties with regard to time. Travelling upon that Bay, he had discovered a new species of navigators there, those who could steer by the nose. Once, in a dense fog, where it was difficult to determine where they were, he heard the cry, "ease her, hallo, forward, there, don't you smell land?" Sure enough, they did smell land, and made the shore within a few rods of the place they started from. The reason why there had been no boats lost on the Bay is, that they don't go fast enough to run into trouble. Put one of your fast steamers down there, and she would be forty rods on the rocks before she could be stopped. After relating one or two anecdotes which told rather pointedly on the advocates of the Digby route, Mr. Wilmot concluded by remarking that he was fairly of opinion, it would be found best, in constructing this Railway, to have it laid on the land. Lines of travel would never be sustained across the Irish Channel, if its dangers could be avoided by going round one hundred and fifty miles. In regard to the amendment, in case it should pass, he should feel inclined to move a *Wilmot Proviso*, as follows: Provided, nevertheless, that no part of said Railway be laid on the water.—He said the delegates from New Brunswick were unanimous in their opinion in favor of the land route, while the Nova Scotians were not unanimous in favour of the Digby route.

Mr. Frazer, of Windsor, N. S., took up the cudgel in favor of the Digby route, contending that the fog was a bugbear, which any boat properly equipped would surmount.

The Convention then adjourned, to meet at 2½ o'clock, P. M.

(Continued on the 2nd page.)

DR. LA'MERT

ON THE SECRET INFIRMITIES OF YOUTH AND MATURITY.

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By Samuel Le'Mert, M. D.

No. 37, BEDFORD SQUARE, LONDON.

Doctor of Medicine, Matricular Member of the University of Edinburgh, Licentiate of Apothecaries' Hall, London, Honorary Member of the London Hospital, Medical Society, &c.

CONTENTS OF THE TREATISE:

CHAPTER I.—On the Philosophy of Marriage, with its Endearments and Obligations, and on Infelicitous and Unproductive Unions.

CHAPTER II.—On the Anatomy and Physiology of the Generative Organs, their functions, structures, and secretions, proving that great Mental and Physical Power are dependant on their healthy action.

CHAPTER III.—On solitary Habits; their various effects on the Animal Economy; the concealed cause of Debility of the functions of the Stomach, Lungs, and Brain, and general Weakness of the Mental Faculties.

CHAPTER IV.—On the Secret Disorders of Youth and Maturity, and the Treatment of Nervous and Local Weakness, Mental Debility, and Premature Decay.

CHAPTER V. and VI.—On the Disorders arising from indiscriminate Excess, Gonorrhœa, Gleet, Strictures, and other diseases of the Urethra.

REVIEW OF THE WORK.

Marriage requires the fulfilment of several conditions, in order that it may be really the cause of mutual happiness. Could the veil, which covers the origin of domestic wretchedness, be raised, and its true source in every instance disclosed, in how many could it be traced to physicial disqualifications and their attendant disappointments. Excesses are always injurious; the gift, which when used in moderation is fraught with advantage, becomes, when abused, the prolific source of mischief, and of greater or less injury to the constitution and vital powers. The particular excesses, on the nature and consequences of which this Treatise professes to dilate, are productive of greater misery to the human frame, than any other to which it is subject.

This Work contains an accurate and complete account of the Anatomy and Physiology of the Reproductive Organs, and of their relative conditions in health and disease. Not are these the sole contents of the Work, the means of escape, as well as the nature of the danger are pointed out in clear and intelligible language. It deservedly requires the closest attention and study, for what subject can be of more importance than the preservation of health, and the physicial capabilities of which every man should be posessed. It unfortunately happens that the unhappy victim of excesses indulgence and vicious habits, whether acquired in early life, or from the follies of advanced age, while suffering from their inevitable consequences, unwisely entertains a fear of applying to the qualified physician for relief. Shame and the dread so frequently but erroneously entertained that these complaints are beyond the reach of art, alike restrict him, and prevent his seeking for assistance where alone it can be procured. In acting thus, he forgets that actuate discrimination in ascertaining the causes of disease, sympathy with the sufferer, and above all, secrecy, invariably characterize the intelligent and practical physician, and to the medical man, who can show by his possession of the requisite legal qualification that he is entitled to esteem and respect in his professional pursuits the utmost confidence should be extended. DR. LA'MERT has obtained the highest medical honours, as his diplomas testify, and the great extent of his practice for many years is a guarantee for his professional experience, which has reference almost solely to the treatment of these diseases.

This work may be had in St. John, of H. Chubb & Co. price 2s. 6d. stg.; Halifax, Messrs. Moon & Co.; Quebec, Mr. Neilson.

August 24, 1849.

Notice.

THE subscriber having resumed his Licence as an AUCTIONEER AND COMMISSION MERCHANT in this City, returns his sincere thanks to those who have patronised him for the last ten years, and again offers his services professionally for the sale of *Lands, Houses, Personal Estates, DRY GOODS, Underwriters' and Furniture Sales*, on the premises of the owners, which will receive special attention.

ALSO—Will have one or two Sales weekly, at his *VARIETY STORE*, of such Goods as may be consigned from time to time.

☞ The Retail business by private sale continued as usual, over the counter, in a variety of Cheap Useful Goods.—*Call and see!*

14th sept. J. LORDLY.

Candlesticks, Just Received.

1 CASK containing 20 dozen assorted German Silver, Silver Plated Brass, and Japanned Table and Chamber CANDLESTICKS, very cheap at the Variety Store, King-Street.

July 6. J. LORDLY.

Fellows' Rasberry Vinegar.

STRAWBERRY, Raspberry, Lemon, Sarsaparilla Ginger, Orgeat, Vanilla, and Rose SYRUPS.

Over 200 Gallons of the above choice selection of Syrups on hand—warranted to be prepared of pure Loaf Sugar, and to contain more of that article and to be of better flavour than any sold in this Market for the same money.

FELLOWS & CO.,
Manufacturers.

N. B. Any choice SYRUP made to order in its proper season at short notice. F. & Co.

September 7.

Buffalo Robes, Fur Caps, &c.

The Subscribers have Received by late Arrivals from New York and Boston—

8 CASES For CAPS, newest styles,
5 bales best Buffalo ROBES,
3 cases Drab Soft Felt HATS, which will be sold at a very small advance, on cost—Wholesale and Retail.

LOCKHART & CO.,
No. 1, Prince William street, and Corner Market Square

Nov. 2.

PITCH & TAR.

On Consignment ex Olive Branch—

50 BARRELS PITCH;
50 do. Wilmington TAR,—for sale low from the vessel by

Feb. 1, 1850. THOMAS HANFORD.

Window Glass, Nails, &c.

Arrived ex the Ship *Princess*, from Liverpool.

140 BAGS best quality Cut NAILS, 3d, 4d, 5d, 6d, 8d, 10d, and 12d sizes
160 Boxes Window GLASS, 8x10, 9x12, 9x13 and 10x12;
25 Kegs best quality MUSTARD;
1 Barrel Cream of Tartar; 1 Box SAUCES.

For sale by JOHN KINNEAR.

March 15. *Prince William Street.*