The Observer.

SAINT JOHN, AUGUST 6, 1850.

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 to-morrow (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 t

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 the 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 New 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 cooperation in the proposed railroad. Mr. W. concluded by thanking the citizens of Portland for their hospitality.

Mr. Parsons, 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 fifth, 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 making 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 frightened 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 acknowledge 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. There had never been a mail lost crossing there, though they have been sent across for many years. He contended that the difference in the cost of the construction of the two routes would be in favor of the Digby route to the amount of more than a million of dollars. He was willing to submit the whole matter to the proposed Committee, and would cheerfully abide the result.

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

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 that matter he 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 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 an 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 nautical sense of the convention if they think this plan a desirable or even a possible one. The uncertainties attending it is a fatal objection. A steamer on the coast, is destined to sail at a certain day, is looking for the mail and her passengers, but fogs or storms detain them in the bay. Who would run the risk of these uncertainties? He would not induce travellers from New England would consent to cross the Bay of Fundy, amid the fogs of autumn 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 good sense can and will do their part. Mr. Chandler then proceeded to answer the objections respecting the expense. In Nova Scotia, the sale of the land route there was not so much railroad to be built as for the Digby route. In Maine the extent is the same by either route. The difficulties, then, was in the Province of New Brunswick. Mr. Johnston continued with some [illegible] Legislature stands ready on the part, and they ought to be the last to judge. But the wise [illegible] arguments for the land route [illegible] ing 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 steam boats, a perishable species of property, with the wharves, laudings, &c. to be constructed at Digby, would cost half as much as the whole extra 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 whatever route is selected he would bid it God 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 constituents 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, announced 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 and 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.

Mr. Forsyth expressed himself strongly in favor 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 favor 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 doom 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 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, and moved that when the Convention adjourn it be 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 are all fine speakers. The business of the Convention will occupy to-morrow. The interest is kept up, the hall having been full all day.

All the Resolutions submitted by the Hon. L. A. Wilmot, Chairman of the Business Committee, were passed; and the proceedings of the Convention terminated on Friday evening, at six o'clock. On that day, General Dearborn, Mayor of the city of Roxbury, delivered an eloquent address on the subject: M. H. Perley, Esq. of St. John, and others, also addressed the Convention on that day.—the particulars of which have not yet been received in this city.

The Hon. J. B. Uniacke, (Attorney General) and R. B. Dickey, Esq., were appointed the Executive Committee for Nova Scotia; and George Botsford and Robert Jardine, Esqrs., Executive Committee for New Brunswick.

Of the twenty Vice-Presidents of the Convention, no less than eight were Mayors of Cities.

The Portland Advertiser says "the remarks of the delegates from the Provinces, were received with hearty demonstrations of applause."

The American and British flags were gracefully intertwined around the spacious Hall—emblematic of mutual peace and good will. Behind the President's chair was suspended a large Map, on which was traced the great Eastern line of Rail Road, by reference to which the speakers could clearly point out any particular point or locality to which they might wish to refer.

The following telegraphic despatch, giving a brief sketch of the pleasing result of the Convention, was received at the News Room on Saturday:

PORTLAND, Friday, 2d August.

The proceedings of the great Rail Road Convention, after three days continuous sitting, terminated this evening at six o'clock.

The whole proceedings have been most harmonious, and it is universally admitted that they have excited a greater degree of interest than was ever before manifested in the Eastern States. It has been decided by unanimous vote that a Railroad shall be built forthwith from the Valley of the Kennebec to the Eastern coast of Nova Scotia,—that it shall be one unbroken line by land, around the head of the Bay of Fundy.

The Resolutions and Speeches were of a most animated character, and there can scarcely remain a doubt, from the nature of the measures adopted, that the Railway will be built forthwith.

The attendance upon the Convention was exceedingly numerous, but the most respectful and attentive consideration was given to every speech. An executive Committee of seven has been appointed to carry out the measures agreed upon by the Convention—three from Maine, two from New Brunswick, and two from Nova Scotia. Nothing has been neglected to secure the success and early completion of the "*European and North American Railway*"—which name was by acclamation adopted.

Several of the delegates from this Province and Nova Scotia have returned; the remainder are expected by the Steamer to-night.

The good people of Portland, by their kindness and hospitality, have made a lasting impression on the minds of all the delegates, which can never be obliterated from their memory.

We omitted to state in our accounts of the proceedings of the Railroad Convention, that the North end of the Hall is hung with an immense map of the Provinces of New Brunswick, Nova Scotia and Canada, and also the State of Maine, whereon the various routes proposed for the Road are marked so as to be discerned at the other end of the Hall. The flags of Great Britain and the United States are hung on either side of the President's chair, and from the top of the building the flags of the two nations float side by side.—*Portland Advertiser.*

His Excellency the LIEUTENANT GOVERNOR arrived in this City, from Head Quarters, on Saturday last.

The SUPREME COURT for this City and County commenced its sittings this morning.—His Honor Judge Street presides. Fifty-five civil causes were entered for trial.

RAILWAY MEETING AT NORTON.—A Public Meeting was held at Norton, on the 27th ult., at which Samuel Hallett, Esq., presided, and resolutions favorable to the construction of a Railroad from Maine to Halifax, via St. John, Hampton, Sussex, Amherst, &c., were passed, and offering a free right of way through their lands for the Railway track.

The valuable property, for many years known as the "*Exchange Coffee House*," fronting 50 feet on the Market Square, and extending 80 feet up King Street, was sold at Public Auction on Thursday last, for £5,650, and purchased by Mr. John Gillis, Merchant. It is stated that Mr. G. purposes removing the present houses, and erecting a range of fine brick buildings on this most eligible site.

H. M. screw propeller *Plumper* was towed into our harbour this morning, for the purpose of repairing damages recently sustained by getting ashore in Digby Gut.

EVIDENCES OF CHRISTIANITY.—We received last week, from the publishers, Messrs. McMillan, copies of five lectures on the above subject, delivered in this City in April, May, and June of the present year, by the Rev. Messrs. John Irvine, R. Knight, H. Daniel, S. Robinson, and W. Smith.—These excellent lectures, with those of the course delivered by other Rev. gentlemen, and previously printed, were all prepared with much care, and are well deserving of extensive perusal, and, bound together, would form a valuable volume on Theology. They are for sale by the publishers, at the nominal price of 2d. or 2½d., according to the length of the lecture.

PANORAMA OF THE GARDEN OF EDEN.—This splendid mirror of nature, painted by Mr. Pratt, of Boston, has, since its first exhibition in this City, on Wednesday evening last, continued to attract, on each succeeding evening, large and highly respectable audiences, and all have appeared highly delighted with the rich and variegated scenery, passing in review before them. The figures of Adam and Eve, life size, which appear in three different parts of the picture, are beautifully painted in oil colours; there are also representations of various animals, birds, &c., interspersed throughout the painting. The Panorama is embellished with rare and beautiful trees, vines, flowers, and mountain, valle, rivulet and cavern, and has evidently cost much study and labour in the preparation. It is well worthy of the patronage of the public.

CONFIRMATION.—The Lord Bishop of the Diocese will administer the rite of Confirmation in St. George's Church, Carleton, on the afternoon of Sunday the 11th inst.

CONSECRATION