The Observer.

St. John, Tuesday, Sept. 20, 1853.

# THE MEMORABLE FOURTEENTH OF SEPTEMBER.

Wednesday last being the day appointed for one of the most important and memorable Celebrations ever witnessed in New-Brunswick, that of praticallly commencing the EUROPEAN AND NORTH AMERICAN RAILWAY, by turning the First Sod in due form and state, was of course observed as a general holiday, and devoted by all classes, ranks and conditions, exclusively to the ceremonies and festivities of the occasion. The weather was in the highest degree propitious, and everything combined to favor the pompous demonstrations of the day. For several days previously, crowds of strangers from all parts of the Province, from the neighboring Provinces of Canada, Nova-Scotia and Prince Edward Island, and from various States of the Great Republic, (even to its most southernmost limit,) had been arriving in numerous steamers for the purpose of witnessing the ceremonies of the day; and although these arrivals amounted to many thousands, all were comfortably provided for, by our numerous Hotels and the liberal private hospitality of our citizens. At day break, the auspicious morn was ushered in, by the firing of a salute from Fort Howe by the N. B. Artillery; and by the humourous procession of the *Calothumpians*, or Masqueraders, who in grotesque costumes, and with burlesque vehicles and steeds, paraded the city at the early hour of 5 o'clock. Immediately after breakfast, the members of the various TRADES and public bodies, who were to form the grand procession of the day, were seen actively hurrying to the *rendezvous*, on the Barrack Square; where the Chief Marshal, (the High Sheriff,) the Assistant Marshals and Railway Company Committee arranged them in order of march, pursuant to the programme which we published last week. Soon after 10 o'clock the procession commenced its route, and traversed the principal streets and squares of the City, proviously to marching for the Celebration grounds. It extended to nearly two miles in length, and was about one hour in passing any one point; there being about 5000 persons in its ranks, ranged four abreast, besides a large number of huge vehicles, bearing the various models and devices, and many other carriages, drawn by a proportionate number of horses. Having already published the descriptive *Programme*, we now subjoin (principally from the *Freeman*) a detailed *description of the Emblems*, and other adjuncts of the Procession.

## Description of Emblems, &c.

The House Carpenters and Joiners made a very respectable appearance. In their workshop, which was fitted up on a large waggon, drawn by four horses, men were busy in the various occupations of the craft, and a sash machine was at full work. Their banners bore the inscriptions "There is a good time coming," and "Union is strength."

The Ship Carpenters were one of the largest and finest bodies in the Procession. The men from the various yards were dressed in appropriate uniforms, and some of them bore emblems of their trade, with several standards, on which were inscribed appropriate devices and mottoes. Models af vessels in various stages of construction were drawn upon waggons, suitably decorated. The model of the world-renowned "*Marco Polo*," from Messrs. Jas. Smith & Son's yard, the beautiful model of Messrs. W. & R. Wright's "*Guiding Star*," about twenty feet in length, completely timbered, &c., and a vessel on the stocks, with the men actually at work, from the yard of Messrs. W. Potts & Son, attracted, and deservedly, much attention.

The Banner of the Blacksmiths and Founders was a woman leaning on an anchor. Motto—"By hammer in hand all arts do stand." Second banner, an anchor and chain; motto—"Fear not, it will hold fast."

In this body were comprised the Edge Tool Makers, whose banner bore various devices, edged tools, &c., and the motto—"Tis by our aid all work is done." The Farriers, with appropriate banner and motto. The Grand Banner of the body bore the usual devices—the arms and the mottoes—'For the general benefit,' &c. This body made a fine show, and mustered about two hundred strong. After them, and belonging to the same body, came the men from the Foundries, with their banners, &c., numbering over three hundred men—those from the Foundry of Messrs. Harris & Allan, with blacksmiths and moulders at work; from that of Flemming & Humbert with a steam engine at work; and those from the Eagle Foundry, (Mr. Smith's.)—One of their standards bore the arms of the trade, and the motto—"Industry and Benevolence unite in Friendship."

The Painters mustered about fifty strong, and made a very respectable appearance. Banner, Painters' Arms—Shield supported by St. Luke, their Patron Saint, and a Leopard. Motto—"Amor, Honor et Obedientia."

The Masons and Stone Cutters mustered about 150 strong, and looked well in their neat dresses. The brick yard was hard at work, throwing off brick, the stone cutters plied the chisel and mallet busily, and on one car were borne barrels of cement, plaster, &c.—Their banner showed an arch, with a railway train passing over it.

The Bakers numbered about 90, and were inferior in appearance to no body in the Procession. Their Banner was, we presume, the Baker's Arms—sheaves of corn and men in working dress—motto, "For the good of all." They bore gilt peels, dokers, &c.

The Printing Press was drawn by four greys, Supporting the canopy were the figures of Faust Guttenberg, Caxton, and Franklin. The car bore the inscription "Knowledge is Power." Attending on the Press was a devil in proper shape, horns, hoof and all.

The Cordwainers are, in nearly all cities, a strong and respectable body. On this occasion they numbered about 250, and maintained the old renown of the gentle craft. King and Queen Crispin were dressed in royal style, and did no discredit to the characters.

The Tailors are also generally a large and well-looking body, and on this occasion they looked exceedingly well in their neat dresses and nice scarfs. They numbered 150. Adam and Eve stood their part well. They were followed by a Golden Lamb and the trade Banner. Two Camels, with the motto "Concordia Parræ res Crescunt."

The only Millers that turned out were those from the Botsford Mills, of which Messrs. J. & R. Reed are proprietors. They were twelve in number, dressed in uniform,—their banner, Ruth gleaning in the corn field: motto,—"The Earth shall yield her increase"—obverse, view of the Botsford Mills at Little River. Motto—"Peace and Plenty crown the earth." They had a Mill in full operation. This was worked by the motion of the waggon on which it was drawn, the wheat being by this means elevated into the hoppers, then passing between the stones, and ground into flour. It was tended by the miller (Mr. Lake) and his gang.

The Riggers mustered 100 strong, dressed in frock coats and white trousers, Banner, Ship with Riggers at work, Motto—"Go on and Prosper."

The Cabinet Makers, ninety strong, made a very creditable display. Their wareroom containing many rich articles of furniture, and their workshop with men at work—both looked very well. Banner, with a figure of Justice, and mottoes; on the obverse a side-board, hands locked, and the motto—"Love and Unity."

The Directors of the Mechanics' Institute, the Mayor and Corporation of St. John, the Police and County Magistrates, the Executive Committee of the Portland Convention, Railway Engineers, &c., and the President and Directors of the European and North American Railway Company, all appeared in carriages provided for the occasion. Among the Executive Committee of the Portland Convention, were John A. Poor, Esq., of Portland, and Judge Chandler, of Calais, well kuown and tried friends of the great work.

## THE ENGINE COMPANIES.

No. 1, Portland Company, mustered 70 strong, headed by Hose Cart and Band: the company of Rankin & Co., about 120 men. City, No. 1, "Wellington," 60 men. No. 3, "Queen," 60. No. 4, "Phœnix," 60. No. 5, "Always Ready," 60. No. 6, "Faugh-a-Ballagh," 70. Nos. 7 and 8, Carleton, two fine companies, were about 70 men each. Their engines were drawn by horses. Two of the Fredericton companies were also on the ground. No. 1 with about 25 men, and No. 2 with 40 men. They are a fine body of men. They had with them the splendid Hose Cart, built altogether by a Fredericton mechanic, and which attracted so much attention at the Provincial Exhibition.

The St. John Companies had their usual banners, decorations, &c., their engines, hose Carts, and tenders fitted up with the greatest taste and care, and No 6 had a magnificent new hose cart, built by C. E. Bunting & Co., a beautiful piece of workmanship. But No. 5 decidedly bore off the palm for the style in which they got up their part. First came their tender, ornamented like all others, and drawn by two black Shetland ponies, led by coloured boys in white dresses, turbans, &c. Next came the hose cart drawn by four grays, led by four coloured grooms in white costumes, turbans, &c.; then the beautiful engine drawn also by four greys, led by coloured grooms, &c. After this followed their *Curator*, in antique costume, knee breeches, silk stockings, silver buckles, &c. This turn out was really a magnificent one, the Company having also brought a fine Band from Boston expressly for the occasion. The appearance of the whole Brigade was highly creditable, and nothing was wanting on their part to render the Procession what it was.

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The Millmen, those to whose labours and powers of endurance the country owes so much, made a great display of their strength and numbers, mustering 1100 strong. We believe all the mills in the neighbourhood were well represented. Banners, mill, circular saw at work, &c. Inscription—"Deals, the export of St. John." Besides these the men of Musquito Cove mills had a private banner.

Messrs. Reed & Wright's "Black Ball Line" exhibited a banner, on the front side of which was the Pioneer Packet Ship "*Middleton*," lying at the Custom House Wharf, discharging goods, all properly marked, and a screw Steamer with the Black Ball flying at her mast head, coming up the harbour. Motto—"Speed and Safety—Trade and Emigration." Obverse, a Locomotive called the "*Robert Stephenson*," is seen in the foreground, with a Black Ball Packet Ship, and a Screw Propellor in the distance. Motto—"Onward, The Age of Enterprise." This was followed by about 50 seamen, The crews of the Packet Ships "*Joseph Tarrett*" and "*Esser*," now in port, dressed in blue shirts, white trousers and glazed hats, with the Black Ball, and the ships' names painted on the hat. Then came four Canadian ponies, drawing a full rigged Clipper Ship named the "*Wm. Jackson*," and a Screw Steamer with the Black Ball, followed by about one hundred men, in similar dress to the seamen, comprising the discharging and loading gangs of the Black Ball Line. During the progress of the procession, firing was kept up from a small brass cannon on board the "*Wm. Jackson*.

The Pilots mustered twenty-four strong. They appeared, what they have so often proved themselves, a respectable, intelligent body, worthy of the great trust reposed in them.

The Freemasons closed the procession. There were several Lodges, the members of all numbering probably 300, with their banners, emblems, badges, and elaborate paraphernalia, under the command of the Right Worshipful the Hon. Alexander Keith, the Grand Master.

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The Procession was truly a magnificent display, highly creditable to all concerned; and must have deeply impressed the minds of the beholders, with a conviction of the industry, energy, public spirit and great resources of the industrial population of our city.

Having arrived, soon after noon, at the Celebration ground, in the Valley, near St. Paul's Church, the members of the procession took up their stations in due order around and outside the enclosure; their vehicles and carriages being drawn up in the adjoining road. The site chosen for the turning of the first sod, was one of the most picturesque and appropriate that could have been found; being a level vale, nearly surrounded by high hills and commanding eminences, which were superbly covered to their summits by thousands of well dressed spectators, whose gay and varied costumes charmingly contrasted with the grassy slopes and cedar bushes among which they were grouped; the whole forming a natural amphitheatre, advantageously occupied by some 25,000 joyous human beings of all ages, ranks and sexes. A tasty Pavillion had been erected on the ground, for the accommodation of His Excellency the Lieutenant Governor and Lady, and other distinguished personages; and a well arranged and commodious gallery for ladies, (capable of seating 1000 persons) which was well filled by the fair sex.

About a quarter past 1, P. M., His Excellency, Lady Head and suite arrived on the ground, accompanied by Aids-de-camp and a number of other official personages, as well as by the gallant Commodore Shubrick, of the U. S. Navy, and a number of other Officers of the U. S. Ships of War then in our port; the Band of H. M. 76th Regt. playing the National Anthem, as the party entered the ground. His Excellency was received with a royal salute, fired by a Company of the Royal Artillery, from guns stationed on the ground; immediately after which, the President and Directors of the E. & N. A. Railroad Company advanced in a body, and the following Address to His Excellency was read by the President, R. Jardine, Esquire.

*May it please your Excellency,*—

The President and Directors of the E. and N. A Railway in New Brunswick thank your Excellency for so promptly accepting their invitation to aid in celebrating the commencement of the great work entrusted to their charge—a work not simply of local or colonial but, we venture to add, of national interest.

It will form a link in the mighty chain which is to bind Great Britain more closely to her Colonies and perpetuate feelings of amity with the Great Republic of the Western World.—The thousands who crowd the hills around us, the deep enthusiasm pervading every class, the exulting feelings of hope and pride which animate every face, proclaim to all that results are anticipated from this work which language is powerless to convey. From Lake Huron to the Atlantic the course for the iron horse is laid, and the wealth which is to enable ourselves and our children to develope the rich resources of our Province, and to spread civilization throughout our broad lands, comes from the home of our fathers. Though we cannot claim the balmy air of other climes, yet Providence has placed around us in rich abundance, all that can stimulate to industry and reward enterprise; exhaustless forests, rich mines, invaluable fisheries, productive fields, wide spreading rivers, and a climate healthy and invigorating. The plague and the pestilence which at periods decimate the fairest portions of the earth; the convulsions which rock mighty cities from their foundations, to us are unknown. Our winters are severe, but they retard not our labours; and we may fairly call the attention of your Excellency to the success which has attended the exertions of our artizans and mechanics. Our ships now hold a proud position in the mercantile marine of England, and may vie with the foremost specimens of naval architecture the world has hitherto produced; our agricultural capabilities are daily becoming more apparent, and when by means of that great work, the commencement of which we have now met to celebrate, our facilities of intercourse shall have been increased, and the tide of emigration directed to our shores; we may safely ensure to the industrious emigrant a home which will leave him no cause to regret the land of his nativity.

But there are some events, your Excellency, foreshadowed on this occasion, which we cannot pass over in silence. At present our Sister Colonies and ourselves, though under the same flag and enjoying the same free institutions, are comparatively strangers to each other; our interests disunited, our feelings estranged, our objects divided. From this work, from this time, these differences must pass away; a more intimate union, a more lasting intercourse must now arise, and the Provinces become a powerful and united portion of the British Empire.

For the attainments of these great ends, the Legislatures of Canada, Nova Scotia and New Brunswick have wisely passed most important measures, which, preserving unfettered their Revenues and without burdening their people, have nevertheless induced the eminent capitalists of England to make these Provinces the field of their great railway operations, and we can not but congratulate your Excellency that an undertaking so auspicious of our future welfare, should have been projected, fostered and matured, during your Excellency's administration of the Government of the Province.

In conclusion we beg to express our sincere wishes for the health and happiness of yourself, Lady Head and family and to request that your Excellency do now proceed to turn the first sod of the European and North American Railway.

By order of the Board,
R. JARDINE, PRESIDENT.

To which his Excellency replied as follows:—

*Mr. President and Gentlemen,*—

I can assure you that it is with the most sincere pleasure and satisfaction that I have accepted your invitation to take part in the ceremonies of this day.

However unworthy I may be to represent our Sovereign on this occasion, I feel sure of one thing—I can utter no wish for the prosperity of New Brunswick which is not heartily concurred in by our gracious Queen.

I am fully conscious, Sir, of the vast importance of the undertaking this day commenced. I see around us a vast multitude of men who fix their eyes on this spot as the centre from which they hope that the results of successful industry and intelligence may spread, as in increasing circles throughout the length and breadth of your country.

You speak of the resources of this country I have, during my stay among you, seen something of these resources. I have traversed many of your forests and tracked many of your rivers; I sympathise fully with the anticipations of future prosperity which you express.

I believe that under the blessing of a gracious Providence, a great future awaits these Provinces.

I earnestly pray that this Railway may be one of the means for promoting so grand an object—that it way draw closer and closer the tie of common allegiance which makes all these Provinces part and parcel of the British Empire—that it may teach the people of Canada, Nova Scotia, and Prince Edward's Island, the great fact that their interests are identical, and inspire them with a desire of unity of purpose and unity of action such as has not yet existed.

If these sentiments prevail I have no fears for the future greatness of British North America.

You have justly said, therefore, that our meeting this day is one not of a mere local character. But there is, sir, another point in your address which requires to be more specially noticed.

We have now the pleasure of welcoming among us a distinguished officer of the United States Navy. I rejoice in this opportunity of assuring him, as the representative of his country, that we hope to find in this Railway an additional pledge of perpetual friendship and mutual intercourse between two great nations.—The more we know one another the more sure we are to cherish these feelings and to appreciate the benefits of commercial interchange. Our blood and our language are one, and I heartily trust, Sir, that the harmony and good feeling which now exist between us may never be broken.

It will always be a source of pleasure to me to think that I have during my Administration of this Province been concerned in the commencement of this Railway. It will, moreover, be a further source of gratification to recollect the kindly welcome which you have this day given to myself and Lady Head, and for this I desire, sir, again heartily to thank you.

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His Excellency and Lady, with the accompanying cortege, then advanced to the spot where the first sod was to be turned; Lady Head being conducted by the Hon. R. L. Hazen, Recorder of St. John. An appropriate and impressive prayer was then offered, by the Rev. I. W. D. Gray, D. D., Rector of Trinity Church; after which Lady Head, in the most graceful and expert manner, wielded the spade, raised the first sod of the E. and N. A. Railway, and deposited it in the wheelbarrow, amidst the vociferous cheers of the vast multitude around. Her Ladyship's example was followed by His Excellency, the President of the Company, the Mayor and Recorder, the President of the Mechanics' Institute, etc., and the load thus contributed was wheeled away by His Excellency, and dumped with all due form and with resounding applause.

The Hon. A. Keith, of Halifax, Provincial Grand Master of the Masonic body of these Provinces, then solemly performed the usual Masonic ceremonies, in placing and adjusting the first stone of the works; after which, the 100th Psalm was sung, beautifully accompanied by the Portland *Brass Band*.

His Excellency and Lady Head, with the distinguished visitors and others, having returned to the Pavillion, the Mayor and Corporation of St. John presented the following Address, which was read by His Worship the Mayor:

*May it please Your Excellency.*

We, the Mayor, Aldermen and Commonalty of the City of St. John have much gratification in meeting your Excellency on this interesting occasion—one full of so much hope for the future to [illegible] and cheapen that which we require to import, and to destribute through the interior of our own Province. We also believe that with such facilities for moving people and transporting goods, intelligence will follow in the train and be extensively diffused through the length and breadth of the land, and be a greater benefit by far than the mere mercantile profit which is so generally looked for as the grand result to be desired.

That our hopes and wishes may by the Omnipotent Power that governs all things be permitted to be realised, and that the same Beneficient Power may grant your Excellency, Lady Head and your family health and happiness, is our humble and sincere prayer.

By order of the Common Council,
JAMES OLIVE, MAYOR.

To which His Excellency replied as follows:—

*Mr. Mayor and Gentlemen,*—

It is now between five and six years since I first landed in this City. At that time all interests were depressed and your commercial prospects were clouded and gloomy.

On the present auspicious occasion, I see, by signs which admit of no mistake, that this state of things has passed away.

A gracious Providence has blessed your enterprise and industry, and has poured out its favours on all around us.

It is difficult for me to express the pleasure which this result inspires. I see around me the marks of comfort and prosperity, which have shed their influence on the home of the ship carpenter and the mechanic, as well as on the prouder mansion of the successful merchant.

It is my earnest prayer that this prosperity may continue and that the enterprise which we this day commence may, under Providence, be the means by which wealth and intelligence are diffused throughout your land.

I agree with you that it is impossible to overate the importance of this undertaking and I do indeed congratulate myself that I have been permitted in the conrse of my administration to assist at the solemn observance of this day.

Most heartily do I thank you for your kind wishes towards myself and family, and for the desire which you express, that I may, as Lieutenant-Governor, witness the completion of this great work.

My stay in New Brunswick depends on the commands of our gracious Queen, but whenever I may leave you and wherever I may go I shall retain a lively recollection of the welcome which you have this day given me on the part of the City of St. John.

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His Excellency and Lady Head, with their distinguished company then left the ground, followed by all those within the enclosure; and the Trades procession immediately re-formed, marched round through Portland, Dock Street and King Street to King's Square, and there dispersed.

We must mention, that the Wheelbarrow and Spade used on this most interesting occasion, were expressly manufactured therefor; the former, and the wood-work of the latter, by Messrs. J. & G. Lawrence of this city, Cabinet-Makers; and the blade of the spade by Messrs. E. & J. W. Broad, also of this city, Edge-tool Manufacturers. The wheelbarrow is a superb piece of workmanship, its form presenting the figure of a lion; it is constructed outwardly of black walnut, (the produce of Canada,) beautifully carved and polished; lined with superb bird's-eye-maple, and having a bottom of butternut: both the latter woods being the growth of New-Brunswick. The handle of the spade is also of black walnut, of elegant shape and carving. The blade of the spade is of the finest steel, burnished to a brilliancy equal to silver.

The wheelbarrow and spade are, we learn, to be placed in the Museum of the Mechanics' Institute, for the inspection of visitors.

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## THE LUNCHEON.

His Excellency the Lieutenant Governor arrived at the Custom House Building at a quarter before three, P. M., and at three o'clock the doors of the Banquet Room were opened.

It is calculated that upwards of seven hundred persons were present.

The Chair was filled by R. Jardine, Esq., President of the European and North American Railway Company. On his right sat his Excellency the Lieutenant Governor, Mr. Betts, Mr. Neal, of Portland, &c., and on his left, Commodore Shubrick, William Jackson, Esq., M. P.; John A. Poor, Esq., J. W. Johnston, Esq., late Attorney General of Nova Scotia, &c.

Among the distinguished strangers present, besides Messrs. Jackson and Betts, were—Capt. Lethes, London; Mr. Bidder, Sup't. of the Grand Trunk Railway of Canada; Mr. Roberts, Engineer; Hon. Adam Ferrie, Canada; J. D. Gibb, Esq., Montreal; Mr. Morris, do.; Mr. Clapham, Quebec; Mr. McIntosh, Toronto; Mr. Ravenal, South Carolina; Mr. Thrasher, New Orleans; Hon. Ruel Williams, Augusta, Me.; The Mayor of Portland, Me.; Mr. Morton, C. E.; Mr. Bailey, New York; John Neal, Esq. Portland; Alderman Furbish, Col. Thomas Warren, Hon. B. McCobb, Mr. Edward D. Upham, Mr. F. O'Liddy, Mr. W. Kemball, (Canal Bank;) Mr. W. B. Benson, Mr. Joseph Ring, and Mr. Sewerhy, (Members of the City Council,) Portland, Me.; the Mayor of Calais, Me.; Judge Chandler, Calais; Hon. George Downs and Mr. E. Barnard, Mr. Pike, ex-Mayor, do.; Col. Bion Bradbury, Collector, Eastport; Mr. A. Hayden, Mr. Ichabod, R. Chardburne, Hon. Freeman H. Morse, Mr. Levi L. Lowell, Calais; Hon. Alex. Keith, Mayor of Halifax; Hon. J. E. Fairbanks, do.; Hon. Stately Brown, Yarmouth, N. S.; Hon. John Morton, Cornwallis, do.; Geo. E. Morton, Halifax; Henty Pryor, Esq., do.; R. B. Dickey, Esq., Amherst, do.; John Wade, Esq., M. P. P., Digby, do.; Thomas Killam, Esq., M. P. P., Yarmouth, do.; Hon. Mr. Coles, Dr. Conroy, Pr. Ed. Island; the Members of the Executive Council of New Brunswick, several Members of the Legislative Council, Hon. D. Hannington, Speaker, and a large number of the Members of the Assembly, the Mayor and Corporation of Saint John, Judge Street, High Sheriffs of several Counties, several Officers of the U. S. Frigates *Princeton* and *Fulton*, several Officers of the Garrison, Mr. King, Contractor of the Saint Andrews and Quebec Railway; Mr. Beatteay, C. E.; Mr. Giles, and the Engineers of the European and North American Railway, &c.

Our limits will not admit of our giving the whole of the eloquent speeches, which were delivered on this interesting occasion; we are compelled, therefore, to confine ourselves to the appropriate remarks of His Excellency the Lieutenant Governor, and the admirable speech of W. Jackson, Esq., M. P., one of the eminent Contractors of the Railway, which we *give in full*; and to a few other *extracts*. These we copy from the *Courier* of last Saturday; for which paper they were specially reported by G. BLATCH, Esq., Barrister at Law.

After partaking of the repast, the first toast given was, of course—"THE QUEEN;" which was drank with all possible honour, and amidst enthusiastic cheers.

His Excellency Sir Edmund Head then rose, and said, that he did not rise for the purpose of repeating the expression of his gratification on this occasion, or of again asserting the great pleasure he felt in viewing what he saw around him; because he had already told them to-day what his feelings were. But he would remark, that when he first came here, six years ago, the state of the Province was very different from what it now is. Some change had taken place since then; he had watched its progress with great satisfaction; and this feeling came with double force, when he witnessed the kindness, the cordiality and friendliness which had been displayed on this great occasion. He could only say, that his own opinion of the importance of this meeting had not been exaggerated, and he looked forward with the utmost confidence to the future prosperity of New Brunswick, in connection with the proceedings of this day. He had already uttered on paper, and read to them, this morning, his sentiments on this subject; but he thought it right now to repeat, in a more familiar manner, that these written remarks were his own genuine sentiments. There was now present, very near him, a gentleman of well known ability and prominence, from the sister Province of Nova Scotia, who had witnessed the memorable proceedings of this day, and he (Sir E. H.) wished that that gentleman might carry away with him an earnest hope, that a unanimity of action should now pervade all the British American Provinces; and that New Brunswick, Nova Scotia, Prince Edward Island, and Canada, should be proud of the collective name of "British North America." But, not to be mistaken, he must observe, that he was far from entertaining any feeling but that of the greatest friendship towards our neighbours on the Western border, of whom such a distinguished member and Officer, *(alluding to Commodore Shubrick, who sat near His Excellency,)* was now present. It was our duty and our interest to cherish the feeling and the hope, that peace between Great Britain and the United States should be perpetual, so that the advantages respectively possessed by the two countries might be perpetually interchanged. Respect for law and order wax a characteristic of both countries; and he hoped that the conduct of all, on both sides the border, would continually shew that they all belonged to the same race. These were sentiments intimately connected with the Railway scheme, which was hereafter to form an iron link between these Provinces and the United States; and by means of which, facilities for intercommunication were to be extended in both directions. His Ezcellency concluded, amidst thunders of applause, by proposing the health of "THE PRESIDENT OF THE UNITED STATES;" which was immediately drank with all possible honour, and vociferous acclamation.

The Chairman then gave as a toast—"Commodore Shubrick and the United States Navy."

This toast was responded to by Commodore Shubrick, of the U. S. Navy; from the report of whose speech we extract the following remarks:—

The gallant Commodore, on rising to respond, observed, that as far as the toast was personal to himself, he could give nothing in return but his thanks. With regard to the Navy of the United States, perhaps it did not become him to say much. At home, they usually called it "the infant Navy," and he supposed it was considered as an infant *Hercules*. It was very far from a full grown Hercules at present; and therefore they must leave the infant gradually to develope himself. But he would say a word or two about the service to which he belonged. A very extravagant idea existed in the United States, of the state of the Fisheries in the Gulf of St. Lawrence, and of the state of affairs between the fishermen of these Provinces and the fishermen of the United States; it was supposed they were all preparing to cut each others's throats; that swivels, bowie-knives, and revolvers were the order of the day among them; and that therefore it was necessary to send vessels of war, on both sides, to keep the peace. But he found no such thing when he came among them; he found them fishing together side by side, in perfect amity; and if anything annoyed them, it was, that the men-of-war came there with their revolvers and paddle-wheels, to scare the fish and hinder their business. And what did he find when he came *here*? On returning from a short cruise, and on his way home, his anchor had scarcely touched the ground, when a Committee came on board to invite himself and his officers to be present on this interesting occasion. For his part, there was nothing farther from his thoughts than the being so invited; he had not thought about the subject, and therefore he was prepared to say but very little about it. But he found the people here preparing to build a Railroad, to bind the State of Maine, (and if the State of Maine, then the whole of the United States, because they were all united together as one and indivisible,) to the Province of New-Brunswick. This Railroad was a necessary consequence of their natural position and connection. The Provinces and the States were naturally one, in interest and in sympathy. You could not separate them; imaginary geographical lines could not do it; God had made them one; and those whom God had joined together, man could not separate. * * * Commodore S. concluded by offering the following sentiment:—"PROSPERITY TO THE GREAT EUROPEAN AND AMERICAN RAILROAD."

After the gallant Commodore's toast had been duly honored, the Chairman proposed "OUR SISTER PROVINCES, AND OUR GUESTS."

Hon. Mr. Coles and Dr. Conroy, both of Prince Edward Island, next addressed the Company; after which

A unanimous call was immediately made for the Hon. J. W. Johnston, late Attorney General of Nova-Scotia, to respond to this toast, which he did in a long and eloquent speech, which we regret we are unable to publish to-day.

His Excellency the Lieutenant Governor then rose, and said, that there appeared one omission in the toasts; not because the persons had been forgotten, or their services unappreciated; those services had been alluded to by the learned gentleman from Nova-Scotia, when he said, that a new state of things was coming, and that the man must be blind who could not see that the nations of the world were being drawn closer together; new ties were being formed; and who were forming those ties? How were those ties being made? To whom were we, in this Province, indebted for them? Whose fostering care was it, to which we might look forward, for those hopes being realised? It was the aid and assistance of eminent British capitalists, brought forward and offered when we were almost despairing of success in this enterprise. If the capital were drawn entirely from our own resources, either our commerce must for a time stand still, or we must put an end to all other enterprises. Unless the capital came into the country, (as it had come on terms which would prove doubly advantageous,) how were we to get the money for any public works? If a man had £500 or £1000, which he thought he might invest in Railway works, he must draw it from his bank, or from the merchant who had it in use; and thus his capital would be thrown out of profitable employment. Other operations must in the mean time stand still, if we could not get the money for such public works externally. "Therefore," (said His Excellency,) "you and your sons, (for I have no personal interest in the matter, as I do not belong to your Province,) will look forward with thankfulness to those gentlemen who have come forward at this moment to your aid, in this great and important work. Two of them are present here to-day; they are largely engaged in other projects of a similar nature, not only here, but in other countries, as well as elsewhere on this continent; and I think it incumbent on us to express our sense of their valuable services, by drinking the health of "Messrs. PETO, BRASSEY, BETTS, and JACKSON."

After the toast, proposed by His Excellency, had been drunk, with enthusiastic and long-continued applause.

Mr. JACKSON rose and replied as follows:—In acknowledging the toast which has been proposed by so illustrious an individual, and received in such a gratifying manner, I feel some difficulty; but I do not feel any difficulty in expressing the gratification which my partners and myself have experienced, in witnessing the efforts made in co-operating with us in this enterprise. We have seen a will, a heart thrown into the whole of your operations, and a fixity of purpose which can only end in one way. That gives to us, who may be said to be the capitalists alluded to by His Excellency, (and I speak with diffidence and deference, as representing the capitalists of England,) it gives to us a confidence greater than I can express. It gives us an assurance, that among you the general benefit is to be considered before private interests; it gives us an assurance that the same spirit will be acted upon throughout, and that every man will patiently wait for his turn to come, before thinking of self. I came here last year a stranger—I came quite unprepared to see what I have seen; I came as a practical man, versed in commercial affairs, and having for thirty-six years been hard at work at the plough. I came to see, and hear, and learn; but all that I have heard, or read of, or seen or witnessed, does not come up to what I have seen in these British Provinces. [Here Mr. Jackson was interrupted by a long roar of vehement applause.] I came here that I might be useful—first, to myself: don't be mistaken; I did not come here on the narrow-minded principle of merely selfish interest, regardless of others, but working on the true principle, that he who works for himself can only do so effectually, not by working at the cost of others, but for the benefit of others. I have travelled through all these Provinces, and I will challenge any man in this room to say that he has gone through all the same districts, that he has seen the same scenery, or witnessed as much of these Provinces, as I have. I have gone through them on the principle, that my friends and partners will ask me, on my return, "Have you seen all these things that you speak of?" and I am prepared to say, "I have." To use an American piece of phraseology, "I am properly posted up." Your rivers and lakes are unequalled; your forests and fisheries are inexhaustible; your soil is fat, producing subsistence for man, even while he is destroying it; for in these young countries man destroys while he creates. Your indomitable self-will and energy are beyond all praise, and will assuredly lead you on to prosperity and wealth. One portion of your great Province is a fertile producer of food; another portion produces every mineral necessary to the interests of mankind; and these want only the combination of one with another, the uniting of them together, to render them abundantly available. You have within you the means of attaining a *great greatness*, and you must attain it. Therefore, when I came here last year, I did not hesitate in meeting your wishes, in promoting your interests, and in making a profit for ourselves. That profit may be long in coming, but our children will enjoy it; and the principal being in honest hands, we may safely trust it with you. I took the measure of New-Brunswick, of Nova-Scotia, and of Canada. I said, "It will never do for conflicting interests to exist here; the work can only be done by a combination of all the Provinces." It was said, there would be difficulties in New-Brunswick: I saw none. In Canada there were much greater difficulties; there were conflicting interests to be reconciled; there were the jealousies of various localities to be overcome. But what has happened there? We have brought about an amalgamation of the whole; all those interests are now united; there is not one of them that it not satisfied; all are united in one great combination to carry out the whole project. There are many in this room who can witness that I have never lost sight of the Lower Provinces, or of your interests. You have only occasion to sink your own local differences, all your conflicting prejudices and feelings. Do not look at this district or at that district, but at the whole Province. Let us feel that New-Brunswick without Maine is useless; and that Maine without New-Brunswick is useless; let the iron band move over all alike, and you will find that yourselves will be infinitely greater and more prosperous than can now be conceived. The works in Nova-Scotia will be simple and easily effected. We have thought it our duty to lay before you a comprehensive scheme; and I intend to do so before I go away from hence. I entreat you, as you love the interest of your country, to sink all your differences, and to establish a Railroad through the northern and the southern districts of the Province. No doubt many of you have read the speech of that eminent man, Mr. Stephenson, at Toronto. He spoke impressively of the folly of legislation, which has been experienced in these matters in the Mother Country, arising from conflicting interests, and legislative and legal expenses; he shewed that from sixty to seventy millions of money have been thrown away in these contests. Now, you cannot afford that. We came here courting no man's favor, and fearing no man's frown. We have had railway experience in every part of Europe, and are therefore well versed in the business; and in this undertaking, of which the first sod has been turned to-day, we feel that we have a right to speak; we have a right to give our views clearly and explicitly. They are not views of to-day, or of a few days, but the views of every day since I left you last year. We have also since then taken the views and opinions of others, of men of eminent experience and judgment; and we can only say, that if, dropping all local feelings and differences, and forgetting all sectional prejudices, you will cordially unite together with us, we will carry the whole thing through for you. But there must be no want of confidence, for that we will not overlook. We stand on our character; and if you dispute that, you drive us out of the country. We stand on that, and we have a right to it, for we have earned it by long experience and practice. We will stand on the scheme advanced by Mr. Poor at Portland. You must give a little now, that you may reap much. We will carry the Railroad through the whole of your Provinces, which will redound immensely to the good of all. I am glad to see many here, from various parts of the Province, apparently approving of our propositions. But if you think you can do better, then at once tear off the seals from the contract, and annul it. But there is not one single word of that contract which we will ever deviate from in the slightest degree; and under that contract we will make a Railroad through your Province, which will be a pattern card for your sister Provinces to come and look at. We will deal with you as we have ever dealt with others, and will come to you with our character in our hands, requiring your entire confidence. Everything that we have hitherto done in New-Brunswick shews that we have the fullest confidence in you; we believe that there is a fixity of purpose in you worthy of being trusted; and one great proof of that is, the tight and hard bargain that you have made with us. That we consider as a guarantee of your entire sincerity and good faith. [Here, from the bustle around us, we lost a few words.] I do hope and trust that this Railroad, which will unite the Provinces, will have the effect that has been shadowed forth by previous speakers. I have heard but one feeling in Canada, of a desire to meet this question fully, fairly and freely; and I think it but right to state, that if ever you come to meet this question of Provincial union, Canada is prepared to do her duty; and I believe that Nova-Scotia is equally so prepared. I have had the honor of interviews with the Duke of Newcastle and Mr. Gladstone, the Chancellor of the Exchequer, on this subject; and I think I may say that the project is favorably viewed by the Government at home. In Canada, so strong is the desire to open further and more rapid communication between the Provinces, that Canada is prepared to make great sacrifices to effect this measure. If you are prepared to meet her in a kindred spirit; if you will only forget the past, and will only endeavour to remember what will benefit all the Provinces unitedly, there can be but little doubt of a successful arrangement of the matter. I can tell you that your honest, indomitable perseverance and industry have given you a high character in Canada; and if you only go on in the same way, you will effect a most important change in your situation. You have a land teeming with riches; you have within yourselves resources of unparalleled extent and value; and if you only go on in a right spirit, you will leave to those who are to follow you such an inheritance and possession, as any portion of the world might envy; and if you meet Canada in that spirit, your united efforts and resources must result in rapid prosperity and greatness.

I may not have another opportunity of paying my respects to so many inhabitants of your Province; but I feel assured, that when we meet again, I shall feel at home among you; and it will give me the greatest pleasure to meet again. When I come again, I hope that all will meet together with good feeling and unanimity; that all will act together with good intentions, to unite in promoting the permanent prosperity of the Province at large, which will assuredly promote our own individually. The surest way to attain our ends, is to study the good of the public at large, in all our projects and enterprises.

Mr. Jackson sat down, amid thunders of applause, which were repeated again and again; immediately after which, His Excellency Sir Edmund Head and Suite, the American Naval Officers, and many others retired, at twenty minutes past five o'clock, P. M.

After His Excellency had retired, the remaining guests were eloquently addressed, at more or less length, by John A. Poor, Esq, of Portland, Maine; J. W. Thrasher, Esq, of New Orleans; W. Jack, Esq.; John Neal, Esq., of Portland; The Mayor of Portland; Hon. J. H. Gray; Geo. W. King, Esq., (Contracter for the St. Andrews and Quebec R. R.); John Wilson, Esq., of St. Andrews; Hon. Jno. Robertson; Hon. D. Hanington, Speaker of the House of Assembly; Mr. S. Binney, and Hon. E. B. Chandler; after which, upon the proposition of John Kerr, Esq. the health of the Chairman was drank and responded to, and the company separated, highly delighted with the whole proceedings.

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## THE FIREWORKS

commenced about seven o'clock, with signal rockets, in the triangular field at the top of Jeffrey's Hill. This part of the fete was under the management of Messrs. S. K. Foster and Charles V. Foster, who deserve great credit for their exertions in the matter, as the display gave general satisfaction to the assembled thousands. About half-past seven, some of the finer pieces were let off, and about nine o'clock, the exhibition concluded. The following is a list of the pieces:

Rockets, single and in flights, from half a pound to six pounds; Palm Trees, with wheels of variegated fires; Crown — variegated fire; Plough — variegated fire; Maid of the Mist; Polka; Pigeons;