SAINT JOHN, NEW-BRUNSWICK, FRIDAY, AUGUST 9, 1850.

THE Weekly Chronicle.

"Nec Regi, Nec Populo, sed utroque."

Volume 12. Number 30.

THE SAINT JOHN CHRONICLE,

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[The time of high water here given is for P. M.]

August		R.	Sun. s	Moon R	W.
3	Saturday,	5 59	7 11	9 8	6 52
4	Sunday	5 07	9 9	38 1	31
5	Monday,	5 27	7 10	8 2	11
6	Tuesday,	5 37	6 10	38 2	56
7	Wednesday,	5 47	4 11	10 3	44
8	Thursday,	5 47	3 11	44 4	52
9	Friday,	5 67	1 —	— 6	10

First Quarter, 15th, 1h. 22 min. aft.

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St. John, Nov. 11, 1846. *Secretary.*

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April 26. THOS. HANFORD.

HOLLOWAY'S PILLS.

Copy of a Letter from HIS GRACE THE DUKE OF PORTLAND *to* Mrs. ANN MITLASH, *(one of his Tenants) whom His Grace was pleased to send as a Patient to the Proprietor of this Extraordinary Medicine.*

MADAM,

If Mr. HOLLOWAY will undertake to cure you perfectly, when the Cure is complete I will undertake to pay him £2 10s. You may show him this Letter.

(Signed) SCOTT PORTLAND.

Welbeck Abbey, May 31, 1842.

Copy of a Letter from the Most honorable the MARQUIS OF WESTMINSTER, K. G.

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Eaton Hall, Cheshire, Feb. 12, 1842.

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Blotches on the Skin,	Liver Complaints,
Bowel Complaints,	Lumbago,
Colics,	Piles,
Constipation of Bowels,	Rheumatism,
Consumption,	Retention of the Urine,
Debility,	Sore Throats,
Dropsy,	Scrofula, or King's Evil,
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N. B. Directions, for the guidance of Patients in every Disorder are affixed to each Box

The infinite distance that there is between *Body* and *Spirit*, does but imperfectly represent to us the distance between *Spirit* and *Charity*, which being altogether supernatural, may be said to be infinitely more infinite.

All the splendour of outward greatness casts no lustre towards the eyes of those who are engaged in intellectual pursuits. Intellectual greatness is wholly indiscernible to the rich, to kings, and conquerors, and to all the great ones of the earth.

The greatness of that wisdom which cometh from above, is alike imperceptible to the worldly, and to men of intellect. These are three orders of quite different kinds.

Great geniuses have their kingdom and splendor, their victory and glory; and want not carnal greatness, because it has no relation to the grandeur which they pursue. This grandeur does not, indeed, strike the eyes, but it is enough that it casts a distinguishable radiancy on the soul.

The saints likewise have their empire, their lustre, their greatness, and their triumphs; and want not the pomp of honor, or the pride of genius; for these things are quite out of their sphere and order, and such as neither increase nor diminish the grandeur to which they aspire. The men of intellect and of the world may not be sensible of their greatness; but they are manifested to God and angels; and their God is sufficient for them.

Archimedes would have gained the same esteem without his relation to the royal blood of Sicily.—It is true he won no battles; but he has left to all the world the benefits of his admirable inventions. Oh! how great, how illustrious does he appear to the eyes of the mind!

Jesus Christ, without worldly riches, without the exterior productions of science, was infinitely great in his sublime order of holiness. He neither published inventions, nor possessed kingdoms; but He was humble, patient, pure before God, terrible to evil spirits, and without spot of sin. Oh! with what illustrious pomp, with what transcendent magnificence, did he come attended, to such as beheld with the eyes of the heart, and with those faculties which are the judges and discerners of true wisdom!

It had been needless for Archimedes, though of princely descent, to have acted the prince in his book of geometry.

It has been needless for our Lord Jesus Christ to have assumed the state of an earthly king, for the illustration of his kingdom of holiness. But how great, how excellent, did he appear in the splendour peculiar to himself!

It is most unreasonable to be scandalized at the mean condition of our Lord, as if it were inconsistent with the greatness which he came to display. Let us consider this greatness in his life, in his sufferings, in his solicitude, in his death in the choice of his attendants, in their act of forsaking him, in the privacy of his resurrection, and in all the varied parts of his history; we shall find it so truly raised, and noble, as to leave no ground for our being offended at a meanness which was quite of another order.

But there are some who can admire only the greatness of the world; as if there were no proper greatness in intellect; and others who are charmed only with intellectual greatness, as if there were not still a more noble, a more sublime greatness in wisdom.

The whole system of bodies, the firmament, the stars, the earth, and the kingdoms of it, are not fit to be opposed in value to the lowest mind or spirit; because spirit is endued with the knowledge and apprehension of all this; whereas body is utterly ignorant and insensible. Again the whole united systems of bodies and spirits, are not compatable to the least motion of charity; because this is still of an order infinitely more exalted and divine.

From all body together, we are not able to extract one thought. This is impossible, and quite of another order. Again, all body and spirit together are unable to produce one spark of charity. This is likewise impossible, and of an order above nature.

Jesus Christ lived in so much obscurity, (as to what the world terms obscure,) that the pagan historians who were wont to record only persons of eminence, and things of importance, have scarce afforded him a slender notice.

Who amongst men was ever arrayed with so much splendour as our Lord? the whole Jewish nation prophesied of him before his coming; the Gentile world adored him at his coming: both Jew and Gentiles regarded him as their common centre, their expectation, and desire; and yet who had ever so little enjoyment of so abundant glory? Of thirty three years, thirty he spent in privacy, and at a distance from the world. During the three which remained, he was censured for an impostor he was rejected by the priests and rulers of his nation, despised by his kinsmen and friends; and in conclusion, he suffered a shameful death, betrayed by one of his attendants, abjured by another, and deserted by all.

What share then can be supposed to have borne in all this splendour? never person was in greater glory; never person was in deeper disgrace. His whole splendour, therefore, was designed for our sakes, and to render him discernible to us; but not the least ray was reflected back upon himself.

Our Lord discourseth of the sublimest subjects in language so plain and natural, as if it had not been deeply considered, but withal so pure and exact, as to show that it proceeded from the greatest depth of thought. The joining of this accuracy with this simplicity is admirable.

Who made the Evangelists acquainted with the perfections and qualities of a soul truly heroic, that they should be able to paint it after so inimitable a manner in the person of Jesus Christ? What is the reason that they describe him weak and desponding in his agony? Did they want skill or colours to represent a patient and constant death? no certainly; for St. Luke has drawn that of St. Stephen with more bravery than that of our Lord. It was, therefore, wise and just to make him capable of fear, while the necessity of death remained at a distance, but fearless when it arrived. And here, again, is the remarkable difference; when he appears dejected, the affliction is such as proceeds from himself; but when afflicted by men, he is all courage and resolution.

Befor the birth of Jesus Christ, the gospel speaks little of the virgin-state of his holy mother; that there might be no part of the sacred history but what should directly bear a reference to her son.

The Old and New Testament equally regard Jesus Christ; the former as its hope and expectation; the latter as its author and example; both as their common centre and aim.

The prophets had the gift of foretelling; but never were foretold themselves; the saints, which followed, were foretold; but had not the power of foretelling; our Lord, as He was the great subject of prophecies, so He was himself the chief of prophets.

Jesus Christ for all mankind; Moses for a nation.

The Jews were blessed in Abraham; 'I will bless them that bless thee;' but all the nations of the earth are blessed in Abraham's seed; 'a light to lighten the Gentiles,' &c. 'He has not done so to any nation,' says David, speaking of the law; 'He has done so to all nations' may we say, speaking of the Gospel.

Thus is it the sole prerogative of Jesus Christ to be an universal benefit and blessing. The Sacraments and services of the Church have an effect only on actual believers; the sacrifice of our Lord on the Cross, extends its meritorious influence to the world.

Let us then stretch out our arms to embrace our merciful Deliverer; who, having been promised four thousand years before, came at length to suffer and to die for us, at the time and with the circumstances of the promise; and, waiting by His gracious assistance, till we shall die in peace, through the hope of being eternally united to Him, let us in the meanwhile live with comfort; whether amongst the evil things which He shall please to bring on us, for our soul's health, and which, by His own example, He has taught us to sustain.—*Pascal's Thoughts on Religion.*

A PLAY AUDIENCE IN CHARLES THE SECOND'S TIME.—We now pass Drury House, proceed up the lane, by my Lord Craven's garden, and turn into Russell Street, amongst a throng of cavaliers in flowing locks, and ladies with curls *a la Vollière*. Some of them are in masks, but others have not put theirs on. We shall see them masquing as the house grows full. It is early in the afternoon. There press a crowd of gallants, who have already got enough of wine. Here, as fast as the lumbering coaches of that period can do it, dashes up to the door my lord Duke of Buckingham, bringing with him Blackhurst and Sedley. There comes a greater, though at that time a humbler man, to wit, John Dryden, in a coat of plain drugget, which by and by his fame converted into black velvet. He is somewhat short and stout, with a roundish dimpled face and sparkling eye; and, if scandal says true, by his side is "Madam" Reeves, a beautiful actress; for the ladies of the stage were so entitled at that time. Horses and coaches throng the place, with here and there a sedan; and by the pulling off of hats, we find that the King and his brother James have arrived. The former nods to his people as if he anticipated their mutual enjoyment of the play; the latter affects a graciousness to match, but does not do it very well. As soon as the king passes in, there is a squeeze and a scuffle, and some blood is drawn and more oaths uttered, from which we hasten to escape. Another scuffle is silenced upon the kings entrance, which also makes the gods quiet; otherwise at no period were they so loud. The house is not very large nor very well appointed. We hear criticisms on the last new piece, on the latest panegyric, libel, or new mode. Our friend Pepys listens and looks everywhere, tells all who is who, or asks it; and his neighbours think him a most agreeable fat little gentle. The curtain rises; enter Mrs. Marshall, a pretty woman, and speaks a prologue which makes all the ladies hurry on their masks, and convulses the house with laughter. Mr. Pepys 'do own' that cannot help laughing too, and calls the actress 'a merry jade;' 'but lord!' he says, 'to see the difference of the times, and but two years gone.' And then he utters something between a sigh and a chuckle at the recollection of his Presbyterian breeding, compared with the jollity of his expectations.—*The Town, by Leigh Hunt.*

MODERN P. ANCIENT LOCOMOTION.—Until the middle of the eighteeth century most of the merchandise which was conveyed from place to place in Scotland was transported on pack-horses; but when it was necessary to carry merchandise between distant places, a cart was used. The time required by the common carriers to complete their journey seems, when compared with our present standard of speed, quite incredible. Thus, it is recorded that the carrier between Selkirk and Edinburgh, a distance of thirty-eight miles, required a fortnight for his journey, going and returning. In 1678, a contract was made to establish a coach for passengers between Edinburgh and Glasgow, a distance of forty-four miles. This coach was to be drawn by six horses, and the journey between the two places, to and fro' was engaged to be completed in six days. Even so recently as the year 1750, the stagecoach from Edinburgh to Glasgow took thirty-six hours to make the journey. In this present year, 1649, the same journey is made, by a route three miles longer, in one hour and a half! In the year 1763 there was but one stage-coach between Edinburgh and London. This started once a month from each of these cities. It took a fortnight to perform the journey. At the same epoch the journey between London and York required four days. In 1763, the number of passengers conveyed by the coaches between London and Edinburgh could not have exceeded about twenty-five *monthly*, and by all means of conveyance whatever did not exceed fifty. The intercourse between London and Edinburgh in 1835 was one hundred and sixty times greater than in 1763. At present the intercourse is increased in a much higher ratio, by the improved facility and greater cheapness of railway transport. Arthur Young, who travelled in Lancashire about the year 1770, has left us in his tour the following account of the state of the roads at that time:—"I know," he says, "in the whole range of language, terms sufficiently expressive to describe this infernal road. Let me most seriously caution all travellers who may accidentally propose to travel this terrible country to avoid it as they would the devil, for a thousand to one they break their necks or their limbs by overthrows or breakings down. They will here meet with ruts, which I actually measured four feet deep, and floating with mud, only from a wet summer. What, therefore, must it be after a winter? The only mending it receives is tumbling in some loose stones, which serve no other purpose than jolting a carriage in the most intolerable manner. These are not merely opinions but facts; for I actually passed three carts broken down in those eighteen miles of execrable memory.' He says of a road near Warrington, "This is a paved road, most infamously bad. Any person would imagine the people of the country had made it with a view to immediate destruction! for the breadth is only sufficient for one carriage; consequently it is cut at once into ruts; and you may easily conceive what a break-down, dislocating road, ruts cut through a pavement must be." He says of a road near Newcastle, "A more dreadful road cannot be imagined. I was obliged to hire two men at one place to support my chaise from overturning. Let me persuade all travellers to avoid this terrible country, which must either dislocate their bones with broken pavements, or bury them in muddy sand."—[Lardner's Railway Economy.]

ROMANTIC HISTORY.—In the reign of Edward III., Robert Machim, an accomplished gentleman, of the second decree of nobility, loved, and was beloved by the beautiful Anna d'Arfet, the daughter of a noble of the first class. By virtue of a royal warrent, Machim was incarcerated for his presumption; and on his release endured the bitter mortification of learning that Anna had been forcibly married to a noble, who had carried her to his castle, near Bristol. A friend of Machim's had the address to introduce himself to the family, and become the groom of the broken-hearted Anna, who was thus persuaded and enabled to escape on board a vessel with her lover with the view of ending her days with him in France. In their hurry and alarm they embarked without the pilot: and the season of the year being most unfavourable, were soon at the mercy of a dreadful storm. The desired port was missing during the night, and the vessel driven out to sea. After twelve days of suffering they discovered faint traces of land in the horizon, and succeeded in making the spot still called Machico, at Maderra. The exhausted Anna was conveyed on shore; and Machim had spent three days in exploring in the neighbourhood with his friends, when the vessel, which they had left in charge of the mariners, broke from her moorings, and was wrecked on the coast of Morrocco, where the crew were made slaves. Anna became dumb with sorrow, and expired three days after. Machim survived her but five days, enjoining his companions to bury him in the same grave, under a venerable cedar, where they had, a few days before, erected a cross in acknowledgment of their happy deliverance.—An inscription, composed by Machim, was carved on the cross, with the request, that the next Christian who might chance to visit the spot would erect a church there. Having performed this last sad duty, the survivors fitted out the boat, which they had drawn ashore on their landing; and, putting to sea in the hope of reaching some part of Europe were also driven on the coast of Morocco, and rejoined their companions, but in slavery. Zargo, during an expedition of discovery to the coast of Africa, took a Spanish vessel with redeemed captives; amongst whom was an experienced pilot, who entered the service of Zargo, and gave him an account of the adventures of Machim, as communicated to him by the English captives, and of the landmarks and situations of the newly discovered islands.—[Maderia, by Dr. Mason and J. Driver.]

THE MOTHER AND THE CHILD.—Some mothers make it a practice to go themselves to fetch the candle when the children are in bed; and then, if wanted, they stay a few minutes, and hear any confessions or difficulties, and receive any disclosures of which the little mind may wish to disburden itself before the hour of sleep. Whether then, or at another time, it is well worth pondering what a few minutes of serious consultation may do in enlightening and rousing or calming the conscience—in rectifying and cherishing the moral life. It may be owing to such moments as these that humiliation is raised into humility, apathy into moral enterprise, pride into awe, and scornful blame into Christian pity. Happy is the mother who can use such moments as she ought.—*Miss Martineau.*

NEGLECTING THE ANTECEDENT.—Some very whimsical instances of this occur continually, especially in the answers of witnesses when given literally as they speak. In a late assault case the prosecutor swore that "the prisoner struck him with a broom on his head till he broke the top of it!" In narrating an incident some time since, it was stated that a poor old woman was run over by a cart *aged sixty*. So in a case of supposed poisoning! "He had something in a blue paper in his hand, and I saw him put his head over the pot and put it in!" Another, swallowing a base coin, "He snatched the half-crown from the boy which he swallowed; which seems to mean the boy, not the money; but still the sentence is correct. An old fellow, who for many years sold combustible matches in London, had the following cry: Buy a penny-worth of matches of a poor old man made of foreign wood!"—*New York Christmas Bell.*

A NEW AUTOBIOGRAPHY.—A late number of Dickens' Household Words, contains an article on the Greenwhich Observatory, in which the writer in speaking of a contrivance by which the wind is made to record on sheets of paper, its direction and force, for all hours of the day, observes that when these sheets are bound up into books, as they always are, they might with truth be lettered: "The History of the Wind, written by Itself; an Æolin Autobiography"—*Springfield Republican.*

An acute Frenchman has remarked, that the modest deportment of really wise men, when contrasted with the assuming air of the young and ignorant, may be compared to the different appearance of wheat, which, while its ear is empty, holds up its head proudly; but as soon as it is filled with grain, bends modestly down, and withdraws from observation.

The mind can scarcely work on given materials without making some discovery. In this sense did Socrates adopt the line of Hesiod—"Employ thyself in any thing rather than stand idle."

LABOUR IN SOUTH AUSTRALIA.—The following is an extract from a letter addressed to a lady in this town by a person who had recently emigrated to Australia, and now resides at Walkerville, near Adelaide:—"The publication of articles in England on the great demand for labour in Australia is a delusion, it being almost as hard to get employment here as it is in England. There have been as many as three hundred persons out of employ walking the streets of Adelaide, and yet I saw a Liverpool paper, dated June last, that the demand for labour exceeded the supply. Could anything be more false? I myself have not had half work, and I think am likely to be so for some time, as there are so many emigrants continually pouring in. Persons like myself who have no friends or advisers, and, worse than all, no regular trade, are at a loss here. Although some trades are very bad, others are pretty good. Stonemasons, bricklayers, shoemakers, are amongst the best here; on the other hand, carpenters, whitesmiths, coach-makers, brush-makers, &c., are amongst the worst. Single men's wages in the bush are from 6s. to 12s. per week, with rations; single women's from £12 to £16 per year; labourer's wages are from 3s. 6d. to 4s. per day."—*Leeds Mercury.*

CHURCHYARDS: EPITAPHS.—Up to the time of the Norman Conquest churchyards appear to have been considered almost as sacred as churches; but soon after that period, though regarded as places of sanctuary, they were often used for profane purposes. I recollect reading of fairs and rustic sports being held in them as early as John's reign, but unfortunately I have not been an observer of your motto, and know not now where to refer for such instances. I shall, therefore, feel obliged to any of your readers who will specify a few instances of the profanation of churchyards at different periods, or refer me to works where such may be found. Churchyards appear to have been used in special cases for sepulture from the year 750, but not commonly so used till the fourteenth century. Are there any instances of sepulchral monuments, between the above dates, now existing in churchyards? Stone crosses, evidently of Saxon or very early Roman structure, are found in churchyards, but I am not aware of any sepulchral monuments detached from the church of the same date. I shall be glad of any notices of early monuments or remarkable epitaphs in churchyards.—When did churchyards cease to be places of sanctuary? What is the exact meaning of the word "yard?" and was not "God's acres" applied to Christian cemeteries before sepulture was admitted in churches or churchyards?—[Notes & Queries.

AMATEUR HANGING.—On Sunday week two fishermen belonging to Stourport performed a very remarkable feat. They were drinking at the Cross public-house, when one Levi Rowley, a man about thirty years of age, intimated to the other, Josiah Burton, who was much his junior, that he was tired of the troubles of the world and would hang himself. Burton at once offered to become his executioner, and accordingly they procured a piece of rope, and adjourned to a neighbouring spot, where a tree well calculated for a gallows was standing. Rowley got upon a block of wood, and Burton had soon the rope fixed to the bough and the neck, then, kicking the wood away, he started his friend upon his journey to another world. He then returned to the public-house, and told his other companions what he had so cleverly performed; but nobody believed he was telling the truth, so nobody moved. Burton presently went out again alone, and found the features of his friend had undergone considerable change, so he thought he had better cut him down, and ascertain if he still was to mortal things. The cutting down was, however, a work of difficulty, as his knife was dull, but at last he succeeded, and laid his compatnion upon the turf; but believing that the insensibility which the hanging man exhibited to be all a sham, he again staggered into the house, and left him to his fate. The other people in the house thinking that something serious might really have occurred, went out and found Rowley apparently dead. They immediately got him in doors, and after using the proper means for recovering him, they at last had the satisfaction to see their efforts successful. It is said that he has had enough of hanging, and is now quite resigned to life.

THE FORCE OF HABIT.—The Duke of Cambridge was the chairman lately at some country meeting—it was either a Burial, or Teetotal Society, we are not certain which,—when a resolution was put in his hand. His Royal Highness immediately rose, and, with his usual good humour, said, "Gentlemen, the next health I have to propose—" It was only after innumerable coughs, and nudges of the elbow, that the Duke discovered his mistake.

YORKSHIRE JURORS.—"I remember," says Lord Eldon, "Mr. Justice Gould trying a cause at York; and when he had proceeded for about two hours, he observed, 'Here are only eleven jurymen in the box; where is the twelfth?' 'Please you my Lord,' said one of the eleven, 'he is gone away about some business, he *has left his verdict with us.*'"

VERY AFFECTING.—A sentimental youth having seen a young damsel shedding tears over something in her lap, took the first opportunity to be introduced to her, and made no doubt that she was a congenial spirit. "What work was it that affected you so much the other morning? I saw you shed a great many tears. Was it Bulwer's last?"—"I don't know what Bulwer's last is," returned she, "but I was doing a job that almost killed me. I was peeling onions."

ABSURD THEORY.—That war is incompatible with religion because the church possesses so many *canons*.

FRAGRANT ODOUR FOR SICK ROOMS.—A few drops of oil of sandal wood, which, though not in general use, may be easily obtained, when dropped on a hot shovel, will diffuse a most agreeable balsamic perfume throughout the atmosphere of sick rooms and other confined apartments.

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

[CONCLUDED FROM OUR LAST.]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Permit me to remain, with much respect,

Very sincerely yours,

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

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THE CHRONICLE.

SAINT JOHN, AUGUST 9, 1850.

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

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

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

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

The money market was easy. Consols closed at 96¾.

The Liverpool Provision market was dull.

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

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

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

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

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

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

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

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

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

AFTERNOON SESSION.

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

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

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

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

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

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

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

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

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

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

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

Mr. Forsyth replied, No—by no means!

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

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

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

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

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

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

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

THIRD DAY.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AFTERNOON SESSION.

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

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

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

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

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

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

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

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

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

The following is the resolution:

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

And it was withdrawn.

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

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

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

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

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

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

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

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

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The delegations from the Provinces expressed their most sincere regrets at the postponement of the obsequies, as they hoped to have had the privilege of joining in paying the last and tribute of respect to the memory of him whom they all regard with sentiments of the most profound respect.

COMPLIMENTARY.—At one o'clock to-day, the entire delegation from New Brunswick waited upon Gen. B. A. Dearborn, at the residence of Hon. Wm. Clapp, to offer to him their respects, and to express the high sense of obligation they entertained for his brilliant, powerful, and most classical speech, delivered before the Convention, for which the delegation expressed their deepest sense of gratitude. The members of the delegation were severally introduced by John O. Poor, Esq., of Portland, and the General addressed to them some very able and admirable observations, as to the interest which he had ever felt in the Colonies—that he had carefully traced their history from the time when Sebastian Cabot first visited this Continent, (who might be justly considered the discoverer of North America,) down to the present moment, when the bands of brotherhood seemed about to be drawn so much more closely than heretofore, between those who were equally members of the Anglo-Saxon race. The General said *that* vigorous race never receded; wherever they planted their foot, there they ever retained their firm position.

The Hon. Charles Fisher, of Fredericton, on behalf of the New Brunswick delegation, replied in a very happy manner; after which the gallant General, taking the venerable Admiral Owen by the hand, expressed the great happiness he felt in making the personal acquaintance of so distinguished an individual, and mentioned a very touching incident connected with the services of the good old Admiral in Africa.

The meeting was most interesting, and occasioned the greatest possible satisfaction to the delegates; and we are quite sure that General Dearborn must have been highly gratified with the spontaneous marks of respect so promptly tendered him by the New Brunswickers.

HIGHWAY ROBBERY.—This species of depridation is rather of a novel character in this Province, where none but men of the most depraved and abandoned propensities are found to resort to such measures for the obtaining of the means of gratifying their evil designs. It appears that on the night of Monday last, about the hour of ten o'clock, as a Mr. Hugh Lackay, of the Grand Lake, was on his way from this city to Indian Town, near St. Luke's Church, he was attacked by a lad of the name of James Flood, who demanded his money. Lackey not feeling inclined to part with it on such terms, very naturally refused compliance, on which Flood seized him by the collar with one hand and with the other pulled from his breast a pistol, and presenting it at his victim, swore he would blow the contents into his heart. At this stage of the business another lad of the name of Hayes, stepped up to the aid of the robber, when the assailed party finding himself over matched, and fearing that his existence was at stake, pulled out what loose money he had in his pocket, which the robbers seized and made off with. Information of the circumstance coming to the police magistrate, Jones, the captain of police, and his men went in search, and such was their praiseworthy vigilance that in a very short space of time the depredators were safely lodged in *quod*. An examination took place before Jacob Allan and Charles Simonds, Esquires, when both were fully convicted and committed for trial. We have frequently been called upon to notice the apprehension of felons in and about the vicinity of Portland, and it is again our pleasing duty to award the due mead of praise to Mr. Justice Allan, and the noble fellows under his command, for their integrity and untiring zeal in the discharge of their duties.

THE CROPS.—It affords us infinite pleasure, after such a continuance of gloomy times, to be able to state that the Crops throughout the whole seaboard of this province never presented a more promising appearance; as far as we have been able to ascertain there is not up to this period the slightest appearance of the potato blight. The grain Crops as well as the grass, is said to be more than an average yield. To this truly cheering intelligence we have the satisfaction of adding the report of our contemporary from the interior.—The Woodstock (Carleton) Sentinel says.—"This part of the Province never presented a finer appearance than at the present moment, crops of every description promise a plentiful yield, far exceeding that of last season. The greater portion of the hay has been housed in good order, and some kinds of grain are now being cut. We have not heard of any appearance of blight in the potatoes, but have seen as fine specimens raised on old land this season as were ever grown in the Country. If nothing occurs to mar the present prospect, our Farmers will have reason to rejoice in an early and abundant harvest.

SUDDEN DEATH.—A melancholy occurrence of this description took place on Wednesday last. A laboring man of the name of William Phair, while mowing in a field in the vicinity of this city, unaccustomed to the intensity of our summers sun, was so affected thereby, that he lay down to rest himself, and in a few minutes was found dead by his fellow workmen. The poor fellow was a stranger, and had only arrived a few days previously from Ireland. A coroner's inquest sat on the body, when a verdict of death by being sun struck was pronounced.

THE HARMONEONS.—This delighting, and delightful Band of Vocalists, which has been so enthusiastically received by the lovers of sweet sound in this City, have again returned to discourse "the soul of Harmony" to the lieges of this place. They are now on a visit to Head Quarters where we feel assured they will be appreciated and patronized. We look forward to an additional treat in their performances, as we hear they have added to the Band a bird of the sweetest song (a rich Soprano voice) in the person of Mr. F. Reynolds.

ANOTHER LITERARY LIGHT.—Another Star has arisen in the Literary Horizon of our Sister City Halifax, in the person of J. H. Croskill, Esq., we have received the first number of a paper published by him entitled the "*British North American.*" We recognize and hail with pleasure his re-appearance, and with a hearty good will, we wish him "*God Speed.*"

ST. JOHN CIRCUIT COURT.—The August Circuit Court for this City and County was opened on Tuesday—His Honor Mr. Justice Street, presiding. His Honor congratulated the Grand Jury on the state of the Criminal Calender, which does not present any cases of an aggravated character, and among other topics spoke in cheering language of the spirit of enterprise which is being aroused in our midst, and which His Honor confidently believes, will give effect to the measure now in progress for the construction of the Great Railroad from Portland to Halifax.—[Tele. Tel.

FRESH BEEF FROM AUSTRALIA.—We have lately had some beef submitted to our notice of most excellent quality, and perfectly preserved in tin cases, from Newcastle, near Sydney, New South Wales, of which considerable quantities are being imported into this country. Many masters of ships have used this Australian beef, and certified to its general fine quality.—*Shipping Gazette.*

CONVERSIONS FROM ROMANISM.—The *Evening Mail* of the 25th says—On Sunday, the 10th inst. eleven adult members of the Church of Rome, consisting of eight men and three women, publically read their recantation in the parish church of Corbally, in the county Tipperary, and were received into the communion of the Church of England by the incumbent, the Rev. Henry Wellenden. Six of this number, however, had been previously brought to a knowledge of the truth thro' the instrumentality of the former incumbent, the Rev. John Vere Benson, now rector of Castleconnell, county Limerick.

IMPORTANT FROM WASHINGTON—DEFEAT OF THE COMPROMISE BILL!—Accounts from Washington inform us of the destruction of the Compromise Bill in the Senate, about which so much exciting discussion has prevailed throughout the Country. This looks bad, and the stability of the Union is thus rendered more precarious than ever. The Bill was so mutilated in the Senate as to leave little or nothing of its original provisions. *California has been refused admission into the Union, and the Texas question is left unadjusted.* The only thing accomplished has been the organization of the wilderness territory of Utah, having her boundaries fixed at 37 deg, with no recognition of slavery. This is all that the Compromise Bill, which excited such high hopes, has effected. The moderate journals are deploring the result. The New York *Express* remarks, that "the agitators, nullifiers, and abolionists have cause for rejoicing." The *Journal of Commerce* declares that "the North is in ignorance of the danger that awaits the Union, and that he must be an incarnate Fiend who desired a servile war at the South."—The nation appears surrounded with perils, and it is candidly confessed that there never was a time when the perpetuity of the Union seemed so much endangered as at present.

WHAT IS TO BECOME OF CALIFORNIA?—Since the Compromise Bill has been rejected, every one is on the *qui vive* to conjecture the ultimate results. Will the politicians oppose the admission of California under the constitution which she has submitted? Probably they will. What next? Why, California will take umbrage at being made a stepping stone for political disorganisers, and declare herself independent. What then? Uncle Sam will send troops and endeavour to reduce her to subjection. It will be an easy matter to enlist these troops, for there are thousands who are contriving every means to obtain a passage to San Francisco. The old gentleman will be able to get any quantity of recruits for the new service, but how long they will remain loyal after their arrival on the shores of the Pacific, is another question. As far as we can see there is the richest amount of fun in the prospective that this nation ever saw. The Anglo-Saxon maxim of the 19th century is "Every one for himself and the d—l take the hindermost," and this maxim appears now to animate the whole people.—[Boston paper.

During the month of July there were sent from the New York Post Office to Europe 131,989 letters. The largest Mail sent was by the Europa, viz: 31,456. There were received during the same time 110,379 letters from Europe. The largest mail received was by the America, viz: 32,151. The smallest by the Atlantic, viz: 5,158. During the same month there were received from California 40,500, the Georgia bringing the largest number, viz: 27,923. There were sent to California during the month 39,524, of which the Georgia took out 20,431.

MURDER IN BALTIMORE.—On Friday night Conrad Vandarker, a police officer, was murdered by Robert Scott and his wife. The parties were quarreling, and the officer interfered, but finding it impossible to restore quiet, was in the act of arresting them, when the woman stabbed him, and he died shortly after. Scott and his wife were subsequently arrested.

LAUNCHED this day from the building yard at the Abodeau, a fine ship of about 1000 tons called the *Blanche*. The B. will vie with any of the fine ships built in this port, and is a credit to the builder Mr. John McDonald. She is owned by Gilbert & Co., and is commanded by the indomitable Captain Francis Drake.

His Excellency Sir EDMUND HEAD, Lady HEAD and Family arrived in town last week from Fredericton, and intend remaining some weeks for the benefit of the sea air. His Excellency has taken up his residence at the Cottage of the Hon. J. R. Partelow, Queen's Square.

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

The Mail for England to meet the sailing of the steamer at Halifax, will be closed at the General Post Office in this City, on Wednesday next, at 8 o'clock P. M.

Married.

On Sunday evening, 28th ult., by the Rev. R. Knight, Mr. James Lounds, to Miss Abigail Graves, both of this City.

On the 31st ult., by the H. Daniel, Wesleyan Minister, Mr. William Harrison, of the County of Queen's, to Miss Harriet Caroline Peatman, of the County of King's.

On Sunday evening last, by the Rev. E. N. Harris, Captain William Leavitt, to Mrs. Susan Purdy, both of Carleton.

On the 3d instant, by the Rev. R. Cooney, Wesleyan Minister, Mr. James McKee, of the Parish of Simonds, to Mrs. Christiana McLean, of this City.

At the Parish Church, Shediac, on the 6th inst, by the Rev. Dr. Jarvis, Rural Dean, Mr. John Henry Underwood, to Miss Millicent P. Pollard, both of Shediac.

At Chatham on the 18th ult., by the Rev. R. Veriker, Mr. Thomas O'Kane, Teacher, formerly of Fredericton, to Rebecca, fourth daughter of Martin Cranney, Esq.

On St. James Day, at St. Paul's Church, Chatham, by the Right Rev. the Lord Bishop of Fredericton, William Wilkinson, Esq., Barrister at Law, to Eliza Lovibond, only daughter of the Rev. Samuel Bacon, Rector of Miramichi, and Rural Dean.

Died.

On Monday night last, Patrick, youngest son of Mr. Daniel McCarthy, aged four years and four months.

On Wednesday morning, after a short illness, Mr. Edward Crowley, aged 46 years, leaving a wife and four children to mourn their loss.—Funeral on Sunday next, from his late residence in Princess-street, when friends and acquaintances are respectfully invited to attend.

Marine List.

PORT OF SAINT JOHN.—ARRIVED.

Thursday—Ship Lorena, Urquhart, New York, 7 J. H. Robilliard, ballast.

Robert Parker, Parsons, Philadelphia, 15—Allison & Spurr, flour, &c.

Steamer Fairy Queen, Leavitt, Portland—James Whitney, passengers, &c.

Friday—Schr. Echo, Holder, New York, 8—J. V. Troop, flour, &c.

Sunday—Steamer Commodore, Browne, Portland—Jas. Whitney, passengers, &c.

Monday—Brig Nimrod, Roberts, Philadelphia, 18—John Robertson, ballast.

Tuesday—Schr. Iris, Cofield, New York, 12—C. E. Crosy, flour, &c.

Wednesday—Brigt. Victoria, Dwyer, New York, G. Bent, floor and logwood.

CLEARED.

Aug. 1st—Schr. Captain, Murray, Lubec, firewood.

2nd—Brig Wineta, Freter, Cork, timber and deals.

3rd—Ship Reward, Frost, Hull, deals; Brig British Oak, Gray, Sunderland, timber and deals.

5th—Ship Bell Rock, Pendleton, Cork, deals; Barque Margaret Dewar, Toye, Yarmouth, (England,) timber and deals; brig Charles, Rotherce, Youghall, timber and deals.

6th—Barque Ajax, Bugge, Cork, timber and deals; Schr. Cuba, Ravenagh, Boston, lumber.

Her Majesty's screw propeller, *Plumper*, was towed into harbour on Monday last, and is now in Peel's dry dock, repairing injury sustained while on the rocks in Digby Basin.

ARRIVALS AT EUROPE FROM ST. JOHN.—At Pentland Frith, July 17th, Sun, Waterford; 20th, Sophia, Falmouth; 21st, Atalanta, Wexford; Breeze, Donegal; Fowler, Ayr; 24th, Minerva, Liverpool; 22nd, Cluny, and Townsend; 24th, Olive; 26th, Belmoral, Kilrush; 21st, Ariel.

SAILED.—From Hull, 24th, Amazon. From Grangemouth, 22d, Liverpool.

Arrived at Cardiff, 24th, Harmony, from Quebec; at Liverpool, Thetis, do.; 25th, Mosteni, from St. Stephens.

Off the Strait, Cambria, from Quebec. At Bristol, 24th, British Queen, do. Sailed from the Clyde, 27th, Cambria, fro Montreal.

Loading at London, Faisale, for St. John.

Arrived at Mayaguez, 6th July, Brigt. Gipsey, Healey, St. John. At Bath, 31st, Schr. Western, Bisset, do.

Cleared at Quebec, 29th July, Ship Montezuma, Leavitt, Bristol. At New York, 2d, Schr. Frances, Logan, St. John; 3d, Barque Margaret Walker, Wyman, Brigt. British Queen, Brown, and Prussian Brig Boron Vay, Wallusching, St. John.—At Boston, 31, Barque British American, Powell, and Schr. Alabama, Wall, and Somerville, Dodge, do.

Sailed from New York, 5th, Ship Buronday, St. John.

Schr. Hercules, Gates, of and for Wilmot, N. S., from Boston with part a cargo of flour and pork, was totally lost on the Marr Ledges, on Monday night 29th ult. in a thick fog and blow. Vessel went to pieces. The crew got on shore on pieces of the wreck, after drifting about nearly all next day. Nothing saved.

A ship from Liverpool for St. John—cargo salt—struck on Cape Sable on the night of the 13th ult., vessel may be got off.

CORDAGE to Arrive.

Daily expected per Ship "Catherine,"—

20 TONS CORDAGE, a prime article and well assorted, and will be sold very low for prompt payment. WM. CARVILL,
August 9. *Nelson street.*

Brandy and Geneva.

Now landing, ex "Empress," from London, on consignment—

5 HHDS. Henessy's Old Cognac Brandy, 5 hhds. finest Pale Hollands Geneva—For Sale by RANNEY, STURDEE & CO.,
August 9. *Prince Wm. Street.*

Horse and other Nails.

JUST Landing—40 casks 7d. 8d. 9d. and 10d HORSE NAILS—100 lb. in each;
10 casks OX NAILS. do.;
30 casks 4, 6, 8, 10 and 12d. Rose-head Wrought NAILS;
10 casks 6, 8, 10 and 12d. Clasp head Wrought NAILS—For Sale by JOHN KINNEAR.
August 9.

GLASS,

By the *Empress* from London.

625 BOXES best stout Window GLASS, all sizes required, from 7x9 to 14x20;
150 boxes superior Crown GLASS, from 9x12 to 12x16;
14 cases containing large sizes, from 22x26 to 34x46;
18 cases ground and cut TUMBLERS,
3 do. ground and cut WINE GLASSES.
Also, 5 cases *LOOKING GLASS PLATES*, all sizes from 8 by 10 to 16 by 26.
For Sale by JOHN KINNEAR.
August 2, 1850. *Prince Wm.-street.*

"EMPRESS."

Received at the '*Cheap Hat Cap and Fur Store*,' per '*Empress*' from London:—

GENTS. and Youths' French CLOTH CAPS, newest patterns,
Gents. and Youth's Glazed CAPS, do. do.
Do. do. Glazed HATS,
French Cap PEAKS and *Strips*,
Silk and Japanned Oil Cloth, *Hat Trimmings*, and FUR TRIMMINGS,

The above with the Stock of

Gents. beautiful Paris *HATS*,
Youth's Black and Drab ditto,
Gents. and Youth's Felt HATS, every variety *new Goods*; Fancy Glazed HATS,
And a fine assortment of Gents. Furnishing Goods—all of recent importation—are offered at reduced prices for cash.

LOCKHART & CO.
Aug. 2. No. 1, Prince Wm. street.

ORANGES—Just Received per schooner "Richmond" this day—A quantity of Prime *ORANGES and LEMONS*, for sale at J. CROUCH'S,
August. 2. No. 4, South side King Street.

FOR SALE—The well finished two story HOUSE, at present occupied by Mrs. J. Lockhart, in Union street, opposite the residence of Messrs. J. & T. Robinson. For particulars apply to LOCKHART & CO.,
July 26, 1850. M. News. Prince Wm. street

Office of the St. John Water Company,

10th July, 1850.

PUBLIC NOTICE is hereby given, that the *Third* Instalment of Twelve and one-half Per Cent. (being Twelve Shillings and Six pence on each Share,) on the additional Stock in the St. John Water Company, is required to be paid in at the Company's Office, within one Calender Month after this date.
JAMES ROBERTSON. *Treasurer.*

EXPRESS OFFICE,

THE Subscriber has made arrangements for conducting an EXPRESS BUSINESS, and is prepared at once to forward Packages, Papers, &c. &c., to and from FREDERICTON, WOODSTOCK, WINDSOR and HALIFAX.

The other routes will be arranged forthwith.

Parties may depend upon the strictest attention and punctuality.

CHARLES L. STREET.
☞Office Corner of Prince Wm. and Church Streets. *St. John, 8th July*, 1850.

APPRENTICE WANTED.—A Boy of about 14 years of age as an apprentice,
WM. MAJOR,

HARDWARE.

The Subscribers have received per 'Olive,' and 'Mary Caroline,' an extensive assortment of Sheffield and Birmingham HARDWARE, consisting of per 'Olive'—

1 CASK, containing Socket, Firmer and Turning Chisels; Plough and Plane Irons Hunters Hatchets; Caulking and Creasing Irons; Screw and Pod Augurs; Curled Hair of superior quality; Hair Seating, 17 to 22 inch.

1 cask containing TABLE CUTLERY, Putty Oyster and Sheath Knives; Sliding Bevils, Turnscrews, Handled Bradawls, Nail Punches, Spokeshaves. Braces and Bits and separate Bits, Gimlets, brass back, hand and Pannel SAWS; Jack Knives, Scissors, Cork Razors, Razor Strops, best German silver Spoons & Forks, Britannia Metal Tea and Table Spoons.

1 cask containing Britannia Metal Candlesticks; 7 Rolls SHEET LEAD & LEAD PIPE.

Per "Mary Caroline."

1 Cask, containing Counter Weigh Scales, 14 to 56 lbs.; chair, boot and girth Web, tinn'd iron Skewers, flat and round; Steelyards and painted Beams, Iron Squares, marked on both sides.

1 cask, containing pointed Tin Ewers and Basins for Wash stands, with soap and brush Trays to match—a new article and superior to crockery ware; box wood Slide Rules; bottle, scrub, shoe, hair and Nail Brushes; whitewash, hearth, and Banister Brushes; pearl, salt & mustard spoons, Ivory small tooth Combs, Mane Combs, Cork Screws, horn shoe Lifts, steel Tweezers, plain and multiplying Fishing Reels, cotton chalk lines green and scarlet Window Cord, Cook's Seives, Vegetable Ladles and Cork Drawers.

1 cask, containing Carpenters Pencils, flat and round, mahogany and zebra wood Bureau Knobs—new style; Gun Tubes, nipple Wrenches, Percussion Caps, steel pointed Compasses, mattrass, packing and sail needles, plated corks and labels for Wines and Liquors, Porcelain and Glass Furniture for mortice Locks, gilt and painted, the most splendid article ever imported into this city. Percussion Pocket Pistols, Curtain Bands, various patterns, Curtain Pins, Liquor Flasks, Stair Rods and Eyes, brass roller Ends and Socket Castors, 1¼ to 1½ inch.

1 cask containing Flat irons, with improved Handles, Tailor's goose Irons 12 to 18 pounds, Horne's Patent Hinges, H. HL. Chest and T.

1 cask, containing enamelled Saucepans, Stew Pans, and Preserving Kettles, Tinned Saucepans stew pans and tea kettles.

1 cask, containing Italian Iron Sash Rollers, Bed Castors, Screw Pullies, Door Scrapers, Frying Pans, Garden Rakes and flat iron stands.

1 cask containing Chest LOCKS, Mortice Locks, with and without Furniture, Carpenters' Locks, 4 to 8 inch, extra Staples for do., 3 key'd French Latches, 4 key'd Night Latches, Butt Hinges, 1½ to 5 inches, Trace Chains, hand rail Screws, Screw Bolts, bed Screws, brass but Hinges, Table and Bed Hinges.

1 cask containing cut and wrought Tacks 4 to 24 oz., Tester Hooks, Wire Lattice Work, Iron and brass Jack Chain, Wove Wire, 16 to 40 Mesh, canister Powder, Cupboard, Sideboard, and Closet Locks.

1 cask, containing tinn'd Iron, Tea, Table and Gravy Spoons, Glass Paper, Pad Locks, Dog Collars, Handcuffs, Turkey Slips, bench Planes, Tea Trays in sets, 15s. to 20s. a sett, Gothic separate Waiters, and a complete assortment of superior Coffin Mounting, with white and black cord and tassels to match, Sofa Gimp and Tassels.

1 cask containing Cart and Waggon Boxes.

1 cask containing Gravy Strainers, Cash Boxes Flour Dredgers, Pepper Boxes, Egg Ladles, Nutmeg Graters, Sugar and spice Boxes, Candlesticks, Paste Cutters, Sets of Toilet Service, Slop Pails, Cheese, Spoon and Knife Trays.

1 cask containing Patent Metal Tea Pots, Dish Covers, round plate covers, Oval Tea Pots, Egg Coddlers, Tea Kettles, Spittoons, Cullenders, Patent Powder Flasks, Brass Hooks, &c.

The above Goods, with the Stock on hand, are offered at very low rates for Cash or approved pay.

J. & A. MARSH,
Corner Sands' Arcade, Prince Wm. street.
June 20, 1850.

Liverpool House,

PRINCE WILLIAM STREET.

NEW SPRING GOODS.

THE Subscriber begs to inform his friends and the public that he has commenced business in Mr. Dunn's Building, in Prince Wm. Street where he offers for sale a general Stock of

Staple and Fancy Dry Goods,

—CONSISTING OF—

Black and Coloured SILKS AND SATINS; black and coloured Orleans & Coburg CLOTHS; California Strips and Chameleon CLOTHS; Printed Cottons and furniture PRINTS; Grey and White COTTONS; Shirting Stripe and Bed Tick; CLOTHS AND CASSIMERES, PRINTED MUSLIN DRESSES; Ginghams, Linens, Lawns, Hollands; Shawls, Handkerchiefs, and Neck Ties; Gloves, Hosery, Laces, Ribbons, Parasols; Bonnets, &c. &c. &c.
May 10, 1850. N. S. WETMORE.

NOTICE.

THE Subscribers having entered into Partnership, under the Firm of

Smellie & Abercromby,

Beg to inform their Friends and the Public that they have received per the *Harriott*, from Liverpool, part of their SPRING SUPPLY, comprising a great variety of

DRESS MATERIALS,

in Muslin, Barege, De Laines, Orleans, Cashmere, SILK, SATIN and LINEN,—
RIBBONS, GLOVES, HOSIERY, LACES, PARASOLS,
SHAWLS and Handkerchiefs,
Linen, Lawns, Diapers, Damask Cloths and Napkins,
Grey, white, and Printed COTTONS,
CARPETS, Druggets, Moreens, and Damasks,
BROAD CLOTHS, Cassimeres, and Tweeds,
Gent's Silk and Satin Handkfs.; Ariel, Nautical, and Albert TIES.

☞Remainder of Stock expected per Steamer, and *Alice Bentley*,

JAMES SMELLIE,
ROBERT W. ABERCROMBY.
St. John, 24th May, 1850.

"FOREST QUEEN."

IN consequence of numerous solicitation, the subscriber has been induced to let the "Forest Queen" run as a Day Boat until the *Anna Augusta* is ready to run, or until further notice.

She will therefore leave Fredericton on *Mondays, Wednesdays*, and *Fridays*, at 12 o'clock, noon, and returning will leave INDIAN TOWN on *Tuesdays* and *Thursdays* at the same hour, and Saturdays, at 3 o'clock, P. M.

She will pass on the west side Long Island on *Wednesdays* and *Thursdays*. Freight and Passage as low as any Boat on the River. Freight by the "Forest Queen" will be forwarded to Woodstock next day.
June 14. P. W. HATHEWAY.

Dr. Lester

HAS taken the House lately in the occupation of Dr. McLellan, opposite the residence of R. F. Hazen, Esq., Charlotte Street,
June 7th—3m.

JUST PUBLISHED,

Price 2s. Sterling,

THE SCIENCE OF LIFE;

OR How to Live and What to Live for: with ample rules for Diet, Regimen, and Self-Management; together with Instructions for securing Perfect Health, Longevity, and that sterling state of Happiness only attainable through the judicious observance of a well-regulated course of life, BY A PHYSICIAN.

OPINIONS OF THE PRESS.

"There is a vast deal of good sense in this little volume. The rules relating to the important operation of eating are admirable. The moral rules are as good as the physical, and the writer is well entitled to be heard."—*London Atlas.*

"The work before us is written in a plain homely style, and the information which it contains in connection with all matters relating to health and diet, is of an extremely valuable and useful kind."—*Sunday Times.*

"A little book abounding in sound, sensible, and practical advice for the management of health from infancy to old age. The writer's instructions are eminently judicious. This is a manuel which every household should possess, and which young and old will read with profit."—*Critic.*

"Here we have sure and practical rules laid down for adoption, which, if followed accurately, will tend to the comfort, if not to the longevity of life. As a manual for general use, it is so prepared as to avoid everything that is offensive, whilst treating upon topics requisite to be considered."—*Bell's Weekly Messenger.*

"The design of this essay is extremely laudable, it being intended to promote a most useful and important study—the study of diet and morals—which is at present too much neglected.—There are scattered through the work several useful and important observations."—*Weekly Times.*

Sold by Messrs. H. CHUBB & Co., St. John, N. B.; and MORTON & Co., Halifax, N. S.—Price 2s. sterling.
April 2, 1850—6ins. fry.

ENCOURAGE DOMESTIC MANUFACTURE!

HATS AND CAPS—Spring Style for 1850.

THE Subscriber would respectfully invite the attention of the public to his well assorted Stock of HATS and CAPS, made of the best materials, and of the latest fashion, and he feels warranted in stating that for Style, Cheapness and Durability, they cannot be surpassed.

Parties in want of a GOOD HAT, would find it to their advantage to call at this Establishment where they can be suited with a good article and *Cheaper than at any Importers establishment in this City.*

N. B. Hats made to order at the shortest notice, and will be repaired free of charge.
May 24. A. MAGEE, *King street.*

HATS AND CAPS.

Spring Styles for 1850.

C. D. EVERETT & SON have received per *Olive*, and *Harriott*, from Liverpool, and *Maid of Erin*, Boston, their Spring Supply of Satin and Silk PLUSHES, and HAT and CAP MATERIALS, &c.;

And are now prepared to furnish the public with Fashionable HATS AND CAPS, at prices which defy competition—*for Cash only.*

We have imported a quantity of the very best French Plush, from which we are manufacturing Satin HATS, of a quality superior to any imported in this market. Price 20s.

Our present Stock consists of Satin, Moleskin, Silk, Beaver, Angola, Sombrero, California, Kersey and other HATS; cloth, silk glazed, and cotton glazed CAPS—in various fashionable styles, manufactured by ourselves of the very best materials.

WHOLESALE AND RETAIL.

☞Cash and the highest prices paid for Furs.
May 24, 1850.

CIGARS! CIGARS!!—42,000 of various qualities, in lots to suit. J. CROUCH.

N. B.—Shopkeepers and Country dealers will do well by calling before purchasing elsewhere. J. C.,

POST OFFICE NOTICE.

IT having become necessary that the MAILS between SAINT JOHN and SAINT ANDREWS should travel *by night*, instead of by day, to accord with certain changes made in the United States Mail arrangements, whereby the Transit of correspondence will be much expedited. Notice is hereby given that on and after MONDAY EVENING next, the 15th inst., the Mails for the United States, St. Andrews, St George, &c., will be closed at this Office at 6, 30 P. M., daily [Sunday's excepted,] and the Mails from those places will be due at this Office at 7, o'clock, A. M., daily, [Sunday's excepted.]

Correspondence for Saint Stephens, Milltown, Upper Mills, &c., should be posted on TUESDAY, THURSDAY, and SATURDAY Evenings, and the Mails from those places will be due at this Office on *Monday, Wednesday*, and *Friday Mornings.*
J. HOWE. *D. P. M. G.*

GENERAL POST OFFICE,
St. John, July 12, 1850.

Fashionable FURNITURE and

Upholstery Ware-Rooms.

Second Story, Brick Building, head of King-St.,

FURNITURE in modern style, on hand and made to order. ALSO.—Feather Beds, Hair and Grass Matresses and Pallyasses, &c. Curtains and Carpets cut and made.
J. & G. LAWRENCE.

FOR SALE.—MAHOGANY & WALNUT in boards, Planks and Veneer. J. & G. L.
May 31. Second Story.

HUGH RENNICK,

BOOT and SHOE MAKER,

WOULD inform his friends and the public that he has removed his Boot and Shoe Shop to No. 24, North side of King Street, five doors above Germain Street, where he keeps constantly on hand BOOTS and SHOES of his own Manufacture made of the best Leather that this market can produce, which he will sell very cheap for cash.

For No. 24, you will please to inquire,
By calling elsewhere you may have to pay higher.

☞All orders in the above line will be promptly executed. St. John, May 10, 1850.

Common and Refined IRON.

Now landing ex 'J. S. DeWolf,' from Liverpool:

130 TONS Common and Refined IRON, all sizes; for Sale low by THOS. F. RAYMOND,
May 31. *Nelson-street.*

To Close Consignments.

20 HHDS, good Retailing MOLASSES, 10 brls. of Mess PORK for Sale; a bargain if applied for early. In bond or duty paid. J. CROUCH,
July 5. 4, South Side King street

PLEASURE TRIP

to DIGBY and ANNAPOLIS.

THE steamer "COMMODORE," Captain Brown, will leave South Market Wharf, *TO-MORROW, (SATURDAY,)* at 8 o'clock A. M., with a *PLEASURE TRIP to DIGBY and ANNAPOLIS*, leaving there at 7 o'clock on Monday morning.

Fare for the trip one Dollar.—Music on Board.
August 10.

CITY CLOTHING STORE,

Market Square.

JOHN ANDERSON,

Has received per late arrivals, a part of his Importations, consisting of—

BLACK, Blue, Invisible, and Brown BROAD CLOTHS, Cassimeres, Doeskins, Cachmeretts, Tweeds, Satinettes, Russel Cords, Fancy Drills, Moleskins, Fancy Trowserings, Furnishing Goods, &c., with a splendid assortment of Gentlemen's and Youth's SUMMER CLOTHING, in all the new Shapes and Materials for the season, recently selected by himself in London and the manufacturing districts.

And having his Workmen busily employed in making up DRESS, FROCK SACK, PALETOT, and SHOOTING COATS—PANTALOONS, VESTS, &c. off Cloths, in the latest and most fashionable styles.

Parties purchasing Goods at this Establishment may rely on every article being FRESH and substantially made up.

Inviting Public Inspection to this STOCK OF CLOTHING, he is particularly desirous of calling attention to his

IMMENSE STOCK OF VESTS,

which, for variety, style, and quality, are unequalled in this market. Amongst them will be found Sporting CACHMERE, Check and Light Thibit, Alpacca, Light Poplin, White Marsella, Holland, Woollen Plaid, Black, Embroidered, Colored and Fancy SATINS, Checked Silk, Toilinette, Black and Fancy Silk Velvet, Black Blue and Brown CLOTHS, &c.,—all of which he offers for sale at the lowest possible prices.

SEAMEN'S OUTFITS FOR ALL CLIMATES.

Persons desirous of having their Clothes made to Order, can chose the Cloth and have them made up in a style inferior to no Tailoring Establishment in this City, at the shortest notice.

N. B.—The principles the subscriber has always carried out in Business, will be strictly adhered to, namely, that of giving every one that purchases from him, good value for their money.
MARKET SQUARE, St. John, N. B May 25.

PIANOFORTE

ESTABLISHMENT;

SOUTH SIDE KING SQUARE, St. John, N.B.

MESSRS. KENNAY & SCRIBNER having entered into Co-partnership in the above business, offer for sale, PICCOLO, COTTAGE, and CABINET PIANOFORTES, warranted to stand the climate, combining richness and purity of tone, with elegance of finish, superior to any hitherto furnished in this place. Prices as follow:—

PICCOLO £35; ditto *elegant*, £40;
COTTAGE £45;
CABINET £60; ditto *very elegant*, £75.

Every description of horizontal PIANOFORTES, made to order at equally low prices.

All Instruments made by K. & S. will be warranted for three years; and as they have materially reduced their prices of Pianofortes they hope by a strict attention to business, they will be enabled to secure public patronage.

E. Kennay can confidently recommend his Pianofortes to the Public, having been for many years engaged in one of the first establishments in London.

☞Every description of English and American Pianofortes tuned and repaired,
May 10, 1850.

Complete Triumph of

the LOW PRICE SYSTEM.

GRANITE HALL,

No. 1, Dock Street.

Famed throughout the Provinces for the neat cut, superior work, and unrivalled cheapness of its

CLOTHING.

The low priced system adopted by me in 1849, was completely successful, and is now renewed for 1850.

The community of Saint John and vicinity now have the chances to buy CLOTHING for Men, Youth's, and Boys, at such prices as have never yet been known in this City.

COATS.

50 Light Gambroom Business Coats, a superior article for 12s. 6d.
72 Dark Drill Hunting Coats, 6s. 9d, 7s. 6d, 8s 9d. 10s., &c.
50 Light and Dark Sattinett, 15s. 16s. 17s. 18s. etc.
72 Black Russel Cord and Cashmaretta Summer Coats,

[*From the Observer of Tuesday.*]

THE GREAT EASTERN RAILWAY CONVENTION.

European and North American Railway.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AFTERNOON.

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

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

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

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

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

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

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

THURSDAY, Aug. 1, 1850.

[Second Day.]

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

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

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

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

"The exhaustless granary of the world."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Continued on the 2nd page.)

DR. LA'MERT

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