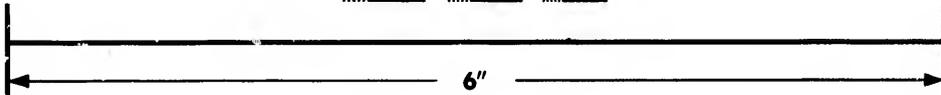
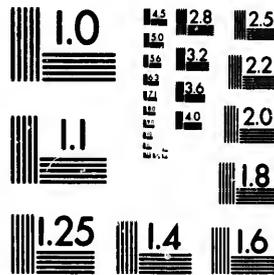


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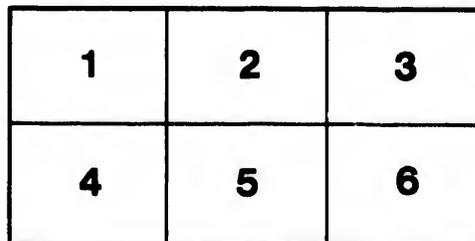
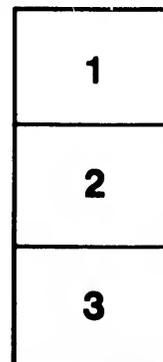
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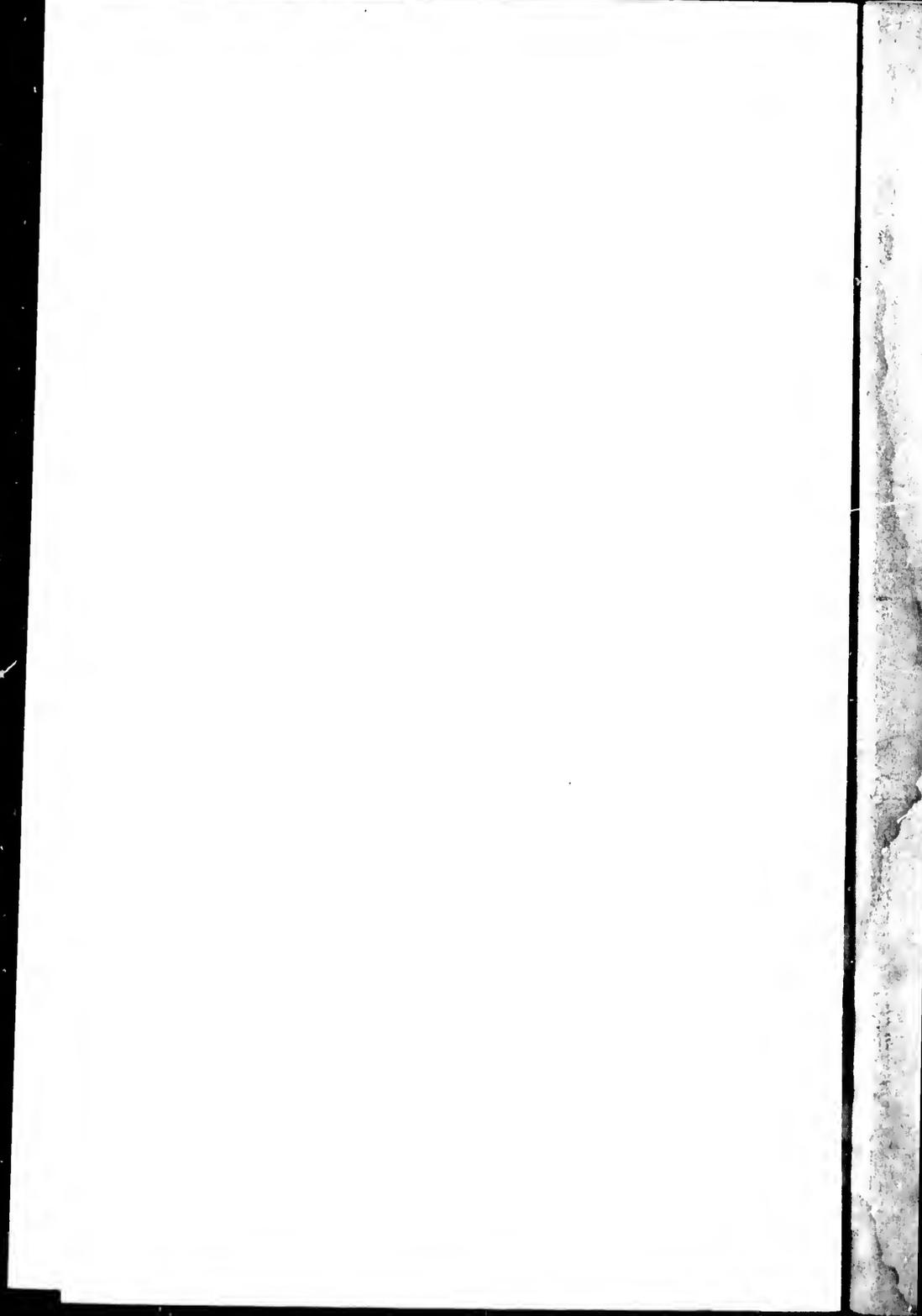
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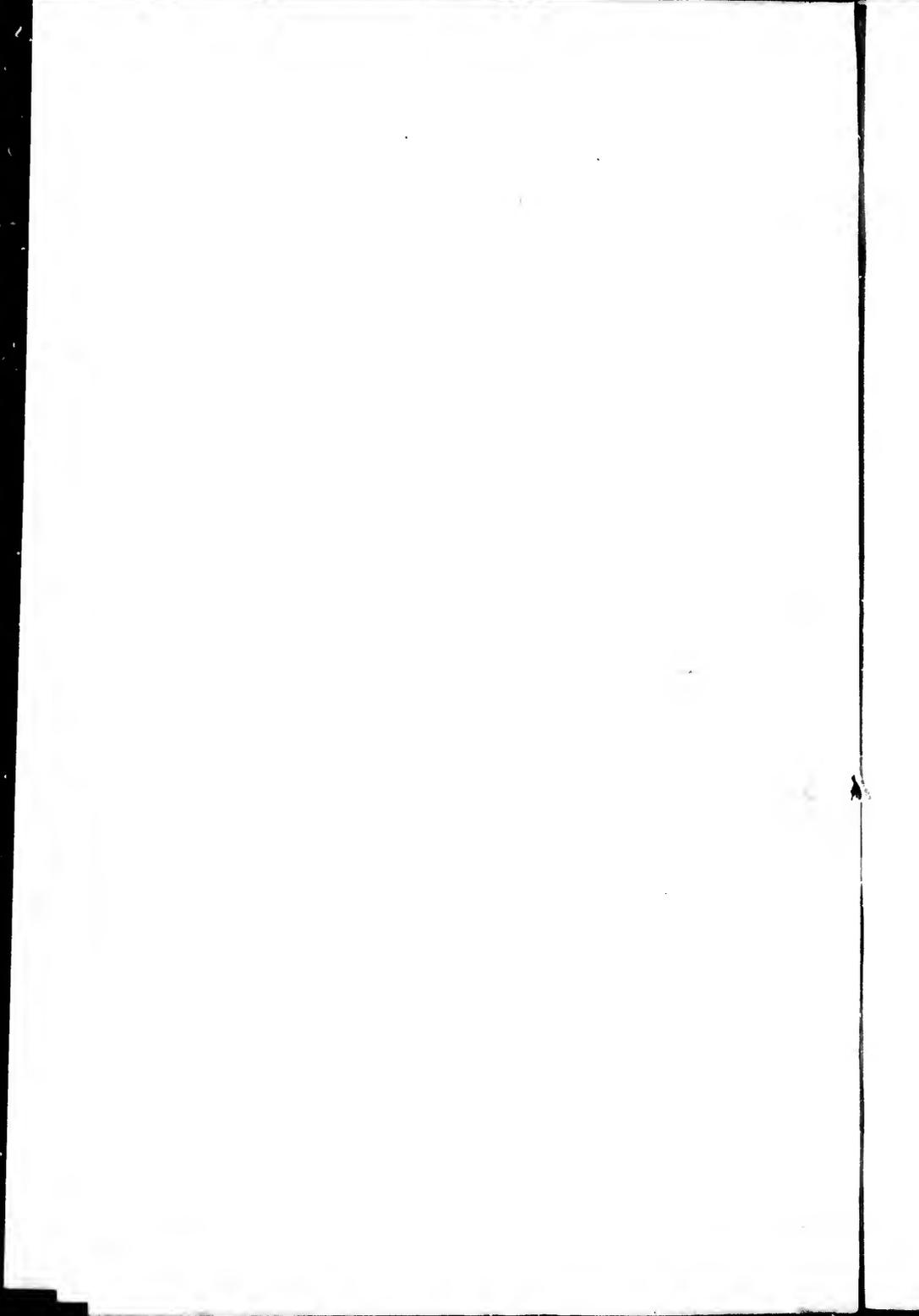
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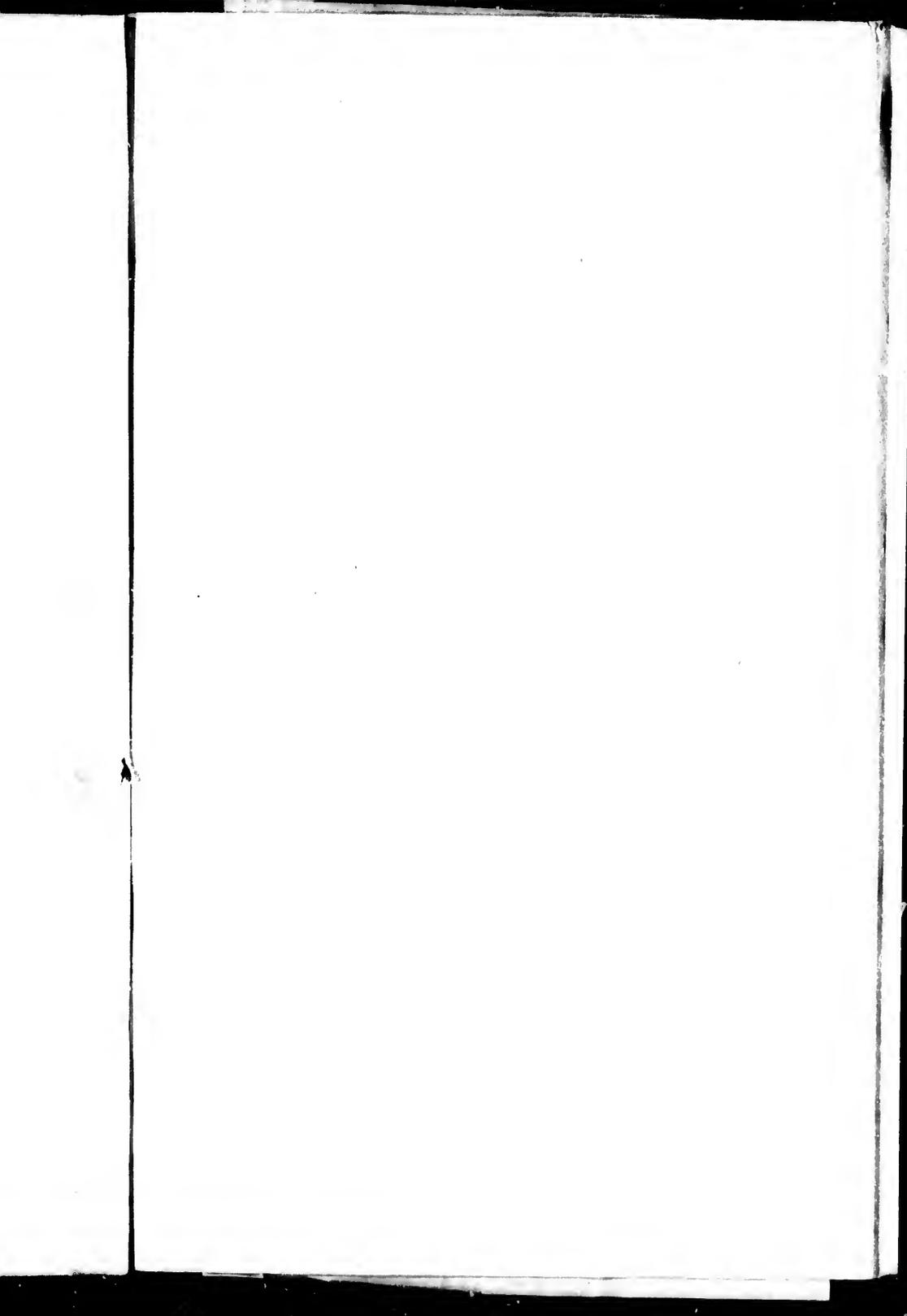
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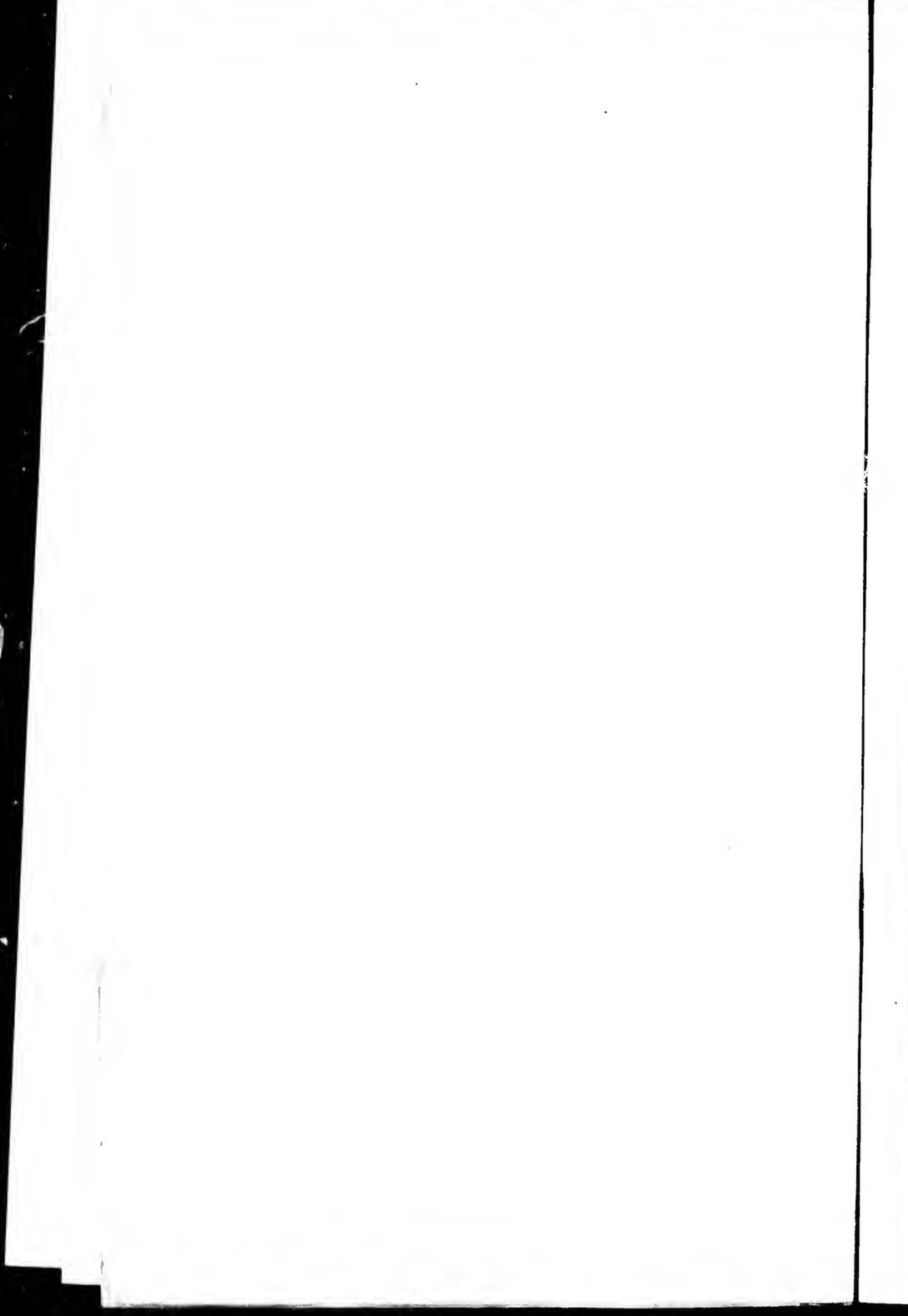
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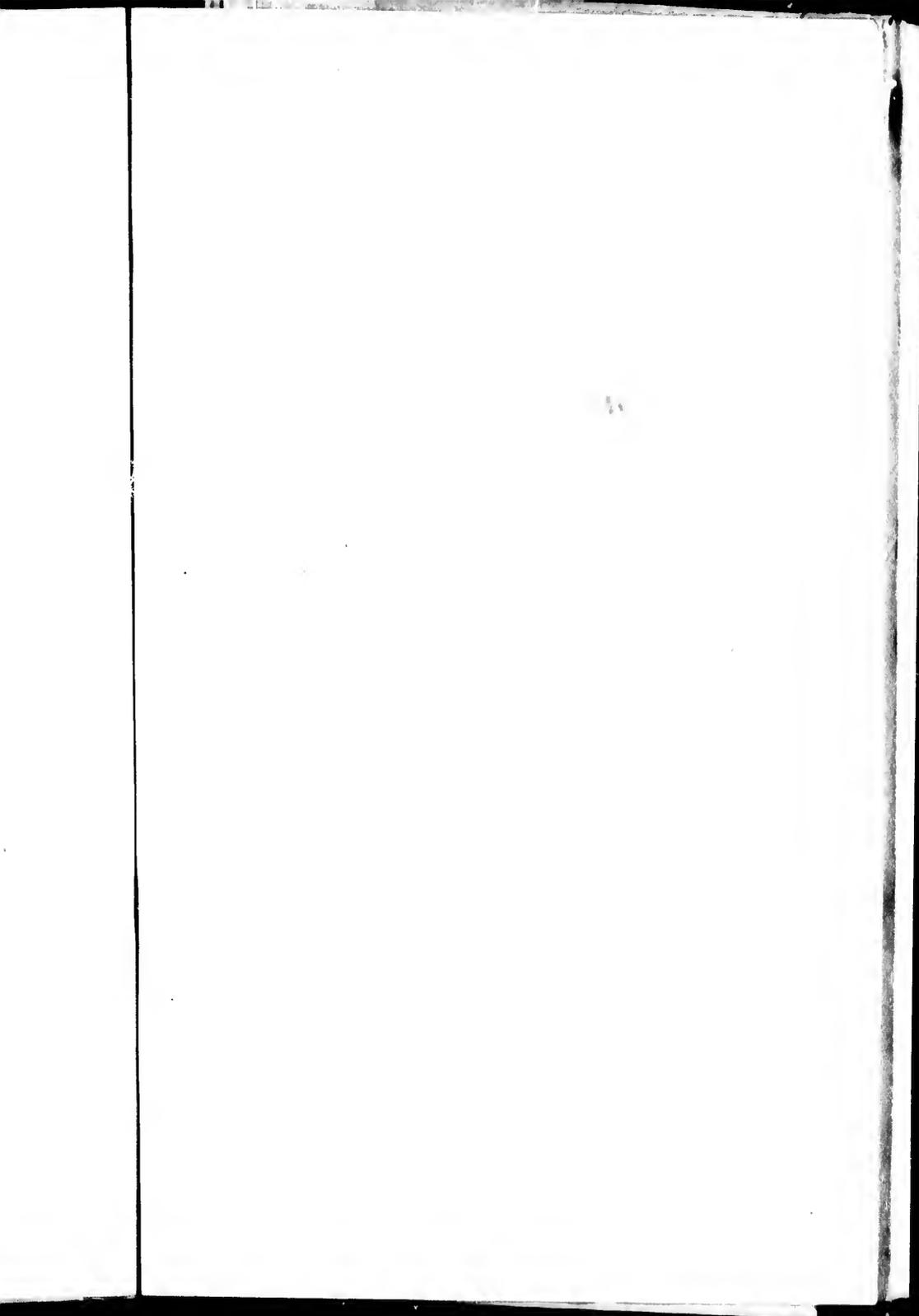


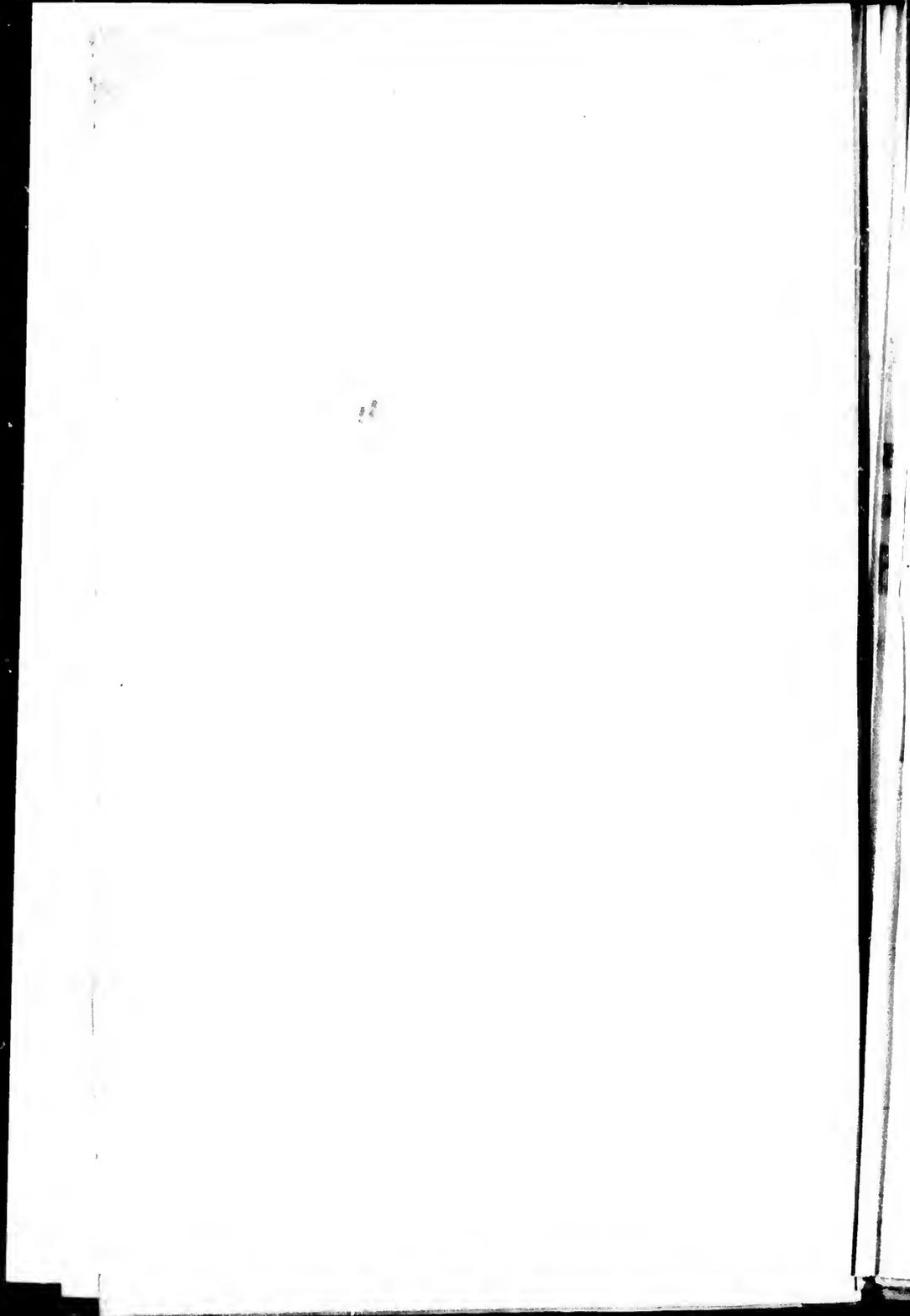


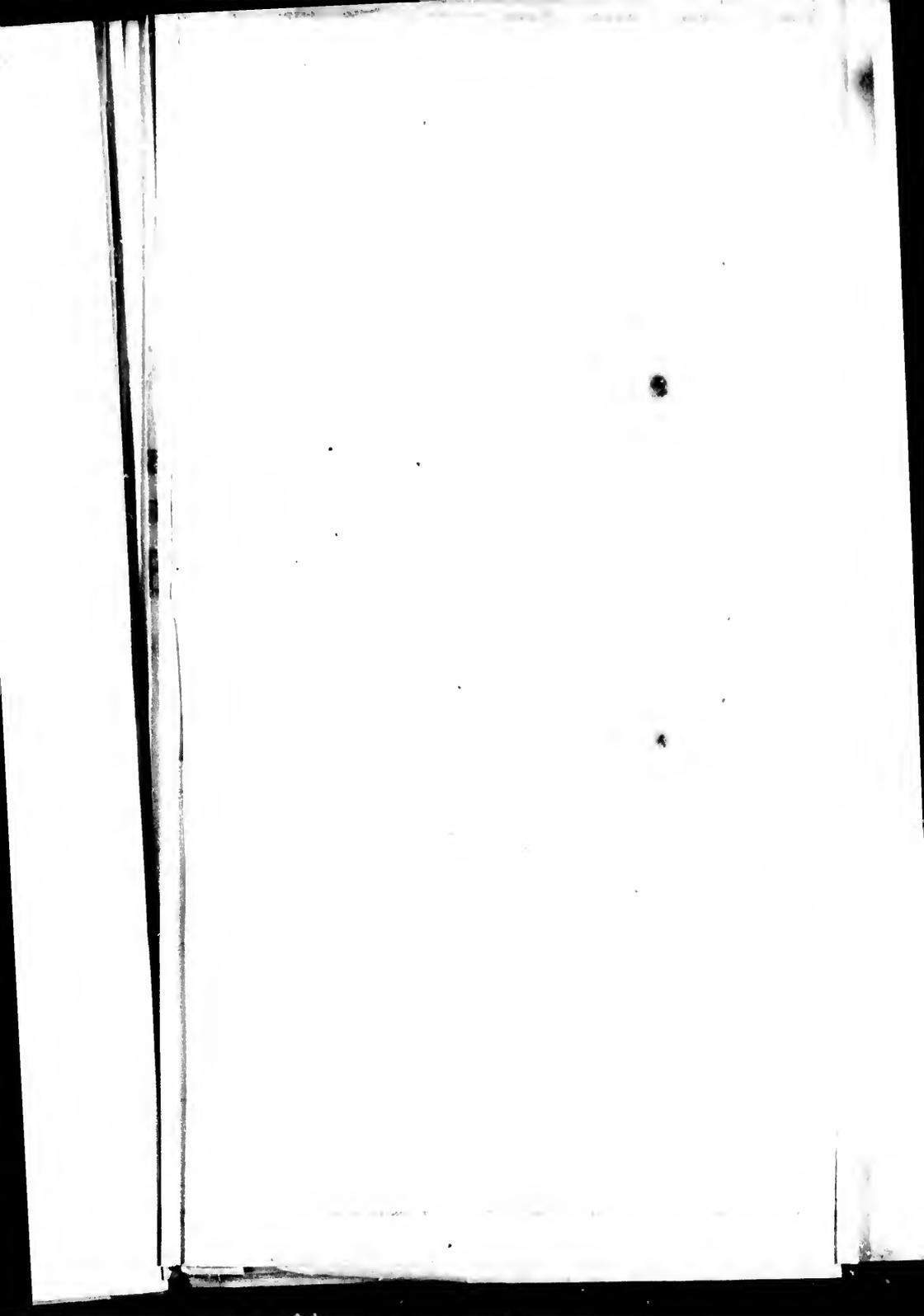


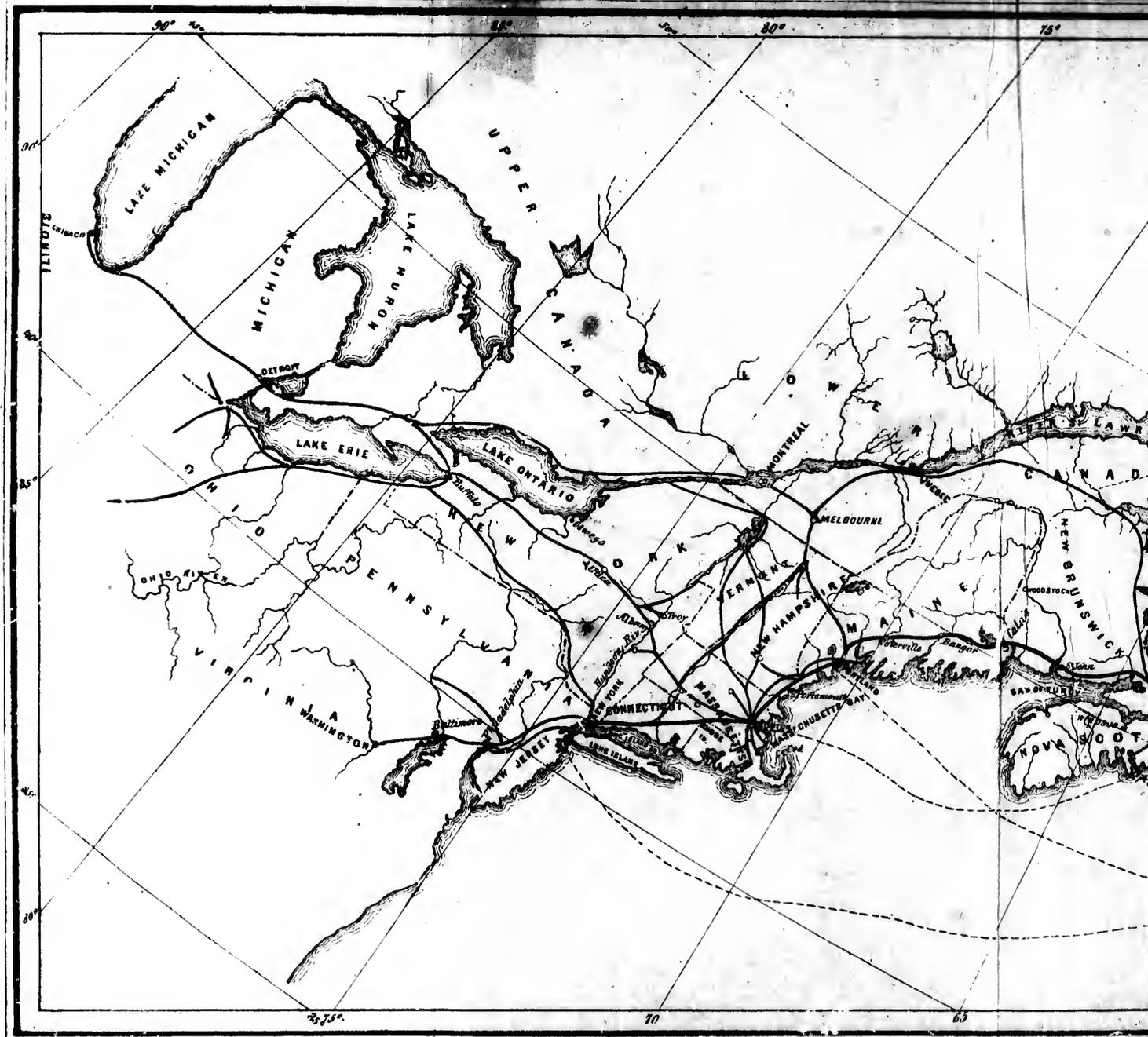














# MAP

## SHOWING THE PLAN FOR SHORTENING THE ROUTE BETWEEN NEW YORK & LONDON

Drawn by A. P. Robinson

*Cape Canso to Galway Bay 2000 Miles.  
Boston to Galway Bay 2600 Miles.*

**MAP**

THE PLAN FOR SHORTENING THE TIME OF PASSAGE.

BETWEEN

**NEW YORK & LONDON.**

Drawn by A. P. Robinson.

2000 Miles.  
1000 Miles.

*New York to Liverpool 3100 Miles.*

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# P L A N

FOR

SHORTENING THE TIME OF PASSAGE

BETWEEN

NEW YORK AND LONDON,

WITH DOCUMENTS RELATING THERETO, INCLUDING THE  
PROCEEDINGS OF THE

## RAILWAY CONVENTION

AT

PORTLAND, MAINE,

AND THE

## CHARTER

OF THE

EUROPEAN AND NORTH AMERICAN RAILWAY,

WITH THE SUBSEQUENT ACTS AND RESOLVES PASSED BY THE LEGISLA-  
TURE OF MAINE, AND THE DOINGS OF THE EXECUTIVE  
COMMITTEE IN RELATION THERETO.

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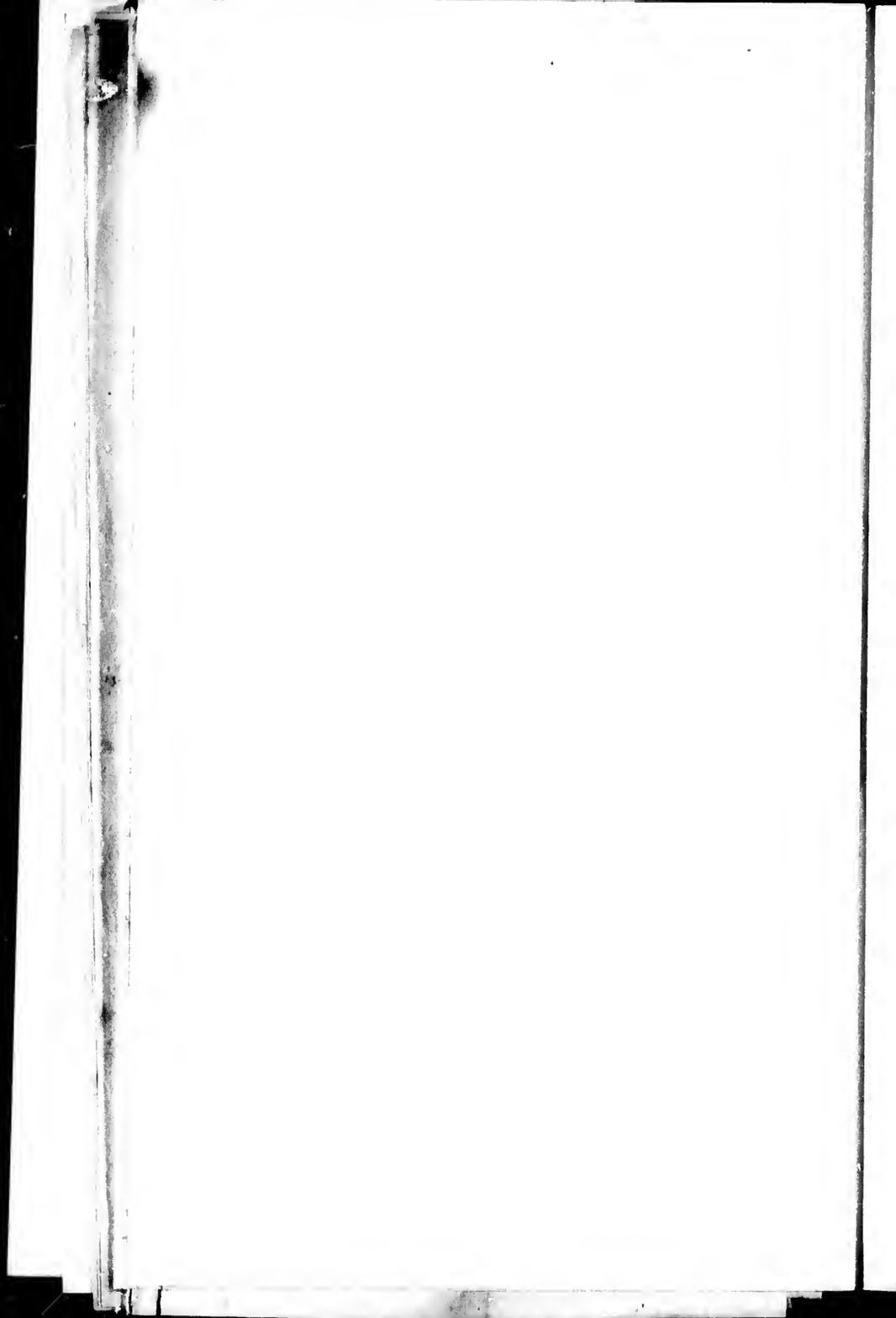
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## PLAN.

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THE plan of extending a line of Railway across the State of Maine, and the Provinces of New Brunswick and Nova Scotia to the nearest available point of North America to Ireland, has been frequently suggested, to very many minds of both continents, looking at the question—from various and distinct points of observation. No one familiar with the commonest principles of commercial economy, can for a moment doubt the truth of the assertion, that at some time or other, the necessities of trade will require the adoption of the shortest possible sea voyage between the continents of Europe and America. The discerning minds of both continents, have seen the rapid approach of this event in the various measures by which the lines of Railway have been pushed out from the great commercial centres of England and the United States toward each other, in the general direction of the shortest line between them,—and in the employment of steam-ships of the most approved models for speed and safety, in preference to the ordinary sailing vessels of former times.

To have attempted to carry out the idea of reducing the time of passage between New York and London, to its lowest possible limit, at the time the line of the Cunard Steamers was established, would have been premature. The plan can never be properly successful, till the business along the railway lines from London to the west coast of Ireland, and from New York to Canso, including through and way business united, will justify the investment of the capital, necessary for its completion. Whether or not that time has arrived, is a question which has been fairly propounded, and which the business men of both countries are now preparing to solve. The movement on this continent toward

accomplishing this result, has been made, in consequence of the grant of money made by the British Government toward the completion of the Midland Great Western Railway of Ireland, to extend from Dublin to Galway—and in aid of the Britannia Tubular Bridge.

Under the impression that the completion of the line of Railway across the Menai Strait, and across the breadth of Ireland, must change the course of travel, and the point of its embarkation to this continent from the British Islands and the continent of Europe, an effort was made to arouse the public mind of Maine in favor of a corresponding movement on this side the Atlantic, at a Railroad meeting held at Bangor in February last. The interest awakened by the discussion on that occasion, led to the presentation of the matter to the Legislature of Maine, in the following petition, which was laid before that body by the Hon. Mr. Shepley of Portland, a member of the Senate, and printed for the use of the Legislature, on motion of M. L. Appleton, Esq. of Bangor, of the House of Representatives.

*To the Honorable, the Senate and House of Representatives of the State of Maine, in session at Augusta, A. D. 1850 :*

THE undersigned, citizens of Maine, respectfully request your honorable body to cause to be surveyed and ascertained, the most practicable route for a Railway, from the city of Bangor to the Eastern Boundary of the State, in the general direction of the city of St. John, New Brunswick ; and to take such further action in the premises as will tend to favor the construction of a Railroad from the city of Bangor to some good harbor on the Eastern shore of Nova Scotia, or Cape Breton, best fitted to become the entrepot and terminus for the most direct line of trans-Atlantic navigation.

From the easternmost point of Nova Scotia, Cape Canso, in Latitude 45 deg. 17 min. N. and in longitude 61 deg. 3 min. W. to Galway Bay, in Ireland, in latitude 53 deg. 13 min. N. and in longitude 9 deg. 13 min. W. the distance is about 2000 miles. Assuming a speed of 17 miles an hour in steam vessels, the Atlantic Ocean can be crossed between these points in FIVE DAYS time.

The nearest accessible harbor to Cape Canso, Whitehaven, in lat. 45 deg. 10 min. N. long. 61 deg. 10 min. W. according to the authority of Admiral Owen, in a report on the subject made to Sir John Harvey, Sept. 5, 1846—“is a most splendid and commodious port, at the nearest available point of North America to Ireland ; its natural facilities greatly exceeding those of Halifax, or any other point upon the coast.” Galway harbor is one of the finest in the world, having great advantages over Bristol or Liverpool, as a steam-ship terminus.

The Gut of Canso could possibly be passed by a bridge ; but upon this point

there is at present no satisfactory information. By means of a ferry across the Gut of Canso, the line could be extended to Louisburgh harbor in Cape Breton, still further east, to a point less than 2000 miles distant from Galway Bay, as will appear by the accompanying map or plan.

From Galway to Dublin, a line of Railway is nearly completed across Ireland, and is in actual operation from Dublin to Mullingar, a distance of 50 miles. From Dublin, the distance of 63 miles across the Irish Channel to Holyhead, is passed with steam packets, at the rate of 18 miles an hour, to which place the Chester and Holyhead Railway is already finished, connecting with Liverpool and London—crossing the Menai Strait by the Britannia Tabular Bridge, which was opened for traffic on the 18th of March, 1850.

The route of the steamship from Liverpool to New York passes near to Cape Race in Newfoundland, Cape Breton, and Cape Canso, and thence along the coast of Nova Scotia by Cape Sable, and parallel with the general line of the coast of New Brunswick and Maine. From Cape Canso to New York the distance can be passed in about the length of line by land as by water, and in one third the time. From New York to Waterville the Railway is already finished, a distance of 410 miles. From Waterville to the city of St. John, the distance would probably be about 200 miles; and from St. John to Whitehaven less than 250 miles further; making the entire distance from New York to Whitehaven from 800 to 900 miles in all.

From Whitehaven to the head of the Bay of Fundy, at Sackville, a feasible route for a Railway has been ascertained, passing near to Pictou, through the valuable coal districts along the shore of the Gulf of St. Lawrence; and it is believed that the Legislature of Nova Scotia would cheerfully engage to construct that part of the line whenever the other portions are secured.

A line of Railway from Halifax, passing in the vicinity of Truro, could be easily connected at some feasible point with the main trunk; and it cannot be doubted that the enterprising citizens of Halifax would engage in its construction at once. At the present time they are urging the completion of a line from Halifax to Windsor, and a survey of the route has been accomplished.

From the city of St. John to Shediac Bay, on the Gulf of St. Lawrence, a line has been surveyed for a Railway on the general line of the route to Sackville, and Provincial aid to a large amount proposed. The Province of New Brunswick has recently appropriated £60,000 currency—\$240,000, to construct that portion of the distance between Shediac Bay and the Bend of the Petecodiac River—the head of navigation on the Bay of Fundy. No doubt can be entertained that the Province would extend this line from a point of connection with the Nova Scotia line to the city of St. John; and it is believed that the local business of the country between the city of St. John and the head of the Bay of Fundy, would at the present time pay a tolerable remuneration to the stockholders.

From the city of St. John to Bangor it is supposed that a route tolerably direct can be found, without encountering serious obstacles. The necessary information upon this point has never been ascertained; and it is for the purpose of asking that this service may be speedily accomplished, that we approach your honorable body. From Bangor to Waterville, private enterprise has already demonstrated

the fact, that either of several cheap and practicable routes can be adopted.

The only grant asked of the Legislature, or that will be necessary to obtain, is an appropriation sufficient to secure the completion of the remaining link in the line of surveys, and at a suitable time, the necessary grant of a charter to carry this work forward, which, from the progress of events, must soon claim the public attention.

The citizens of Maine are generally aware of the importance of the question to the best interests of the State ; but the work is too great for individuals to undertake with our present means. The proper surveys once being completed, would place before the country the great advantage of the position of our State for a leading part in the commercial movements of the age. Private enterprise ought not to be so largely taxed as it must necessarily be, without the grant of aid to the proposed survey in whole or in part by the State, for the purpose of procuring valuable information, equally desired by, or at any rate of equal importance to all. Maine ought not, either, to remain indifferent to the great advantages which may now be brought within her reach by a proper attention to the great movements in Ocean Steam Navigation and commercial affairs.

The most strenuous efforts are now made to revive the plan of the Quebec and Halifax line ; and various projects are now engaging the attention of the British Provinces, with a view to secure in some form or other the aid of the Home Government. The movement is gaining favor in Great Britain.

From Halifax to Quebec the distance, according to the survey for a railroad, by Major Robinson, is 635 miles ; and this road is urged upon public attention with a view to draw over it a portion of the western trade, and place the Lower Provinces in the great line of communication between the grain growing regions of this Continent and Europe. Without going into an extended examination of the merits of this project, it seems to us that it must strike every intelligent mind, that the most natural—the cheapest and best mode of obtaining a communication by Railway between the Lower Provinces, and Montreal and the west, will be found by extending a line of Railway in the direction of Bangor and Waterville, Maine. From Waterville to Montreal, a distance of 300 miles, the entire line is finished or under contract for completion in 1852, and a branch to Quebec may be regarded as secured within three years from the present time.

The highest importance therefore attaches to every movement having reference to the extension of Railways east of Bangor, or from the Lower Provinces in the direction of the St. Lawrence River. One great central line for the whole State, and for European communication, once laid down, into which the various branch lines could enter, on either side as required—connected with a line extending to Montreal and Quebec—a system of Railways would be secured surpassing in value and importance any that has yet been proposed.

It is not proposed to urge any one to embark hastily in the construction of the projected line ; but to so far present the advantages of this route for the great ends in view, over any other possible line, as to secure for it such aid as in the progress of events, its advantages may call forth. If the practicability of the line were properly demonstrated, it is believed that it would command support from

the great commercial interests of Great Britain and the United States. If already built, no one can doubt the value of the undertaking as a mode of profitable investment. Those who may incline to hesitate, in yielding assent to the truth of this assertion, are invited to very carefully review the present condition of affairs.

The United States now embrace a territory of 2,187,490 square miles not organized into States, including Texas. If this whole territory was as densely populated as the State of Massachusetts, it would contain a population of over Two HUNDRED MILLIONS of people. The same extent of territory in Europe, under similar climate, and with fewer natural advantages, contains a still greater population, while the United Kingdom of Great Britain and Ireland has a ratio of population to the square mile more than twice as great as Massachusetts. The twenty-nine remaining States, exclusive of Texas, comprise an extent of 1,065,158 square miles more. The increase of population in the United States from 1790 to 1800, was at the rate of 35.01 per cent. ; from 1800 to 1810, 36.45 per cent. ; from 1810 to 1820, 33.35 per cent. ; from 1820 to 1830, 33.26 per cent. . from 1830 to 1840, 32.67 per cent. It is believed that the census of 1850 will show that from 1840 to 1850, the increase has been as great as at any other period of ten years. Causes now at work tend rather to increase than diminish the ratio of increase ; and many now alive will see this nation numbering ONE HUNDRED AND FIFTY MILLIONS of people.

Commercial intercourse between the United States and Europe has gone on increasing more rapidly than the population of the country. In the year 1820, the attempt was first made to establish a line of packet ships to Liverpool, to sail on certain stated days. Almost every one prophesied their failure, though embracing only two in number, and of 450 tons burthen. At this time there are lines of regular sailing packets from all our large cities, embracing vessels of over 2000 tons burthen, and reaching hundreds of ships in number.

About fifteen years ago, the scientific world listened with attention to the assertion of the learned Dr. Lardner, that it was impossible to navigate the Atlantic Ocean by steam. This theory was disproved by the arrival of two steamers, the SIRIUS and the GREAT WESTERN, in New York harbor, one from Bristol, the other from Liverpool, on the 23d day of April, 1838, both on the same day. More than TWENTY steamship during the present year will run as regular packets between this country and Europe, while the number of sailing vessels is greater than at any former period.

The number of Emigrants which arrived in New York in 1838 was 25,581. In 1849, the number reached 231,779. The number which left the United Kingdom of Great Britain and Ireland for the United States in 1848, was 188,223 ; and the whole emigration into this country in that year exceeded 250,000. In the year 1849, the number of emigrant arrivals reached 325,000 ; and it is estimated that the number will exceed 400,000 the present year.

Every year gives fresh impulses to the cause of Emigration to the United States and the disturbed condition of all commercial affairs on the Continent of Europe is operating to invite a better class of Emigrants than heretofore, embracing much of the skill and mechanical industry of Switzerland, France and Germany.

The most indifferent observer will admit that the increase of facilities for travel

with Europe, must increase far more rapidly for the next ten years, than at any former period. The trade between the United States and Great Britain is constantly increasing and at the present moment beyond any former example. The exports to England in 1830, were \$21,599,666, in 1848 \$71,752,315. The Imports from England in 1830, were \$22,755,040, in 1848 \$59,763,522. Both exports and imports in 1847 exceeded those of 1848, but the extraordinary demand for food occasioned by the famine in Ireland, gave an unusual impulse to trade in that year.

A route which would enable the traveller to see an attractive portion of this Continent, the best portion of Ireland, and the most extraordinary work of human skill, the Britannia Tubular Bridge, would of itself invite the pleasure tourist to take this route, if no saving of time or expense were secured. But it is confidently asserted that while to the man of business the same attractions would be offered by the plan proposed, the expense of a trip to Europe can be largely reduced, while it shall save him much if not all uncertainty as to the time of his arrival, and some days time for purposes of business.

From New York to Liverpool, in the shortest line, is 3100 miles, the route usually traversed is over 3300 miles. By taking the Railway from New York to Halifax or Canso, employing the swiftest steam packet from thence to Galway, crossing the great Midland Railway from Galway to Dublin, a distance of about 120 miles, and from thence to Holyhead harbour, a distance of 63 miles, and from thence to London, by the Chester and Holyhead and London and Northwestern Railways, a distance of 263 miles—employing about 1,200 miles of railway, and 2,000 miles of steam navigation—the passage from New York to London may be reduced to seven days' time, at all events, and possibly to six days, within a few years at farthest.

This can only be achieved by shortening the sea voyage; and dispensing with the vast weight of coal and other superfluous load now carried. Vessels designed for crossing the ocean with speed, should be relieved of all load not requisite for steadiness and good carriage. Ordinary merchandize will always go more cheaply in sailing vessels. Valuable goods could be transferred to boats of still greater speed, from the ocean terminus, running if necessary to the various Atlantic cities, if too bulky to go by the Railway. In this way, the safest and swiftest passage would be secured. In a few years, instead of a semi-weekly, a daily arrival of steamships may be expected.

One hundred THROUGH passengers a day each way by the Railway, would give a most profitable business to the road, in addition to its local business; and the highest price would readily be paid for the carrying of the mails. The British and the American Governments would willingly enter into a perpetual or permanent contract for this service, at rates of compensation representing a capital equal to one third the entire cost of the line. If the proper surveys were now completed, and the necessary charters granted, for a continuous line from Bangor to Whitehaven or Halifax, the scheme would offer inducements for the employment of capital, unsurpassed by any enterprise of the age.

Looking forward but 25 years only, we shall see this government containing

FIFTY MILLIONS of people. Its great rivers and inland seas—its mineral wealth and inexhaustible soil—within a latitude favorable to health of body and vigor of mind—all conspire to give the fullest developement to the spirit of progress, requisite to supply means for the fullest gratification of every want known to the highest civilization.

Under any form of Government known to civilized man, the progress of the race would be, under such influences, rapid and vigorous. When, therefore, an enterprising race, in the possession of such physical advantages as this country possesses, are stimulated to exertion by the action of a free government upon the energies of the whole people, we may confidently expect a higher development in the ideas and institutions of society, and a more practical application of knowledge to the wants and necessities of life.

Maine, from her frontier position and severe climate, has been heretofore regarded as the least favored of all the States in the Union; while it has the power to become the great manufacturing and great ship-owning State of the Confederacy, if not the first in point of commercial importance. Our climate and our geographical position, generally spoken of as our misfortunes, are in fact the great elements of our strength. The increased necessities which our climate imposes upon us, beyond those of a warmer latitude, are far more than compensated by our superior capacity for labor, our greater power of endurance, and our extraordinary fondness for exertion. With a more extended line of sea coast than any other State in the Union, and more good harbors than all the other States together, Maine will present at some future day, along her bays and rivers, a line of cities surpassing those which are now found upon the shores of the English Channel, or the Baltic Sea.

This result will be hastened by attracting into our own State the great stream of European business and travel, where it shall divide into two great channels—one flowing northward into the St. Lawrence valley and the West, the other flowing southward to the great commercial cities of the Continent.

Without the fertile soil of the West, or the rich deposits of coal and iron of Pennsylvania, Maine for twenty years past has not kept pace with the ratio of increase of the whole country. From 1820 to 1830, the ratio of her increase was 35.9 per cent. or about the same as that of the whole Union. From 1830 to 1840 the rate of increase was only 26.2 per cent. Notwithstanding the healthiness of our climate, the extent of our public lands, with all the facilities inviting emigration from the more densely populated districts of New England, emigration into the State had become nearly stationary, and the tendency of our people to emigrate West, remained unchecked, till the movement was made to construct a railroad from Portland to Montreal. The effect of that movement is already apparent upon the character, the enterprise, and the business of the State. A small portion only of the energy which has been applied to that undertaking, will speedily accomplish the end now purposed;—favorably affecting that great enterprise, and all the leading interests of Maine.

The time is not regarded by most persons as particularly favorable for entering upon new enterprises. The great interests of Maine, ship building and lumbering for some three years past have been severely depressed, furnishing less returns

even than investments in Railways. These, in common with all other business interests, are destined at times to suffer. Railway property will, however, advance in value with the growth and increase of business in the State ; while it will also tend to foster industry and stimulate production in every department of labor, beyond any other species of investment.

It is in vain to expect to retain the natural increase of our population without holding out inducements for labor beyond what are offered by the pursuits of agriculture and lumbering ; and we have failed so far to attract to this State the most valuable class of emigrants, that seek for a climate and soil similar to that of Germany and Switzerland, which resembles our own.—If proper encouragement was held out to them, we might expect emigrants from the north of Europe to prefer the soil and climate of Maine to that of the Mississippi valley. Instead of this, for a series of years we have been compelled to witness the gradual withdrawal of much of our capital into enterprises of other States, and a departure from among us of many of the most enterprising of the young men of Maine. Real estate has advanced but moderately in value for the last fifteen years, while the new States have grown up within that brief period into wealth and importance. Our frontier position, and the want of a proper State pride and a State policy, have been pointed out as the principal hindrances to the growth of Maine. The opening of the great avenues already in progress and proposed, placing Maine in the direct line of the great commercial intercourse of the globe, will create new relations in every department of business, and call into exercise such agencies as will soon give to Maine a strength and a position equal to that, of any portion of the Union.

The present period seems to us favorable for the proposed movement. An experiment is now making to run steamships from Galway to Halifax, aided by the Great Midland Railway Company of Ireland. The capital of this company is £2,596,666, or more than 12,000,000 of dollars.

This Company has a direct interest to subservise by inviting the travel between this country and Europe upon its road. The same is true also of the Chester and Holyhead and the London and Northwestern Railway Companies. These companies, with their various branch lines—under one management—embrace nearly one eighth of the entire traffic of the United Kingdom. The London and Northwestern Railway Company, Aug. 1, 1849, owned 478 1-2 miles of road already finished—built at a cost of £30,617,020, or \$150,000,000—60 3-4 miles more in progress, and held the leases over 200 miles more—including the Chester and Holyhead railway, representing a capital of at least 200,000,000 of dollars.—Amid all the depressions of Railway stocks and business for the last few years in England, the stock of this Company has never been sold except above par ; and by the recent advices from Europe, was selling at an advance. The influence of this capital will be brought at once, in aid of any line that shall bring across Ireland to Dublin the travel of this Continent. The same motive which induced the British Government to aid the construction of the Britannia Bridge,—to obtain the most direct route from London to Ireland,—will lead them to favor the plan herein proposed.

Believing, therefore, that the State has only to display to the business community the practicability and advantages of this great route through Maine, to ensure at the proper time its completion, we respectfully ask your honorable body to cause the line from Bangor to St. John to be surveyed at the expense of the State, and such further measures adopted as will give proper encouragement to the undertaking.

JOHN A. POOR.  
 JOSIAH S. LITTLE.  
 JAMES B. CALHOON.  
 JOHN M. WOOD.  
 CHARLES Q. CLAPP.  
 FRANCIS O. J. SMITH.  
 LUTHER JEWETT.

JUNE 12th 1850.

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, JUNE 15, 1850.

ORDERED, That 500 copies of the foregoing petition be printed for the use of the Legislature,

EDMUND W. FLAGG, CLERK.

The printed copies of this petition and map reached the Provinces of New Brunswick and Nova Scotia by a most fortunate concurrence of circumstances, through the agency of A. C. Morton, Esq. the distinguished Engineer of the Portland and Montreal Rail Road, at or about the time of the receipt of the following dispatch of Earl Grey, Colonial Secretary, which negatived forever, the request for government assistance to the Quebec and Halifax Railway.

DOWNING STREET, }  
 19th June, 1850. }

SIR—I have to acknowledge your despatch No. 168, of the 2nd ult., enclosing a resolution of the Legislative Council, that an address be presented to yourself, requesting you again to call the attention of her Majesty's government to the subject of the proposed Railway from Halifax to Quebec.

Her Majesty's government have not failed to give their best attention to a subject in which so deep an interest is taken by the inhabitants of Nova Scotia. But I am bound to state, that they are not prepared to submit to Parliament ANY MEASURE for raising the funds necessary for its construction, considering the great amount and pressure of the exigences which continue to weigh on the Imperial treasury.

I have, &c., &c.,

Signed,

GREY.

Lieut. Governor SIR JOHN HARVEY, &c.

The receipt of the plan for the proposed Railway through the Provinces and Maine, followed by the despatch of Earl Grey, aroused at once to the highest pitch of excitement the people of

the Lower British Provinces, in favor of the scheme, and awakened a corresponding feeling in the minds of the citizens of Quebec. The plan of a Convention at Portland, Maine, to consider the various schemes which had been proposed to connect the Upper and Lower British Provinces by Railway, was at once agreed upon, and the necessary measures put in progress toward its accomplishment.

An invitation in the form of a circular, was issued by a committee of the citizens of Portland, addressed to the Governor and Council, and the Legislature of Maine, the Railroad Companies and friends of public improvement throughout the United States and the several British Provinces. The purposes of said Convention were set forth in the circular of said committee as follows :

### CIRCULAR.

The plan of extending a line of Railway through the State of Maine to the Lower British Provinces, and to some good harbor on the Eastern coast of Nova Scotia, has long been regarded as a measure of the highest importance to the commercial interests of this continent and Europe. Events which have occurred on this side the Atlantic within the last few years, in the British Provinces and the United States, have led the most discerning minds of both countries to concur in the belief, that the time is rapidly approaching, if not already arrived, when an effort should be made, by all parties interested in such a result, towards its consummation.

The region of this continent lying to the East of Lake Champlain and the Hudson River, and between the River and the Gulf of St. Lawrence and the Atlantic Ocean—in reference to its geological features, its topographical and physical geography,—presents many striking characteristics, inviting the attention of the naturalist and the scientific inquirer. Its soil, climate and commercial advantages, indicate, that it possesses the greatest natural advantages for the development of the highest physical and social condition of man, and point it out as the future abode of the most enterprising portion of the race.

This region of country from the circumstances of its early settlement and the political changes it has undergone, has witnessed the most exciting scenes in the history of this continent, has been the theatre of the fierce contests of different races, and shared in all the eventful changes with which for more than two centuries the nations of Europe have been disturbed.

The final predominance of the English race throughout this region had scarcely become established, when new relations awakened an equally embittered hostility between England and her former subjects, leading both countries into bloody and destructive wars.

The spirit of peace has at last prevailed—national animosities, sectional and

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political hostility have disappeared between the English races, since the establishment of the boundaries of Maine and Oregon, and the contests of war have been succeeded by a noble and generous rivalry for the promotion of the arts of peace.

The introduction of the steamship and the railway, has made former enemies friends, and the citizens of Montreal and Portland, of Halifax and Boston, of St. John and New York, are to all intents and purposes one people, speaking a common language and struggling for the same destiny. National hostility has given way to commercial and social intercourse, and under whatever form of government they may hereafter exist, they can never again become hostile, or unfriendly.

An effort is now made to increase the means of communication between different parts of this extended region. In aid of this purpose, a Convention is to be held at Portland, on the 31st of July instant, at eleven of the clock in the forenoon, at the City Hall, at which time and place it is proposed to consider the various schemes which have been proposed for the accomplishment of this result. The immediate object of this Convention is, to agree upon the most feasible plan for prolonging the line of Railway from the State of Maine to the Lower British Provinces, to some good harbor best fitted to become the entrepot and terminus, for the most direct line of trans-Atlantic navigation, and form a connection by Railway between the Upper and Lower British Provinces through the State of Maine.

Such a line of Railway extended from New York and Montreal to a point of connection in Maine, and from thence to Halifax, would undoubtedly prove the most popular and most frequented highway for all travellers between Europe and America, and a great thoroughfare both for the old and new world. The Atlantic can be most readily crossed from the eastern coast of Nova-Scotia to the western coast of Ireland, thence by railway to Dublin, and by steam to Holyhead, whence the Menai Strait is crossed by the Britannia tubular bridge, and so to London or Liverpool, or any part of Great Britain or the Continent of Europe. One great central line for European communication once laid down, into which the various branch lines could enter on either side as required, connected also by lines of Railway with Montreal and Quebec, would secure a system of Railways surpassing in value and importance any that has yet been proposed.

\* \* \* \* \*

We are encouraged to believe, that the completion of this great work, can be secured within a reasonable time, without withdrawing any portion of the means of the people along the line, wanted by them for the ordinary purposes of business. A liberal grant of public lands, and of public credit, from Nova Scotia, New Brunswick and Canada, equal to that tendered in aid of the Quebec and Halifax Railway, with suitable compensation from the British, and American Governments for the carrying of the Mails, will we believe, at once invite into it private capital from Europe and the commercial interests of this country, fully adequate to its early completion.

But whatever may be the pecuniary merits of the enterprise, it has social and

commercial relations of the most delicate and patriotic character. Whatever shall tend to allay national prejudice, and harmonize national differences, contributes to advance the highest interests of humanity, and promote the welfare of the race.

The most sublime spectacle which the history of the world has ever disclosed, is being enacted in our day by the advancement of the English race, towards universal supremacy,—a supremacy not maintained by tyranny or force, but resting upon the solid foundations of intellectual superiority—a love of freedom, and of social order. Regardless of artificial lines of demarkation, or of the political divisions of this continent, we desire that intercourse between those who speak a common language, and are striving for the same destiny, shall be as free, as the thoughts, of the mighty race, who have become the masters of the world.

JOHN A. POOR,  
CHARLES Q. CLAPP,  
ALLEN HAINES,  
JOSHUA DUNN,  
T. C. HERSEY,  
CHARLES JONES,  
DANIEL F. EMERY,  
THOMAS CUMMINGS,  
JAMES B. CAHOON,  
A. C. MORTON,  
JOHN RUSSELL, Jr.,  
JOHN NEAL,

PORTLAND, July 13, 1850.

A. W. H. CLAPP,  
WOODBURY STORER,  
GEO. R. DAVIS,  
H. B. McCOBB,  
JOHN M. WOOD,  
LUTHER JEWETT,  
NEAL DOW,  
JOHN APPLETON,  
P. BARNES,  
ABNER SHAW,  
MARTIN GORE.

COMMITTEE.

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## THE GREAT RAILROAD CONVENTION.

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In pursuance of the call issued by said committee, and in accordance with its invitation, Delegates from the British Provinces of New Brunswick, Nova Scotia, New Foundland, and Canada, and from the several States of New England, and New York, assembled at the CITY HALL, in PORTLAND, July 31, 1850. His Excellency, the Governor of Maine and Suite, the Hon. Executive Council,—the Senate and House of Representatives of Maine, were in attendance by special invitation. All persons officially connected with Railways were also invited to take part in the deliberations of the Convention.

The attendance, as was expected, was large. The Delegates embraced the most distinguished men of Maine, including the Judges of the Supreme and other Courts of Maine and the United States—the Reverend Clergy, and the leading business men from all its commercial towns: Among the distinguished persons who gave the closest attention to the proceedings of the Convention was observed, Mr. GRIGNON, the British Consul for Maine. The Delegates from the Provinces of New Brunswick and Nova Scotia, many of them were chosen by the freeholders of the Counties, upon a requisition from the Sheriff. The leading members of Parliament and of the government of each Province, were in attendance as delegates.

The Convention assembled at 11 o'clock, in the City Hall. Across the lower end of the Hall was erected a stage for the use of the officers and speakers, and the walls were hung with maps of New Brunswick, Nova Scotia, Canada, and the New England States, and the best English charts of the sea-coast of the United States, and of the Atlantic Ocean. In the rear of the President's chair was a large map, 17 feet by 18

feet, on which was marked out the proposed route for the entire line from Portland to Halifax, or its other terminus at White Haven, prepared under the direction of M. H. Perley, Esq., of St. John. On the right of the chair was suspended the Cross of St. George, and on the left the Stars and Stripes, and from the top of the building the flags of Great Britain and the United States, floated side by side.

On each side the stage the most ample arrangements were made for the accommodation of Reporters, and in front of the stage, on the floor of the house, were placed the desks of the Secretaries.

At precisely 11 o'clock, the Hon. EZEKIEL WHITMAN, late Chief Justice of the Supreme Court of Maine, called the Convention to order, and spoke as follows :—

*Gentlemen of the Convention—*

We are assembled from remote parts of the Continent for the purpose of considering the best modes by which our intercourse with each other can be promoted. I leave to younger and more active men the task of pointing out, and carrying forward, the great end in view. I feel that it is my years, and not the information or knowledge that I possess, that has pointed me out for the performance of the duty of calling this Convention to order. But I am happy to have the opportunity of lending whatever support or countenance my years or my experience can give it. Without extending my remarks I will take the liberty of proposing that Hon. ICHABOD R. CHADBOURNE, of Eastport, shall take the Chair until the permanent organization of the Convention.

The remarks of the venerable Judge, were pronounced in his clear strong voice, and received with a hearty expression of applause by the Convention.

Mr. Chadbourne on taking the Chair, made a few excellent remarks, congratulating the city of Portland, the State of Maine, and the whole continent, upon the assembling of a Convention to consider a movement of such vast importance to all who speak the English tongue.

He congratulated the delegates present on the purposes that had called them together, from points so remote, and hoped to see the Provinces and the United States, bound together by an

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iron chain, that 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 designated ALLEN HAINES, Esq., of Portland, and GEORGE A. THATCHER, Esq., of Bangor, as preliminary Secretaries.

A Committee of thirteen, to report upon the permanent organization of the Convention, was then appointed as follows, viz. : Hon. Levi Cutter, of Portland, R. B. Dickey, Esq. of Nova Scotia, R. Jardine, Esq. of New Brunswick, F. R. Angers, Esq. of Quebec, Wm. D. Little, Esq. of Portland, E. S. Dyer, Esq. of Calais, S. P. Strickland, Esq. of Bangor, Hon. Toppan Robie, of Gorham, Hon. Wm. Wright, of New Brunswick, Hon. A. W. H. Clapp, Neal Dow, T. C. Hersey, of Portland, and Hon. Ezekiel Holmes, of Winthrop.

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

His Excellency, Hon. JOHN HUBBARD, Governor of Maine, President,

VICE PRESIDENTS.

Admiral the Hon. WM. FITZWILLIAM OWEN, of New Brunswick.

His Worship, HENRY PRYOR, Mayor of Halifax.

“ “ HENRY CHUBB, “ of St. John.

“ “ JOHN SIMPSON, “ of Fredericton.

Hon. JAMES B. CAHOON, “ of Portland.

“ FREEMAN H. MORSE, “ of Bath.

“ H. A. S. DEARBORN, “ of Roxbury, Mass.

Gen. ALFRED REDINGTON, “ of Augusta.

Hon. TIMOTHY BOUTELLE, of Waterville.

“ H. C. SEYMOUR, State Engineer of New York.

“ P. M. FOSTER, President of the Senate of Maine.

“ SAMUEL BELCHER, Speaker of the House Representatives of Me

“ E. L. HAMLIN, of Bangor.

“ ANSON G. CHANDLER, of Calais.

J. BELL FORSYTH, Esq. of Quebec.

Hon. F. H. ALLEN, Prof. of Law, Cambridge, Mass.

DR. JAMES ROBB, Prof. of Natural History Coll. of New Brunswick.

SECRETARIES.

F. R. ANGERS, Esq., of Quebec.

ALLEN HAINES, Esq., of Portland.

GEO. A. THATCHER, Esq., of Bangor.

WM. JACK, Esq., of St. John,

JOHN ROSS, Esq., of Truro, Nova Scotia.

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, accompanied by the Committee, attended by his Aids, Cols. J. M. Adams and E. E. Rico and taking the chair addressed the Convention 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 develop 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

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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, more especially on the part of the delegations from the Provinces.

At the invitation of the President, the several Vice Presidents took their places upon the stage ; Admiral Owen was conducted to the chair on the right of the President by several members of the committee, and his appearance was greeted with the most enthusiastic demonstrations of applause.

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.

John A. Poor, Esq. chairman of the committee of arrangements for the Convention, then arose and said that the manner in which the President of the Convention had stated the objects and purposes of their assembling together, had relieved him of the necessity of stating on behalf of the Committee, a single word further in reference to the purposes, for which the delegates from parts of the continent so remote from each other, had met in Convention, and he would therefore move that a committee be appointed by the chair to report upon the business of the Convention.

On this motion the following gentlemen were appointed :

Hon. L. A. Wilmot of Frederickton, David A. Neal of Salem, Josiah S. Little of Portland, George W. Stanley of Augusta, I. R. Chadbourne of Eastport, S. R. Hanscom of Calais, Hon. J. W. Johnston of Halifax, John Wilson of St. Andrews, John H. Gray, M. P. P. of St. John, M. H. Perley of St. John, R. B. Dickey of Amherst, N. S., Hon. J. B. Uniacke of Halifax, Hon. Edwin Bottsford of Westmorland, 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 of Portland, and Hon. F. O. J. Smith of Westbrook.

On motion of Mr. CAHOON, Mayor of Portland, the Convention then adjourned to 3 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, Jr., of Massachusetts, was called upon and addressed the meeting in substance as follows : Mr. R. said,

That he had come there for the purpose of informing himself of the practicability of a speedier intercourse with Europe by the route proposed, of the obstacles to be overcome, the cost of the enterprise, and the degree of interest felt along the line, of all which matters he was ignorant, but presumed that others were ready with full statements of these particulars essential to be known. As I am called on however to open the discussion, said he, I will not offer an evil example by declining to speak what is within my knowledge, and seems to be pertinent to this occasion, a few words upon the importance of the project under consideration. Massachusetts may well utter her voice on this occasion, for her sons live along the line you propose, a line to connect Liverpool, London and Paris, the British Islands and the Old World Continent, on the one hand, with Boston, New York, Cincinnati, and St. Louis, with the Atlantic slope, the basin of the lakes, the valley of the Mississippi, and the rising Pacific Empire on the other ; the highway between the accumulated numbers and wealth of all Christendom and Pagandom after their many thousand years of tardy growth, and the nation whose young energies have raised her from a third rate to a first rate power in the first half of the nineteenth century, and will make her the mightiest empire of the world, that is or has been, with her hundred millions of homogeneous population, before the close of this century.

To know what is proposed to be done, is to know at once the vast interests involved in its accomplishment—interests not confined to one age or to one continent, but broad as humanity, and lasting as time. You propose to cut off nearly one third from the interval which separates one division of our race from the other. Doing this, you will multiply and strengthen the ties of friendship, mutual benefit, and consequent peace in a greater proportion than you approximate men in their business relations. You will have made a greater practical advance than any one act of man ever yet made towards combining the inhabitants of the globe in one grand brotherhood.

What demand exists for a road from the United States through Nova Scotia, with a ferry to Ireland, and thence across the British Islands to Europe? How shall we measure the use likely to be made of it? Of its local travel, I will not speak, because I see those here who can estimate it from personal acquaintance with the country: but it is obvious that you will have all along the line when completed, that which has gathered in Massachusetts her million of inhabitants, abundant and convenient water power with facilities for cheap and rapid transportation; and you will have besides what Massachusetts has not, coal ready to your hand, inexhaustible, and associated with the richest mineral treasures.

The number of emigrants arriving in the United States will average about a thousand a day. It would require but a small part of these to give employment to the shortest line. With business passengers the time to be saved becomes an important element in the choice of routes. As business now increases, daily lines of steamers will soon be required, and it is hardly credible that the throngs

they will bring will spend three days, or even two days, on the way which could so easily be economized.

Will our intercourse with the Old World continue to increase? I doubt it not: and at an accelerating ratio. Every addition to our commerce and navigation causes a new movement of passengers to look after their interests in the various operations going on. Modern commerce is almost wholly the growth of the present century, and it belongs almost wholly to two nations, Great Britain and ourselves.

There is nothing so wonderful in the history of civilization as the late development of Commerce: nothing so wonderful as the amazing increase of British Navigation except the still more amazing increase of our own. The British Empire has her four millions of tons of shipping. We have our three and a half millions of tons, but about one million of tons of this amount has been added in the last four years—an increase equal to that of about nine times as long a period from 1810. New York has now more shipping than the whole British Empire had during the war of the Revolution. This State of Maine owns and builds more tonnage in proportion to her population than any other State or Nation on the face of the globe.

There are some general considerations which satisfy me that this sudden and unexampled development of commercial industry is far from having reached its highest point. The new trade of the Pacific will employ more shipping than the United States owned when the Constitution was adopted. These ships must be built, and their many hundreds, not to say thousands of cargoes supplied mostly in New England and New York. The returns must come back here, and when our system is saturated and the channels of circulation filled with the precious metals, so that gold is worth less here than abroad, we shall become a gold exporting nation, and import what Europe has to sell in return for our gold as well as for our corn and our cotton. This alone will add many millions to the annual aggregate of our foreign commerce.

The demand abroad for our agricultural produce can be met more readily and more fully when the rail ways of the Western States can bring the crops of the interior down to water carriage on the lakes, and rivers, and where there is shipping enough to transport it. This demand already exceeds the most sanguine expectations. In the last four years we have exported three thousand millions of pounds of cotton, worth two hundred and fifty millions of dollars, half a million of hogsheads of tobacco, ten millions of barrels of flour, ten millions of bushels of wheat, forty millions of bushels of corn, half a million of tierces of rice, besides animal products in quantities unprecedented, all at prices higher than the average of the four previous years.

Commerce has changed its entire character within a short period. Formerly when transportation was slow and costly, it was only articles of high value that would bear the charge. In the account of the trade of the Roman Empire with the East Indies in the time of Pliny, averaging the cost of all the articles named, of which prices can now be ascertained, I find they range generally from fifty cents to more than a dollar per pound for all that may be supposed to constitute

the bulk of their cargoes, to say nothing of gold, gems, pearls and objects carried in very minute quantities.

It is quite obvious that a very small amount of tonnage would be sufficient for the commerce of the world while it was confined to these articles. They were sold at Rome, often at two or three hundred per cent. on the first cost. Yet the business of the merchant was very precarious. Of course, a few persons only consumed these luxuries. The mass of mankind had no interest in commerce; they consumed nothing that was not of domestic origin.

Take a single article that will illustrate the change. Sugar was once sold by the drachm for supposed medical uses. After sugar was used as it is now, two pounds of it at Venice would purchase a days labor. Now we import more than a hundred thousand tons of that article at about three cents a pound, in addition to our home supply, because the cheapness of the article allows it to enter into universal consumption.

So great are the improvements in navigation, that articles as bulky in proportion to their value as corn, iron, salt, coal and ice, can be profitably carried on long voyages. Flour, sugar, coffee, and cotton, of course can be transported at much less addition to their original cost. The great mass of the domestic exports of the United States will average, taking one year with another, not far from sixty dollars per ton weight; a fact which explains the creation of our vast mercantile marine, increasing without a parallel in the annals of the world.

Commerce is now an instrument of the comfort and well-being of the millions of men all over the world, instead of ministering to the caprices of a few. It must expand with its extended sphere of action.

This expensive tendency is promoted by the new policy of Great Britain, and some other nations, who have lately removed some of the principal obstacles they had placed in the way of their own commerce. Since Great Britain encouraged her own industry by allowing her laborers to make their purchases in the cheapest market, her intercourse with us has advanced with rapid strides. From 1845 to 1849, the aggregate of our imports from and exports to the British dominions had increased from one hundred and ten millions to one hundred and sixty millions of dollars, our imports increasing almost forty per cent, and our exports more than fifty per cent, in four years.\* The increase in our Indian Corn alone, to the British dominions, in the year 1849, which was not a year of famine, was more than three hundred thousand tons, a weight greater than our whole exports of cotton a few years ago.

The corn growers of Illinois want rail roads and must have them. They have little spare capital, and need cheap rails, on good terms. They have corn, not wanted at home, but wanted at good prices by the makers of British Iron. One ton of corn from Illinois laid down in Liverpool will buy a ton of rails, and give employment to American shipping out and home. Such an exchange is full of benefits to all parties. There is no danger that mankind having once enjoyed

	1845.	1849.
*Imports from British dominions,	49,903,725	67,387,983
Exports to " "	61,044,535	93,172,339
	●110,948,260	160,560,322

...se benefits will voluntarily relinquish them. God has not created in vain different soils and climates, but by constantly improving facilities of intercourse, the people of each climate become participants in all the advantages of every other. I look forward then to a future for commerce far beyond the present brilliant reality, and of the intercourse growing out of that commerce, the shortest and quickest route between New England and Old England must be a main artery.

Mr. Rantoul's remarks were received with enthusiastic applause. When he had finished, the Chairman of the Committee on Business, Mr. Wilnot, presented himself, and stated that the Committee would not be ready to report till to-morrow morning. He requested on the part of the Committee, that they might be allowed to sit during the Convention, add to their number, and from time to time report upon such business as might be deemed necessary, &c.

His report was accepted.

Mr. POOR, of Portland, moved that memorials, papers, or documents, to be laid before the Convention, be now presented.

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: viz:

HON. J. W. JOHNSTON, of Halifax, submitted a memorial from Granville, N. S., praying for the adoption of the route to St. John, N. B., and thence crossing the Bay of Fundy to Digby, in Nova Scotia, setting forth that by this route, it could be built cheaper and through a better country than that of any other route proposed.

We, your memorialists, beg leave respectfully to suggest to your Assembly of Delegates the propriety and expediency of adopting the route of the proposed railway communication with England and the United States, via Halifax, Windsor, Falmouth, Horton, Aylesford, and the valley of Annapolis on the Granville side of the Annapolis River, to Digby Gut, thence crossing the Bay of Fundy, by steam vessels, to St. John.

We are prepared to show good reason, why this route will be adopted in preference to any other, when the several routes may be more thoroughly examined by competent Engineers. Assuming St. John, N. B. and Halifax N. S. to be the two points to be connected by railway, the distance from St. John to Halifax, by way of Dorchester, Amherst and Truro, is 271½ miles. The Engineering difficulties by this route, to be overcome in many places, will be very great, particularly in passing round the base of the

Cobequid Mountains. The distance from Halifax to the Gut of Annapolis is 140 miles. The advantages of this portion of the route from Halifax to Windsor (47 miles) will be more fully explained to your delegation by parties possessed of fuller and more accurate information than your memorialists.

The whole of the remaining portion of the line crossing the Avon River at Windsor -- say 95 miles -- is almost an uninterrupted level, but two streams, or rivers (viz: the Avon and Gaspereaux) to be bridged for the whole distance, with the exception of these two, the other streams on this route are but mere brooks, the largest of which can be bridged for \$500. Probably no country in North America presents so few engineering difficulties to be overcome, for the distance of 96 miles, and we can safely assure your delegation, that a railroad can be constructed on this route, cheaper than the same distance can be made in any other part of North America.

Every part of the distance is occupied by fertile and productive farms, perhaps in the whole distance you will not proceed a mile without passing comfortable and substantial farm buildings and improvements; every convenience for subsisting the work people while constructing the road, and an extremely productive country for contributing passengers and freight for the support of the Road, when completed.

In the upper part of the Annapolis County, the Road will pass adjacent to immense deposits of Iron Ore, of the most valuable description known to exist; many specimens of pure Copper are found upon the line of road, and the whole country is exceedingly rich in useful minerals, lying now dormant for the want of enterprise and capital to put the valuable resources of this truly beautiful country in operation.

The Cornwallis River may be followed up on the South Bank to the Aylesford Plains, where it takes its rise, as does also the Annapolis River; passing between the heads of these two rivers, the Road would pass down the North Bank of the Annapolis River, in the township of Granville, to Victoria Beach, adjacent to the Annapolis Gut; the distance from thence to St. John city is 36 miles, which can at all times be crossed in the roughest weather, by powerful boats, in less than four hours, and in ordinary weather in two hours and a half. Victoria Beach is accessible at all times of tide and in all weather, never being closed by ice in the most severe winters. The Bay of Fundy has now been crossed by but indifferent steamers for twenty years almost weekly, many years semi-weekly, and yet not a single accident has occurred, resulting either in the loss of life or steamer. We beg leave to suggest to your delegation, that the route now presented to your notice is 131 miles shorter, railroad distance, than any other route from St. John to Halifax; the only inconvenience is the 36 miles of steam boating across the Bay of Fundy. The expense of constructing 131 miles extra

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Railroad over an exceedingly difficult country, to balance this inconvenience, your delegation can better estimate than your memorialists.

We therefore respectfully ask that your delegation will inquire into the merits of the line now suggested, so that before any one route be selected in preference to another, the country may be fully examined by competent individuals to make the proper selection for so important an undertaking as that of uniting the most powerful and Christian countries in the world by ties of mutual interests, accommodations and benefit.

Wishing every success to the noble enterprise of binding the Old and New World together, by rapid Railroad and Steam Navigation communication, we most respectfully submit these, our views, upon the subject.

WESTON HALL, } *Committee for the Granville*  
 JOHN MILLS, } *Meeting to forward the great*  
 ALFRED TROOP, } *Eastern Railroad Proceedings*

JOHN C. HALL, M. P. P., of Kentville, N. S., then presented a series of resolutions from the inhabitants of King's County, N. S., in favor of the same route—stating that should that route be selected, the inhabitants would furnish the lands for the route through their territory, and that they would further furnish aid in money, labor and materials to the amount of £25,000. Mr. Hall further said, that if any other route was chosen, the inhabitants were still ready to aid to the full extent of their purses in the prosecution of the work.

#### RAILWAY MEETING.

A meeting of the inhabitants of King's County was held in the Court House at Kentville, on Wednesday, 24th July, 1850, agreeably to notice, for the purpose of ascertaining the views of the Inhabitants of said County in reference to a Railroad from Halifax to Digby. On motion, the Sheriff was appointed Chairman, and Wm. H. Chipman, Secretary. It was

RESOLVED—1. That it is the opinion of this meeting that a Railroad from Halifax to Digby Gut would be of the greatest importance, not only to this County, but to all the western part of the Province, as well as to Halifax and St. John, N. B., as it would give to the inhabitants of the level and fertile Valley reaching from the River Shubenacadie to Digby a speedy and easy transit to market, a ready communication from Halifax to St. John, N. B., and along the whole line, shortening the distance from the two Cities over one hundred miles to that of a line on the North of the Bay of Fundy, and at far less expense than the Northern one for the same distance.

RESOLVED—2d. That it is the opinion of this meeting that the Inhabitants of this County will cheerfully furnish the Land that is necessary for a Railroad passing through it; also aid with their money, labor and materials to the utmost of their ability, in shares amounting to £25,000.

RESOLVED—3d. That two Delegates be appointed to meet the Convention at Portland, in the United States of America, on the thirty-first day of July instant, with instructions to promote and influence, as far as possible, the decision in connecting St. John with Halifax by Railroad through Annapolis, King's and Haut's Counties, and that John C. Hall, Esquire, M. P. P., and Samuel Chipman, Esquire, be the Delegates.

RESOLVED—4th. That the said Delegates be instructed by this meeting to call upon the Delegates from Halifax, Windsor, and elsewhere, to give this line their favorable consideration and support.

WM. C. CAMPBELL, *Chairman.*

WM. H. CHIPMAN, *Secretary.*

KENTVILLE, KING'S COUNTY, }  
24th July, 1850. }

Mr. POOR, of Portland, presented a memorial from the inhabitants of Pictou, in favor of the Amherst route, (round the head of the Bay.)

COURT HOUSE, TOWN OF PICTOU, }  
18th July, 1850. }

At a meeting, held this day, of the freeholders of this County, pursuant to a call of the Sheriff in accordance with a requisition for that purpose,

William H. Harris Esq., Deputy Sheriff, was called to the Chair, and A. C. McDonald, Esq., nominated Secretary.

Jas. D. B. Fraser, Esq., stated the objects of the meeting, and after addresses from Dr. Anderson, Thomas Dickson, Esq., A. C. McDonald, A. P. Ross, and B. H. Norton, Esq., the American Consul, on motion of Jas. D. B. Fraser, seconded by Mr. Robert Dawson, it was unanimously

RESOLVED, That in common with other sections of the Province of Nova Scotia, the County of Pictou has entertained and expressed a deep interest in the Halifax and Quebec Railroad as originally projected, and confidently hoped that by the cordial and united action of the three Provinces and the powerful aid of the mother country, that magnificent and useful national undertaking might have been at once entered upon—that without abandoning the hope of the ultimate completion of a line of Railroad which shall traverse the British Provinces and terminate on the Atlantic coast of Nova Scotia, this meeting is reluctantly forced to admit that the project must now be viewed as indefinitely postponed. Moved by John Taylor, and seconded by James Crichton, and

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RESOLVED—2d. That this meeting has observed with lively interest the movement at present taking place in the United States and the Province of New Brunswick, and is of opinion that the scheme now proposed for extending the lines of Railway at present constructed in the State of Maine through the Provinces of New Brunswick and Nova Scotia, to Halifax, or some eastern port in Nova Scotia, by way of Amherst, is the most feasible plan yet suggested for the building a line of trunk Railway through these Provinces as a link in the grand line of communication between the old and new world, and is therefore deserving of the warmest support of every colonist. Moved by Mr. Robert Dawson, seconded by Hugh H. Ross Esq. West River, and

RESOLVED, 3d, That the Chairman of this meeting be authorized to forward a certified copy of the Resolutions to the Chairman of the Convention at Portland, and that he also transmit a duplicate to the Hon. G. R. Young, and express to him the wish of this meeting, that in the event of his attending the Convention, he, as one of the Representatives of this County, use his influence to carry out the object of this meeting. After a vote of thanks to the President and Secretary, the meeting adjourned.

WILLIAM H. HARRIS, *Chairman.*  
A. C. MACDONALD, *Secretary.*

Memorial presented by Dr. Bayard, of St. John, N. B., Delegate from Annapolis, N. S., embodying sentiments of a meeting held in that place, of the same purport as that presented by Hon. Mr. Johnston, which was signed by

WM. RANDALL,	WALTER WIL LETT,
JAS. J. RITCHIE,	F. W. PICKMAN,*
PETER BONNET,	ALFRED WHITMAN,*
SAMUEL B. CHIPMAN,	AUSTIN WOODBURY,
RICHARD AMES,	JOSEPH WHEELOCK,
JAMES R. SMITH,	<i>Chairman of Committee of Management.</i>

\* These two gentlemen were on Committee to prepare Memorial.

J. B. D. FRAZER, Esq., M. P. P. of Windsor, N. S., presented Reports, Plan and Estimates in regard to the Halifax and Windsor Railroad, published by order of the Government of Nova Scotia,—also, minutes of the proceedings of House of Assembly in relation thereto, as follows :

Extract from the Journals of the House of Assembly, Tuesday and Wednesday, 26th and 27th March, 1850.

The order of the day for the House again to resolve itself into a Committee, on the subject of the Halifax and Windsor Railroad being read,

The House resolved itself into such Committee.

Mr. Speaker left the Chair.

Mr. Dimock took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through the subject under consideration, and had come to a Resolution in relation thereto, which they had directed him to report to the House, and he delivered the same in, at the Clerk's table, where it was read, and is as follows :

"RESOLVED, That whenever a Company shall be formed for the construction of such Railroad, the Executive Government shall be and is hereby authorized to subscribe for one half the necessary Stock, under such conditions and restrictions as may appear to the Governor in Council, judicially, or as may be hereafter prescribed by the Legislature."

And the said Resolution being again read, was upon the question put thereon agreed to by the House.

ORDERED, That the Clerk do carry the Resolution to the Council, and desire their concurrence.

On Wednesday, 27th, 1850, the Council, by message, informed the House that they had agreed to the Resolution in relation to the proposed Railroad from Halifax to Windsor.

(Signed)

A. JAMES, C. A.

Proceedings of a meeting, held in the County of Westmorland, presented by Hon. E. B. Chandler.

At a meeting of the Principal Inhabitants of the County of Westmorland, held at the Court House in Dorchester, on Tuesday, the twenty-third day of July, 1850, called by the High Sheriff, in pursuance of a Requisition for that purpose.

The Hon. WILLIAM CRANE having been called to the Chair, and Thomas S. Sayre, Esq. requested to act as Secretary, the following Resolutions were unanimously passed.

Moved by STEPHEN BINNEY, Esq., Seconded by JOHN ROBB, Esq.

"Resolved, As the opinion of this meeting, that the construction of the proposed line of Railway from the Frontier of the United States around the head of the Bay of Fundy to Halifax, is of the utmost importance to

the welfare and prosperity of this Province, and that the Inhabitants of this County, in particular, should promote the undertaking by every means in their power; therefore

*Resolved*, That a Committee be appointed to correspond and co-operate with such Committees as may be appointed in St. John, or elsewhere, for the purpose of organizing Companies, and taking such other steps as may be necessary for promoting this great work as speedily as possible, and that the following gentlemen do compose such Committee :

HON. WM. CRANE,	HON. E. B. CHANDLER,
HON. DAN'L HANNINGTON,	STEPHEN BINNEY, Esq.
BLISS BOTSFORD, Esq.,	W. H. BUCKERF'D, Esq.
ROBERT CHAPMAN, Esq.,	JOHN ROBB, Esq.,
HON. A. E. BOTSFORD,	THOS. S. SAYRE, Esq.

That the Committee have power to add to their number, and that any three members form a quorum."

Moved by Hon. D. Hannington, Seconded by Bliss Botsford, Esq.

*"Resolved*, That it is the duty, as well as the interest, of the Inhabitants of this County, to promote the undertaking by liberally subscribing for Stock therein."

Moved by JOHN ROBB, Esq., Seconded by Mr. JOHN HICKMAN, Jr.

*"Resolved*, That a Delegation be now appointed by this meeting to attend the proposed Railroad Convention, to be held at Portland in the State of Maine, on the 31st inst., and that the Hon. A. E. BOTSFORD, Hon. E. B. CHANDLER, and STEPHEN BINNEY Esq., be the Delegates for that purpose."

WILLIAM CRANE, *Chairman*.  
THOMAS J. SAWYER, *Secretary*

Resolutions, &c., of a meeting in the County of Colchester, N. S., presented by John Ross, Esq., of Truro.

RAILWAY MEETING, COUNTY OF COLCHESTER, }  
20th July, 1850.

Public notice having been given by the Sheriff of the County that a meeting would be held at the Court House in Truro on the 20th day of July inst. At the hour appointed a respectable meeting assembled — when ALEX. L. ARCHIBALD, Esq., M. P. P. was chosen Chairman, and EBEN. F. MUNRO, Esq., Secretary.

The object of the Meeting was stated by the Chairman, and its importance pressed upon the audience. And after some animated and urgent

appeals being made by Messrs. Ross, A. G. Archibald, and others. The following Resolutions were passed unanimously.

**RESOLVED**—1. That the people of this County assembled in Public Meeting, have on repeated occasions expressed, and now repeat the expression of their desire to promote in all possible ways the Halifax and Quebec Railway. That in the opinion of this meeting the proposal recently made to connect Halifax with St. John and Bangor, via. Calais by which the stream of travelling from Europe to the United States and back, shall be made to pass through our Province is one of vast importance whether viewed by itself or in connection with the original project, and recommends itself to our hearty concurrence and support.

**RESOLVED**—2d. That this meeting entertain the same convictions which have been expressed at former meetings of the County, that the Mineral, Agricultural, and Commercial resources of the Counties of Halifax, Hauts, Colchester, Cumberland, and Pictou, are of themselves sufficient to warrant the building of a Railway from Halifax to the border of New Brunswick; that the proposal now made to consider this a section of a great Trunk Railway permeating every State of the Union, adds greatly to the prospect of a profitable investment: and to show the entire sincerity of this meeting in the views they express they are willing that the County of Colchester may be pledged to support the section through Nova Scotia to the extent of four thousand pounds per annum: considering this portion of the road applicable to either or both routes, from Halifax to Bangor, and from Halifax to Quebec.

**RESOLVED**—3d. That this County with a view to bring in the most efficient form before the meeting to take place at Portland on the 31st inst., the views and feelings of the County of Colchester in connection with the above mentioned Railroad and to ascertain in return the views and feelings of the inhabitants of the North-Eastern States will appoint delegates to attend the Convention.

**RESOLVED**—4th. That in the opinion of this meeting the Legislature should be petitioned to make their pledge of £20,000 given to guarantee the interests on the portion of the Road within this Province as part of the Halifax and Quebec Railway, applicable to the same section road, whether to form part of either or both of the above routes.

**RESOLVED**—5th. That the Messrs. John Ross, and Hiram Hyde be appointed delegates to attend the Convention at Portland.

**RESOLVED**—6th. That a subscription list be opened for the purpose of raising funds to pay the necessary expenses.

The thanks of the meeting were then given to the Chairman for his efficient conduct in the chair, and the meeting separated elated with the prospect now opening before them of having a Railway.

A. L. ARCHIBALD, *Chairman*.

E. F. MUNRO, *Secretary*.

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Papers presented and statements made by Mr. Kerr, in reference to the "nearest possible, route" &c., which he requested to be allowed to demonstrate before the Committee on Business—a request which was, on motion, granted him.

At a public meeting at Wallace in the County of Cumberland the 23d day of July, 1850, for the purpose of taking into consideration the propriety of sending a delegate from this place, to the convention to be held at Portland, Me., on the 31st. inst., for the purpose of adopting such measures as may tend to forward the construction of a Railway from the city of Bangor, through New Brunswick and Nova Scotia, to some suitable terminus on the Eastern shore of this Province.

JOHN MACFARLAND in the Chair, and WILLIAM B. OXLEY, Secretary.

The Chairman having opened the meeting by fully explaining the purpose of the meeting and the necessity of the same.

Joseph N. B. Kerr, Esq., Stephen Fulton, Esq., M. P. P. for the County, Rev. W. Beels, severally addressed the meeting upon the importance of the Railroad and the necessity of sending a Delegate from the place. Whereupon the following resolutions were unanimously passed:

1st. Moved by John Hill, Esq., seconded by Robert Greeder—

RESOLVED, That this meeting being fully aware of the great importance of a Railroad, from the city of Bangor, U. S., leading through New Brunswick and Nova Scotia; highly appreciate the interest which the citizens of the State of Maine are taking in order to favor its construction.

2d. Moved by Doctor S. Mitchel, seconded by William McNab,—

RESOLVED, That it is highly necessary that a fit and proper person be appointed by this meeting as a delegate to the said Convention to co-operate with R. R. Dickey, Esq., appointed as a delegate by the Western end of the County.

3d. Moved by Thomas Morris, Esq., seconded by John Hill,—

RESOLVED, That Joseph N. B. Kerr, Esq., be appointed by the meeting as a delegate from the Eastern end of this County—to attend the said Portland Convention.

JOHN McFARLAND, *Chairman.*

W. B. OXLEY, *Secretary.*

At a Public Meeting held in the Town Hall, Pugwash, the 23d. July, 1850, the following Resolutions were passed unanimously:

RESOLVED—1. That whereas this meeting being fully impressed with the conviction that great advantages would be derived by the people of these Provinces and the Sister Province of New Brunswick, by a Railroad, passing through them to connect with the Railroad now in the course of construction in the State of Maine,—Do further resolve that the better route would be the land line from the city of St. John, N. B., to Amherst, N. S., from thence to Halifax by the most approved line.

**RESOLVED**—2d. That whereas R. B. Dickey, Esq., having been nominated and appointed as a delegate to the meeting of delegates to be held in Portland, State of Maine, on the 31st. inst., to advocate the interest of the Western Section of the County of Cumberland—do further resolve to nominate and appoint some efficient person to attend at the said meeting of delegates to attend to the interests of the people in the Eastern Section of the County.

**RESOLVED**—3d. That whereas Joseph N. B. Kerr, Esq., of Wallace having taken an early interest on the Railroad question and having devoted much time and money both in this Province and in Great Britain in endeavoring to urge the construction of a Railway from some Atlantic Port in Nova Scotia to Quebec, and being well acquainted with the statistics of Railroads as well as with the nature of the localities through which the projected Railroad would be likely to run; this meeting do further resolve that the said J. N. B. Kerr be solicited to attend the meeting of Delegates to be held at Portland, State of Maine, on the 21st. inst., and that he be requested not to urge at said meeting any particular Port as the Port of terminus.

**RESOLVED**—4th. That Joseph N. B. Kerr, Esq., be presented with a copy of the foregoing resolutions, and this meeting do further acquaint the said J. N. B. Kerr that this meeting has every confidence in him as a delegate, knowing that he will advance the interests of this section of the County as far as possible.

COLEN REED, *Chairman*.  
WM. COOPER, *Secretary*.

PUGWASH, 23d July, 1850.

Proceedings of a meeting held at Amherst, Cumberland County, N. S., presented by John A. Poor, Esq.

### RAILWAY MEETING AT AMHERST, NOVA SCOTIA.

Pursuant to a requisition to the High Sheriff, a public meeting of the inhabitants of the County of Cumberland was held in the County Court House on Tuesday the sixteenth instant, to take into consideration what steps should be adopted to forward the proposed scheme of a Railway around the head of the Bay of Fundy to Halifax in connection with an American line through Portland, Calais, &c.—The meeting was attended by a large number of the leading men of all parties, who appeared alive to its object, and disposed to urge onward the scheme by all possible means.

Joshua Chandler, Esq., High Sheriff, was called to the Chair.

A. Macfarlane, Esq., appointed Secretary. And the following Resolutions, after being discussed and warmly commended by numerous gentlemen, who addressed the meeting, in their favor, were put and carried unanimously.

Moved by Robert B. Dickey, Esq., seconded by James Fullerton, Esq.

1. *Resolved*, That this meeting is deeply impressed with the importance to the interest of this County as well as of the Province at large, of a line of Railway to connect Halifax with the American frontier by the head of the Bay of Fundy and St. John, Calais, &c.

Moved by James L. Morse, Esq., seconded by James W. Delaney.

2. *Resolved*, That the advantage of such a line embracing a large portion of the traffic to the United States, and the Canadas, St. John, and the most populous portions of New Brunswick, Prince Edward's Island, and the Gulf of St. Lawrence with that of Pictou, Colchester, Cumberland and Halifax Counties, are so obvious, that this meeting, convinced that the stock of this great Railway will be a most profitable investment, desire to record their opinion that the people of this County will embark largely according to their means in the undertaking, by taking stock, subscribing land, labor, &c.

Moved by Dr. Tupper, seconded by John D. Kinnear, Esq.

3. *Resolved*, That Robert B. Dickey, Esq., be appointed a delegate to represent the interests of this County at the proposed Convention to be held in Portland, on the 31st inst., and to assure that body of the warm interest felt by the inhabitants of Cumberland in the progress of this noble undertaking.

Moved by Robert McCally, Esq., seconded by James Page, Esq.

4. *Resolved*, That the Chairman and Secretary of this meeting be desired to forward a copy of these proceedings to the Provincial Secretary, and to respectfully invite the countenance and co-operation of the Provincial Government, in reference to the objects of this meeting, and that copies thereof be also transmitted to the Committee appointed at a public meeting held in St. John on Saturday, the 6th inst., and to the Convention at Portland.

John Bent, Esq., was then called to the Chair, and on motion of James Page, Esq., seconded by W. W. Bent Esq., M. P. P., the unanimous thanks of the meeting were tendered to the Chairman, and after three cheers for the Halifax and Portland Railway, the meeting dispersed, to meet again on the return of their delegate from the Portland Convention.

JOSHUA CHANDLER, Chairman.

A. MACFARLANE, Secretary.

Amherst, July, 1850.

Proceedings of a meeting held at Annapolis Royal, was presented by John A. Poor, Esq.,

At a meeting held at Annapolis Royal, Nova Scotia, on the 16th July, 1850, "pursuant to a requisition to the High Sheriff of the County," for the purpose of eliciting an expression of the feeling of this County, with regard to the laying of a line of railway proposed to be constructed to Halifax, in connection with that now in progress from Portland to Calais, in the United States, Edward H. Cutler, Esq., was unanimously called to the chair, and Edward C. Cowling, Esq., Secretary.

F. W. Pickman, Esq., Robert Byard, Esq., M. D., and other gentlemen, then addressed the meeting.

Moved by Alfred Whitman, Esq., M. P. P., and unanimously,

*Resolved*, That a committee be appointed to co-operate with committees to be appointed at Bridgetown and Wilmot, or from any other section of the County, for the furtherance of the object of this meeting, and to report their proceedings to the next meeting at Annapolis.

The committee to consist of the following gentlemen, viz :

James J. Ritchie, Peter Bonnett, and Walter Willett, Esqs.

A draft of a memorial was then submitted by F. W. Pickman, Esq., addressed to the convention at Portland, which was unanimously adopted.

*Resolved*, That a committee of three, to consist of the following gentlemen, viz: Peter Bonnett, Alfred Whitman, and F. W. Pickman, Esqs., be appointed for the purpose of forwarding a copy of said memorial to the Convention at Portland.

F. W. Pickman was unanimously chosen a delegate to proceed to Portland.

Moved by Robert Bayard, Esq., M. D., and seconded by Alfred Whitman, Esq., M. P. P., and—

*Resolved*, That a memorial to the Governor and Council be prepared, praying that a line of Railway from Windsor to the Annapolis Gut be immediately explored.

The thanks of the meeting were then voted to Dr. R. Bayard, and also to the Chairman and Secretary.

The meeting then adjourned sine die.

EDWARD H. CUTLER, Chairman.

EDWARD C. COWLING, Sec'y.

Resolutions of a meeting at St. John, N. B., presented by Hon. J. H. Gray, M. P. P.

## PUBLIC MEETING--THE EASTERN RAIL ROAD.

One of the largest, most respectable, and most enthusiastic public meetings ever held in St. John, took place at the Court House yesterday afternoon, to take into consideration the circular addressed to this City by inhabitants of Portland, on the subject of the Great Eastern R. Road. The high Sheriff, C. Johnston, Esq., was put in the Chair by acclamation, and W. R. M. Burtis, Esq., called upon to act as Sec'y. We have not time today to notice the respective speeches, all of which were very excellent and to the purpose. As a proof of the enthusiasm of the meeting, several of the speakers, backed up their remarks, by promising to take stock in the contemplated line, in the several sums of £500, £1000 and £2000. The inhabitants of New Brunswick may fully make up their minds that the Eastern Rail Road will be built, and it is the duty of every one, poor and rich, to step forward when the time arrives, and subscribe in accordance with their means. Success to the cause, we say, with all our heart. The following are the

## RESOLUTIONS :

Moved by Edward Allison, Esq., seconded by J. H. Gray, Esq.

1. *Resolved*, That this meeting heartily approves of the projected line of railway from Calais in the State of Maine, through New Brunswick, by St. John, Sussex Vale, around the head of the Bay of Fundy, through Westmoreland and Cumberland, to Halifax, as affording an uninterrupted Railway Communication at all seasons, for passengers, mails, and traffic, between Europe and all parts of North America.

Moved by James Whitney Esq., seconded by William Wright Esq.,

2. *Resolved*, As the opinion of this meeting, that the contemplated Line of railway besides being eminently useful and advantageous both to New Brunswick and Nova Scotia, cannot fail to be profitable to its proprietors.

Moved by Robert Jardine, Esq., seconded by M. H. Perley, Esq.

3. *Resolved*, That it is the duty, as it certainly is the interest of every inhabitant of New Brunswick, to aid to the best of his ability, either in money, land, labor, or materials, the construction of this Trunk Railway, which will so greatly tend to advance the prosperity of the whole Province.

Moved by R. D. Wilmot, Esq., seconded by W. J. Ritchie, Esq.,

4. *Resolved*, That besides the assistance which it is the duty of the people of New Brunswick individually, to give to the Railway under consideration, the Legislature should also be called upon to aid in its construction, by liberal grants of land, and the loan of the public credit.

Moved by D. J. McLauchlan, Esq., seconded by S. L. Tilley, Esq.,

5. *Resolved*, That this meeting view with lively interest the movement which has recently taken place in Portland (Maine) in reference to the proposed line of Railway, and will cordially co-operate in any practicable plan which may be devised for securing its construction; and further *Resolved*, That this meeting now proceed to nominate delegates to attend the Railway convention to be held at Portland on the 31st inst.

The following list of gentlemen nominated as delegates, was read by the High Sheriff, and carried unanimously—viz :

His Worship the Mayor; the High Sheriff; the Recorder; the Attorney General; the Advocate General; D. J. McLauchlan; Edward Allison; Robert Jardine; Dr. Bayard; J. H. Gray; Mr. Jack; M. H. Perley; J. C. Littlehale; James MacFarlane; John Sears; Otis Small; Joel Reading; Leonard Kaye; Thomas E. Millidge; A. McL. Seely.

Moved by Wm. Wright, Esq., seconded by Robert Payne, Esq.,

6. *Resolved*, That this meeting fully approves the preliminary steps which have been taken by the Committee appointed at a meeting called by the Chamber of Commerce, on the 6th inst., and is gratified to learn that an exploratory survey of the line for a rail-way from this City to Calais, has already been officially ordered.

Moved by J. H. Gray, seconded by Wm. Wright, Esq.

7. *Resolved*, That the thanks of this meeting are due and are hereby tendered to the different Telegraph Companies between Halifax and Portland for their gratuitous services rendered in behalf of the projected Railway.

Moved by H. Porter, Esq., seconded by R. D. Wilmot, Esq.

8. *Resolved*, That the Chairman do leave the chair, and His Whorship the Mayor take the same, which being carried, it was moved and seconded by the same gentlemen that the thanks of the meeting be given to the high Sheriff for his very dignified and impartial conduct in the Chair—carried unanimously, as were also all of the preceding resolutions."

Proceedings of a meeting at St. Stephens, presented by  
George Thompson, Esq.

ST. STEPHENS, N. BRUNSWICK, )  
July 28, 1850. )

This may certify, that at a public meeting held at this place on 23d inst., relative to the contemplated Railroad between Halifax and Portland,

The undernamed gentlemen were unanimously chosen delegates to attend the Convention to meet at Portland on the 31st July, instant, and at which meeting the following resolutions were passed:

Hon. G. S. HILL,	G. J. THOMPSON, Esq.,
JAMES BROWN, Esq.,	G. M. PORTER, Esq.,
NORMAN LINDSAY, Esq.,	NEHEMIAH MARKS, Esq.

**RESOLVED**, That this meeting cordially approve of the contemplated Railroad from Calais, in Maine, and St. Stephens, in New Brunswick, round the head of the Bay of Fundy to Halifax, in as much as it will, when met by a Railroad from Portland to Calais, afford an uninterrupted railroad communication, at all times, for transportation and travel, between Europe and the United States and Canada.

2. **RESOLVED**, As the opinion of the meeting, that a project so intimately connected with the prosperity of these Colonies, demands and would receive their hearty concurrence and support, as also the support of their respective legislatures.

3. **RESOLVED**, As the opinion of this meeting, that the Railroad, whilst it advanced the material interests of the lower Colonies, would soon become a profitable investment to the proprietors.

4. **RESOLVED**, That this meeting will cordially unite with the people of Maine, in any feasible plan for securing the construction of the said Railroad from Portland to Halifax.

And further, **RESOLVED**, that this meeting do now proceed to appoint delegates to attend the Railroad Convention to be holden at Portland, on 31st July, instant.

WM. TODD, JR., Chairman.

ROBERT WATSON, Secretary.

Proceedings of a meeting at Frederickton, presented by Hon.  
Charles Fisher.

On Tuesday evening, a numerous and most respectable meeting was held in the County Courthouse, for the purpose of appointing delegates to proceed to the great meeting to be held shortly in Portland, Me., to deliberate on the survey of the Great Trunk Line from Calais to Halifax. The Resolutions were most ably supported; and were, without an exception, passed unanimously.

Moved by Capt. Chestnut, seconded by Professor Robb, of King's College,

1. **RESOLVED**, That this meeting cordially approves of the spirited efforts which are being made to establish a railway communication to connect Halifax, by the way of this Province, with the great railroad lines of the United States.

Moved by Asa Coy, Esq., seconded by H. Fisher, Esq

2nd. That the erection of such a line connecting a Nova Scotia Port, by the route to this Province, with the railway facilities of the United States, and thereby making the stream of European and American travel and traffic to pass **THROUGH** instead of **BY** us, must be of vast advantage to all the material interests of New Brunswick.

Moved by W. J. Bedell, Esq., seconded by J. S. Beck, Esq.

3rd. That we believe the interests of this City and Province at large, require that we should unite with our fellow subjects in other portions of this Province and of Nova Scotia, in ascertaining the practicability of carrying out an undertaking pregnant with such important and beneficial consequences.

Moved by Capt. Chestnut, seconded by Charles McPherson, Esq.

4th. That in order to this, we willingly undertake to co-operate in the proposed Railroad Convention, to be held at Portland, Me., on the 31st of the present month.

Moved by R. Fulton, Esq., seconded by James Taylor, Esq.

5th. That Charles Fisher, Spafford Barker, F. W. Hatheway, Charles McPherson, John Wilkinson, John Simpson, James Taylor, J. Robb, George Botsford, J. A. Street, and the Hon. Attorney General, do compose and be a delegation from the city of Frederickton, to represent us and our interests at the said Convention.

Moved by Mr. Troughton, and seconded by Mr. Temple.

6th. That Capt. Chestnut and William Watts, Jr., Esq., be a Committee to solicit the services of the said gentlemen as delegates.

Moved by H. Fisher, Esq., seconded by James Hogg.

7th. That the Mayor be requested to certify under the City Seal, and with the usual formalities, the appointment of the said gentlemen as such delegates.

In connection with some excellent explanatory remarks made by the Chairman, and afterwards by William Watts, Jr. Esq., the audience was subsequently addressed by John A. Street, S. Barker and J. T. Smith, Esquires, and several other gentlemen, who, although not speaking *immediately* to any Resolutions, appeared to be all actuated by the same laudable desire to encourage the object contemplated by the meeting

JAMES HOGG, *Secretary.*

At a meeting of the Delegates appointed to attend at the Portland Railroad Convention, held at the Crown Land Office, on Thursday, the 25th inst., it was —

*Unanimously Resolved*, That the thanks of the Delegates be given to William Watts, Jr., Esq., for his valuable services in promoting the object of the delegation.

*And further Resolved, unanimously*, That Mr. Watts be requested to favor the delegation with his services on that occasion.

Dr. Bayard presented the following paper:—

At a public meeting, held at Mr. Quirk's room, in Bridgetown, in accordance with an advertisement, on Wednesday, July 17th, at 4 o'clock, P. M., for the purpose of taking into consideration the propriety of establishing a Railroad through the County of Annapolis to Halifax,—

It was moved by Peter Bonnett, Esq., that the Rev. James Robertson do take the chair; which, being seconded by Dr. R. Bayard, passed unanimously.

It being moved by Peter Bonnet, Esq., and seconded by Dr. Bayard, that Mr. W. Shipley do act as Secretary, passed accordingly.

The meeting being fully organized, the chairman rose and requested Dr. Bayard to give the meeting any information he might possess, upon the subject of the proposed railway, which he did, in a very lucid address to the chairman on the route through the County of Annapolis, from Victoria Beach, in Granville, to Halifax, with the best modes of construction, &c.

Dr. Bayard then called on Edward Cowling, Esq., to read the Memorial to the Portland Convention, adopted by the meeting held at Annapolis, on the 16th instant, and thereupon on the motion of James R. Smith, Esq., seconded by Peter Bonnett, Esq.,—

1st. *Resolved*, That the Memorial to the Portland Convention, adopted by the meeting held at Annapolis on the 16th inst., be adopted by this meeting; passed unanimously.

When it was moved by James R. Smith, Esq., and seconded by Mr. Thomas Chesley, and thereupon,

2dly. *Resolved*, That this meeting heartily enters into the feelings of those who are favorable to a line of railroad through the vale of Annapolis, the township of Aylesford, and the Counties of Kings and Hants, to the city of Halifax,

in connection with a line of railway to Portland and Boston; and as an earnest of the sincerity of this expression, every member of this meeting pledges himself to use every effort in his power, to assist in carrying out so desirable an object, either by money, lands, or labor, as, from time to time, he may be required to afford. *Passed unanimously.*

It was moved by Silas L. Morse, Esq., and seconded by Richard James, Esq.,

3dly. *Resolved*, That it is the opinion of this meeting, that a Memorial be prepared and submitted to the Executive Government, praying that a survey be made through the western part of the Province, from Windsor to Victoria Beach, in Granville, as a site for a railway; and, that the members representing the County of Annapolis, be invited to support the same. *Passed unanimously.*

It was moved by James R. Smith, Esq., and seconded by Richard James, Esq.,

4thly. *Resolved*, That it is the opinion of this meeting, that the services of the Hon. J. W. Johnston, if they could be obtained, would be of the greatest benefit to the cause; but we regret that, from the present sitting of the Supreme Court in Halifax, where that gentlemen's professional services require his constant attention, we are prevented from obtaining his advocacy of our interests at the Convention to be held in Portland, on the 31st of July, instant.

*Resolved*, That Dr. R. Bayard be our Delegate at that Convention. *Passed unanimously.*

It was moved by Walter Willett, Esq., and seconded by Richard James, Esq.,

5thly. *Resolved*, That the following gentlemen, James R. Smith, Esq., Richard James, Esq., and Joseph Wheelock, Esq., be a committee to co-operate with the committee appointed at Annapolis and the committee to be appointed at Wilmot, for the purpose of attending to the interests, and carrying out the views of the people of Annapolis in furthering the establishment of the proposed railway. *Passed unanimously.*

It was moved by James R. Smith, Esq., and seconded by Richard James Esq.,

6thly. *Resolved*, That Mr. Gilbert Fowler, Joseph Wheelock, Esq., and Mr. Edward Ruggles, be a committee for collecting funds to defray the expenses of the delegates to the Convention at Portland. *Passed unanimously.*

It was moved by Peter Bonnett, Esq., and seconded by Silas L. Morse Esq.,

7thly. *Resolved*, That it be an Instruction to the delegates, to obtain the assistance of John Wilson, Esq., of St. Andrews, in behalf of our railway. *Passed unanimously.*

It was moved by James R. Smith, Esq., and seconded by Richard James, Esq.,

8thly. That Dr. R. Bayard do take the chair—

When the thanks of the meeting were given to the Rev. Jas. Robertson for his very able conduct in the chair.

It was moved by Edward Cowling, Esq., seconded by Silas L. Morse, Esq.,

9thly. That the thanks of this meeting be given to Mr. William Shipley, for his services as secretary.

The Rev. James Robertson returned thanks for the remarks to himself, and observed that he should at all times endeavor to forward the prosperity of the railway.

N. B. Before the Chairman left the chair, the thanks of the meeting were given, unanimously, to Dr. R. Bayard for the interest he took in the cause, and for his able advocacy of the same.

JAMES ROBERTSON, *Chairman.*

BRIDGETOWN, *July 17th, 1850.*

Resolutions, &c., of a meeting at Calais, presented by Hon. A. G. Chandler.

### RAILROAD MEETING.

At a meeting of the citizens of Calais, at the Office of Geo. W. Dyer, Monday evening, July 22d, to choose delegates to attend the Railroad Convention, to be held at Portland, on the 31st inst., Hon. Anson G. Chandler was chosen Chairman, and Edward S. Dyer, Secretary.

A. G. Chandler, S. R. Hanscom and G. W. Dyer, were chosen a Committee to draft Resolutions, to be presented at an adjourned meeting, to be held at Horton's Hall, to-morrow evening. Adjourned.

*July 23.* Horton's Hall. Meeting called to order by the Chairman.

The Committee on Resolutions reported the following:—

*Resolved,* That this meeting regard the suggestion made from other quarters of the feasibility and propriety of the Railroad from Bangor across Maine, New Brunswick and Nova Scotia, to Halifax, or some point most suitable for the arrival of European Steamers, as most important to Maine, and not to Maine alone, but, in view of its connection with our European intercourse, of great interest to the United States generally, as well as to said Provinces.

*Resolved,* That though the pecuniary considerations connected with it would, alone, be adequate, yet, our approbation of the work results not solely from them, but also from high moral considerations; believing, as we do, that the

more general the intercourse between this country and those Provinces, and the interchange of views and opinions which such a work would certainly facilitate, cannot but be productive of still greater cordiality between them, and between us and the country with which they are connected.

*Resolved*, That we believe it to be the interest of Maine, immediately to cause a thorough preliminary survey of such a route for a Railroad across the State, and that the citizens of Calais will give the project, not only their best wishes, but, at the proper time, their best efforts and effectual aid.

*Resolved*, That, in view of the facts that Calais is the most direct line in which a Railroad can pass from Bangor to St. John; that it is by far the most inland point of navigable waters in said route; that some part of it is open to navigation from the ocean through the whole year; that it must, from necessity, be the commercial point for the imports and exports of a large section of country well adapted to agriculture, and exceeded by none in its facilities, by water power, for manufacturing purposes, and is fast increasing in population and wealth—the contemplated road should cross the boundary of the State within its limits to St. Stephens in New Brunswick.

*Resolved*, That the attention now given, through the country, to this subject, is a high tribute to the forecast of the projectors and proprietors of the Calais and Baring Railroad, in their locating it with a view to the ultimate existence of the great work now under consideration, so that it might then form a portion thereof; and that they are entitled to all praise for their energy in pressing it forward towards an early completion.

*Resolved*, That a Committee of eight persons be elected to represent this meeting in the great Convention to be holden at Portland, on the 31st inst., by delegates from various places in the United States and said Provinces, for the purpose of devising the best means of accomplishing the object referred to.

*Voted*, That the Resolutions be adopted by this meeting.

The following gentlemen were unanimously elected Delegates, *viz*:—Hon. A. G. Chandler, Hon. G. M. Chase, Noah Smith, Jr., Edward S. Dyer, William Fisk, John Wright, S. R. Hanscom, and S. G. Pike, Esquires.

*Voted*, That the Committee have power to fill any vacancies that may occur in their delegation.

A. G. CHANDLER, *Chairman*.

E. S. DYER, *Sec'y*.

Resolutions of a meeting at Bangor, presented by Alber Holton, Esq., one of a Committee of sixteen from that city.

*Resolved*, That the citizens of Bangor look with great favor upon the contemplated line of railroad, connecting Portland with the Eastern line of the State, and thence continuing through the Province of New Brunswick and Nova Scotia to Halifax, or some point on the sea board, so as to meet the line of Atlantic steamers between Europe and this country.

*Resolved*, That independent of its national aspect, and its beneficial effects upon other States, we look upon it as tending to augment the wealth and increase the business of our city, by opening an easier access to our unoccupied lands, promoting their more speedy settlement, and, by means of branches, greatly to facilitate the traffic between the city and country lying north and east of it, and of paramount importance to the whole eastern part of the State.

*Resolved*, That we think it the duty of the Legislature to cause a reconnaissance and survey for such a road, from Bangor to the eastern line of the State, to such point as will meet the road running through the Province of New Brunswick; and that the delegates chosen at this meeting, to attend the Railroad Meeting at Portland, on the 31st inst., be requested to use their influence to obtain such aid from the Legislature now in session.

Statistical papers in reference to the Provinces, presented by  
R. B. Dickey, Esq., Consular Agent of the United States.

PORT OF WALLACE, (County of Cumberland,) NOVA SCOTIA.

An Account of vessels entered Inwards and cleared Outwards, and the value of Imports and Exports for the years ending 5th Jan. 1847, 1848, 1849 and 1850, the Coasting trade not being included therein.

	Vessels Inw'd.		Vessels Outw'd.		Imports.	Exports.
	No.	Tons.	No.	Tons.	Sterling.	Sterling.
Year ending 5th Jan. 1847,	78	15,746	117	22,767	£2,290	£27,468
Year ending 5th Jan. 1848,	38	9,073	74	18,462	£3,200	£22,555
Year ending 5th Jan. 1849,	41	8,103	89	16,964	£3,360	£23,012
Year ending 5th Jan. 1850,	34	7,189	67	17,803	£8,860	£19,500

*Custom House, Wallace, Nova Scotia, 20th July, 1850.*

JOHN HILL, CONTROLLER.

Abstract of Travel for the three following Stations in Nova Scotia, viz:—from July to December, six months.

ONSLOW.

	Wagons.	Horses.	Passengers.
1 horse,	11,341	11,341	In Wagons, 21,571
2 “	221	442	Footmen, 5,109
3 “	87	261	Horsemen, 6,070
4 “	503	2,012	In coaches, 410
Coaches,	209	836	
	<hr/>	<hr/>	<hr/>
	12,361	14,892	33,140

AMHERST.

1 horse,	73	73	In wagons,	8,091
2 "	70	140	Horsemen,	1,484
Chaise,	1,073	1,073	Footmen,	1,484
Light Wagons,	3,327	3,327	Coaches,	561
Coaches,	394	1,576		
	<hr/>	<hr/>		<hr/>
	4,937	6,099		11,620

TEN MILE HOUSE, (near Halifax.)

1 horse,	4,904	4,904	In wagons,	2,874
2 "	920	1,840	Footmen,	9,131
3 "	255	765	In coaches	1,458
4 "	141	564	Horsemen	1,500
Light carriages,	1,573	1,573		
Coaches,	247	988		
	<hr/>	<hr/>		<hr/>
	8,040	10,634		13,963

Total: Wagons, &c., 25,338—Horses, 31,625—Passengers, 58,723

	<hr/>	<hr/>	<hr/>
" one year,	50,676	63,250	117,446

Local traffic from Halifax to Amherst, at the borders of New Brunswick, say —

(Population of Halifax, Colchester, Pictou, Cumberland Counties, in all, 100,000 inhabitants)

100,000 inhabitants, one trip each year, one way at 3 cents per mile, or \$3 75 for 124 miles, . . .	\$375,000
50,000 tons of freight, at \$3 75 per ton. . . .	187,000
	<hr/>
	\$562,000
Off 50 per cent for expenses and contingencies, . . .	281,000
	<hr/>
	\$281,000

Interest on cost of 124 miles track at \$30,000 per mile, or, \$3,720,000 at 6 per cent., . . . .	222,200
	<hr/>

Surplus, . . . . , . . .	\$58,800
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Statement of probable annual value of Exports from the County of Cumberland, Nova Scotia, compiled from the most available sources of information, there being no official record

of Exports from the port of Cumberland, and hence of any but foreign Exports from Wallace, viz:—

Grindstones,	£16,000
Coals,	1,000
Fat Cattle and Horses,	15,000
Pork and Sheep,	5,000
Butter and Cheese,	5,000
Fish, (shad, salmon, herring, &c.,)	2,000
Lumber, Timber, &c., (in addition to exports from Parsborough, &c.,)	10,000
	<hr/> £54,000
Off one-fourth, say	14,000
	<hr/> £40,000
WALLACE— Per statement herewith,	20,000
Add for Vessels exported for sale,	20,000
	<hr/> £80,000

Or, say \$400,000.

Vessels built and launched at Pugwash, in the years 1849 and 1850.

1849	number of Vessels,	7	1,996	tons.	
1850	“	“	4	1,634	“
	On the stocks,	6	1,980	“	
			<hr/> 3,614	“	

The same at Wallace.

1850	4 vessels,	1,000	“
	Total,	4,614	“

Besides vessels building at Vansborough, &c., &c.

Statement of cargoes of Wood shipped from the Port of Cumberland, Nova Scotia, to the United States, from January 5th, to July 5th, 1850, viz:—

Hackmetac Knees.	Hackmetac Timber.	Spruce Lumber
1854	127 tons	52,765 feet.

In addition to Coals, Grindstones, Plaster of Paris, Potatoes, &c., for which consular certificates are not usually required by Shippers.

Office of U. S. Consular Agency, }  
 Port of Cumberland, N. S., July, 1850. }

R. B. DICKEY,

U. S. Consular Agent,  
 Cumberland, N. S.

From Custom House Returns, for the year ending January 5,  
 1850, made for Blue-Book

Port of Pictou.

MANUFACTURES, MINES, &c.

Ships built, 102—tons, 14,389.	
Coal exported, 64,646 chaldrons; value, £35,168 stlg.	
Building Stone, 858 pieces,	“ 2,541
Grindstones, 168 “	“ 230
Albion Mines—East River, Pictou—	Coal
McKenzie quarry, near Pictou,	Grindstones
Ross quarry,	} Building Stone.
Merigonick quarry,	

MANUFACTURES, &c.

J. Primrose,	Tobacco Manufactory
A. P. Ross,	Soap and Candle “
M. Archibald,	Tannery,
G. & W. Wade,	Brewery and Distillery
D. Hocker,	Brewery.
Clarence Mill, for grain.	J. Primrose
Dickson's Mills, “	Dickson.
W. Lippincourt,	Tannery,—New Glasgow.

The above in the Township of Pictou.

Port of Pictou—year ending January 5, 1850.

VESSELS INWARD.

From Great Britain,	12 vessels,	3,794 tons.
British Colonies,	230 “	13,592 “
United States,	337 “	40,999 “
Foreign States,	4 “	729 “
Total,	583	59,114 “

Imports,\* sterling value £11,746 1 6. Principally flour, corn, tobacco, &c., from United States.

\* Independent of coasting trade, land carriage, &c.

## VESSELS OUTWARD.

To Great Britain,	15 vessels,	1,584 tons.
British Colonies,	208 "	10,854 "
United States,	541 "	60,075 "
Foreign States,	1 "	26 "
Total,	765	75,539

Exports,\* Sterling value, £54,261—principally Coal.  
Population of Pictou, 33,000, ten years ago.

Port of Cumberland—Year ending January 5, 1850.

## VESSELS INWARD.

From Great Britain,	2 vessels,	432 tons.
British Colonies,	25 "	1,810 "
United States,	56 "	40,54 "
Total,	83	6,296 "

Imports, sterling value, £12,467.

## VESSELS OUTWARD.

To Great Britain,	5 vessels,	1,083 tons.
British Colonies,	33 "	1,578 "
United States,	35 "	2,186 "
Total,	73	4,847 "

Exports, sterling value, £8,155.

Port of Parsboro'—Year ending January 5, 1850.

## VESSELS INWARD.

From Great Britain,	1 vessel,	94 tons.
British Colonies,	30 "	1,151 "
United States,	153 "	10,301 "
Total,	184 "	11,546 "

Imports, sterling value, £11,746—principally flour, corn,  
tobacco, &c., from the U. States.

## VESSELS OUTWARD.

To Great Britain,	15 vessels,	2,322 tons.
British Colonies,	27 "	933 "
United States,	119 "	7,767 "
Total,	161 "	11,022 "

\* Independent of coasting trade, land carriage, &c.

Mem. County of Sidney adjoins Pictou, and is a great agricultural and grazing country

Export, sterling value, £6,989 12 8—gypsum, minerals,  
agricultural produce, &c., &c.

GRAND TOTAL FOR PICTOU AND CUMBERLAND.

Vessels, inward and outward, 1,950 vessels.  
Tonnage, 192,706 tons.  
Value of Imports and Exports, £166,753 14 2 stlg.  
Or say, \$800,000.

In the foregoing returns, the coasting vessels and trade are not included; so the controller of Halifax states.

Returns of Manufactures, Mines, &c., of Cumberland, for the year ending 5th January, 1850.

103 Saw Mills,*	}	Water power to the <i>northward</i> of River Philip and Maccan.
16 Flour "		
6 Oat "		
4 Curd'g "		
1 Ship built, 332 tons.		
1 Colliery at the Joggins, }	}	Coal, value £2,000 stlg.
1 " at Spring Hill, }		
6 quarries Grindstone on Joggins there }	}	Grindstones, value £46,000 stlg.
Gypsum—various localities, value, £350 per an.		
Limestone, " " " 550 "		
Salt, very valuable; only partially worked, }	}	100 "
Shad, Codfish, Herrings, about 1,000 Bbls., }		

GENERAL REMARKS.

As these fish are taken principally for home consumption, of which there is no return made, the probable amount and value only can be given. The Bay of Fundy abounds in fish of all descriptions.

CUSTOM HOUSE, }  
Cumberland, 22d Feb., 1850 }  
(Signed,)

M. GORDON,  
Controller.

Besides mills, quarries, shipping, &c., south of River Philip, and within limits of Ports Wallace and Vansborough.

Document from the Secretary of the Province of New Brunswick, in regard to a survey from St. John to the American frontier presented by Wm. H. Perley, Esq.

\* Adding Saw Mills on south side of River Philip and Maccan, there would be at least 200 Saw Mills in the whole County.

SECRETARY'S OFFICE,  
 Fredericton, 13th July, 1850.

*Sir*:—I this day laid before His Excellency the Lieut. Governor, the "Petition of the Inhabitants of the City of Saint John and others," praying for the reasons therein stated that a competent Engineer may be appointed to make a preliminary survey of the most eligible route for a Railway between St. John and the American frontier, at the expense of the Government, and I am directed to inform you that His Excellency has been pleased to comply with the same.

I have the honor to be, Sir,

Your most obt. servant,

J. R. PARTELOW.

R. JARDINE, Esq. Saint John.

On motion of John Neal, Esq., these papers and all of like character, were referred to the Committee on Business.

JOHN A. POOR, Esq., on being called upon, read letters expressive of interest in the success of the undertaking, among others the following:

From the PRESIDENT of the United States—

WASHINGTON, July 27, 1850.

*Sir*:—I have the honor to acknowledge the receipt of the circular of the committee for the proposed Rail Road Convention to be held at Portland, on the thirty-first instant, for the purpose of taking into consideration the various schemes which have been proposed for the construction of a line of Railway through the State of Maine to the Lower British Provinces, and to some good harbor on the Eastern coast of Nova Scotia, together with your kind invitation, in behalf of the Committee, requesting my attendance at said Convention. I extremely regret that my official duties here will deprive me of the pleasure of being present on that interesting occasion. But, feeling as I do a deep interest in all subjects of internal improvement which are calculated to develop the resources and advance the great interests of our country, I trust that your proposed Convention may be productive of the most happy results, and that through it, another link may be added to that chain which is binding more closely the great commercial interests of this continent to those of Europe.

With my thanks for your flattering invitation, I am,

Very respectfully, your obedient servant,

MILLARD FILLMORE.

JOHN A. POOR, Esq.,

From Hon. EDWARD EVERETT, late Minister Plenipotentiary from the United States to Great Britain:

CAMBRIDGE, 23d July, 1856.

*Dear Sir*:—Your favors of yesterday reached me this forenoon, with the

printed circular, and a copy of the pamphlet on "shortening the time of passage between New York and London." I have not had it in my power to look into the pamphlet, but I have read the circular with great interest. The projects therein referred to, of a railway communication between the Upper and Lower British Provinces and the Ocean, through the State of Maine, and between the Atlantic cities of the United States and Halifax, are worthy of the public spirit and enterprise of the age. Both will be, when carried into effect, of very great utility to the American continent;—the last named will afford the most important facilities to the commercial and social intercourse of the United States of America and Europe. With such further improvements in steam navigation as we may reasonably anticipate, the continuation of a railway through Maine to Halifax would probably reduce the passage from Boston to Liverpool to nine days, of which two days would be passed on the land.

I have long looked forward to the commencement of this great enterprise, and I rejoice to see the movement making. I hope,—I believe,—it will be equally advantageous to the Provinces and the States.

It would afford me much pleasure to attend your Convention; but I am prevented by engagements here from leaving home.

Wishing you full success, I remain,

Dear sir, very truly yours,

EDWARD EVERETT.

JOHN A. POOR, Esq.

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From Hon: LEVI WOODBURY, one of the Justices of the Supreme Court of the United States:

PORTSMOUTH, N. H., July 25, 1850.

*Dear Sir:*—I have received the polite invitation you, in behalf of the Committee, extended to me to attend the Rail Road Convention to be held the 31st inst., at Portland. It would afford me sincere pleasure to be present; but my official engagements are such as are likely to prevent it. The plan, suggested in the circular, is one of magnitude and of much interest to this section of the country and will, I trust, receive all the support, which the facts connected with it may seem to warrant.

My best wishes attend it.

Respectfully,

LEVI WOODBURY.

J. A. POOR, Esq., one of the Committee.

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From Hon. HANNIBAL HAMBLIN, United States Senator from Maine:

SENATE CHAMBER, }  
Washington, July 23, 1850. }

*Dear Sir:*—Your letter of the 15th inst., in behalf of a Committee of the citizens of Portland, inviting me to attend a Railway Convention at that place on the 31st, did not reach me until yesterday.

The object of your meeting is for the purpose of awakening and concentrating the public mind upon the importance of extending a Railway through the State of Maine to the most easterly point of the British Provinces, and thus bringing us in closer proximity to England and Europe. I concur most cordially in the objects of the work in which you are engaged. Its importance in a social and commercial point of view, it seems to me should commend it to the judgment of all who will examine and reflect.

It would give me great pleasure to be with you and participate in your deliberations. I regret to say that my public duties are so important, at this time, that I fear they will not justify my absence from the Senate. Were it otherwise I should most cheerfully avail myself of your invitation.

Respectfully your Fellow Citizen,

H. HAMLIN.

JOHN A. POOR, Esq.

From Hon. J. W. BRADBURY, United States Senator from Maine:

WASHINGTON, July 26, 1850.

*Dear Sir:*—I have had the honor to receive your invitation in behalf of the Committee of Arrangements, kindly asking my attendance upon the Railway Convention to be held in Portland on the 31st inst.

I beg you to assure the Committee, that, if my public duties did not require my presence here, it would afford me unequalled pleasure to be present on so interesting an occasion as one that has in view the advancement, in a legitimate mode, of any of those great improvements, which, next to fraternal feeling, must be depended upon to bind together the Union.

I have the honor to be, very respectfully, your ob't serv't,

J. W. BRADBURY.

J. A. POOR, Esq., Chairman, &c.

From Hon. N. S. LITTLEFIELD, Representative in Congress from Maine:

HOUSE OF REPRESENTATIVES, }  
Washington, July 22, 1850. }

*Gentlemen:*—Your polite invitation to me to attend the Railway Convention to be held at Portland, on the 31st inst., came to hand by the mail of to-day.

It would afford me great pleasure at this time to change my location from the metropolis of the nation to the beautiful and healthy city of Portland; and I should be very happy to leave the halls of Congress to participate in the proceedings of your Convention. I regret exceedingly that the importance of the measures now pending before Congress, and the press of business incident to the approaching close of the already protracted session, prevent my acceptance of your kind invitation. I cannot reconcile the leaving of my post here at the present time with my views of duty and propriety, and therefore it only remains for

me to assure you that you have my hearty wishes for the success of the important and laudable undertaking you have in hand, and my thanks for your politeness to me.

With much respect and esteem, I am your ob't serv't,

NATH'L S. LITTLEFIELD.

JOHN A. POOR, Esq., and others Committee.

From Hon. ELBRIDGE GERRY, Representative in Congress  
from M. inc.

WASHINGTON, July 23, 1850.

*Dear Sir:*—I have the honor to acknowledge the receipt of your note of the 15th inst., inviting me to be present at the proposed "Railway Convention" to be holden at Portland, on the 31st of the present month—and also the "circular issued by the committee who have in charge the arrangements for the convention," together with a pamphlet and map "setting forth the general features of the plan," for all which favors I am greatly obliged. It would afford me a great deal of pleasure to be present on an occasion so full of interest as the one referred to, could I do so consistently with my duties, and the obligations I am under to those who sent me here.

The vastness of the scheme, the magnificence of the enterprise, and the world-wide benefits that will flow from its success, command our highest commendation, and are worthy of the distinguished gentlemen who have lent their names and their influence to call public attention to a subject so full of hope. All who speak the English tongue, can but rejoice in the conception and accomplishment of measures to hasten the common destiny of our race—the full enjoyment of civil and religious liberty. The approximation of two great people, who look from an eminence down the face of the whole known world, and who speak a common language, and who have a common interest, will contribute, in my judgment, in an eminent degree, to the furtherance of an end so desirable.

Wishing the enterprise abundant success, and you, personally, all reasonable prosperity,  
I am your most obedient and humble servant,

ELBRIDGE GERRY.

JOHN A. POOR, Esq., Chairman Com. Arrangements.

From Hon C. STETSON, Representative in Congress from Maine:

WASHINGTON, July 23d, 1850.

*Gentlemen:*—In common with all who have at heart the advancement of the commercial interests of the Country, I most heartily concur with the Committee, in their general views and reasoning, on the importance of a Railroad through the State of Maine to the Eastern coast of Nova Scotia.

The subject is deserving of an early and full investigation, to enable the public to judge of the practicability and expediency of the great undertaking, when relieved from the embarrassment, in which a too liberal investment of the active capital of the country, in similar enterprises, has involved us.

My official duties will deprive me of the pleasure, which the meeting, on the 31st inst., with our fellow citizens, on so interesting an occasion, would have given me.

With great respect, I remain your ob't serv't.

CHARLES STETSON.

From Hon. J. P. PHENIX, Representative in Congress from the city of New York.

HOUSE OF REPRESENTATIVES, }  
July 27, 1850. }

*Dear Sir:*—I have the pleasure to acknowledge your invitation to attend a Railway Convention on the 31st of July, at Portland. But it is a case of much regret to me, that I shall be debarred the pleasure of doing so, in consequence of the absolute necessity for members to be in their seats, during the present exciting period.

The object of the Convention meets with my most hearty concurrence. The day is not distant when these improvements will go forward, until our whole country shall be encircled and entwined together, by this Iron Cordon, and when the extremities shall have been brought together by its wondrous power—we shall hear fewer of the wretched calculations of the "value of the Union."

I beg you to tender to the Committee my thanks for the honor conferred upon me by this invitation.

Respectfully Yours,

J. PHILLIPS PHENIX.

JOHN A. POOR, Esq.

From LIEUT. MAURY, Chief Astronomer of the National Observatory of the United States.

NATIONAL OBSERVATORY, }  
Washington, July 24, 1850. }

SIR:—I have received the circular by the Railroad Committee, together with your note of the 18th inst., inviting me to attend and address in such manner as may be most agreeable to myself, the Railway Convention proposed to be held in the City of Portland, on the 31st inst.,

I should be most happy, I beg you will assure the Committee who have extended to me this mark of their friendly consideration, to lend, did circumstances permit, my voice, however feeble, to so good a cause as that which they have in hand.

It is proposed to extend the Railway from Portland to the Lower British Provinces, and through them to a point somewhere on the eastern coast of Nova Scotia. A line of steamers thence to Galway, or some other port on the western coast of Ireland, from which there is, or soon will be, Railway communication with Dublin, would narrow the Atlantic down almost to a ferry, the navigable distance from land to land, by this route, being but a little over 2000 nautical miles.

You describe this Road as peculiar in its bearings for good upon that district of country east of the Hudson and Lake Champlain, between the Gulf and River St. Lawrence on the north, and the Atlantic on the south.

It will connect with Railroads from Montreal, Quebec and Boston; and in view of the consequence which these connections will give it, you eloquently describe it a "grand trunk line of Railway from the State of Maine to the lower British Provinces." It is only one of the topmost branches; the main trunk extends from the west to the east, from the north to the south, and has its tap-root planted in the heart of the Mississippi valley.

There is already in contemplation, in process of construction, or actually completed, together, a grand trunk line of Railroads all the way from Portland, in Maine, to Memphis, in Tennessee, and other points on the Mississippi river. To complete such a trunk, you cannot go amiss for friends and advocates, for its branches are everywhere.

Whether you go among the mountains of New England, or the lakes of Canada,—in the plains of the south, or the forests of the west,—wherever you sound the car whistle for this line of road, you will see the friends of the measure, like Roderick Don's men, starting up from every bush and bank, in ready response to the call.

At the speed of Collins' steamers—and we do not mean to rest satisfied with that—the passage across the Atlantic can be performed, when the line of your trunk road is pushed over into Nova Scotia, in a week.

The advantages of a road which is to shorten one-third the sailing distance between London and New York, Boston and Paris, are too many, too obvious, and too great for enumeration or description. They strike every one. The picture has already been well drawn; and I should only mar it in any attempt to present it in any other colors than those with which it first strikes the eye.

There is, however, one point of view which I wish you would take of this Railroad: for it is from that point, that I wish to present some of its merits to public favor.

You know that the system of fortifications, formerly adopted for the defence of the coast, as expensive and as necessary as it was, has been rendered almost unnecessary by the system of Railroads that has been introduced by the private enterprise and energy of public spirited individuals like yourselves. We have seen the general government expending millions of dollars for the erection of a single fortification, and which, when completed, was of no earthly value in times of peace to the citizens or occupations of the country. There it stood—a mere pile of brick and mortar—drawing heavily upon the public treasury for repairs every year, and dragging out a burthensome existence in peace, that perchance it might be useful in war.

Now, with the power which this Railroad would give you to draw an

army, if need be, from the great valley of the west, and in two days, march it all the way by steam from Memphis, on the Mississippi, to the frontiers of Maine, or even into foreign territory—with such a power, what do the people of Maine want with any forts and castles, except such as may be necessary to protect her sea port towns from the great guns of big ships?

You know, too,—for you have only to visit the Navy Yard in your State to see evidence of the fact—that the plan was to collect in our Navy Yards, and at great expense, large quantities of ship timber, and store it away for the emergencies of war. The emergencies never came, the timber rotted, and the money was lost.

Now in time of war, almost any timber that stands in the forests is good enough to build men of war. Even if built of green timber, they would probably last through the war, when the vast majority of them, of whatever kind of timber they might be built, would be of no further use at any rate. Therefore, with Railroads, what do we want of any more stores of ship timber for any such purposes? As for the Navy, Railroads have converted almost every forest from "Maine to Georgia" into a timber shed for it.

Seeing, therefore, the important part which Railroads are performing and will perform in the system of national defenses—seeing that one of the principal objects which moved our fathers to form this Union, was "the better to provide for the common defence;" and, seeing that the public lands are a common fund which is being squandered, I am of opinion that a more righteous, wise and beneficent dispensation could not be made of portions of these lands, than to apply them to aid in the construction of Railroads and other works which provide so effectually as Railways do, for the common defense.

It would, in my judgment, be wise in Congress to give to your contemplated Railway, and all like it, a grant of public lands on some such conditions as these: The lands to be selected by the Company and charged to it at one-half the government price, without interest during the construction of the Road. But the Company should be obligated for and in consideration of such grant, to transport, free of charge, all troops and munitions of war that the government, in time of war, should desire to send over it; and to let the interest, annually accruing on the amount with which the Company is charged on account of the lands, go in part payment for services rendered in carrying the mail in times of peace. Thus, you observe, that the public lands might, by these means, be converted through Railroads into a beautiful system of national defenses in war, and also made in times of peace, to serve as a source of revenue for ever, by assisting to pay the post office expenses.

Desiring the success of your noble enterprise,  
I have the honor to be, &c.,

M. F. MAURY,

JOHN A. POON, Esq., Portland, Me.

Lieut. U. S. N.

HON. A. T. GALT, President of the St. L. & At. R. R. Co.

ST. LAWRENCE & AT. R. R. OFFICE, }  
 Montreal, July 29, 1850. }

DEAR SIR:— I am requested by the Directors of the St. Lawrence and Atlantic Railroad Company, to express through you to the Committee having in charge the arrangements for the Convention to be held in your city, on the 31st inst., their deep regret that this Company will be unrepresented on this important and interesting occasion. It has not been found possible for the gentlemen to proceed to Portland whom we desired to send, and we are therefore, for the present, confined to the expression by letter, of the sympathy and interest we feel in the great undertaking of a Grand Railroad communication to the Lower British Provinces from the point of intersection in Maine of the New York and Montreal Lines.

We believe that the general outline of the plan proposed in your petition to the Legislature of Maine, meets the universal approval of our citizens here, and if not already recognized in Quebec as the most feasible mode of connecting Canada with the lower Provinces, we doubt not that a consideration of the comparative ease of its construction will speedily enlist the hearty support of that community in its favor.

The Province of Canada having passed a general law, guaranteeing the interest upon one half the cost of all Railways within the Province exceeding 75 miles in length—it is within your knowledge that we have been enabled to ensure the completion of the Railway from Montreal to Portland. From Melbourne to Quebec, under the operation of this law, we now regard the construction of a Branch Line as secure—and we therefore conceive ourselves warranted in expressing to your Committee our conviction that so far as the connections with the proposed Grand Trunk Line with Canada are concerned, they may be regarded as assured of completion within a very limited time.

The importance of the Grand Railroad in question, can scarcely, we think, be over estimated either in a national or commercial point of view; and we cordially respond to your sentiments as expressed in the document, forwarded to us as to the ground upon which the support, both of American and British citizens, is sought. We shall watch with the most lively interest, the proceedings at the Convention, and although circumstances have prevented our sharing in this preliminary action, we yet trust, that under the able control into which the organization of the plan has fallen we shall be afforded a future and early opportunity of evincing our hearty co-operation in a scheme which we fully recognize as fraught with the utmost benefit to Canada, and especially to the particular interests we represent.

I have the honor to be, Dear Sir,  
 Your very faithful Servant,

JOHN A. POOR, Esq.

A. T. GALT,  
 President St. L. & At. R. R.

HON. GEO. MOFFATT, Montreal.

MONTREAL, July 26, 1850.

SIR: — I have the honor to acknowledge the receipt of your letter of the 29d inst., with the circular and pamphlet which accompanied it, and which I have read with much interest.

It would be difficult to overrate the importance of a Line of Railroads extending from the eastern coast of Nova Scotia to the interior of this country, which would be effected by the project contemplated in these papers, and which appears to me more feasible than any scheme I have seen for shortening the time of steam communication with Europe. It is therefore, a subject of regret with me that my engagements will not permit me to avail myself of the invitation to attend the Convention which is to assemble at Portland on the 31st inst., for the consideration of this project; and I have in consequence to beg of you to offer my apology to the Committee of Arrangements, and at the same time, my acknowledgements for the honor done me.

I regret this more, as I should have enjoyed the additional gratification of again meeting several of the gentlemen whose acquaintance I had the pleasure of making, on my former visit to Portland.

I have the honor to be, with sentiments of respect and esteem, sir, your obedient servant,

G. MOFFATT.

JOHN A. POOR, Esq.

HON. JOEL W. WHITE, President of the Norwich & Worcester Rail Road Company.

OFFICE OF THE N. & W. R. R. }  
Norwich, Ct., July 27, 1850. }

DEAR SIR: — I am in receipt of your favor of 24th inst., with circular, on my return from Sharon Springs, this morning, giving me a polite invitation to attend a Railroad Convention to be held at the city of Portland on the 31st inst. Nothing would have afforded me more satisfaction than to accept of your invitation. But my health is such that I am necessitated to deny myself the pleasure.

The measure sought by your Committee, is one which presents itself, with irresistible force, to the enterprise of New England. Most of the Railroad Corporations in New England have a direct interest in its final completion. I doubt not that this great improvement will be fully appreciated by the capitalists of England and her Provinces. The communications between the two countries have become so frequent, and a growing desire of the citizens of this infant Republic to visit the Old World, with the facility of the Railroad you contemplate constructing, will so shorten the time and hazard of a passage across the Atlantic that it will require an

immense fleet of steamers to perform the service between the termini of your Road and the nearest port in England. While nations are uniting to cross the continent of South America to shorten the distance by sea, the same reasons apply with full force, that every facility should be granted to use the continent of North America for the construction of Railroads to the most feasible points, to shorten the distance across the Atlantic, thereby ensure despatch and security both to persons and property on the greatest thoroughfare to be known upon the globe.

You certainly have the hearty co-operation of my influence, to advocate the commencement and completion of the greatest National Railroad projected by yourself and your associates upon the Committee, a work worthy of the age in which we live, and if consummated, will be a lasting monument of fame to its projectors.

I have the honor to remain, with high consideration,

Your obedient servant,

JOEL W. WHITE, *Pres't.*

J. A. POOR, Esq., and other members of the Committee.

D. A. NEAL, Esq., President of the Eastern Railroad.

SALEM, 24th July, 1850.

JOHN A. POOR, Esq.

DEAR SIR: — I have your letter of the 22d. I will endeavor to see Mr. Howe in time to state to him your wishes in regard to measures for facilitating the objects of your Convention.

I have not sufficiently studied the details of your plan to give an opinion of its practicability; but a man must have great courage or great stupidity, to assume, at this day that anything not physically impossible, will not be undertaken and accomplished. To ascertain what are its practical difficulties, is, I imagine, the object of your application to the Legislature, and to back that application is the design of the Convention, and I trust it may be successful. The result of your past suggestions and efforts in the cause of railroads in Maine, is quite sufficient to encourage you in these you are now making.

In regard to the results to be obtained, if your plan for "shortening the time of passage" across the Atlantic, should be carried out, some definite idea may be formed even now. Steamboats, like race horses, will make speed as they carry less weight. The distance from Cape Canso to Galway being one-third less than from Liverpool to New York, one-third less weight of water, provisions and fuel would be required; and this, I think ought, other things being equal, to give at least, one mile in fifteen greater speed, saving in 2000 miles, not less than eight hours. The 1000 miles of Railroad could be accomplished in 40 against 67 hours

by steamers, making the total gain 35 hours in the passage. The time a sea would be 75 hours less. This would be sufficient to turn the current of travel, if not counteracted, from the United States, and would be sure to take all, to and from the British Provinces.

I beg leave to hand you herewith, one of the Eastern R. R. Report and remain, very truly yours,  
D. A. NEAL.

From HON. ICHABOD GOODWIN, President of the Portland, Saco and Portsmouth Railroad.

PORTSMOUTH, July 31, 1850.

MY DEAR SIR: — I regret that a slight indisposition deprives me of the pleasure of attending the Railroad Convention to be holden in Portland this day. I trust the Convention will be well attended, and that a spirit of enterprize may pervade the councils of the meeting, which shall induce immediate action to carry forward the great object you have under consideration.

I am, with great respect,  
your obedient servant,

JOHN A. POOR, Esq., Portland,

ICHABOD GOODWIN.

From B. T. REED, Esq., a Director in the Eastern Railroad.

BOSTON, July 24th, 1850.

JOHN A. POOR, Esq.

DEAR SIR: — A positive engagement to attend the Annual Meeting of an Incorporated Company in New Hampshire on the 31st inst., will prevent my accepting your polite invitation to attend the Railway Convention at Portland on that day.

The project for a Railway connexion with Halifax, is grand and noble; and I have no question that the enterprise and wealth of Maine will be found equal to the undertaking, and the present is in my opinion a very favorable moment for the commencement of the work. Railroad Iron will probably never be cheaper than it can now be purchased for. Labor is cheap and abundant; all things conspire in your favor, and you have my most ardent wishes in year behalf.

In haste, I am, Dear Sir,  
yours very truly,

B. T. REED.

From THOMAS WEST, Esq., late President of the Boston and Maine Railroad.

HAVERHILL, July 30, 1850.

DEAR SIR: — Your letter of the 26th inst. with the circular, issued by the Committee who have in charge the management of the Railway Con-

vention to be held in the City of Portland, on the 31st inst, as also, a copy of the pamphlet, and map setting fourth the general outlines of the plan for a Railway and Steamboat communication between this country, and the British Provinces with Great Britain, are received, and from a hasty perusal, and examination, I think the project will command the public favor.

Early in my connection with the Boston and Maine Railroad I was impressed with the belief, that this line of Railroad would ultimately pass to the Eastern boundary of your State, at Calais, or Robbinstown, and there connect by Railroad, or by Steamboats with St. John and Halifax.

At present I suppose you are aware that there is a continuous chain of Railroads, from your City to the City of New York—a continuous chain to Troy, and to the lakes; also, with all the principal Railroads in New Hampshire, and Vermont, and ere long to be completed, in extension from Burlington, Vt., to Ogdensburg, N. Y., and to Montreal in Canada.

Should the proposed project be carried out, of constructing a Railroad from Bangor to Calais, St. John, Halifax, and to Canso, and then take Steamboats for Galway in Ireland, there can hardly be a doubt, that a large proportion of the travel to and from this country and Europe, would take it, in preference to the ocean steamers, via Boston, or New York in contingency of its consuming as much time one way, as the other.

There can, I think, be no doubt your Legislature will cause the survey to be made, as the Road will pass through the State favorable to connect with it, at almost all points that require Railroad facilities.

For the very flattering expressions of the Committee, that I would attend the Convention, I present you my thanks—but, my health has been so much impaired, by over exertion in railroad service that I decline attending all meetings of this kind. That I should feel an interest in the success of the proposed plan you will not doubt, as its success will aid to the business and value of a road on which I have devoted ten years of my life, in its construction and management; and during the time experienced all the embarrassment incident to the commencing, the construction of a Railroad without the necessary capital being first subscribed.

I am, gentlemen,  
your obedient servant,

JOHN A. POOR, Esq.

THOMAS WEST.

PROF. B. SILLIMAN, L. L. D.

NEW HAVEN, July 25, 1850.

TO JOHN A. POOR, Esq., and his Associates.

GENTLEMEN:—I have been honored by your letter and printed paper on the subject of the projected Railroad from and to the British Provinces and through the State of Maine. The enterprise is certainly one of high importance and I hope it may find favor and adequate means of accomplishment.

It would give me no small pleasure to attend the proposed meeting at Portland on the 31st inst., but I regret to say it is impossible, and important public duties will confine me here for three weeks to come.

I ask the favor of you soon to send me another printed circular or two — That which I received I enclosed to a friend in London, Dr. Gideon Algonon Montell, 19 Chester Square. This gentleman has published numerous works especially on Geology, and is particularly interested in Railroads and internal improvements generally.

Your printed paper I had time only to glance over, as the mail for England was near closing; and I do not justly apprehend the state of your enterprise, whether explorations and preliminary surveys have been already made, or whether the whole is future.

Hoping to hear from you again, I Remain, Dear Sir, and Gentlemen,

Yours, Respectfully,

B. SILLIMAN.

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PROF. W. R. JOHNSON, of Washington.

WASHINGTON, July 25, 1850.

DEAR SIR: — I have the honor to acknowledge your kind letter of the 22d inst., inclosing a circular relative to the Convention proposed to be held in Portland on the 31st of this month, in relation to a railroad connection between Maine and the British Provinces of New Brunswick and Nova Scotia, and inviting my attendance on that interesting occasion. I have also been favored with a copy of the pamphlet to which you refer. I have perused both the circular and pamphlet, with great pleasure, and can assure you, that if any thing could add to the anticipated pleasure of exchanging, at this season, the air of Washington for that of the beautiful place where the Convention is to be held, it would be the hope of participating in the deliberations of the body assembled for so noble and praiseworthy an object as that which you now have in view.

Having, a few years since, enjoyed an opportunity of traversing much of the country proposed to be passed over by the contemplated road, I have often reflected on the practicability and importance of a connection, by railroad, between the points traced on the map accompanying your pamphlet.

The bold project of spanning the strait of Canso, with a railroad bridge, is a fitting cotemporary for that which has already been executed on the other side of the Atlantic, and for the still bolder designs which look, with a faith and confidence only known to the Anglo Saxons of the nineteenth century, towards the Western rivers, prairies, snowy peaks or rocky isth<sup>s</sup> muses, and the far off Pacific.

It would indeed be a triumph for commerce and the arts of peace, should

one of the projects, sketched on the maps, be carried into effect; — should the descendants of those who in 1759 co-operated to lay waste the brave old fortress of Louisburg, be found in 1859 vying with each other, in rebuilding happy homes to which they may welcome the stranger from every land in the old world, and, may, with special cordiality, invite the gay Parisian to look on scenes more attractive than delapidated ramparts, gaping casements, ruined lighthouses, and desolate hearthstones of a former generation.

The banishment of national animosities would then and there assume a significance truly cheering to every lover of freedom and of peace.

The occasion will, I doubt not, awaken to full activity, the public spirit and enterprize of New England. It will call forth, it is to be hoped, a response to the resolve of St. John and Halifax, and bring into co-operation the Angle-Saxon energies under whatever names, or in whatever latitudes they may have chanced to fix their abodes.

With these views and sentiments, I regret exceedingly that professional engagements, extending over the few days which are to elapse before the meeting of the Convention, will preclude the possibility of accepting your kind invitation.

I hope you will, however, do me the favor to communicate to the Committee, my thanks for this mark of their attention and my cordial wishes for the success of their important enterprize.

Yours, Very Respectfully,

JOHN A. POOR, Esq., Chairman, &c.

WALTER R. JOHNSON.

From Doct. C. T. JACKSON, Boston, Geologist.

Boston, July 23d, 1850.

JOHN A. POOR, Esq.,

DEAR SIR: — I am much obliged to you for your polite invitation to attend the Railway Convention in Portland, on the 31st. inst.

Having explored both Nova Scotia and Maine, I feel particularly interested in whatever may tend to promote their further examination, and to bring forth their natural resources, and I am of opinion that a Railway will tend to benefit both these countries, and the Eastern States generally. How many important geological and mineralogical discoveries will result from the surveys and excavations on a line of railway crossing so many very important rock formations, you may well imagine. Your road will give the very best section of the geological structure of the country that can possibly be made, and will disclose valuable minerals without doubt. Provision should therefore be made to collect and accurately record all such discoveries, during the progress of the survey and laying out of the road. It may be well also to make accurate explorations for some miles on each side of the line of the road, in order to discover what useful minerals exist near enough to the track to be rendered available for transporting to market. Also to discover the most useful rocks for railway uses.

The line of Railroad through New Brunswick and Nova Scotia, will be in the carboniferous series of rocks where coal and gypsum will be found without doubt. These will prove valuable as freight on the Railway and will add to the resources of Maine, by enabling her to work her mines of Iron, and to improve her soil. It is hardly necessary to add, that a vast amount of valuable scientific information will be disclosed by your Railway surveys, and explorations; for that is perfectly obvious.

The economical bearings alone will be looked to in this project, and I cannot doubt that if carried on with energy and skill, it will prove valuable to Maine, to have this railway along her coast.

Much of the ground I am familiar with and should judge it to be very practicable for railways. In New Brunswick and Nova Scotia, the route being over red sand stone that is nearly horizontal. You will find it very easy to lay a track on good ground at little expense. The same is true of most of the routes in Nova Scotia.

If I am not required to go to Virginia next week, I will attend your Convention with great pleasure.

With high regard, I am

Your Ob't. Servant,

CHARLES T. JACKSON,

Late Geologist of Maine, &c.

From PROF. SMYTH, of Bowdoin College.

Brunswick, July 30th, 1850.

DEAR, SIR: — I have to thank you for your favor of the 26th inst. inviting me, in behalf of the committee of arrangements, to attend the proposed Railroad meeting in your city to-morrow. It was my purpose to comply with the invitation. Circumstances, however, have unexpectedly occurred, which now place it out of my power to be absent from my College duties for the time necessary for the purpose. I concur fully in the views expressed in the pamphlet, you also obligingly sent me, in respect to the feasibility of the proposed plan, and the vast importance of its execution to the interests of our State. I trust that a good impulse will be given to the project, at the proposed meeting, at which I much regret that I am not able to be present.

Truly and respectfully yours,

WILLIAM SMYTH.

From M. L. APPLETON, Esq., Member of the House of Representatives for Bangor.

HOUSE OF REPRESENTATIVES,  
Augusta, July 30, 1850.

To JOHN A. POOR, Esq.,

DEAR SIR: — Until this moment I had anticipated the pleasure of being

present at, and in a humble way participating, in the action of the important convention to be held in your city to-morrow.—I deeply regret that one of those *incidents* in life which are beyond our control, will prevent a compliance with your kind request.

I well remember, when you first called public attention to the feasibility of uniting, with bands of iron, the waters of the St. Lawrence, at Montreal, with those of the Atlantic at Portland. That project, then deemed so doubtful by many, is now certain of successful completion, and its happy fulfillment will advance the interest and prosperity of our State, in the pathway of onward progression at least a half century. And when, at the public meeting held last winter in the city of Bangor, you first suggested the idea of constructing a continuous line of railway through the State of Maine and the British Provinces, to Cape Canso—a line destined to become the great thoroughfare of European communication—the public mind was at once aroused to its importance.

The scheme was regarded as grand, but at the same time considered practicable, and I trust the proposed convention will be fruitful in legitimate results, which will conduce to a speedy accomplishment of an object so deeply interesting to Europe and America.

From the apparent interest thus far manifested in both branches of the Legislature, I have no doubt, they will yield a cordial acquiescence in granting the prayer of the Petition, and appropriating a liberal sum toward the immediate completion of a survey to the Eastern boundary of the State. We do not, neither should it be regarded as a State enterprise exclusively. It is as much a National as a State work—an improvement,—not limited by geographical lines, but promotive of the prosperity of the United States, as well as the British Provinces. Let the great work go on.—The impulsive character of the age is the guarantee of success. Let there be no folding of hands, or resting satisfied with exclamations of wonder! The present may as well do, what the children of the future will surely do, wondering why the fathers of the past should have hesitated to follow the voice of progress and improvement.

In the many distinguished persons who will be present from the Provinces, you will find co-workers, of the highest character and worth, who will I doubt not, render every aid and influence in carrying out this magnificent enterprise.

With sentiments of respect,

I am yours truly,

M. L. APPLETON.

From Hon. J. V. L. PRUVN, of the Legislature of New York.

ALBANY, July 31st, 1850.

DEAR SIR:—On my return home after an absence of several days, I find your favor of the 22d inst, inviting me to attend the Convention to be held in Portland this day, in reference to the project of shortening the

passage across the Atlantic, by the construction of a line of Railway through the State of Maine, to some good harbor on the Eastern Coast of Nova Scotia. I entirely concur with your committee in their view so ably stated in their circular, as to the importance of this project; and I trust that early measures will be taken to carry it out. It would afford me great pleasure to be present at your meeting, and I regret that I cannot attend it.

With my best wishes for the success of your enterprise, and my acknowledgements to the committee and yourself, for the invitation addressed to me.

I remain with great respect,

Yours, &c. &c. JOHN V. L. PRUYN.

JOHN A. POOR, Esq., Portland.

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From Hon. JOHN YOUNG, Vice President of the St. Lawrence and Atlantic Railroad Company.

MONTREAL, July 25th, 1850.

JOHN A. POOR, Esq., Portland.

MY DEAR SIR:—Your letter of the 20th inst., as well as your Telegraph dispatch came duly to hand, inviting me to the Convention on the 31st, at Portland, to consider the propriety of extending a Railway through Maine and New Brunswick, to a point at Canso, in Nova Scotia, have been received, as well as the very able report to your Legislature on the subject.

I am now alone in the conduct of a large business, which, with the duties I have to perform in the absence of the President, as Vice President of the Atlantic and St. Lawrence Railroad Company, keeps me fully employed, and I regret much to say, that at this time it is almost impossible for me to leave the city.

I am glad that the Quebec and Halifax Road has received its "quietus." That it may ultimately be built, I have but little doubt, but at present, I have always moved its prosecution as impracticable, and with the present population of the British Provinces, it would never pay. The project of connecting Quebec and Montreal, with Nova Scotia and New Brunswick through Maine, will, with a few side roads to populous places, form the Maine line, give to these Provinces all the advantages sought for by the line on the St. Lawrence, but will, from taking a departure for England, &c., at Canso, command the travel of the South and West, of those designing to cross the Atlantic.

The measure has my fullest approbation, and has in itself so much to commend it, that nothing in my opinion will prevent its being carried through. You must not however, rely much on assistance from Canada, as you must admit that she is doing very well, in carrying the Portland road to the lines, and besides this, she will have to connect Quebec with Melbourne—Nova Scotia and New Brunswick must put their shoulder to the wheel, and I shall be disappointed in my estimate of the public spirit,

and energy of the people of both Provinces, if they do not, on this occasion act largely and liberally.

Hoping that you will have a large and satisfactory meeting,

I am dear sir,—Yours truly,

JOHN YOUNG.

P. S.—I do not think there will be any Representative from our Road, and I have not heard of any others going. J. Y.

From HON. T. B. CURTIS, of Boston.

Boston, July 30th, 1850.

To J. A. POOR, Esq., Portland.

DEAR SIR:—This is one of the occasions when I am compelled to regret that I cannot be "in two places at once!" The object of the meeting is a noble one, and worthy of the age and the men who have conceived it.—Any ties that tend to bind these States the more indissolubly together, I deem holy; and but second to such I regard those which serve to connect the great Anglo-Saxon race. In this spirit I wish you speedy and ultimate success.

Faithfully yours,

THO. B. CURTIS.

From CHARLES SUNNER, Esq., of Boston.

Boston, July 30th, 1850.

DEAR SIR:—I have been honored by your letter of July 22d, inviting me to attend the Railway Convention at Portland on the 31st, and to address it in such manner as may be most agreeable to myself.

It is not in my power to be present; but, while thanking you for the honor of an invitation, I cannot miss the opportunity of expressing my cordial interest in the general purposes of the proposed Convention.

You hope, by new lines of railway, to draw neighbor States and Provinces into a closer, social, and commercial fellowship; and, by extending the means of travel on the land, to abridge the long sea-voyage between America and Europe, and thus to bring the two hemispheres nearer together.—Such a design has a generosity and grandeur worthy of our age. Its consummation will be a victory, more beneficent, more christian, more truly honorable than any bloody success. To the men whose wise forecast conceived it, and to the men, whose earnest labors shall execute it, will be awarded—as mankind advance in virtue, and learn to know their true benefactors—the praise which is now lavished on deeds of battle.

I cannot doubt that the material advantages, at least to the community, from such avenues of communication will be in entire harmony with the greatness of the design. The producer, the manufacturer and the consumer will all be brought nearer together; intercourse of all kinds will be

promoted; commerce will be quickened; markets will be opened; property, wherever touched by these lines, will be changed, as by a divining rod, into new values; and the great current of travel, like that stream in classical fable, or one of the rivers of California, will fill its channel with golden sands.

It would be difficult to estimate the influence of roads as a means of civilization. Where they are not, civilization cannot be; and civilization advances, as these are extended. And yet an ancient poet, — while picturing the Golden Age as without long lines of road, has actually referred to this circumstance, as apparently creditable to that primitive period, in contrast with his own time. "How well" exclaimed Tibullus, "they lived while Satan ruled; before the earth was opened by long ways."

Quam bene Saturno vivebant rege; pruisquam  
Tellus in longas est patefacta vias.

But the true Golden Age is before us; not behind us; and one of its tokens will be the completion of these *long ways*, by which villages, towns, counties, states, provinces, nations are all to be associated together in the bonds of Peace

Faithfully yours,

HON. JOHN A. POOR.

CHARLES SUMNER.

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FROM HON. ALBERT SMITH.

WASHINGTON, July 29th, 1850.

MY DEAR SIR: — I have, this moment, received your note of the 26th ult. kindly inviting me, in behalf of the Committee of arrangements for the Convention to be holden in Portland on the 31st of the present month, to be present upon that most interesting occasion.

It would not now be possible for me to avail myself of your politeness, and reach your city in time to take any part in the proceedings of this meeting of the friends of public improvement, even if my engagements here, would permit me to make the attempt.

But, I bid you — *God speed — with all my heart* — and, if any effort of mine shall, hereafter, be required to aid in your *great enterprise*, it may always be commanded.

In great haste, very cordially,

your friend and obedient servant,

JOHN A. POOR, Esq.,

ALBERT SMITH.

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REV. LEONARD WOOD, D. D., Prst. of Bowdoin College.

BOWDOIN COLLEGE, BRUNSWICK, July 27, 1850.

MY DEAR SIR: — I regret very much that it will be impossible for me to leave Brunswick on the day fixed upon for the Convention. I should have felt great interest in listening to the deliberations of the Convention

respecting the truly magnificent scheme which it will have in consideration. So far as I can judge, it seems to me to be a plan in the success of which all parts of the State are deeply interested.

I remain, Dear Sir, very truly and respectfully,  
your obedient servant.

J. A. POOR, Esq.

LEONARD WOOD.

From Rev. Dr. SHELDON, Prst. of Waterville College.

WATERVILLE COLLEGE, July 30, 1850.

To JOHN A. POOR, Esq.,

SIR:—I have the honor to acknowledge the receipt of your letter, with an accompanying circular, pamphlet, and map, calling my attention to the magnificent scheme of a Railroad through this State to the extreme limit of Nova Scotia; and also inviting my attendance at the Convention which is to assemble to-morrow at Portland to consider the claims of this enterprise. Though little accustomed to join even as a spectator in such meetings, yet could I be spared from my duties in the College, it would in this instance, give me great pleasure to be present on an occasion of so much interest. But in my situation, I must content myself with the expression of an earnest hope, that a plan, so eminently useful and practicable, may be as speedily as possible, carried into execution.

I have the honor to be your obedient servant,

D. N. SHELDON.

From Rev. E. POND, Professor in the Bangor Theological Seminary.

BANGOR, July 29, 1850.

To JOHN A. POOR, Esq., Chairman of Committee.

DEAR SIR:—Your favor of the 26th was duly received. You may be assured that I feel the deepest interest in the great enterprize which your communications present, and that nothing shall be wanting which I can do to promote it. It would give me the greatest pleasure to be present at the proposed Convention; but my duties at the Seminary—the more pressing, as we are now on the eve of our anniversary—will prevent. Please present my kind regards to the members of your Committee, and accept assurances of any and every assistance which I can consistently render, in consummating the great work which is now contemplated.

Yours with much respect,

E. POND.

HON. JOS. T. BUCKINGHAM.

CAMBRIDGE, July 29, 1850.

To J. A. POOR, Esq.,

DEAR SIR:—Your note of the 26th inst. with the pamphlet and map

therein referred to, was duly received. I feel honored by the attention of the Committee of which you are Chairman, and the more so, as it is the first notice of the kind, which I have received, since I ceased to be an editor. The plan which your Convention is called to consider, is, beyond all doubt, a feasible one — if executed, a profitable one; and should it not be carried out for a century to come, is highly honorable to the projectors and to the State of Maine. It would give me great pleasure to be with you on the 31st. and to tell you personally how much it gratifies an old advocate for home industry and internal improvements, to witness any attempt to stimulate the enterprize of his fellow citizens, and to strengthen the chain that binds our different States together, and those States to the rest of the world. Indispensable engagements prevent my leaving home during the week, or I should certainly avail myself of your polite and friendly invitation to visit a city, which I never saw but once, and to confer with gentlemen for whom, though all strangers but one, I entertain respect and confidence.

With true regard,

your friend and servant.

JOS. T. BUCKINHAM.

From Dr. FRANKLIN BACHE, of Philadelphia.

PHILADELPHIA, July 29th, 1850.

DEAR Sir: — It is some days since I received your letter, in which you do me the honor to request my attendance at the Railway Convention to be held in Portland on the 31st instant. I regret that my engagements put it out of my power to accept your invitation.

Together with your letter, I received your Committee's Circular, and the Pamphlet, printed by order of your State Legislature, setting forth the general features of the plan you have in view for shortening the time of passage between New York and London. I have read the pamphlet attentively, and examined the map by which its statements are illustrated, and, it appears to me, the plan is feasible, and, if prosecuted in a liberal spirit to completion, the route formed for England would be preferred by passengers and for costly freight. Comparing the route between New York and Liverpool by Steamers, and the route between those cities by the proposed plan, the distance travelled would not be very different; but, by the proposed route, about one thousand miles of the distance would be accomplished on Railroads, and at a speed at least double that of Ocean Steamers. — Thus, the passage between the two cities would be shortened in time by the proposed route, and the sea voyage abridged one-third.

I am very respectfully,

your obedient servant,

FRANKLIN BACHE.

To JOHN A. POOR, Esq., Portland, Me

From Major TRIMBLE, Chief Engineer of the Philadelphia, Wilmington, and Baltimore Railroad.

WILMINGTON, July 26.

To JOHN A. POOR, Esq.

DEAR SIR:— I duly appreciate the great importance of the project of a Railway connection between the United States and New Brunswick, and would be glad to aid in its accomplishment in any way. Should my convalescence, after an illness of recent date, be sufficiently advanced to permit the journey, I shall be present at your Convention.

I am, very truly yours,

J. R. TRIMBLE.

From GEO. W. COOLEY, Esq., of Boston.

Boston, July 30th, 1850.

MY DEAR SIR:— I have the honor to acknowledge the receipt of your note, inviting me in behalf of the Committee of arrangements to be present to address the Convention to be holden at Portland on the 31st instant.

The objects of the proposed Convention are such as must enlist the sympathy and challenge the admiration of every friend of International Comity, and of Commercial progress. The movement is noble, nay, sublime; and if supported by such ability and energy as have made alledged "*impossibilities*" historical verities, and won for Portland the renown of having achieved the noblest enterprize of the age, it will have the safest guaranty of success. My engagements prevent participation in the proceedings of a Convention whose purposes are of high and impressive import.— Let none be so craven as to doubt that success will ultimately crown their generous undertaking. Sure I am that Maine will neither overlook her interests nor dishonor her escutcheon. In all matters of Commercial interest, let her gallantly throw to the breeze, that scroll, whereon is written for the admiration of this Commonwealth of Free States that magic word "*Dirigo*," full of the most chivalrous sentiment.

With sentiments of great respect, I have the honor to honor to subscribe myself,

Your obedient Servant,

GEO. W. COOLEY.

J. A. POOR, Esq., Portland, Me.

From JESSE CHICKERING, Esq., of Boston.

Boston, July 27, 1850.

JOHN A. POOR, Esq.

DEAR SIR:— I have received yours of the 20th inst. with the Circular and a copy of the Pamphlet and Map, relating to the plan of extending "a line of Railway through the State of Maine to the Lower British Provinces

and to some good harbor on the Eastern coast of Nova Scotia," and containing an invitation to attend the Convention to be held in Portland on the 31st inst. in aid of the project. On the day before I shall have occasion to go into the interior of New Hampshire, I shall probably be unable to attend the meeting. I think favorable of extending Railroads through our whole country for the purpose of facilitating the communication between the several parts, as fast as the wants of the people require it, and as their means will allow. Your State was settled among the first in the country, and its population has increased more rapidly than any other in New England since 1790. The amount of its increase has nearly averaged that of the United States. Considering the position of Maine in respect to the Atlantic Ocean and the British Provinces, it is very desirable that it should have easy communication within its own borders, and with the rest of the States, not only for the convenience of its inhabitants, in peace, but for its defence in time of war, — though I wish the war with Great Britain in 1812, to continue to be *the last war* with that Power to the end of time. — I have not the exact knowledge of the country through which it is proposed to make the road, nor of the business wants of the population, to enable me to say that the time has arrived for commencing the work which you propose; but I feel confident that the time has arrived when it is proper to meet in Convention, talk the subject over, collect information, and awaken general attention to it. The object of holding the convention, and of petitioning the Legislature, as I understand it, is to obtain and diffuse further and more exact information on the subject. In the memorial to the Legislature, you allude to the decennial increase of the population of the United States since 1790, as averaging about 33 $\frac{1}{4}$  per cent., and also to the number of emigrants who have come to this country of late years. It is clear to my mind that our country has been indebted to emigration from foreign countries for one fourth to one-third of this increase, especially for the last 20 years. During the 25 years from 1825 to 1849, according to the returns printed by order of Parliament, a copy of which for 1847, 1848, and 1849 I have just received from Mr. Lawrence, there emigrated from the United Kingdom 2,285,185 persons, of 1,260,247 were destined for the United States, and 808,740 for the British North American Provinces. It is stated in Lord Durham's Report in 1839, that, of the emigrants destined for these Provinces, probably 60 per cent. go into the States; and this estimate is supported by considerations not there alluded to. Maine and the other Atlantic States are the first to receive most of the emigrants from on ship-board, of whom a large portion remain in these States, and the rest pass into the interior of the country. How great the foreign element in Maine is, I am unable to say; but I should not be surprised to learn that 50,000 have been added to your population by foreign Immigration since June 1, 1840. The increase of the population of Massachusetts from 1840 to 1850, has been about 240,000; for one half of whom I am sure we are indebted to

foreigners who have come among us during the time. Please accept a copy of "Immigration into the United States," and present my compliments to the Committee.

Yours, Respectfully,

JESSE CHICKERING.

From PROF. CHAMPLIN, of Waterville College.

WATERVILLE COLLEGE,  
July 30, 1850.

SIR:— Your note of invitation to attend the Railway Convention to be holden in Portland on the 31st inst., with the accompanying Circular and Report, is at hand. I regret that my engagements are such as not to allow me to comply with the invitation of your Committee. Few things would give me more pleasure than to be present on so interesting and stirring an occasion. I have watched with lively interest, the progress of the Railroad enterprise in this State. It began late, but has progressed thus far by majestic strides. Indeed, this seems to be the character of the enterprise in this State. It is marked by grander features than in any other State of the Union. It aims at connecting not only different States, but different Countries, and, as I might say, different Continents even. Already has it invaded the British dominions at one extremity, and is now pointing with unmistakable indexes to the other,—aye, and to the mother country, too.—As to the practicability, in detail, of that great branch of the enterprise which is to come before your Convention, I, of course, am not a judge. I can only say, that it appears highly plausible, and is characterized by great simplicity.

With great respect, I have the honor to be

Your Obedient Servant,

J. T. CHAMPLIN.

To J. A. POOR,  
C. Q. CLAPP, } Committee.  
A. HAINES, &c.

MR. POOR announced that he had also received letters from a large number of other gentlemen from various parts of the country, all concurring in expressions of good will, and many of them of entire confidence in the practicability of the scheme, and among them from the following gentlemen, but time would not permit him to read them.

P. P. F. Degrand, Boston.  
Prof. Lovering, Cambridge.  
Sol. Adams, Boston.

Hon. F. H. Morse, Mayor of Bath.  
 Hon. Ruel Williams, President Kennebec and Portland Railroad.  
 Hon. Nathan Hale.  
 E. Fairbanks, Esq., President Connecticut and Passumpsic Railroad.  
 Hon. Judge Follett, President Burlington and Rutland Railroad.  
 Hon. James Brooks, M. C.  
 T. Parsons, Law Professor, &c., Cambridge.  
 Prof. A. D. Bache, of the U. S. Coast Survey.  
 Mayor of Montreal.  
 Hon. Robert H. Gardiner.  
 Prof. J. H. Coffin, National Observatory, Washington.  
 Nathan Appleton, Esq., Boston.  
 George F. Houghton, St. Albans, Vt.  
 Mayor of Quebec.  
 Board of Trade of Quebec.  
 Board of Trade of Montreal.  
 E. C. Herrick, Esq., of New Haven.  
 F. B. Hayes, Esq., of Boston.  
 A. A. Lawrence, Esq., of Boston.  
 Prof. Allen, of Providence.  
 Hon. George Evans.  
 Prof. Cleaveland, of Bowdoin College.  
 Prof. Beck, of Albany, New York.  
 Hon. T. A. Stayner, Postmaster General of Canada.  
 Daniel Ullman, Esq., of New York City.  
 S. Raymond Lee, Esq., of Massachusetts; and very many others.

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The following letters, subsequently received, are regarded by the Committee as of sufficient interest and importance to justify their intention in the published proceedings of the Convention, without intending to express any particular opinion upon any of the peculiar views expressed by the writers.

From J. J. ROGERSON, Esq., a distinguished merchant of St. Johns, Newfoundland, who was one day in attendance, but left without an opportunity being offered, for him to address the Convention.

PORTLAND, July 31, 1850.

DEAR SIR:—By making St. Johns, Newfoundland, your calling port, you can leave Galway with considerable less coal,—your Boat will be lighter, and she will steam faster, and make the voyage in one to two days

less time. You will have more room to carry dry goods, which pays well, and I presume large quantities will be shipped by this route for Canada, the States and Lower Provinces.

You will get your coal at St. Johns at near Halifax price, about 7s \$1 40 freight, per ton, from Cape Breton, cost 16s 6d a 18s per chaldron there, equal to 14 ton. St. John's Harbor lies at the ocean, five minutes from the entrance and the ocean, takes you to the wharves. The entrance is free from danger,—no rocks, shoals, &c., two good lights on heads (at the South Head, one, other on Cape Spear.) The Cunard Steamers sight our coast about Cape Broyle, or Cape Race (about 30 or 40 miles from St. Johns) on their passage to Halifax.

Some Springs, about the middle of March to 15th of April, our shore is ice bound, and it extends to the southward of Canso, beside the quantity from and in the Gulf of St. Lawrence. In that case, the vessel should go to Portland, direct. The Cunard Steamers are often obliged to go to the southward of Halifax before they get round it to get into Halifax. St. Johns lies 560 miles from Halifax, 360 from Sydney, about 1600 miles from Galway.

We export annually from 4 to 5 millions dollars worth of cod fish, hering, salmon, seal skins, furs, seal oil, cod oil, cod liver oil, blubber &c. &c., shipped to Great Britain, Brazils, West Indies, Portugal, Spain, Italy, States, &c. Import 100,000 barrels flour, 25,000 do. corn meal, 8000 cwt. bread, 15,000 bls. pork, 6 to 10,000 cwt. beef, besides 5 to 7000 horned cattle; butter 15 to 20,000 cwt., 8000 hds. molasses, &c., &c., in all about 4 millions dollars annually. Population about 100,000 — 30,000 of which are in Saint Johns — the capital of the Island.

A large amount of Tonnage is owned in our trade, and vessels are arriving and sailing all the winter, and seldom kept back by the ice. Occasionally a thin ice, is made in our harbor, but nothing to obstruct a sea-going steamer.

Yours Respectfully,

JAS. J. ROGERSON.

JOHN A. POOR, Esq., Portland.

From B. H. LATROBE, Esq., Chief Engineer of the Baltimore and Ohio Railroad.

BALTIMORE, August 4th, 1850.

To JOHN A. POOR, Esq., Portland, Maine.

Dear Sir — I received on my return from the West within a few days, your letter of invitation to the Railway Convention, assembled to promote the establishment of a line of railway connexion between Maine and the British Provinces, to the East of that State.

I feel flattered by the compliment of this invitation, to accept it would have given me sincere pleasure; but my engagements here, even had I received your letter in time, would have made my attendance impossible.

With my best wishes for the success of your great and most meritorious enterprise, I beg you and the Committee for whom you have acted in the courtesy offered me, to believe me with great respect,

Your and their obedient Servant,

BENJ. H. LATROBE.

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From the REV. DR. CARRUTHERS, of Portland :

PORTLAND, August 5th, 1850.

MY DEAR SIR,— I exceedingly regret that a College engagement in another State on the 31st ult., prevented my attendance on the late Convention in this city, to which you and the other members of the Committee did me the honor to invite me. I have read, with the deepest interest, the published proceedings of the Convention, and have forwarded the "Daily Advertiser," for Wednesday, and the two following days of last week, to the enlightened editor of the "British Banner," together with the able pamphlet which you sent me, and for which please accept my thanks. Dr. Campbell, as you are aware, wields a pen of great power, and the influence of his paper is felt in all the British Colonies. You and the other preceptors of this noble enterprise, have doubtless laid your account with opposition — which, indeed, is probably essential to its ultimate success. There are certain members of the British aristocracy, who will probably aid the enterprise in this way, and interpose some vaticinary allusions to its probable influence on the question of British supremacy. But the British *proper* will be with you, and, if kept well informed as to your movements' will effectually counteract by their approval and co-operation, the hostility of the few whose hereditary rule, and "vested rights" may seem to be endangered by this gigantic undertaking.

Accept, Dear Sir, my thanks for your courtesy, and believe me,

Yours, very respectfully,

J. J. CARRUTHERS.

J. A. POOR, Esq.

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From Hon. R. J. WALKER, of Mississippi, late Secretary of the United States Treasury.

SCHOOLKYS' MOUNTAIN, N. J.,  
August 9th, 1850.

SIR: Your letter of the 22d of July, addressed to me at Washington City, reached me yesterday at this place. It was therefore not in my power to comply with the request made by the Committee in your name, to attend and address the Convention held at Portland, on the 31th ult., with a view to the continuation of the great Eastern Railway, from your city to some point in Nova Scotia, nearest to Great Britain and Ireland. This would indeed be a work of vast importance, not only to your own State and city

to Nova Scotia and New Brunswick, but to the whole American Union, and to all the continents of the old world. It is hoped, with the improvements now being made in steamers, it might bring some good harbor in Ireland within five days of our American shores. It would greatly enlarge inter-national commerce, and become a new bond to preserve the peace of the world. It would increase our exports to the British Provinces and to Europe, with a corresponding augmentation of imports and revenue. It would bring Europe so near to America, that it would greatly facilitate the export and diffusion abroad, of our republican principles, without any diminution or deterioration of the supply left for domestic consumption. It would hasten the Americanization of New Brunswick and Nova Scotia, and ante-date the period when both those provinces, with their own cheerful assent, and that of Great Britain and this government, would fulfil their destiny, by becoming States of the American Union. It would greatly facilitate and increase the intercourse, as well as commerce between the old and new world. It would vastly augment emigration from Europe to America, with a corresponding increase of wealth and capital.

I cannot doubt but that the present enlightened ministry of Great Britain, the great advocates of a liberal commercial policy, will aid this noble enterprise; that our government will extend to it all proper facilities by mail arrangements and otherwise, and that the rest will be accomplished by the well-known energy of New England, aided by the co-operation of Nova Scotia and New Brunswick.

From the increased speed, it seems to me that the mail and passengers, between both countries must generally be carried by this route, as also light articles of great value.

With great regard, I have the honor to be,  
Your Ob't. Servant,

R. J. WALKER.

JOHN A. POOR, Esq., Portland, Me.

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WILLIAM WATTS, Esq., of Fredrickton, was then called upon to address the Convention.

Mr. Watts said he was taken by surprise, and until the business committee should report some distinct propositions for discussion, he would be excused from saying anything except in the most general terms of congratulation. But if a warm and hearty interest in the furtherance of the project in view, could induce a good speech, he ought to make one. It was an unusual occasion that had brought us together. It was an extension of the right hand of fellowship from the people of Maine, to those of a foreign power. It was the commencement of a series of good offices, as he trusted, between the people of all these United States,—of old England and her Colonies.

Though among strangers, he felt at home when he saw his country's flag pend-

in the hall side by 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 trusted they would never wave over any other than friendly hearts, that they might always float in unison wherever freedom and civilization were known and understood.

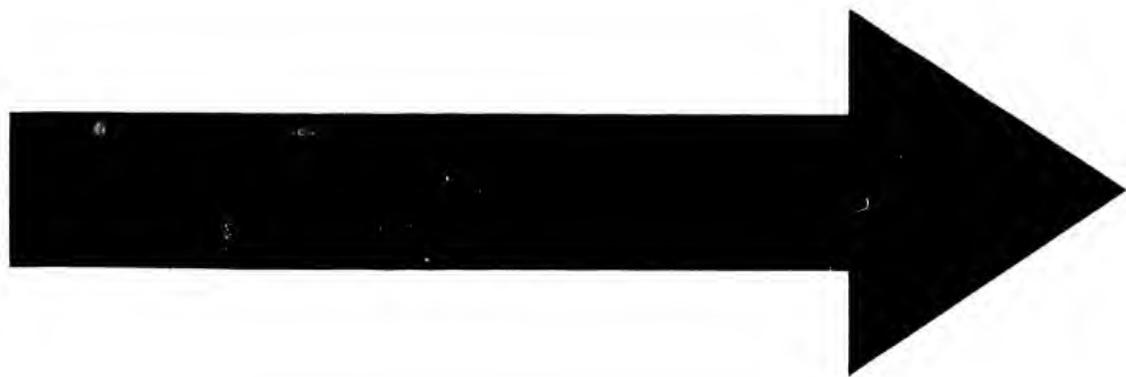
The project we have come here to consider is one which is to make New Brunswick and Nova Scotia the pathway of nations. Let us make our path "straight." He was in favor of one continuous line of Railway, till it should connect with the shortest line of steam communication, which, with railway and steamboat is to circumscribe the world. This road is to become one great link in that line of communication, by which the thoughts, the persons and the property of the world are to be disseminated, and there is no portion of the earth that has not some interest in its accomplishment. In conclusion, he would say as did the Baptist, "Make the paths straight." We must have a railway, and a railway too, by land, and not across the water.

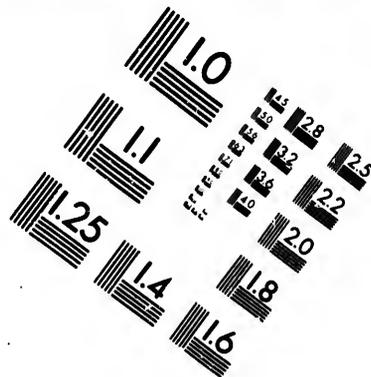
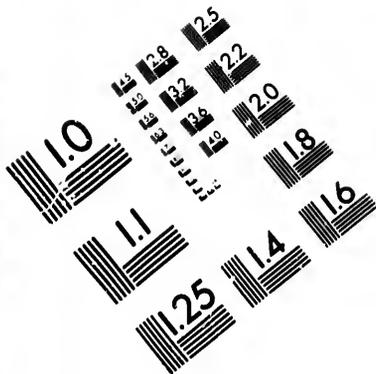
Mr. Watts said he had no doubt of the practicability of the scheme, if the deliberations of the Convention should be marked by a just appreciation of the merits of the scheme, and he doubted not that before the Convention should separate, that such an impulse would be given to it as would satisfy all upon this point. With allusions to the interesting circumstances with which they are surrounded, and the auspicious omens on every hand to cheer us in the work, and the gratification he felt in being allowed to take part in the proceedings of the Convention, Mr. Watts sat down amid the most enthusiastic cheers.

He was followed by HON. J. B. UNIACKE, of Halifax, who, although unexpectedly called upon, made a speech replete with sound and practicable arguments, which was frequently interrupted by the plaudits of the Convention. In alluding to the British and American ensigns which were draped on either side of the President's chair, Uniacke remarked that they never ought to float over men of Saxon origin in any other way than that of unity.

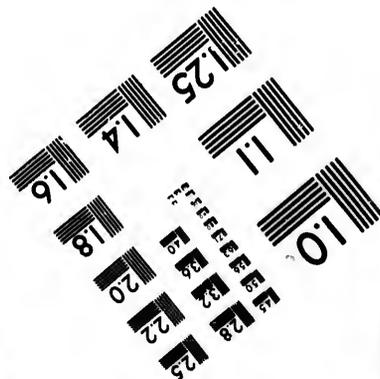
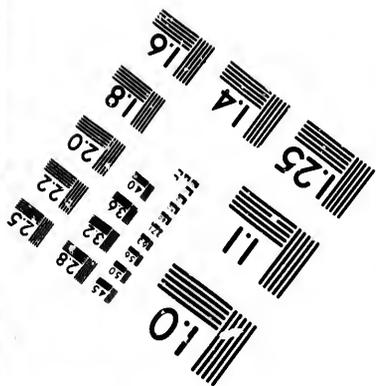
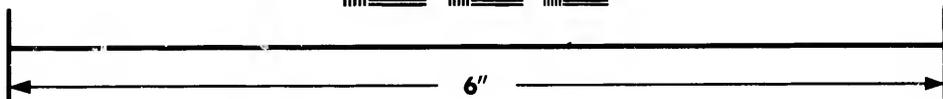
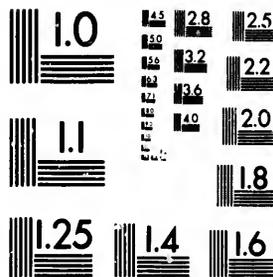
"This," said he, "is the ardent wish of all good men on both sides of the Atlantic," and, said he, may they ever thus hang together in amity, and never float over hostile sects of men. To the Portlanders he gave the credit of having originated this great movement, but assured them that the inhabitants of the Provinces would not be behind in aiding to carry it on to completion. He was in favor of a land route, and having decided upon the best route, would not stop to inquire the expense, but regarding it as a national highway, would go on and build it. The object is to unite a people who have got separated, and who are determined to be separated until they come to their senses, and then they will set about seeking the means of reunion.

He viewed this a means to connect the Provinces with Great Britain, as well





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as to connect continents and countries of different and independent governments. So it must be viewed in England and America.

The magnitude of the work, great as it was, was trifling in comparison with its importance, and with that impression he looked for support and countenance from all persons who sincerely desired peace, and the best interests of the whole civilized world. In the course of his remarks, Mr. Uniacke alluded to the near relation of our own with the mother country, in terms worthy the heart of a patriot, a statesman and a Christian—and his sentiments met with a most enthusiastic response from the crowded assembly.

On the conclusion of his remarks, at half past 6 o'clock, the Convention adjourned till 9 o'clock tomorrow morning.

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## THURSDAY, AUGUST 1, 1850.

[SECOND DAY.]

The Convention met at 9 o'clock, pursuant to adjournment.—His Excellency Gov. Hubbard in the chair. The hall was more crowded than on yesterday.

The committee on business not being prepared to report, the President called upon JOHN CLARK HALL, Esq., M. P. P. of Nova Scotia, to address the Convention.

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. Mr. Hall expressed in glowing terms the pleasure and pride he experienced in meeting on so interesting an occasion, having for its object the advancement of the amelioration of the human race. Britain he considered the parent—the Provinces the child—and the United States the elder brother. Viewing them in these relations, he dwelt at length upon the ties which should and must bind them together, commingling their interests, and uniting them in the bonds of fraternal unity and love. The object of the Provinces, he said, was not in this work, to estrange themselves from their mother country, or their fealty to the Crown, but to show that they could do something for themselves—and to endeavor to attain that higher position which the elder brother has attained,—and further, so that if the fostering care of the parent should ever be withdrawn, to cultivate such terms of intimacy with the brother, that the younger child might look to him for advice and assistance—at all events, they would aim not to disgrace the one, while they attempted to emulate the virtues of the other.

People who speak a common language cannot fail to become one in sentiment, in feeling, and in action. We all speak the good old English tongue. We have the same religion, the same laws and the same literature. We all in common have the poetry and the language of Milton and of Shakespeare, and in connection he referred to the energy of the Saxon race, which triumphed before the walls at Monterey, as at Agincourt, and at Cressy.

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.

He then inquired, what has raised your country to its high position? The answer he found in your noble system of free schools, and the provision made for every child to prepare himself for the highest posts of honor in the nation. 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 the 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.

He then alluded to the manner in which this project had been undertaken.

Whoever was the originator of this great enterprise has so far achieved for himself a name that cannot be forgotten. The time is past, said Mr. Hall, when in any country war is to be used for the purposes 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, when men should learn war no more. 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 would conclude, 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. By establishing new sources of intercommunication, he hoped to see his own native country taking more rapid strides in the pathway of progress. He alluded to the mutual friendliness existing between the two countries, which, cemented by intermarriages among their respective citizens, &c., was daily becoming stronger, and congratulated the assemblage on the prospect now dawning of riveting them together by iron clasps.

Mr. Hall took his seat amidst deafening demonstrations of applause.

JOHN APPLETON, Esq, being called upon, responded with becoming courtesy, to the sentiments uttered, in behalf of his fellow citizens, and addressed the Convention in substance as follows :

The excitement and interest of the Convention carried his thoughts back a few years to a period when there were no railroads in Maine, and when a little company of persons met together in a chamber of the Exchange to consider the practicability of the Atlantic and St. Lawrence Railroad. He well remembered the doubts and fears which then threatened to prevent the commencement of that great enterprise, and how its magnitude and its grandeur almost deterred men from venturing upon its construction; but happily the project was in the hands of those who possessed energy and determination, and it was not therefore suffered to fail. It is now beginning to speak its own praises. From that period to the present, it has been struggling nobly on, always meeting difficulties, but always overcoming them, until now its iron arm has been extended to the very extremity of Oxford County, and is eagerly reaching forward to meet that other arm which is stretched out towards it from the market place of Montreal. The success of that experiment is no longer doubtful, and, as good always begets good, other enterprises of a similar character have followed in its train. We had now the Androscoggin road, and the Kennebec road, and the York and Cumberland road, all born of the Atlantic road, and all destined to do credit to their parentage, and to accomplish valuable results for the State. Still other roads had been confidently projected, and Maine had now fairly entered upon a noble system of public improvements. We were just in a favorable condition, therefore, to meet our friends from the Provinces, upon the subject which had occasioned this meeting, and by nearly exhausting ourselves with previous enterprises, we had given ourselves the best possible preparation for a new work. Portland would lend to it every encouragement within her power. Her own experience had taught her how resolution and perseverance could secure success even with scanty resources and feeble means, and from that experience she was ready to kindle at this time fresh zeal and courage for herself, and to confirm and strengthen the confident anticipations of her neighbors.

He then spoke of the value of the proposed road, its probable advantages to Maine and New Brunswick and Nova Scotia had been already sufficiently demonstrated by the eloquent statistics of the gentleman from Massachusetts. He had placed vividly before our eyes the wonder-working process by which improved communications beget new settlements and increased business all along their lines, and had taught us with what certainty we might expect similar results from our proposed enterprise. But this was no State work. It did not aim to unite towns and cities and Commonwealths, but to connect hemispheres. And this it expected to do, by bringing more closely together the two great Anglo-Saxon nations of the world. Great Britain and the United States possess together a power which can defy resistance. They rejoice in the same common origin, and feel coursing through their veins the same master blood. Their arms and their energy have hitherto proved overmatches for any competition, and it is only when

they meet each other that victory hesitates to declare itself. But he preferred to contemplate them, not as warrior nations struggling to extend their supremacy, but as peaceful missionaries rather, engaged in the civilization and improvement of mankind. For these objects what have they not done already? Who can calculate the impulse which has been given to the world by their united efforts: They are inspired alike by the language of Shakespeare, and have learned the same lessons from the laws of Alfred; and if the one is the most republican of the nations of the earth, the other is the freest monarchy in christendom. The events of the last few years had increased his respect for the British Government. He had seen it standing firm amidst the convulsions of Europe, because it had known how to conform its actions in a great measure, to the demands and wishes of its people. It had conceded reforms, while yet concession was in its power. Other thrones had been shaken by the obstinacy of their occupants, but that of England remained firm, because it gradually became liberal. In other nations revolutions had been by battle and the sword, but in England the revolution in favor of freedom had been none the less certain, because it had been a revolution of peace. And now we desired to connect more closely the American Republic and the British Monarchy—to bring more nearly together the chief seats of commerce in the old world and the new—to annihilate hundreds of miles of distance between Liverpool and New York—and thus to add to the commercial advantages and the civilizing power of each country. The gentleman who preceded him, (Mr. Hall) had anticipated this connection in language of eloquent congratulation. In the name of his fellow-citizens of Portland he felt called upon to respond to those congratulations with the warmest feeling and the most hearty emphasis. (Cheers.) We rejoice, he said, to meet our brethren from the adjacent Provinces, and to consult with them upon our mutual interests. Providence decreed their lines of life upon the same continent with us, and in all good neighborhood, he hoped we were about beginning together a new and better career of improvement and prosperity. We had hitherto been comparatively strangers, but we hoped now to join iron bands together and so to establish a connection, that hereafter, we can never be anything else than acquaintances and friends. If in our institutions our visitors have found anything at all worthy of their imitation at home, we on the other hand have learned, by what we have seen and heard to-day, to estimate at no small value, those regions east of us which can furnish so generous and able and eloquent a representation as that which has animated and cheered this meeting. We desire to know more intimately the people who are able to send abroad such specimens as these, and we reciprocate with our whole hearts all their kind expressions of courtesy and respect. And why should we not be friends? Different flags float over us; but they float no longer in war, but in friendly rivalry and honorable competition. We live under different Governments; but they are Governments, alike in origin, similar in laws, and becoming constantly more nearly connected in business relations, and in their general influence upon mankind. Together, their mission has been, and is and must be a mission of civilization and improvement. Their ships go everywhere, and wherever they go they carry with them the seeds of knowledge and the religion of the Bible; and by their steamboats and railways they literally almost girdle

the earth with influences for good. With this enterprise completed, and our overland road to the Pacific accomplished, what a glorious circle of distance shall we be able to pursue, when we take the steamboat from San Francisco to China, and thence follow an uninterrupted line of steam communication, until we find ourselves, after having touched at Liverpool and New York, safely back again at the point from which we started! What invention then can be monopolized?—What valuable thought confined to a single nation? Everything useful to the world must then be employed for the good of the world, and there is no Japan or Celestial City which can long resist its power. (Cheers.)

It is towards such a consummation that we would make this enterprise contribute. And let no man doubt that it is practicable. The day of things impracticable has passed away. We live in times when no object should seem startling, and all distances can be safely defied. It is not long since science itself declared that the ocean could not be usefully navigated by steam, and those who engaged in the experiment to do so, pursued their way under great discouragements, and against many doubts. But now every steamer as she takes her weekly departure from England and America, breathes indignant contempt for any such prediction, and goes careering against wind and storm across the Atlantic, as if more strikingly to display her power, and more signally to honor those who were willing first to trust it. The Atlantic Ferry is now a fixed fact; and it only remains for us to use it to the best advantage—or in other words, to make it as short as possible. This we propose to do by a railroad to Cape Canso. There we find the nearest point of communication with Great Britain, and there consequently nature has pointed out to commerce the proper point for connecting the two nations. The importance of the connection is itself a pledge that the connection will be made. What the leading countries of Europe and America desire to have, they will not fail sooner or later to secure. The work is eminently a national work, and we have a right therefore to ask the means for its completion, in every commercial city of Great Britain and the United States. Let us not shrink, then, from its prosecution, but proportion rather the strength of our zeal, to the grandeur of the undertaking we propose, and thus prepare ourselves to carry it forward to a successful accomplishment. In this age of the world, no man has a right to deny his efforts towards the improvement of his race. He owes a duty not only to himself and to his family, but to his country, and mankind. And Providence has wisely ordered it that these duties are never likely to war together. The lesson of poetry accords with the lesson of experience—

"This above all: To thine own self be true,  
And it must follow, as the night the day,  
Thou canst not then be false to any man."

This was the first time that Maine and the lower Provinces had met in Council. Let us hope that it will not be the last; but that they may long continue to interchange not only the products of business relations, but kindness, also, and courtesy, and cordial esteem, until they shall hardly be able to realize that they are not citizens of the same country, and bound by allegiance to the same Government. (*Long and rapturous applause.*)

While Mr. ARMITON was speaking, the Committee on Business came in, and at the conclusion of his remarks, the cheers that followed, told how heartily all present concurred in his sentiments.

Hon. L. A. Wilmot Attorney General of N. B. and Chairman of the Business Committee, reported, "That by virtue of power delegated to them, the Committee had added to their numbers, J. D. Frazier, Esq., M. P. P., of Windsor, Nova Scotia, Hon. W. B. S. Moor, of Bangor, Hastings Strickland, Esq., of Bangor; and that the gentlemen named had taken part in the proceedings of the Committee."

The Hon. gentleman then submitted to the Convention, in behalf of the Committee, the following

### REPORT.

The Committee to report on the business of the Convention, have prepared the following Resolutions, which they respectfully submit:

*Resolved*, 1st. 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*, 2d. 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*, 3d. As the firm and deliberate opinion of this Convention, that the time has arrived when the construction of such a line of railway should be commenced, and that it should be designated **THE EUROPEAN AND NORTH AMERICAN RAILWAY.**

*Resolved*, 4th. 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 helping to constitute of all mankind, but one great Commonwealth of Nations.

*Resolved*, 5th. That as a network of railways now overspreads a great portion of the United States and the Canadas, and extends from the Fur West to the valley of the Kennebec in one unbroken and continuous line, it is expedient 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, 6th.* That as a means of communication for all time between the Nations of Europe, and the whole of North America, this Railway should be built in a durable and substantial manner.

*Resolved, 7th.* That by shortening the time 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, 8th.* That the through business which the proposed line of railway must command, independently 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, 9th.* 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, 10th.* 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, 11th.* 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, 12th.* 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 towards the construction of a work of such great importance to its public and private interests.

*Resolved, 13th.* That a special appeal shall be made to the stockholders in all railroads between New York and London, for aid to this Railway, which to them will be of much pecuniary advantage, by promoting an endless stream of travel and traffic.

*Resolved, 14th.* 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, 15th.* That no subscriptions for shares shall be asked, until Acts of Incorporation are first secured, and the necessary aids of public credit and of the public lands are first obtained.

*Resolved*, 16th. 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*, 17th. 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*, 18th. 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*, 19th. 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.

He further stated that an amendment, to the 5th resolution had been proposed in committee, and been rejected, by a majority of the committee, and that by unanimous consent, he was directed to report the proposed amendment to the Convention, in order that the whole subject matter, be fairly considered. The proposed amendment was in the words following, viz. :

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 way passage and traffic, and the amount of subscriptions from the inhabitants that might be justly relied on ; and most particularly the general cost and means 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.

Having submitted the foregoing report on behalf of the committee on business, Mr. WILMOT 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 Con-

vention such remarks upon the general subject as he might deem fit and becoming to the occasion.

This announcement was received with the most enthusiastic cheers.

Mr. WILMOT spoke in substance as follows :

*Mr. President and Gentlemen :*

I find myself in a new position, in addressing a Convention in a city, in a State, and under a government that is foreign to me, as far as citizenship is concerned. But I feel myself at home, for I am among those who derive their inheritance from the same common ancestry. I am, Mr. President, not a son of New-England, but a grandson, and I can find the old grave-stones which indicate the graves of my ancestors, in a pleasant village of Connecticut. (Cheers.)

We in the Provinces 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 develops 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. (Repeated cheers.)

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 objects 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. (Cheers.)

I know, Mr. President, tis a great work in which we are engaged. I know that it looks vast, if not impossible of achievement to those who have not studied its relations and its details. But to those who look at it through the enlarged medium which its contemplation excites, will find that difficulties diminish, as its importance increases upon their vision.

Look at the progress of similar enterprises among yourselves in the State of Maine, and other parts of New England, and then say whether any thing is required of us, but union of effort, and faith in the result of our exertions. In prosecuting our efforts in this matter, we must have faith ; but as faith without work is dead, let us put forth our exertions and go steadily forward to a speedy and glorious completion of our great enterprise. (Cheers.)

If the timid falter and the doubting hold back, there are others who will take their places and keep our ranks full. We have only to hold on to our position, and drive back the army of doubters, or opposers, who may resist our march. We must give them the same reception that General Taylor gave to the army of Santa Anna at Buena Vista. If opposed by superior numbers, or if on any part

of the field there are those who hesitate, or hold back when a strong hold of the enemy is to be carried, I would repeat the order of Gen. Taylor—"A little more grape Capt. Poor." (Tremendous cheers.)

It is written in the decrees of eternal Providence, Mr. President, 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. How changed in every respect now, is the condition of our race. How glorious the sight of two great people uniting as one, "to draw more closely the bands of brotherhood," that yet shall make of "all mankind but one great brotherhood of nations." The sentiment of that resolution which embodies this idea is worthy of its author and of the American character; but it is also a sentiment to which the people of the British Empire will respond. (Cheers.)

Sir, I found in the Circular which invited us here this sentiment expressed, in terms which aroused the to fullest enthusiasm, the minds of every man in the British Provinces. "The spirit of peace has at last prevailed—national animosities, sectional and political hostility have disappeared between the English races, since the establishment of the boundaries of Maine and Oregon, and the contests of war have been succeeded by a noble and generous rivalry for the promotion of the arts of peace. The introduction of the steamship and the railway, has made former enemies friends. National hostility has given way to commercial and social intercourse, and under whatever form of government they may hereafter exist, they can never again become hostile, or unfriendly." (Cheers.)

To this sentiment I respond with all my heart. It is this sentiment that has brought us together. I know not, who was author of this Circular, but whoever he may be—in the name of every Englishman—in the name of every American, sir, in the name of humanity, I tender him thanks. (Cheers.)

An enterprise aiming to accomplish such results, and which is in and of itself calculated to produce such results, cannot fail of success. The whole civilized world is interested in its accomplishment. There are some good old fashioned people who think we are going too fast and too far in our rail-road enterprises. We have, they say, lived and got along well enough without rail-roads, and now you seem to think that your temporal salvation depends 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 than ever attempted before.

Mr. President, we of the Provinces have made up our minds no longer to remain quiet in our present condition. With all the fine natural advantages our country possesses, we make comparatively slow progress, and our Province itself is scarcely known to the world. I shall be pardoned here for relating an anecdote to illustrate the truth of this remark.

In a recent visit to Washington upon official business, I had occasion to tarry a few days in the city of New York, and among other places that I visited with a friend, was one of the colleges in the city. My friend introduced me to a learned professor, as his friend, the "Attorney General of New Brunswick." We entered into conversation on a variety of matters, and he inquired when I came

over to the city, and as to various matters going on in the neighboring State. Seeing the mistake of the learned professor, I thought it hardly kind to mortify him by correcting it, and I answered in the best way I could, and took my leave; and to this time, I suppose, the learned professor thinks, he had been talking with the Attorney General of the fine old State of New Jersey! (Tremendous cheers.)

Seeing that my own country itself was hardly known beyond its own bounds, I felt a little pride that she should not always remain in this condition. I felt as many of my friends and neighbors have long felt, that we must look at home, for the means of making our Province honored and respected abroad. And we intend to open this line of rail-way entirely across the breadth of our Province and bring ourselves into connection with the world. (Cheers.)

Mr. President, I cannot omit, in this connection, the expression of my profound regard for the American Union. It is the Union of these States, that has given you greatness and strength at home and the respect and admiration of the civilized world. (Long continual cheers.)

The great interests of christianity, of philanthropy, and of liberty, throughout the world, depend upon the Union of these States. We, of New Brunswick, of Nova Scotia, and of Canada, are deeply interested in its existence. If there is any question of the day that interests us more than all others, it is this very question of the *perpetuity of the Union*. For myself, I think there should be passed a law, providing that the man who could even conceive the idea of a dissolution of the Union, should be guilty of treason. In the sincerity of my heart, I say, *perish the man who should dare to THINK OF IT!* (Tremendous cheers.)

Mr. Wilmot then proceeded to consider the resolution offered by way of amendment to the 5th resolution, and objected to the navigation of the Bay of Fundy, from Digby to St. John, by steam, contemplated in the route advocated by the mover, on account of the dense fogs in summer and storms in winter, which might interrupt or delay travel, &c.

Mr. W. concluded by thanking the friends of Portland for their hospitality. 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 rail road. (Long and repeated cheers.)

The reporter of these remarks feels it due to the speaker and to himself to say, that he has been entirely unable to give any thing like a report of the remarks of Mr. Wilmot

"Mr. Wilmot," as stated by another, "delivered one of the most spicy, eloquent and enlivening speeches which we ever heard—which, while it kept the audience in the best spirit, 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."

Mr. Paxon, Mayor of the city of Halifax, was called to the chair, during the temporary absence of the President, and the four first resolutions were greeted with hearty cheers, and passed unanimously; and when the name was announced—"THE EUROPEAN AND NORTH-AMERICAN RAILWAY"—it was received and adopted with great applause, and long continued cheering.

On the reading of the 5th, Hon. J. W. JOHNSTON of Halifax, a Delegate for Annapolis, Nova Scotia, moved the amendment proposed in Committee as a substitute.

MR. JOHNSTON said, that in representing the views of his constituents on this question, 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, should settle all minor questions.

When railway speculators meet together they weigh 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. (Cheers.)

He rejoiced at his good fortune in being allowed to take a part in its deliberations. Notwithstanding the most pressing personal claims upon his attention elsewhere, he had felt unwilling to disregard the wishes of a constituency which he had the honor to represent, not only in this Convention, but in the government of the Province, which is his home. (Cheers.)

Their views and their interests he was every ready to second and promote, as far as consistent with the interests of the whole Province. Their views had been briefly expressed in the memorial which he had the honor to lay upon the President's table yesterday.

Before adverting to the considerations in favor of the Halifax and Windsor line over the continuous land route, Mr. Johnston said he could not forbear to join his voice in unison with those who had spoken of the influence of this Convention upon the social and commercial interests of the people of both nations who were here represented. He felt the influence of this sentiment in every thing he uttered, and did not desire to jar upon the harmony of the Convention. He desired that an intelligent opinion should govern the proceedings of the Convention, and therefore he desired that a resolution seeking information should find no opposition. (Cheers.)

His constituents had the same great objects in view, as the advocates of the continuous land route, and would not be behind them in devotion to the cause. He himself had a right to claim a common sympathy. For he, like the gentleman who preceded him, was a descendant of the Anglo American race. His ancestors were from the city of Savannah. His earliest recollections were associated with the United States, and he had looked with admiration upon her progress. He begged permission to join in the expression of a similar regard for the American Union, and an equally strong desire for its perpetuity. (Cheers.)

Mr. Johnston gave some anecdotes illustrating the energy and the daring of the American character, and spoke of the influence which the two great nations represented by the flags which float over us, could achieve, in advancing the great interests of the race.

Mr. JOHNSTON said he was aware of the embarrassment under which those who entertained the same views as himself, were placed, from the fact that while New Brunswick, with her twenty eight delegates, was unanimous in favor of a continuous land route, Nova Scotia had geographical difficulties of a very peculiar character. The province of Nova Scotia has a peculiar geographical construction. It is a peninsula. The Bay of Fundy running up forms two other bays, Cobequid and Cumberland bays, bringing ocean navigation almost in our 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.

He ridiculed the idea of the dangers which had been thrown out in regard to the Bay of Fundy, contending that they were nothing compared to those of the Irish Channel, and appealed to the records to sustain his statement. He stated that for twenty years the Bay of Fundy had been navigated by steamers of an inferior class, yet still there had been no loss of vessel or of extensive loss of life. His New Brunswick brethren had a kind of hydrophobia about this matter. The waters of the Bay frightened them. His chief argument was, that the difference in the expense of constructing the two routes, rendered the other impracticable. 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 preferences.

The reporter feels called upon to say, that the brief sketch of Mr. Johnson's remarks give but a faint idea of his speech, which for more than an hour held the undivided attention of the Convention, abounding in the richest imagery, the choicest diction, and the closest deductions of logic. The impossibility of a revision by the speakers, compel the publishers to send out the reports of the speeches at the Convention in their present meagre form.

Mr. WILMOT replied to Mr. Johnston's remarks in reference to the navigation of the Bay of Fundy, and proceeded in a humorous strain of remark to show the impracticability of the Western or Bay route, because of the uncertainties of summer navigation and the severe storms of winter.

He was willing to acknowledge that he was somewhat afflicted with the *Fundy-Hydrophobia*. He feared if that route was selected they would have to intro-

duce a new set of navigators, who would sail their boats by the aid of their noses, smelling the land through the fogs.

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," "dont you smell land?" Sure enough they did smell, land and made the shore within a few rods of the place they started from. (Cheers.)

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 our fast steamers down there and she would be forty rods on the rocks before she could be stopped. After relating one or two more anecdotes which told rather pointedly on the advocates of the Digby route, Mr. Wilnot concluded by remarking that he believed 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, he should feel inclined to move a "Wilnot 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 favor of the Digby route. (Cheers.)

MR. FRAZIER, of Windsor, N. S. and member of the Provincial Parliament, said he came from a section of the country where speakers were accustomed to talk remarkably large to very small audiences. He characterized Mr. Wilnot's fog story as a bugbear. When, he asked, was a mail ever lost in crossing the Bay of Fundy. The difficulties and dangers of that navigation had been largely exaggerated. He did not come to the convention in a captious spirit, nor were the views of his constituents in favor of a route whose terminus should be at Digby connecting with the bay, captious or unreasonable. They state their preferences, and their fears that the eastern or upper route would be found impracticable. This is the principle upon which Mr. Johnston offered his amendment. The difference of expense in the two routes was estimated at \$4,000,000 in favor of the Bay line. What the amendment wants is that the Convention shall appoint a committee of unprejudiced and impartial men to explore the proposed lines, and that their decision shall be final. This, he thought, was a small request, and preferred with all deference to the opinion and will of the Convention. He would, for himself and friends, repudiate the idea of offering any opposition to embarrass the action of the Convention. God forbid that any such motives should be imputed to them. He and they were ready to unite to propel this great railroad of civilization, which, again joining England and America, would enable them to defy all the tyrants of the world and all the despots that ever were created. (Cheers.)

At 1 o'clock the Convention adjourned, to meet at 2 1-2 P. M.

#### AFTERNOON.

#### His Excellency Governor HUBBARD in the Chair

Hon. Mr. CHANDLER, of N. B., took the floor. He said that he should confine his observations entirely to Mr. Johnson's amendment. The question of a line of

railway from Maine to the Eastern coast of Nova Scotia was not a subject of debate, for that matter he considered as already settled—the line must go on—and said, it would be observed, that *all* admitted how desirable it was to have a continuous land route from Bangor to Halifax, and the only objection urged was the expense. The great object of this Railway was to secure to itself the whole travel between the Old World and the New; and failing to secure that, from any doubt as to certainty or speed, the attempt would be a failure. The hearts of the people of New Brunswick were with this continuous land route; and he did not believe the travelling community of the United States would consent to cross the Bay of Fundy either during the fogs of summer, or the ice and snow-storms of winter.

If we have nothing but mere commercial advantages to show, they would not be of sufficient importance to enlist legislative aid in behalf of the scheme. The great trunk Railroad, designed to unite the Provinces and Canada, was an Imperial measure, but private capital could not be secured. No sooner, however, was the circular calling this Convention and unfolding this vast and comprehensive plan, circulated in the Provinces, than, with one consent, a disposition to subscribe stock to a large amount,—an amount that seemed almost incredible, was manifested. The feeling in favor 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? 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, New Brunswick would despair.

He considered it perfect madness to advocate this route; and if the amendment should be carried, the New-Brunswick delegation could hold forth no prospects of success for this Railway; they could pledge no aid to it; and he believed it would create a feeling of dislike in that Province, which might go far toward crushing the whole undertaking. Mr. Chandler then proceeded to answer the objections raised to the land route, on the score of expense. In Maine, there was the same extent of Railway to be built, by either route. In Nova-Scotia, there was not so much railway to be built by the land route; the difficulty then was in the Province of New-Brunswick. Mr. Johnston had said, that New-Brunswick would not do its part; but the delegates from that Province said, *it would do its part*, and they ought to be the best judges. Mr. Chandler contended that the difference in expense between the two routes would be very little, when the constructing and maintaining four large steamboats, with the necessary piers, wharves, landings, and docks, on both sides of the Bay, was taken into account. The gentlemen who were sent there to oppose the continuous land route, represented only narrow portions of Nova-Scotia, and certain local interests; a majority of the Nova-Scotia delegates were opposed to this sectional feeling, and advocated the continuous land route, on broad and liberal principles.—Mr. Chandler concluded a very able speech, by saying, he hoped the amendment would be withdrawn, as

it would only tend to postpone the work indefinitely, and thus lead to difficulties which might be fatal to the whole enterprise. (Cheers.)

DR. ROBERT BAYARD, of St. John, stated that he appeared as a delegate from his native Province of Nova-Scotia, and he advocated the route across the Bay of Fundy. He hoped that the time was fast approaching when there should be no more war, and when cannon would be converted into railroad bars, becoming thus agents of peace and good will; for, said he, railroads are the pacificators of nations. With regard to the great plan, he was ready to give his hearty concurrence, and assured them that those he represented were in behalf of any line that may be determined upon, be it east or be it west.

He deprecated all sectional feeling; and whatever route might be eventually selected, he would wish it a hearty God speed! As to the matter under discussion, it resolved itself into a question of pounds, shillings, and pence—it was easier to speak millions than to collect millions. He acknowledged the superiority of the land route; but where would the cash come from to build it? If they could get the money, he would go for the land route, with all his heart. He supported Mr. Johnston's amendment, and did not believe it would retard the movement; he wished the routes to be examined by a Committee of disinterested gentlemen from the United States; and he was authorized to announce, that his constituents would not oppose or obstruct the route on which that Committee should finally decide. (Cheers.)

MR. POOR of Portland, then took the stand and said he hoped the Convention would pardon him for interrupting for a few moments the course of the debate.— He was aware of the importance that attached to this question, and hoped there would be a full discussion of the matter by the gentlemen from both Provinces, and that the vote on the question would not be pressed. For one he rejoiced that the question had come up for discussion, and that it had called out so full information, and awakened so much feeling. He had fears that the interest in the Convention could not be kept for want of matters of controversy and debate.— The debate had been conducted in such good temper, that he anticipated the most favorable results from the discussion, and the more so as other gentlemen he was assured, would lay before the Convention additional information, called out by the proposed amendment.

Mr. Poor said the Convention was aware that a delegation from Canada was present, and had taken an active part in its proceedings. He was sorry to say that the delegation from Quebec were compelled to leave in the evening train, and he would therefore ask the gentlemen of the Lower Provinces to give way to allow us to hear from the delegation from Quebec; and called on J. BELL FORSYTH, Esq., of Quebec to address the Convention.

MR. FORSYTH, after thanking the people of Portland for their liberality and hospitality on the present occasion, said he hoped, that although strangers now, they would not long remain so. He and his colleague, Mr. Angers were interested in, and of the committee of the Quebec and Melbourne Railway, and as such, felt the deepest interest in the subject matters of the Convention. They had a still greater and higher interest than that, for they saw in it the commencement of a series of measures that shall bind the whole continent together. He did not

appear to represent any sectional views, but simply to show the deep interest which he and his friends and compeers felt in this great undertaking, which is to unite England and America in such close and intimate connection. Before three years should elapse, he expected that the Railway between Quebec and Portland would be completed, and then by the great net-work of Railways in the United States, they would soon be connected with all America.

He had always taken the deepest interest in the Portland and Montreal Railway. He had always entertained fears that the Halifax and Quebec line was too great a work to be accomplished in our day. Hence he had endeavored to favor a communication with the Portland Railroad at Melbourne, a distance of some 90 miles only from Quebec. He had just received information that the charter for that line had been granted, and they could command the means to construct the line to Melbourne, under the very liberal law of Canada. (Cheers.)

An idea had been thrown out, that the Canadians were dead to public works, which was not correct; in the aid which Canada had granted to public improvements, she had set an example to the Lower Provinces, which they would do well to follow.

By the law of Canada, the proprietors of every railroad in that Province which exceeds seventy-five miles in length, are entitled, as a matter of right, to call upon the Province to contribute one half of the expense of building such railway.—This very proper and judicious arrangement, Mr. Forsyth said, might well be adopted in New Brunswick and Nova Scotia, as it would be found extremely beneficial. With the assistance tendered to this line by the city of Quebec and the government guarantee of one half its cost, he regarded the Quebec and Melbourn Railway as likely to be finished as soon as the Portland and Montreal line is finished, which is to be done in 1852. (Cheers.)

Mr. Forsyth said he could not but congratulate himself on his good fortune in being allowed to take part in this Convention, so novel in its character, so full of promises for good. We here see the representatives of different governments sitting side by side in friendly council, and when I look around me and see the distinguished men who have come up together to carry forward this great work, I cannot doubt its success. It will command confidence and capital in London. (Repeated cheers.)

I feel it a distinguished honor to have been allowed to take part in a convention of such dignity and importance—a Convention presided over by the Governor of the State; and we are assured by the Chief Magistrate of the United States that he would have gladly been present, and that the pressure of official duties alone prevented it. In concluding a very sensible and business-like speech, Mr. Forsyth said that, viewing all he heard and saw around him, he would truly say, "the night is past, joy cometh on the morrow!" (Cheers.)

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

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

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

Mr. Forsyth replied, No—by no means!

F. R. ANGERS, Esq., of Quebec, a member of the Canadian bar, was called upon to address the Convention, and apologised for his inability to address them in a language of which he was not thoroughly master; but his remarks were very forcible and of much importance. He strongly advocated the proposed railway as a great national thoroughfare, in which all Canada, from Quebec to Lake Huron, was deeply interested. He said that Quebec and Montreal would shortly be brought into railway communication with the Atlantic at Portland, by lines from those cities, which met together and fell into one at Melbourne. Mr. Angers announced, that as to the proposed railway line from Portland to Halifax, the Canadian people felt a deep and growing interest in it, and would give it their cordial and hearty support.

Mr. Angers said he felt deeply grateful in being allowed to connect his name with a Convention of this extraordinary character. It was an unusual spectacle to see such an audience, day after day presided over by his Excellency, the Governor of the State of Maine, and a British Admiral by his side. He felt proud that he had been permitted to witness it all, and to connect his name with this great and important measure. (Loud and repeated cheering.)

The President then called on J. H. GRAY, Esq., of St. John, M. M. P. P., whose appearance was greeted with the most ardent cheers. Mr. Gray spoke in substance as follows:—

Your Excellency and Gentlemen of the Convention —

I cannot enter upon the few remarks I have to make, without adding my acknowledgements to those of the gentleman, who have preceded me, for the courtesy and attention we have received since coming to this city. I would add, however, that while they have admitted the stupendous character of this work, they have failed to notice the peculiar aptitude of your countrymen to originate it. If they would but look back at the career of the United States, during the last few years, they will find that it is not simply in undertakings of a commercial character, having pecuniary results for their object, that the people of the States have been prompt and zealous — but that they have been, and are equally ready at the calls of science, or suffering humanity.

When I find that the officers of the American Navy, animated by a desire of acquiring knowledge, and of adding to their country's fame — can brave the deserts of Syria, triumph over the waters of the Dead Sea, and plant their country's flag, where swims no breathing thing — or face with equal hardihood, the terrors of the Arctic Sea, in search of Sir John Franklin, — when I find the people of these States coming forward, as it were with one spontaneous burst of feeling, and throwing from the rich abundance of their wealth, food and comfort into the lap — of afflicted Ireland, I say — they may go forth I care not where, amid what Nations, Empires, Colonies or Kingdoms you please and claim their proud position, “*haud nulli secundus*” [cheers]

You originate this scheme. Who are they who come forward to aid you in this work?

Look at that map — where the bold coasts of Labrador and Nova Scotia roll back the waves of the Atlantic — follow the sun as he rises above the Eastern cliffs on his Westward course, till he sets beneath the far waters of Huron and Superior — pause with that sun at his noonday height over still Ontario, and follow his rays till they are lost in the measureless distance of the North. Look down upon a country rich with every national advantage, watered by a thousand streams, pregnant with every element of greatness — climate, minerals, forests, soil — equalling in size the Continent of Europe; peopled by the Anglo Saxon race, nervous, energetic, determined to advance — and tell me what tongue shall dare to limit its destinies, or deny it "place" amid the Nations of the earth?

The people of this country come forward to aid you in the work. In this noble enterprise we may ask to become the brothers of a race, which sprung from the same Ancestral Home, has rivaled its parents' power, and become that parents' pride. (Tremendous cheering.)

Sir — There was a beautiful idea expressed by the Reverend gentleman who opened this Convention. He said, that the elements of power which we were now making so subservient to our use, had always existed — but that Providence gradually unfolded them to our view, as in its wisdom it saw we were adapting them to good purposes. And sure it is, these elements of power have always existed. The lightnings played when first the world began; the motive power existed, when the planets to their stations rolled. Yet when Franklin first brought lightning down from Heaven, who would have foretold that in less than the life of man, that lightning itself would have been chained to our will, and made to bear the message of our Love or Hate, from the St. Lawrence to the Gulf of Mexico? As little can we tell, what may be the consequences of the great undertaking we have met to discuss. We know, judging from what is already before us, that the time of transit between Great Britain and the United States will be shortened by several days — but to what extent, ultimately it is impossible to say.

In the consideration of the question, this Convention must come calmly and deliberately to a sound conclusion. They are not the sole adjudicators upon this point. The capitalists of London and New York, of Liverpool and Boston, are to pronounce upon it. And unless they sustain the conclusion to which you come, it is of little consequence what it is. To them it must be presented as one great stupendous work — sinking intermediate points, bringing prominently to view the two great termini, London and New York, and shewing that the time between those two places will be materially shortened by this route — and further that as a pecuniary investment it will pay. The immediate question before us is whether this great object can be attained by a route composed of Steam communication and Railroad, *crossing* the Bay of Fundy from St. John to Digby, or by a continuous land route round the head of the Bay. To have a broken com-

annihilation is at any time a serious objection, and it may well be doubted, whether passengers who come out in the Steamers, would disembark at Halifax, if the prospect of another embarkation, and sea voyage were before them, and more particularly of the character described by the several gentlemen who have already spoken of the Bay.

I have no desire to malign the waters, which wash the shores of my own home, but it is well known, that the Bay of Fundy has a character abroad, which would utterly doom the cause, with the capitalists of London and New York, if associated with it. Two thousand years ago, it was described in language, too accurate to be forgotten —

“Statio malefida carinis,”  
 “(Quod Latus mundi, nebula, malusque  
 Jupiter urget.)”

Certainty to a business man is as essential as speed. The advocates for the Bay route, can at the utmost claim for it, but one or two hours advantage, allowing that winds, tides, storms or fogs *never* intervene — but with such elements of opposition, it would be impossible to count upon accuracy. The increased expense of the land route is urged as the strongest objection. It may be questionable whether when you take into consideration, the expense of building, equipping, and maintaining Steamers and wharves in a Bay where the tide rises and falls 40 or 50 feet, and runs like a sluice, with the disasters from fogs and snow storms, and the cost of insurance, how far the amount of the one would exceed the amount of the other — but the question of expense is of secondary importance, when compared to the advantage gained; and of none at all, if it can be shown that the investment is a *paying one*. The capitalists of England, will look not to the amount, but to the security; and it is not likely that the men who built the tubular bridge across the Menai Straits, at an expense of £2,000,000 sterling, to save twelve miles, will hesitate at a quarter of that sum, where a highway of Nations is concerned.

We must therefore examine this land route as a matter of business — will it pay or not? Of that portion of the route which will pass through New Brunswick, to which it is my duty to ask your attention, 168 miles have been surveyed, laid out, and reported upon by an experienced engineer appointed by the government, who has calculated the expense and given the estimates for the work along the whole distance, including station houses, &c., the wharves and buildings at Schediac terminus on the Gulf of St. Lawrence, and St. John the terminus on the Bay of Fundy. At the time that Mr. Wilkinson was engaged in this work, about two years since, traffic tables were taken by order of the government, at three different stations, to see whether there was sufficient local traffic to authorise the undertaking.

By an examination of this report and these traffic tables which I beg to lay upon the table, we shall be able to form a correct estimate. It should be remarked that these tables were taken during the three harvesting

months, when the agricultural population were otherwise engaged than in traveling, or in the transportation of traffic. By reference to that Report it will appear, that by the returns from two stations, 70 miles apart, Hammond River, and the Bend of the Peticodiac, the annual estimate of travellers by the former was 23,363, by the latter 87,700 — Total, 111,063 — mean amount, 55,534. It should here be remarked, that this route lies through a thickly settled farming country, affording a continuous level nearly the whole way, owing to the singular circumstance of two rivers running in opposite directions; one emptying into the Head of the Bay, the other into the Saint John. Regarding these numbers, says Mr. Wilkinson, “as derived from a faithful registration of points upwards of 70 miles apart, they must nevertheless fall short of the truth by the large number of travellers entering or clearing the main Road, on either hand before approaching those points. One mode of viewing the relation of these statistics to prospective revenue, is by comparing the same with the statistical returns of such Railway in actual operation as may afford a fair example of passenger traffic, say of the Western Railroad, in Massachusetts.

“The average yearly number of through passengers on this Railway during the five years from 1842 to 1846 inclusive, was 23,704, and of way passengers 196,487. Now it is extremely improbable that any considerable number of the travelers, at either of these points of registration between Saint John and Schediac were traveling at a greater average distance than  $34\frac{1}{2}$  miles on the same day. In order therefore fairly to represent the traffic on the whole distance, at least one intermediate station should have been registered. This would have fallen on Sussex Vale, the centre of the best settled portion of the line. A registration at that place would no doubt have shown a considerable greater number than at Hammond River, and perhaps less than a mean at the Bend. It will be reasonable to assume that it would not have been less than a mean of the two, or 55,534. This number may be taken as a third registration, in order to represent nearly the whole way traffic according to an average experience of five years on the Western Railway thus :

At Hammond River, . . . . .	23,363,
At Sussex Vale, (mean) . . . . .	55,534,
At Bend of Peticodiac, . . . . .	87,700,
	<hr/>
Total of way passengers, . . . . .	166,302.

“Viewing the amount of way traffic with respect to the extent of country traversed, it is as compared with that of the Western Railway as follows:— For the number 196,487 way passengers in a distance of 156 miles, the proportion for 107 miles is 134,770 — but by the above computation, the number who travel within the latter extent without a Railway, is already 166,602, or 33 per cent greater than on the principal Railway in Massachusetts. This fact alone is sufficient to remove doubt on the ques-

tion of prospective revenue. It shows that the time for the establishment of a Railway on this line of country is not yet to come, but that it has long since arrived."

The following table based upon that Report, and the Traffic Table, referred to, will give an idea of the results from the present existing state of facts, and show a clear surplus after paying working expenses and five per cent. interest on the capital invested, namely :

Towards St. John —		
55,534 passengers, at 20s., (\$4.) for 108 miles, . . .	£55,534	0 0
1572 horned Cattle at 2d. per mile,		
103 miles, at 18s. . . . .	£1414	9 0
160 Tons of Hay, at 18s. . . . .	144	
624 Tons Baggage, at 18s. . . . .	561	7 0
20,000 Bushels of Potatoes, at 40		
bushels to the Ton, 500 Tons		
at 18s. . . . .	450	0 0
2,000 Bushels of Grain, at at 37		
bushels to the Ton, 56 Tons		
at 18s. . . . .	50	8 0
4,636 Hogs and Sheep, at 1s. 10d.		
108 miles, . . . . .	424	19 4
	<u>£3045</u>	<u>3 4</u>
Outward Freight of Flour, Gro-		
ceries, &c., to the interior,		
equal to . . . . .	£3045	3 4
	<u>£6,090</u>	<u>6 8</u>
		<u>£61624</u>
		<u>6 8</u>
Off 40 per cent. for working ex-		
penses, &c., . . . . .	£24	400
Interest on £540,000, at 5 per		
cent — being 108 miles, at		
£5000 per mile, . . . . .	£27,000	£51,400
	<u>£51,400</u>	<u>0 0</u>
Clear surplus, . . . . .	£10,224	6 8

These calculations show, that without counting upon the Government contract for carrying the Mails, or any increase of business, that that portion of the line would be a remunerative investment.

Mr. Dickey, one of the delegates from Cumberland, has tables and statistics to show similar results for the line through Nova Scotia — and there can be no doubt, judging from the experience of the existing lines in the United States, that that portion in your own country will pay.

The next point to which attention should be called, is the saving with regard to time. And the question arises — will any, and what saving of

time be gained by the proposed European and North-American Railway over the present route from London to New York.

An examination of the following Table will afford convincing proof.

	Days.	h.	m.
From London to Holyhead 263 miles, at 35 miles per hour, average speed of express trains including stoppages, . . . . .	7	30	
Holyhead to Dublin 63 miles, at 18 miles per hour, the present speed of the Channel Boats, . . . . .	3	30	
Dublin to Galway, 120 miles at 30 miles per hour, . . . . .	4	"	
Galway to Halifax, 2165 miles, at 16 $\frac{1}{2}$ miles per hour, the Cunard Boats having attained 15 $\frac{1}{2}$ and with less weight of coals, will increase their speed, . . . . .	5	11	15
Halifax to Boundary between New Brunswick and Nova Scotia, 120 miles, at 30 miles per hour, . . . . .	4	"	
Through New Brunswick via. St. John to Calais, in Maine, 210 miles, at 30 miles per hour, . . . . .	7	"	
From Calais to Waterville, 155 miles, at 30 miles per hour, . . . . .	5	10	
Waterville to New York, (line in actual operation) 410 miles, at 30 miles per hour, . . . . .	13	40	
	<hr/>	<hr/>	<hr/>
Total running time, . . . . .	7	8	5
Add 4 hours for delays, trans-shipments, &c., . . . . .	4	"	
	<hr/>	<hr/>	<hr/>
Whole time between London and New York, . . . . .	7	12	5

Thus shortening the time by at least four days, or four days and a half. (Cheers) Such are the practical views, in which this great subject may be regarded; but if we look at it in the light designated by the 4th Resolution laid before this Convention, it assumes an importance which language is powerless to convey. It is no local matter—the Highway of the World from St. Petersburg to San Francisco. It must ever be without a competitor, because its Geographical position, ensures it precedence. It traverses Empires, Kingdoms, Colonies and States, for the benefit of all. Connected with the systems of Europe and America, its arms embrace the civilized world; the ties of brotherhood are fostered by its means; the humanities of life extend—generous impulses are imparted,—National differences are forgotten, and this European and North American Railway will link the Eastern and Western Worlds together,—one great Commonwealth of Nations— [Tremendous cheering]

Sir,—I cannot, like the Honorable gentleman who proceeded me, claim any local lineage to invest my arguments with favor in your eyes, I am of an English family, and I would not for the applause of your whole coun-

try, admit aught in derogation of my own — (cheering) I can only present this matter before you, in a plain business point of view, one that will result in incalculable benefits to both countries, and to express the ardent desire of the Province to which I belong, to co-operate in the great work

Mr. Gray sat down amid the most enthusiastic demonstrations of applause.

Mr. FRAZIER, of Windsor rose to explain his position. He was in favor of the amendment, because he could satisfactorily see how the means could be obtained to construct the Halifax and Windsor line. He was free to say that if the land could be made, then by all means make it. (Cheers.) For one he saw difficulties in the way, in the raising of the amount necessary for the land route; while he could assure the Convention that forty-five miles of the Windsor line had to be built, whether or no. The Legislature had pledged itself to take one-half the stock.

If the land route, however, is to be adopted, he was willing to go in for that.— This, he begged, might be borne in mind. But it was easier to vote a road built than to build it. It was easier to resolve that the means could be furnished than to obtain them. For one he was willing to take the next best thing to be had, if we could not have all we wish.

R. B. DICKEY, Esq., of Amherst, Nova Scotia, next took the stand.

Mr. D. said that while he entertained the most profound respect for his distinguished colleagues from Nova Scotia, who differed from him in regard to the question of route, he felt it due to the position he occupied, to say, that though there was a want of unanimity among the delegation from Nova Scotia, a majority were in favor of the land route. Mr. Dickey said that he saw no good reason for the appointment of the committee, as proposed by the amendment. There are no facts that such a committee could obtain, that are not substantially already before the Convention. We have the surveys, plans and estimates of the Windsor and Halifax line; and all admit the feasibility of that scheme as far as any question of its cost or of its business are concerned. We have too, the surveys, the plans and estimates of the route, from Halifax round the head of the Bay. Nova Scotia had less railroad to build by going round the Bay than by adopting the proposed line to Digby. From Halifax to the line of New Brunswick through Amherst, was 120 miles; from Halifax to Digby the distance was 140 miles.

The difference in distance between the two lines between St. John and Halifax is trifling, if we look at the time to be occupied in passing over them. Allowing the most favorable circumstances for water navigation, and the increased speed of the railway train over the steamer, and this difference was only equal to 18 miles in favor of the Digby route. The case had only to be stated to be made to his own mind at least, entirely conclusive in favor of the land route. He was therefore opposed to the amendment of Mr. Johnston. A majority of the Nova Scotia delegates were wholly opposed to crossing the Bay of Fundy, and their differences with their colleagues on that point were irreconcilable.

Mr. Dickey said he thought the delegation from New Brunswick were better judges in this matter than any one from Nova Scotia could be. Now all admit, that as far as means are concerned, we in Nova Scotia should favor the short line for us to build, if New Brunswick will do her part. In this the Hon. gentleman who moved the amendment and myself are agreed. "If you can raise the means in New Brunswick," says Mr. Johnston, "then I cordially go with you that the Eastern line shall be and ought to be the route."

From the moment this line enters the Province of Nova Scotia, it passes over a country abounding in mineral wealth, iron, coal, gypsum and lime, and the counties of Cumberland, Colchester and Halifax, are equally populous and fertile with those of Annapolis, Kings, and Hauts counties, which lie on the Annapolis and Digby route.

Mr. Dickey presented a large amount of statistical information, showing the travel which the land route would command, and he pointed out its general advantages, and superiority over the other route. (A portion of this information is given on pages 43 to 48, and this portion of Mr. Dickey's remarks are omitted.)

After speaking of the influence and value of Railways, Mr. Dickey closed his remarks by referring to the fraternal influence which this enterprise was calculated to exert upon the two nations engaged in its construction. A common language was in fact the strongest bond of brotherhood and of peace. No one could know, or realise the magic influence of this fact, unless they had been separated from those who speak our mother tongue. He remembered once when travelling in France, stopping at a quiet village hotel in the interior, he felt a loneliness which could not be described, while surrounded by those who could not pronounce one word of the English tongue. When at last he heard the voice of a stranger utter a single word in his native language, it thrilled his heart like a strain in music, and when he responded in a similar tongue, they rushed to each other, by an involuntary impulse, in fraternal embrace. (Cheers.)

The sentiment of the people of both nations is one of fraternity and good feeling. This Convention was a natural expression of that feeling. For himself he felt the same interest in the affairs of Maine as a neighbor State that he did in those of a sister Province, and he rejoiced at the prospect of a closer and more fraternal union.

Mr. Dickey sat down amid the most ardent cheering.

HON. J. E. FAIRBANKS, of Halifax, was the next speaker, and continued the discussion upon the matters embraced in Hon. Mr. Johnston's amendment. He said he made no pretensions as a speaker; he was entirely unused to public speaking; but on such an occasion as this, he could not withhold the expression of his views. There would be four dollars subscribed for the continuous land route, to one for the other. He came from Halifax as a delegate to advocate, by his presence and vote in the Convention, a continuous and uninterrupted land route, from the eastern shore of Nova Scotia to the frontier of Maine. He differed from his friends, Messrs. Johnston and Frazier, with the greatest reluctance. The Bay of Fundy line is not to be thought of for an instant, because it would be impossible to enlist the influence of capitalists in its favor. The project of the Portland Circular has been noticed in England. Influential men there regard it

with enthusiasm. It is the great railway movement of the age. Capitalists there are confident of success; and they only wait for us to arrange the movement before helping us with their influence and their cash.

JOSEPH H. N. KERN, Esq., of Wallace, next took the floor. He thought there was no occasion for such a Committee as contemplated by Mr. Johnston. No doubt, it *was* possible to cross the Bay of Fundy; but all admitted that the land route was the best, simply confining themselves to denying that means could be found to build it. He had no doubt about it; and, as one of the Nova Scotia delegates, he gave his hearty support to the railway *by land*.

Mr. Kerr said he was so firmly persuaded of the feasibility and profit of the proposed line, he expressed his willingness to take stock enough in it to build *one mile* of the road. (Tremendous cheers.) Reasoning on the subject of the profits which may be reasonably anticipated, is as follows:—

As the Railroad is a matter of pounds, shillings and pence, and as the Cunard line is said to be coining money, let us examine the passenger trade of that line, and compare it with that of a line of steamers between the ports of Whitehaven and Galway, on the west coast of Ireland. Cunard carries to and from Europe, an average of seventy passengers a trip; the revenue from which may be stated as follows:—

From the United States to Europe, first class passengers, 60, at £25 each,	£1,500
Second class, in steerage, 10, at £17 10s.,	175
	<hr/> £1,675
Passage money from Europe—60 in cabin, at £35,	£2,100
10 in steerage, at £20,	200
	<hr/> £2,300

Making the average each way, £1,987 *sdg.*, or about \$9,800. Cunard's vessels cross in from 11 to 14 days; while upon the route proposed by the advocates of the European and North American Railway, the same vessel could cross from land to land in six days; and passengers from New York could reach London in seven days, and Paris in eight days. With some alteration, increasing their number of berths, these vessels, or new ones less expensively fitted up, possessing all the power and speed of the former, will be able to bring safely and comfortably, in six days at the most, one thousand passengers; which, at £4 each, or \$16, will yield a revenue of \$16,000 every trip. But suppose she takes but 500 passengers a trip, at £8, the amount of receipts would be the same.

At these low rates, Mr. Kerr said he was firmly convinced the steamships could realize large profits. The Railway from Whitehaven to Boston, could carry passengers, with a profit, for £10. The proposed line, obviates the most difficult and dangerous point of navigation in the voyage from Europe to the United States. It is the shortest and most direct route. It is the quickest. No other can supersede or compete with it; and above all, it can be made by far the cheapest in every point of view. For these reasons, he considers that the line once established, will be the great line of travel between Europe and the U.

States. The hundreds of thousands who yearly emigrate to this country, will come by this route and no other, because it will be the cheapest as well as the safest. From the low price of fare, rich as well as poor can avail themselves of this great line of intercommunication between the old world and the new.

Mr. Kerr was in favor, therefore, of the *continuous land route*, as well as the shortest practicable line. (Cheers.)

HON. MR. PRYOR, Mayor of Halifax, was the next speaker. Mr. Pryor said allusion had been made to the interest which the corporation of that city had manifested in the Halifax and Windsor road. He, Mr. P., felt it his duty to state the actual condition of affairs in that city in relation to railroads. A resolution did pass the Councils of Halifax empowering the government to raise \$400,000, to be invested in that corporation. Shortly after this resolution had passed, the Portland circular was received, unfolding the noble and magnificent scheme of a continuous railroad route from the farthest Eastern border of Nova Scotia to connect with the whole United States. Without loss of time this vast and beneficent project was brought before the citizens, who, at a large public meeting took immediate action upon it and chose delegates to meet the Convention here. At that meeting I stated what I repeat here. There can be no route established, with any hope of profit, but a continuous one. The meeting was of one mind. Our citizens expressed their willingness to subscribe stock and otherwise aid the project by every means in their power.

This Convention is in every respect a novel one, containing as it does, among its members, high official men of different and foreign governments assembled to work out and plan for closer alliances, and we cannot too much admire the spirit with which this call has been responded to. Our object is to bind the world to peace and brotherhood in one iron arm; may it never be broken asunder.

Mr. Pryor said in connection with these remarks he desired to lay before the Convention a paper showing some statistics of the trade and business of the city of Halifax. The city of Halifax, he said, contained about 24,000 inhabitants; the assessed value of real estate was £1,613,250, and of personal estate £1,944,683. £3,557,983, equal in dollars to 13,714,732.

RETURN OF THE MANUFACTURES, MINES AND FISHERIES.

Number, Name, Situations and Description of Manufactories, Mills, Works, &c. &c.	Number of Ships built in the Colony.	Tons Built.	Registered according to Law.	Number, name and description of the Mines and Quarries.	Name of the Mineral Substance.	Quantity produced & value sterling.	No. of ships and hours employed.	Description of Fish and quantity of each.	Value in Sterling.	General Remarks.
Haitak.	78	8,779	180							
Annapolis,	"	"	"							
Argyle,	"	"	"							
Archeh,	13	974	85				27	Dry Fish, Pickled,	160,216	
Barrington,	"	"	"				120	Bkls. 240469	240,469	
Cornwallis,	"	"	"				36	Smoked	2,360	
Cumberland,	"	"	"				2	Boxe 18880		
Digby,	9	838	9				10			
Guyshoro,	1	74	4				30	200		
Liverpool,	8	1046	14				65	400		
Lunenburg,	3	252	3				24			
New Edinburgh,	"	"	"							
Parrshoro,	"	"	"				6	30		
Pietou,	44	10,131	54							
Stelbourne,	"	"	"				20	300		
Sydney,	9	512	19				47	992		
Wallace,	"	"	"							
Walsors,	11	2452	21							
Yarmouth.	45	4911	68				60	100		
	921	29452	417				433	13086		

No Returns of Manufactures, Mines, and Quarries, transmitted to the Customs Department; consequently these particulars cannot be stated.

# EXPORTS.

# EXPORTS.

## ESTIMATED VALUE IN STERLING.

## SHIPS OUTWARD.

	British Colonies.				United States of America.	Foreign States.	G. Britain.		British Colonies.	United States.		Foreign States.		TOTAL.						
	Great Britain.	West Indies.	North America where British.	Elsewhere America.			No.   Tons.	No.   Tons.		No.   Tons.	No.   Tons.	No.   Tons.	No.   Tons.	No.   Tons.	Mem.					
Hull	17964	103578	23407	2348	73250	32270	Total	262232	60	13262	661	55216	235	57797	56	5794	1012	163069	13570	
Amundpollis	106	1776	10	3196	1330	3021	3106	7234	1	101	114	10724	8	774	112	4995	120	5769	474	
Ayrlet	352	4296	6672	1235	3021	7238	22814	7003	4	833	55	3653	20	1444	7	754	218	21484	1563	
Barrington	1499	3213	1035	2815	2815	7003	7003	8135	5	1083	43	1734	29	1238	1	140	73	4817	452	
Comberland	594	594	3924	4506	4506	9024	9024	88	33	1578	35	2186	38	2777			93	4214	340	
Conwallis	742	742	3337	6594	6594	10673	10673	150	55	1437	38	2777	418	25004			568	37712	2437	
Digby	716	716	21	1533	1533	1084	39322	716	8	369	33	1780	779	151	16342	8	369	26	26	
Daysboro	36094	4283	534	6941	6941	10815	10815	10	949	26	1487	36	2446	317	18720	317	18720	1337	193	
Liverpool	3320	3320	6219	42468	42468	59	6989	208	740	297	17980	208	60075	1	26	765	75330	5075	5075	
Lancaster	5515	5515	1738	2984	2984	381	11633	15	2322	27	767	1	161	1022	728	161	1022	728	728	
Parisho	2267	11133	102	13199	13199	8817	60919	15	3223	244	21160	138	13497	26	1973	423	39855	2496	2496	
Prison	735	735	7	287	287	14597	14597	51	16720	13	813	3	270	4	281	67	17809	1381	1381	
Sheburne	18476	18476	1863	192	192	716	6808	19198	5	1598	42	4389	208	24862	295	30810	295	30810	1381	
Salby	622	622	674	192	192	716	14597	12	3468	96	7923	105	7097	4	281	217	18763	1054	1054	
Wadlow	32,157,190,273,84,028,4,818,178,885,50,784,560,947	183,77,174	1,930	148,777,2,606,247,154	102,9749	4,821	482,854,32,375													
Windsor																				
Yarmouth																				



Mr. Pryor's remarks were warmly applauded; and there was a general call for the question upon Mr Johnston's amendment. Mr. Poor, of Portland, proposed that the question should not be taken this evening, as it was nearly six o'clock. Mr. Hall, of Nova Scotia, seconded the views of Mr. Poor. Hon. Mr. Wilmot was anxious to come to a vote this evening, for some of the delegation must leave to-night.

Hon. Mr. Johnston, the mover of the amendment, was in favor of taking the vote this evening, as he was among the number who were compelled to leave this evening. Several gentlemen said they would prefer to have the matter lay over till the morning, if that was the choice of the delegation from Nova Scotia and New Brunswick.

After further consultation, it was unanimously agreed to take the vote upon the question of Mr Johnston's substitute for the 5th Resolution; and the vote was taken by rising, and the motion was lost. Messrs. Johnston, Hall, Frazier, Dr. Bayard, F. W. Pickman, Esq., of Annapolis Royal, and John Neal, Esq., of Portland, were noticed as rising to the affirmative. When the noes were called, there was an overwhelming vote.

On motion of Mr. Wilmot, the 5th Resolution was then adopted by an unanimous vote; the whole of the vast assembly rising in support of the motion, and no one rising in opposition.

A motion was made to adopt the 6th Resolution; and there were cries for an adjournment from various parts of the hall; and various propositions were made—some to adopt the remaining resolutions in a body.

Mr. Gray, of St. John, said that the discussion of the 5th Resolution and the proposed amendment had consumed so much time, that no opportunity had been offered for other parties to speak than the delegates from the Lower Provinces; and he thought courtesy required that an adjournment till to-morrow should be agreed to.

Mr. Perley, of St. John, concurred in the views of Mr. Gray.

Mr. Poor, of Portland, said that he was happy to be able to announce the arrival of General Dearborn, of Roxbury, who was now in attendance; and that other gentlemen were in attendance, from various parts of the country, from whom remarks

might be expected, and hoped the Convention would adjourn over till to-morrow.

Gen. Dearborn rose and said,—

That he would prefer that the Convention should proceed and finish its business, without any reference to himself. That he had been so fortunate, as to hear a portion of the speeches this afternoon; and regretted, extremely, that official duties alone prevented his attendance upon all the deliberations of the Convention. The plan itself was grand—yea, sublime: the route itself of entire practicability; and if the spirit of this meeting is at all a representation of the feeling of the people of Maine, New Brunswick and Nova Scotia, it will be speedily accomplished.

Gen Dearborn's appearance and remarks were greeted with enthusiastic cheers; and the Convention adjourned till to-morrow morning, at 9 o'clock.

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## FRIDAY, AUGUST 2, 1850.

[THIRD DAY.]

The Convention was called to order at 9 o'clock. Hon. Mr. PRYOR, Mayor of Halifax, in the chair. His Excellency, the Governor, being necessarily absent for the remainder of the session.

JOHN NEAL, Esq., of Portland, moved that the thanks of the Convention are due to the Hon. JOHN HUBBARD, Governor of Maine, for the impartial and dignified manner in which he has presided over its deliberations; and also for the personal and official interest he has manifested in behalf of the great object of the Convention.

This motion was seconded by the Attorney General, WILMOT, in behalf of the whole New Brunswick and Nova Scotia delegations, and with hearty cheers was unanimously adopted.

The floor was soon after taken by Gen. DEARBORN, who was received with much applause, and at once commenced his address. He spoke in substance as follows:—

Gentlemen of New Brunswick and Nova Scotia, or from whatever British Province you may have come, and from whatever country beyond our borders, and citizens of the United States, I feel deeply the compliment which you have paid to me, in adjourning this Convention for the purpose of hearing my remarks; but I fear that you will all be disappointed in your expectations. I feel utterly

unable to occupy so large a space as is opened by the Resolution before us—a Resolution to establish a highway that is to become the connecting link, and the great thoroughfare, between two continents, to do it well, to do it speedily. I feel satisfied that it *can* be done; I feel satisfied that it *will be done*—and that, old as I am, I may yet pass over it; that, if the Lord spares my life for five years, I may go to St. John, to Halifax, to Ireland, to London; and crossing from Dover to Calais, I may go from thence by Railway to the furthest extremity of Europe. (Cheers.) This may, by some, be deemed extravagant; but already the necessary steps have been taken for the construction of a railway from Calcutta to Bombay. The route from Calais to the Bosphorus may be considered as certain, within a less number of years than I have indicated. Nor shall this highway of nations stop there; for I believe that some Stephenson may yet arise, to throw an iron arch across the Strait between Europe and Asia; and that a visit to the Euphrates may be, to the traveller, but an ordinary excursion. (Cheers.)

It is but twenty-five years since I proposed that a railroad should be constructed from Boston to the Hudson; and that a tunnel would be made through the Hoosic Mountain; for this, I was termed an *idiot!* An idiot I may be; but the road is made, and the tunnel through the Hoosic Mountain is in course of construction. (Cheers.) Formerly, scientific men dealt in abstract theories; now, we find the workmen themselves entering into the halls of science, illustrating theory by practice, and teaching knowledge to the world. The time was, when weaving was a mystery; dyeing was one of the occult sciences; and even the manufacture of soap depended upon good luck for a favorable result. But, by the help of practical science, all these matters are now reduced to a certainty.

Gentlemen—I feel satisfied that this railway *must* be constructed. It is true, there are not wanting those who doubt of its success. But let not this deter you. There are not wanting those who will doubt that the sun shines at mid-day, unless they can see it for themselves.

Gentlemen—If all do not comprehend the importance, the practicability, and the profit of this great project, there are enough who do comprehend, to carry the measure to a successful termination. It was forty years after the discovery, by Newton, of the theory of gravitation, before it could be comprehended; now, it is practically understood by every school boy. It is but twenty years since the British nation sustained the loss of their statesman, Huskisson, struck down by a car in England, in the first passenger train that passed over its iron rails; but now, railways have become the ordinary means of traffic and transportation. We dare even to propose a line to the Pacific; and it is as certain that that line will be constructed, as that the line now in contemplation will extend to the Atlantic shore of Nova Scotia. (Cheers.)

I well remember when the construction of a railway, three miles in length—from a granite quarry in Quincy to Boston bay—was projected; it was esteemed a wonderful undertaking, and looked upon as wild and chimerical. Now, there are over 7000 miles of railroad in the country. These, connecting with the present vast projects, will almost entirely encircle the world. And these plans will be accomplished, either with the aid of governments or in spite of them, for it is not in their power to stop them.

All history and all experience show that the necessities of commerce seek out the nearest and shortest routes for travel and business. Calais and Dover have been the points of embarkation, ever since the invasion of Cæsar; and for no other reason, but because they were the nearest points between the Island of Great Britain and the Continent of Europe. Cape Sunium was the point of concentration for the trade of Greece, simply because it was the nearest point to Egypt.

Why was the Appian Way extended from Capua to Brundisium, on the Adriatic Gulf? Because that was the nearest good harbor near the narrowest place in the Adriatic Sea, in the most direct line from Rome to Constantinople.

Why was the suspension bridge of Telford extended across the Menai Strait, to the Island of Anglesey; and the still more wonderful work of modern times—the Britannia Bridge across the same Strait? Because it was in the most direct line from London to Dublin and Ireland.

If you will examine the map of the world, you will find that in all time past, the points of continents or islands which approach the nearest, have become the highways of their intercourse and commerce. It is for this reason that I believe that the highway for the trade and communication between this country and Europe must be made to the eastern coast of Nova-Scotia. (Cheers.)

We read in ancient history, that Cato once produced before the Roman Senate a bunch of fresh figs, taken from a tree in Carthage only four days before; and I shall see the time when the Rose of England, blending the colors of York and Lancaster, and plucked from the garden of Windsor, shall be twined freshly in America with the beautiful prairie flower "the Queen of the West" and, bound together with the Lilies of Canada, shall compose a fragrant wreath, wherewith to crown the Statue of Concord in the Temple of Peace! (Tremendous applause.)

Look at the map of America and see who will be benefited by the completion of this undertaking?—all of us—from the country bordering on the waters of the St. Lawrence and on the Lakes of Canada, to the fertile valleys of the Mississippi and its tributary streams. There are no less than fifteen States of this Union directly interested in the line, and there are millions upon this territory who will be rejoiced at the prospect opened before them. Fifteen years ago, there was one small schooner for passengers on Lake Erie belonging to the Americans—now the country is intersected by railways, and the Lakes are covered with steamers. Then we were more widely separated from the inhabitants on the borders of these Lakes than we are now from Hindostan. (Cheers.)

But not only will the world be benefited by the productions of these fertile districts being widely distributed but by freedom of intercourse asperities and misunderstandings between great nations will be softened and removed, and at all events a firm and lasting friendship will be produced between two great nations, speaking the same language, and advocating the same principles of civil and religious liberty; proud am I that the bones of my ancestors lie buried within the shadow of the Cathedral of Exeter; and there is not one worthy descendant of the heroes of Runnymede, wherever he may dwell, that I do not look upon as a brother. (Prolonged cheers.)

The destiny of the Anglo Saxons has but commenced, and more has been done by them for the world, for the common cause of humanity, since my boyhood, than during all time preceeding. Man is learning to imitate his Maker, and to do good unto all ; there is no time for vice ; occupation of the body and the mind is necessary for the age in which we live. Could the commerce and industry of England have been fostered and protected but for the honesty and integrity of her Statesmen ? She has taught the nations that right and justice must be done, and where ever, at home or abroad, the flags of England and America float upon the breeze, there her subjects and our citizens, and all speaking our common language, are protected from insult and from wrong. (Cheers.)

To project and to execute works of the description of this, which we are now considering, are among the greatest of public achievements. Our ablest Statesmen have always considered the construction of roads as the means of diffusing knowledge and of increasing the comfort, wealth, and happiness of our country. No sooner was peace declared than George Washington devoted his time, talents and industry to the subject. Gallatin, and other able Statesmen, have expressed the same principles and acted upon them ; and in more recent times companies of wealthy and energetic men have carried out the plans which Washington and Gallatin so ably designed and projected. (Cheers.)

I was on the spot where the city of Buffalo now stands, when it was a mere village ; and twenty-five years ago it was an inconsiderable town of about 5,000 inhabitants. It is now a city numbering 50,000 people. When De Witt Clinton first opened his great canal to Buffalo, that was almost the extent to which travellers could go west ; and the trade was of scarcely any moment, except in furs and in the productions of the forest. Now, it is on the way to the granary of the earth ; and the trade which reaches the Erie Canal, from beyond it, is far greater than all it receives this side of Buffalo. A few years ago, standing on one of the Piers at Buffalo, and looking out upon the vessels that moved upon the Lake, and looking back upon the city, spreading itself upon the shore behind me, I felt something of a patriotic sentiment arising within me, when I thought how much was due to his memory. I thought if I could have my way, a colossal statue of Clinton should be raised upon the pier that projects farthest into the Lake,—in the left hand holding a scroll pointing down the line of the Erie Canal—the right hand pointing westward to the Pacific shores. (Tremendous cheers.)

The project we are now considering is one of equal importance and the accomplishment of which will confer equal honor upon its authors. Vast as the enterprise is, it can still be accomplished.

We must prove that this work CAN BE DONE,—that it WILL BE USEFUL,—that it WILL BE PROFITABLE ; and if this can be done, we need not fear that the means will be wanting.

The public mind is already in a great measure prepared for the proper appreciation of a scheme of this international character. If twenty-five years ago, a British Statesman had risen in his place in Parliament, and proposed to throw an iron bridge across the Menai Strait, at a cost of two millions, I have no doubt that some benevolent physician would have been ready with a certificate of lunacy, and that the gentleman who should be so rash and credulous as to propose this,

and to believe in the possibility of its accomplishment, would have been promptly provided for in an hospital for the insane ! Now we have dared to propose far mightier projects—we would lay the iron rail across the broad continent of America, and would stand upon the shores of the Pacific ! But think you we shall only stand upon its shores? No ; we must build ships and cross the waters to the far distant shores of China, and shall carry the productions of that country back to us and to you, at its antipodes. (Cheers.)

Gentlemen, I am proud to see among us a gentleman of the naval service of Great Britain\*—one who has earned a higher reputation than that which follows upon victory. Some fifteen years since, a work was put into my hand by a friend—A Survey of the Coast of Africa and the Persian Gulf, by a British Naval Officer—it was a scientific and pacific labour ; but the service was one of difficulty and danger, far more appalling than the battles of the Nile or of Trafalgar. Sickness and death came upon their expedition, recruits were obtained from England, but man after man fell victims to the fatal disease, until, at the close of the expedition, he alone of all that first went out upon it, he, of officers and men, was the sole survivor ! I thought, if I were Sovereign of England, I would make him an Admiral of the White, under the Banner of Peace ! This duty was nobly done, and many other duties has he since done for his country, and yet, although time has impaired his strength and frosted his venerable head, you see, gentlemen, that he cannot remain, but has left his home, in the British Provinces, and is here amongst us, ready at the call of his country and of the world, in the front rank of this our enterprize. (Tremendous cheers.)

The speaker closed his remarks, of which the reporter has given but 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 Gen. D. in a body, to express to him their admiration.

Three hearty and generous cheers were proposed and given to Rear Admiral Owen.

ADMIRAL OWEN was here called for; but declined speaking, on account of the difficulty he had of enunciation: his heart, however, was warmly interested in the enterprize.

M. H. PERLEY, Esq., of St. John, was then called upon.

MR. PERLEY said that he felt embarrassed in rising to address the Conven-

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\*The Admiral the Honorable Wm. Fitzwilliam Owen.

tion, after such an outpouring of eloquence as had fallen from the last speaker. He found himself so moved—so carried away with Gen. Dearborn's speech—that he had not had time to recover himself, so as to do justice to his own feeble powers of speech.

The allusion to Admiral Owen, and various other topics referred to, had touched in him, as well as in older men, the "fountain of tears;" and he could never sufficiently thank Gen. D. for the pleasure which his speech had afforded.

Mr. Perley then pointed out, upon the great map suspended in the rear of the President's chair, all the various localities referred to during the progress of the Convention, and showed the routes surveyed for the lines from St. John to Halifax; and the various lines surveyed for the Quebec and Halifax Railway, extending from Whitehaven to Quebec and Montreal.

He then pointed out the peculiar localities of New Brunswick, in reference to its agricultural resources, its mineral treasures, and the products of the forest.

New Brunswick has an extent of between 25,000 and 26,000 square miles. Its population is estimated at 210,000. It contains about 18,000,000 of acres of land; or a territory of very nearly the same extent as Ireland. Of this land, a very large portion of it is of the most productive character, and capable of sustaining as dense a population as any portion of the world.

Of this 18,000,000 of acres, about 6,000,000 of it had been granted; leaving 12,000,000 of acres at the disposal of the Government. These 12,000,000 acres are ungranted, unfettered, free of debt or mortgage, and are ready to be made available in carrying forward the great plan contemplated by this Convention. Of the granted lands, only 600,000 acres, or one-thirtyseventh part of the whole territory, are under cultivation. Agriculture, he admitted, was very backward in that Province; but it possessed resources of great extent, abounding, as it does, in the most valuable timber trees, which flourish there in great perfection.

Mr. Perley then gave some statistics of the trade of the Province. The city of St. John contains about 35,000 inhabitants.

The Imports into St. John, in 1848, were	£588,422 sterling.
“ Exports from “ “ “	£588,466 “

The Imports, in 1848, into St. Andrews and its out bays were	£10,986 stg.
The Exports, in 1848, “ “ “	50,733 “

Total for 1848—Imports, £629,408 sterling.

“ “ Exports, £639,199 “

The tonnage arriving in all the Ports of the Province in 1848.

Vessels	Tons.
3,034	467,393

The outward Tonnage in 1848.

2,978	463,309
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Vessels built in New Brunswick, in 1847.

No.	Tonnage.
115	53,372

Vessels built in 1848.

No.	Tonnage.
86	22,793

Mr. Perley proceeded to give some statistics of the Fisheries of the Gulf of St. Lawrence. These were the most valuable Fisheries in the world. They are now carried on principally by citizens of France and the United States. From seven hundred to eight hundred sail of American fishing vessels enter the Gulf of St. Lawrence annually.

A railway from Shediac to the port of St. John, which is open all seasons of the year, would enable the various products of the fisheries to reach a port of shipment in four hours; and the necessity for the long voyage around Nova Scotia to be avoided.

But adopting the proposed line, we put ourselves in communication with the extensive fishing interest, on the gulf of St. Lawrence, with which American navigation is so largely connected. The gut of Canso, opening into the gulf, is but half a mile wide, and to show the extent of America fisheries there, he remarked that more than 2000 sail of American fishing vessels paid light house duties at the gut last season. When this railroad is constructed vessels could winter there, and thus save the voyage to and from port, which materially detracts from the profits of the voyage, while the vessels would be upon the ground early, a circumstance having the most important bearing on the success and profits of the fishing trade.

The fresh salmon, packed in ice, now sent from St. John to Boston by the steamers, by means of a railway could be sent in prime condition, in one day's time, to New York and the principal cities of the United States.

Mr. Perley gave a large amount of additional statistical information, and his remarks were listened to with the most careful attention and received with hearty cheers.

Hon. CHARLES FISHER of Fredericton, a member of the Executive Council of New Brunswick, was the next speaker called out.

Mr. FISHER gave his views as to the feasibility of the undertaking, and likewise as to the effect it would have in binding in closer affinity the two countries. He knew the growing interest that was felt by each in the other's institutions and welfare—referred to the anxiety evinced in New York, some two years ago, when, amidst the overturn and commotion that was going on in the governments of the old world, fears were entertained for the stability of the British Government. Stocks fell in Wall-street,—all was gloom—but when the arrival of the steamer made known that the predicted outbreak of the 10th of April had proved impotent, so far as the government was concerned, how that gloom was turned to congratulations and rejoicings. This had come under his own observation. He spoke of the institutions of both countries as having had their rise in the institutions of Alfred. "Yours is a government of public opinion," he exclaimed, "so is ours. Both have the same object—the greatest good of the greatest number."

He spoke in a beautiful and impressive manner on the moral influence of the Convention, and was cheered with great enthusiasm.

A call was then made on Hon. F. O. J. SMITH, who spoke in substance as follows:

Mr. SMITH said, we all know, and feel the great amount of thanks due to the able delegates from the neighboring Provinces, for the instructive and interesting information and enlarged views they have afforded this Convention on yesterday and the preceding day; and I need not attempt to add to the general expression of obligations felt towards those gentlemen. But, Sir, I feel a profound regret personally in having been deprived unavoidably this morning, of listening to the eloquent speech of the Honorable gentleman from Massachusetts, (Gen. DEARBORN) who has, as I learn from all sides of the Hall, and from all classes outdoors, done honor to his State, and honor to himself, and afforded the highest satisfaction to all who had the opportunity of listening to him. Although not strictly a citizen of Portland myself, yet, as her neighbor and her friend, I do feel justified in returning most heartfelt thanks in behalf of our city to the honorable gentleman from the Old Bay State—the parent of Maine—for his great good service, rendered on this occasion. Nay, more; I congratulate not only the citizens of Portland—not only the citizens of Maine—not only the citizens of New England, but the citizens also, of all the States of this Union, and of the British Government, on the proud promises of this occasion. In the annals of mankind—since the first dawn of civilization, there has not been a spectacle that surpasses in moral and political grandeur—or that ought to surpass in moral and practical efforts, the exhibition which *the three memorable days* of this Convention have made to the world. Were all the blood shed at Calvary, and which then was taken up as by an universal atmosphere, and diffused throughout the world of man, and which has since circulated through the veins of all the different races of our kind, were to be gathered into one stream and poured out here upon your table, as upon a common altar, the evidence of kindly feeling, the spirit of “peace on earth and good will towards men,” could not be more satisfactorily impersonated by it, than has been exhibited here, on this occasion. Sir, considerations of higher influence, of greater value than the mere construction of a Railroad have presented themselves and impressed themselves upon the feelings and hearts of us all who have been in attendance here; and if no Rail-road, such as has been sanctioned by the voice of this Convention should ever be constructed, I should consider that we have all been gainers by the manifestations, and better knowledge of each other which this occasion has made. It has bound together as in a new marriage, the citizens of different nations, and as was well proclaimed by a previous speaker, what has been joined together in the presence of both God and man, let no man hereafter put asunder. (Cheers.)

Mr. President, it is unnecessary for me to attempt to elucidate by details, or statistics the magnitude of the benefits, or the promising characteristics of the great enterprise before us. It is enough for me to know—it is enough for the business men and capitalists, on both sides of the Atlantic, to appreciate that it is a proposition to save *one fifth part of the time*, hitherto employed in making a business inter-communication between the great markets of the world. This twenty per cent. saving is consideration enough, and of itself, to insure success to this project, at an

erally day. It is an inducement sufficient to enlist the sympathies, and attract the attention of the whole commercial world. And the work is one of which all may be proud to aid in consummating.

True it is, when we contemplate the works of art of ancient days, we are overwhelmed with astonishment. As we trace on the pages of history, the dimensions, and contemplate the giant proportions, of these monuments of human industry, piled up like primeval mountains in the shape of mounds, and columns, and walls of defence, and temples erected to unknown gods—and obelisks to the memory of mortals whose names and memory have been blotted from both history and language—and for a moment we almost wish we could have been born unto conceptions thus stupendous. That we could have lived in days thus signalized by great works of art and industry.

For a moment, we feel as if we were but pigmies compared with the ancient races of men—that our great works compared with these vestiges of their great works, are but as artificial mole hills to natural mountains.

But, Sir, let us pause in this comparison. The true distinction of greatness—the real characteristics of sublimity lie not in the material proportions of things, but in their spiritual power, to produce great moral and useful results. The tiny teeth of the noiseless field-mouse, that gnaw asunder the cord that binds the lion, are greater for the purposes of freedom, than the strength of the lion himself.

The little hillock of moveable earth that produces the grain, on which the stall-fed ox is fed, is far more potent to sustain all the results that depend on human life, than the island of rock that has withstood the surges of the ocean, from the dawn of creation until our own day! (Cheers.)

Sir, what were these mounds, and columns of ancient days—even the walls, like unto the vestiges and history of Ninevah and Babylon, in point of utility and moral power, compared with the shortest Rail-road of our own day, out of which one steam locomotive only has had a birth and employment?

Is there one additional ray of divinity traceable to the hearts of the race of man, from any of these massive works of ancient art, over which the brows of thousands must have sweated, and the hearts of thousands must have fainted from toil?

Sir, so far as we know, they express nothing but the tyranny of some despot over his subjugated fellow-men—evidences of the terrors of power to intimidate the oppressed. No one impress of divinity was upon them—they served but the purposes of a temporary human pride—they contributed nothing to enoble or dignify human nature—and hence they crumbled back into dust with their vain glorious authors, or fell beneath the neglect which awaits the heartless and soulless creations of individual ambition and vanity every where, and in every age.

Mr. President, it was left for our age, if not for our particular generation, to exercise and enjoy that new birth to man in this world, and on this side of the grave, which adds more than four-fold power and four-fold duration to his previous existence, which makes him a *divinity*, where before he was but *humanity*. The ancients builded their huge piles of matter, as the enduring evidences of their greatness and skill. We, of this day, reason in an opposite direction, and *reduce* matter, but *enlarge* mind. We look at the spirituality of things, and their ability

to produce great moral and physical :—As has been beautifully expressed by one of the sublimest, if not most sublime of living English poets :

“ We live in deeds, not years ; in thoughts, not breaths ;  
In feelings, not in figures on a dial.  
We should count time by heart-throbs. He most lives  
Who thinks most—feels the noblest—acts the best ! ”

Mr. President, this new birth of power which intellect has brought forth increases the lives of men as our fathers before us knew not how to increase the length of their lives. For what else is the true measure of life, but the power and means of accomplishing the greatest amount of good and great results? If a man has learned how to accomplish fourfold as much labor in a given length of time—to travel and return over fourfold more distance in a given length of time than he could previously, for all the practical purposes of life, he lengthens out his existence in a like ratio. The use of steam power and the rail-road enables him to do this. And had the Almighty in his wisdom, when he permitted our race thus to increase the duration of their existence, and their physical powers for practical results, but resolved on increasing, for this purpose the muscular stature of man to a proportionably greater size, instead of accomplishing this result by efforts of mind, what giants would we be now, walking to and fro upon the earth! Why, the present generation of man, as we now see them, would be but pignies compared with this new creation of muscular form and power! But then—and this shows how vain and foolish is the wisdom of human devices when assuming to improve upon the wise ordinances of Divine Providence—then, what an utter wreck would have been made, for all practical uses, of all the past industry and the appointments for social conveniences of the human race. To giants such as we then should have become, our dwellings would become mere dog kennels. Our implements of labor would be useless toys, fit only for children's amusements. The entire streets of our cities would scarcely answer for side-walks, for the strides of our footsteps to and fro would be desolation to most things existing under the present condition of our race. Nay, an entire farm would be scarcely equal for the graves of a single generation of owners. But, Sir, it is mind, not matter, that distinguishes our generation. Archimedes, the most renowned mathematician and geometrician of older times, boasted, on discovering the power and principles of the wheel, and pulley, and lever, that he could lift and move the world, if he could but have a fulcrum outside of it on which to rest his lever. Well might he boast, at that day, of his great discoveries. And he thought, too, that in them he had exhausted all the powers of mechanics and of science. But, Sir, had Archimedes lived in our day, he could have been taught how to find in the brain, and the strong, determined heart of man, both the lever and the fulcrum, by which, while standing upon the face of the earth itself, he can move it to and fro, like a Divinity! (Repeated cheers.)

Sir, I am content—nay, I am rejoiced to live in these times—in our own days. I envy not the greatness, nor the enjoyments of other days, or of other races. Even if we should fail to construct the great work now proposed—which is to closely connect, not simply great markets of one continent, with great markets of another continent—but which will connect the GREAT HEART that is represent-

ed *there*—(pointing to the American flag which was suspended on one side of the Hall) with the other GREAT HEART that is represented *there*—(pointing to the British flag that was suspended on another side of the Hall) of which I entertain no doubt and no fear—! still venture to say, there is not a man who has participated in these proceedings, without feeling thankful, Rail-road, or no Rail-road, that this Convention has been holden. It has been fortunate in all its circumstances, and it cannot but be fortunate in all its results.

Mr. Smith's remarks were received with the utmost enthusiasm, and repeated cheers.

A call was then made upon the Hon. J. B. UNIACKE, whose appearance was warmly applauded.

Mr. UNIACKE said he regretted that he should have been absent yesterday, when the vote was taken on the question of the route. He was desirous of recording his name in favor of the continuous land route; and therefore heartily concurred in the result to which the Convention had arrived.

The Hon. Mr. Fairbanks and himself represented the interest that formerly advocated the Quebec and Halifax Railroad. He would therefore lay upon the table copies of the Report of Capts. Robinson and Henderson, and a copy of the Survey in detail, with profile of the line from Halifax to the boundary of N. Brunswick. These documents he would place at the service of the Convention, for the use of such of the Committee as might be appointed.

He complimented in a most fervent manner the speech of Mr. Rantoul, delivered Wednesday. He thought the selection of the name—THE EUROPEAN AND NORTH AMERICAN RAILWAY—most fortunate for the success of the enterprise. He referred to the past and present condition of England and America, in relation to each other: they who had been long severed were now, with minds enlightened and refined, being brought together again. Mr. Uniacke alluded in very feeling and beautiful terms to Ireland, which had been stricken down by poverty and famine; by this movement, it would be brought into union with a land of plenty; and joy would thrill through the hearts of Irishmen when the Atlantic steamers shall first appear in their waters.

Here was a mode pointed out, by which the British nation could do something for Ireland. The scheme of Lord George Bentinck was one of benevolence and humanity; but it involved too great an outlay for the ends to be secured. If that great statesman and good man were now alive, here was a scheme that would at once have enlisted his sympathies and his exertions.

The completion of the line from Dublin to Galway, must change the course of emigrant travel; and here was a scheme that would favor a judicious system of emigration and colonization.

Mr. Uniacke would refer to the Reports and papers he had laid upon the table, if there was time, to show that the whole scheme was practicable and feasible. Halifax might be the terminus at first; but, eventually, the line must run to Canso—and even across the Gut of Canso to the shore of Capo Breton. Many had combated the proposition laid down in the Portland pamphlet, that the Gut of Canso could be passed by a bridge. He had no doubt upon the subject. It could

be done; and it would at some time or other be accomplished. If the sum of two millions of pounds can be expended to gain twelve miles of Railway between England and Ireland, can any one doubt, that a saving of sixty miles of water carriage between Europe and America, will be hereafter attained. He believed that the bridging of the Gut of Canso could be effected cheaper than the Menai Strait.

Probably Halifax would at the outset be selected as the Eastern terminus. The route from Halifax to the New Brunswick line would pay; and in fact, throughout its whole extent from Halifax to Bangor 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. He pledged his aid and influence in every manner in which it could be exerted to promote the interests of the enterprise.

Mr. Uniacke's remarks were heartily cheered throughout.

The papers referred to, particularly noted by Mr. Uniacke are here inserted. The distance from Halifax, by Truro and Amherst to Bay Verte, at the line of New Brunswick is 124 miles. The only obstacle in this line is the range of the Cobequid Hills.

"These," according to Maj. Robinson's Report, "extend all along the northern shore of the Bay of Minas, and very nearly across, but not quite, to the shore at the Straits of Northumberland. In breadth, the range preserves nearly an uniform width of about ten miles. In altitude, the hills average from 800 to 1,000 feet. The lowest point, after a careful survey, was found to be at the Folly Lake, six hundred feet above the sea. This range can be avoided and passed by the Whitelaven and direct route, but must be surmounted and crossed over by the Halifax and eastern line, (route No. 2.)

The prevailing rocks are granite, porphyry and clay slate, in the upper portions; along the shore of the Bay of Minas, and on the northern side, the formation is of the red sandstone and the coal measures.

This range abounds with the most valuable minerals, of which a large mass of specular iron ore, of unequalled richness, occurs close to the line, and only requires facility of carriage for bringing coals to the spot, to be worked with profit.

A large portion of this tract still remains ungranted; and timber of excellent growth, with abundance of the finest stone for building purposes, are to be met with; and, still belonging to the Crown, can be had for the expense of labor only."

Capt. Henderson gives the result of the surveys from Halifax to Bay Verte, as follows, viz:

"Commencing at Halifax, the comparative advantages of having the terminus in the city which is situated on the western shore of the harbour, or in the village of Dartmouth, which is on the eastern side, and immediately opposite the city, becomes a matter of detail for future consideration.

From Dartmouth the line passes through the broken chain of land which runs parallel with the south-east coasts of Nova Scotia by the valley formed by the

chain of lakes which extend from Dartmouth to the Great Shubenacadie Lake, a distance of about twenty miles.

The highlands come in pretty close to the lakes on both sides, leaving here and there narrow flats along their borders. The rock is chiefly slate, and along the bottom of the valley are large quantities of loose fragments of rock from the adjacent hills, boulders, gravel, &c.

The gradients on this portion of the line which has been calculated chiefly from the sections made for the Shubenacadie Canal, which was intended to follow this chain of lakes, will be favourable, though from the rocky and broken character of the ground, it will be probably expensive.

For the first nine miles the line follows the western shores of the lakes. The hills are a short distance back, leaving a stripe of irregular low ground indented with bays, the water in which is shallow.

The summit level is at the south end of Lake Charles, from which the water flows into the Shubenacadie. The Dartmouth Lakes, the first of the chain, empty themselves into Halifax harbour, being 65 feet above high water, the rise from them to the summit level Lake Charles is only 25 feet, the distance being one mile.

After reaching the northern extremity of Lake William, nine miles from Dartmouth, the line crosses to the eastern shores of Lake Thomas, the next in the chain, and hence by the shores of Lake Fletcher to the grand Lake.

The western shores of these two lakes are bold and rocky, with deep water. The eastern are easy as respect curvatures, and the water is shallow, should it be necessary to build into them.

The railway, will, however, probably interfere with the present line of road.

Should the terminus be in the city of Halifax, the line thence would join one coming from Dartmouth at the northern extremity of Fletcher's Lake, fifteen miles from Dartmouth, and nineteen from Halifax. The latter would be consequently the longest by four miles.

The summit level in the line from Halifax between the waters flowing into Halifax Harbour and those falling into the Shubenacadie, is 232 feet above tide-water in the former. The gradients will be consequently more severe.

For the first seven miles after leaving Halifax, the line follows the shores of the Bedford Basin, a portion of Halifax Harbour, which are broken and rocky. To obtain curves of half a mile radius, heavy embankments will be necessary across the deep bays; for the remainder the expense and difficulties will be about the same with a line following the Lakes.

After leaving Bedford Basin, the line ascends the valley of the Sackville River for about three miles. On the east side of this valley is the ridge of land separating the Halifax and Shubenacadie waters.

The most favourable point ascertained for crossing this is about 5 1-4 miles from the head of the Basin, and is 232 feet above its water. The heaviest grade involved to reach this will be forty-three feet per mile for three miles. It will also involve a heavy embankment, about 700 feet long, between the summit level and the shores of the Long Lake, from which it will descend to the north end of Lake Fletcher, by the valley of the Rawdon River, where it joins the line from Dartmouth.

Between the north end of Fletcher's Lake and the point where the line will strike the Grand Shubenacadie Lake, are three ridges projecting into the Lake, which will require to be cut through; the two next the Grand Lake being about thirty feet deep. Thence it follows the shore of the Grand Lake for about three quarters of a mile. The highland comes out close on the Lake, but the water is shallow.

Leaving the Lake shore at the 17 1-2 mile it crosses to the west shore of the Gaspereau Lake. There is a low ridge between the two which will require cutting.

It will be necessary to carry the line along the shallow water on the west shore of the Gaspereau Lake, leaving which it again strikes the shores of the Grand Lake at Sandy Cove, and follows it for a half mile to the outlet of the Shubenacadie River, which flows into the Bay of Fundy.

After leaving the Grand Lake, the line for nineteen miles follows the general course of the valley of the Shubenacadie River, as far as the mouth of the Stewiacke River.

About 10 miles from the Grand Lake, it crosses the Shubenacadie River, and then follows the western side of the valley, which comes in with an easy slope to the river, and encounters no obstruction. An embankment of some eight or ten feet will be required across the valley of the Nine Mile River, from which, to Barney's Brook, at the 27th mile, the valley is broad and open, and nearly flat, and thence for a mile it will be on the level margin of the river.

At this place, Black Rock Point, the land runs out high upon the river on both sides. A cutting will be necessary on the eastern side, about thirty feet deep and a quarter of a mile long.

The rock being Plaster-of-Paris, with a covering of clay, it will be easily quarried. The line then crosses the river, the valley of which is crooked below this point, and passes through the highland on the western side by a grade of about thirty feet per mile, for less than a mile, and thence descends into a broad flat.

Between this and the mouth of the Stewiacke River, it crosses the Shubenacadie twice; the ground offers no obstructions, except an embankment which will be required at the 31st mile, about 6 feet high, for one mile, where the line crosses the broad marshes of the Shubenacadie, which are flooded by high freshets.

Between the crossing of the Stewiacke River, about 33 miles from Dartmouth, and the head of Truro mill-stream at the 50th mile, which is the watershed of the Truro and Shubenacadie waters (145 feet above high-water at Halifax,) there will be several cuttings of from 15 to 20 feet deep, so that none of the gradients may exceed 40 feet in the mile, and these will be short.

From the 50th mile the line descends by the valley of the Truro mill-stream, by an easy grade of about 17 feet per mile, to the village of Truro, at the 55th mile, which it will pass about a quarter of a mile to the westward, and cross the head of the Cobequid Bay by a bridge which will require to be about 500 feet long. From thence it commences the ascent of the range of hills known as the Cobequid Hills, which run north-east and south-west, nearly parallel with the bay, and directly across the line of the railway.

The rock formation through which the first portion of the line passes, ceases at

the Grand Lake ; from thence to Truro, the country, generally speaking, is of a fertile description, the hills being composed of a strong clay, with here and there limestone and gypsum rocks. The soil of the fertile valley in which Truro, is situated, as well as the shores of the Cobequid Bay, is red sandstone.

After crossing the head of the Cobequid Bay, the line passes along the southern slope of the hills to the foot of the ascent of the 66th mile. In this distance it will have to cross the Chiganois and De Buit Rivers, and the swell of land lying between them, the highest elevation between those rivers about 170 feet above high water ; but none of the gradients, it is calculated, will exceed 40 feet per mile.

The summit-level which the line has to attain is by actual section determined to be 609 feet above high-water, being at the lake from which the Folly River flows.

The section, which has been accurately surveyed, shows a gradient of 1 in 85 feet, or about 62 feet per mile, for 5.3-4 miles ; but by keeping a higher level, the ascent to the lake may be overcome by a grade of 57 feet per mile, for 6.1-2 miles.

In this distance there are eight ravines to be crossed, four of which will require heavy bridges.

The valley of the Pinebrook will require a heavy embankment, material for which will be supplied by a deep cutting necessary at the crossing of the road beyond.

The upper portion of the ascent, for four miles below the lake, is composed of hard, igneous rocks, with a covering of earth in most places, but the rock will probably be met with if cuttings to any depth become necessary.

At about four miles on the south side of the lake seventy-one miles from Dartmouth, there is a breadth of about half a mile of conglomerates, shale and sandstone, in which a valuable deposits of specular iron ore has been discovered ; it is of very rich quality, and operations have been commenced by a company to work it.

The heavy grade ceases at the saw mill half a mile below the lake, in which distance there are three small ridges to cut through, which will furnish material for crossing the shallow arm of the Lake ; thence the western shore is nearly straight, with shallow water, admitting of a level line, with easy curvatures along its margin.

At the 75th mile a small ridge at the north end of the lake separates its waters from those of the Wallace River.

The descent from the lake is very rapid into the valley watered by that river. By actual measurement it has been ascertained that the ground falls 556 feet in the first three miles northwardly from the lake ; thence the valley is broad and flat. The hills on the eastern side rise very abruptly, those on the western side having a gentler slope towards the valley afford the most favourable ground for the location of a railway.

The actual section line, which has been run at a gradient of 70 feet per mile, may be improved upon by keeping a higher level, and the descent may be overcome by a gradient of about 66 feet per mile for 4.1-4 miles along the western side of the valley.

Here the hills turn abruptly to the westward, and on reaching the foot of this descent, at the 79th mile, some cutting will be necessary to carry the line with the radius of half a mile for one mile, round the shoulder of the hills.

A lesser range of hills lies north of the Cobequid Range, which, at this point is separated from them by the valley of one branch of the Wallace River, which the line ascends for 1 1-2 miles, at a grade of 35 feet per mile, and thence passes through this lesser range by the valley of the west branch of the Wallace River. Then crossing the valley of the Little Wallace River it falls at a grade of 35 feet per mile to the valley watered by Tulloap's Creek, by which it descends at easy grades for about seven miles to the 95th mile, where it turns the shoulder of the ridge of land lying east of the River Philip by a curve of three quarters of a mile radius, involving some cutting, but to no great depth.

From thence it descends at a grade of 20 feet per mile for 4 miles along the fertile valley of the River Philip, which it will cross at a short distance below the confluence of the Black River, and ascend, for 5 miles, by the valley of the Little River by a very easy grade.

From this to Bay Verte the country presents a very level appearance, and the line will probably deviate but little from a direct line.

The gradients will be most favourable, and none, it is expected, will exceed 15 feet per mile.

At the 120th mile, the line crosses the Tibnish River about a mile above its mouth, and thence follows the level shores of the Bay Verte, at a distance of from one to half a mile.

It leaves the Province of Nova Scotia 124 miles from Halifax Harbor.

The section of country traversed by the line, from the Cobequid Hills to Bay Verte, is, generally speaking, through light soil of good quality. There is little or no rock. Should any be met with, it will be sandstone, furnishing excellent building material.

Much of this portion of Nova Scotia is well cultivated and populous.

The line from Bay Verte enters the Province of New Brunswick, and as far as the crossing of the Miramichi River, (at the 223d mile,) although running nearly at right angles to the course of the rivers flowing into the Gulf of St. Lawrence, will deviate but little from a general straight course and from the level nature of the country, although it will have to cross the swells of land lying between the different rivers, it may be expected confidently that the heaviest gradients will not exceed 40 feet per mile, the generality being very favorable."

Gradients on the line from Halifax Harbor to Bay route.

Level or under 20 feet per mile,	66 miles.
20 to 40 " . . . . .	37 "
40 to 50 " . . . . .	10 "
50 to 60 " . . . . .	7 "
60 to 70 " . . . . .	4 "
	<hr/> 124 "

In this connection it is deemed advisable to give an extract from the report of the survey of Mr. Wilkinson, of the route from St. John to Shediac Bay.

By adopting a line keeping in the vallies of the Kennebecasis and the Petitcodia —

“ The latter route would present alternate rises and falls which at some points could be reduced to bare practicability, only by heavy cuttings and embankments; whilst the only advantage proposed would be to avoid contact with the tortuous channel, tides, floating ice, and soft banks of the Petitcodiac.

It does not appear however that it is really necessary to come in contact with these in any manner involving material difficulty; whilst the working character of the Line, when constructed, would be of unsurpassed excellence.

From Steves' to Pitsfield's the mean inclination would scarcely be 7 feet per mile, and from thence the remaining distance to the Bend, about 14 miles, would be level.

The increase in the whole distance from St. John to Shediac by this route will be about three miles, but with the advantage of touching the Harbor at the Bend, which is not approached within two miles by the direct route.

By adopting the immediate Valley of the Petitcodiac we have therefore a Line of Railway of 108 miles in extent; connecting three of the most important Harbors in the Province by a ruling gradient between level and 7 feet per mile, and two maximum gradients each of only 30 feet per mile. It is most probable that the latter, favorable as they are, may be still further reduced ”

These extracts shew the characteristics of the entire line from Halifax to St. John.

After the conclusion of Mr. Uniache's speech, a call was made on Hon. J.S. LITTLE, of Portland, President of the Atlantic and St. Lawrence Railroad.

Mr. LITTLE said he had not expected to be called upon for a speech, but he felt deeply interested in the success of the scheme that had called this Convention together. He then adverted to the great enterprise in which the Company, over which he presided, was engaged. He considered it, however, a section only of “ the great thoroughfare ” that would connect continents and countries, the success of which he considered certain. As to the Portland and Montreal Railroad, he pledged himself that it would be completed within three years, and announced that ample means for its completion had been secured, and were on hand.

This announcement was received with great cheering. Mr. Little thank-

ed the delegations from the Colonies for the amount of thought and information they had communicated to the Convention, and alluded to the valuable time these delegates had given up in order to be present, no doubt at much personal sacrifice and inconvenience, attended with very considerable expense. The name adopted for the line, he considered very appropriate, as it would be a great national work, and would justify its friends in calling for aid from both continents for its construction. Maine would do her part in this great work, and if the effect of the Convention abroad was such as in Portland, the success of the enterprise was certain.

Mr. Little's remarks drew forth great applause.

ADMIRAL OWEN was here called for, but declined speaking on account of the difficulty he had of enunciation — his heart, however, was warmly interested in the enterprise.

HON ISRAEL WASHBURN, Jr., of Orono, was next called for, and spoke in substance as follows:

Mr. WASHBURN said the Convention had assembled to take into consideration one of the most magnificent projects that had engaged the attention of the present century. He had listened with infinite pleasure to its deliberations. He had been delighted with the eloquence which was assisted by wit and imagination, and still more by that better eloquence, on occasions of this kind, of facts and figures. The enterprise was feasible; men might be startled by its magnitude, but it would bear examination and arithmetic.

The questions to be asked and answered, were, primarily, 'would it pay?' 'Can the necessary funds be raised?' Let those who projected, and who have thus far successfully carried forward the Atlantic and St. Lawrence road, amid the doubts, questionings and benevolent warnings of the incredulous, the slow and the sleepy, answer. Let the public spirited, yet wisely cautious, citizens of Portland, who have paid a million of dollars within three years, for that great work, without feeling the slightest embarrassment, — let the net earnings of the part already built, answer. Let an examination of the country through which this Eastern road is to pass a survey of the resources and capabilities, of that country, make response.

From the report of Mr. Wilkinson on the road from St. John and Scheldiac, and from the statistics which had been laid before the Convention, there would seem to be little doubt that the local business alone East of St. John, would furnish a remunerating traffic for that portion of the road. Fifty of the seventy miles between St. John and Calais, would not pay at present; nor would fifty of the ninety miles between Calais and Bangor. But well informed and cautious men in Calais, believed that fifteen to twenty miles of the road from that place West, would pay from its own trade. From fifteen to thirty miles East of Bangor, according to the

route adopted, would pay expenses and good interest on the cost, from the way business, immediately on the opening of the road. Of this no one acquainted with the business which demanded and would seek Railroad facilities, on the line of the route above Bangor, would doubt for an instant. Within fourteen miles of Bangor, on the Penobscot River, were 200 saw mills, a large number of clapboard, shingle, and lath machines, &c. &c., making an immense trade, requiring for its economical conduct accommodations which could only be afforded by a railroad. This part of the line would unquestionably pay — and he here gave the opinion of the shrewdest and soundest judges, twelve per cent on the capital invested. It would seem, then, that, independent of the *through* business, the road from Bangor to its Eastern terminus in Nova Scotia would, for more than three-fourths of the distance, pay a fair interest on the cost — and he did not doubt that within a few years after its completion, this would be true of the whole line. Cheers.

If gentlemen who had examined this subject, were not mistaken in the saving of time which they had supposed would be effected in the passage between America and Europe, there must be a very considerable, and constantly increasing, number of passengers over the road. The intercourse between the old world and the new, was rapidly increasing; with such facilities as this road would furnish, it would continue to increase. There could be no doubt that this would be the favored route of the Canada's, and the 'Great West.'

The West — the country beyond the Alleghanies, and North of the Ohio, — was an Empire of itself. It was going forward in population, and wealth with unprecedented strides. Within five years a larger number of travellers would pass from that portion of the United States to Europe, than now passed from all the States. This route would unquestionably — we had only to look at the map of North America and the projected improvements in the West, to understand this — command the great body of this travel. Now, *would the enterprise pay?* Was there a reasonable doubt of it? Convince capitalists that its shares will be good paying shares, and the funds will be forthcoming.

But the project was one of infinite moment to the State of Maine, considering the quantity of good land within her borders, the wealth of her forests, her facilities for ship building, the best in the world — for the fisheries, hardly surpassed, her position for commerce, her extent of coast, her harbors, her rivers and water falls, what should prevent her becoming one of the first States in power, influence, and in all that makes a State, in the confederacy? This road built, she will have a great trunk line from border to border, which will make her resources accessible and available — open them to the observation and enterprise of the world, and arrest the tide of emigration which has for years set so strongly towards the West.

The lands belonging to Maine ten years ago, were worth, at low valuation, two and a half millions of dollars — within that period a moiety of those lands had been disposed of, and who could tell what had become of the proceeds, or what benefit the State or its citizens had derived from them? What have we to show for them — what public work, what permanent fund, what enduring monument? If we continue the policy hitherto pursued, in less than ten years our lands will have been sold to the last acre, and the State will have nothing to show that she ever owned them.

Mr. W. said, if he were a member of the State Legislature, it would be his first business to see if some way could not be provided whereby the property of the State in wild lands could be changed into railroad property. He would inquire if a plan could not be matured by which, without involving any loan of the credit of the State, her million or two of dollars in lands, might be put into some of the great trunk roads which should be constructed within her limits — that while she should have an enduring property which would tend to increase the numbers of her people and swell the valuation of their estates, she would secure in perpetuity a large annual fund for the use of her schools and colleges, or for the diminution of her State tax.

The age — Mr. W. said, was one of unexampled activity in whatever referred to the development of the physical world. His friend from Portland, (Hon. Mr. Smith,) had alluded to the past and the works of the past, contrasting the latter with those of our day. The works of the ancients — as stupendous as to us they appear profitless — were parts, if not instruments, of their civilizations. How different are the expressions and the agencies of ours. Not pyramids and Chinese walls, but Railroads are the “acts of our Apostles of civilization.” The time had come when the talents and energies of man, were employed more directly and profitably than ever before in the progress and elevation of the race. The fortunes of our Christian civilization were in the keeping of the Anglo Saxons.

Here, upon this continent, by us and our descendants, this great Problem of Christian civilization is to be fairly and finally solved. The past has labored for us. The world in four thousand years, got ready for Christianity — in fifteen hundred more for Protestantism and the opening of a new world; three centuries more were required for the Steamboat, the Railroad, the Telegraph. Cheers.

On this ample and favorable field, with these aids and advantages, this people can be no laggards in the work which has been committed to them; this age cannot ignore its position, and its responsibilities.

There need be no fear that an enterprise like that which has brought us here, to-day, can, in this age, be unsuccessful. So magnificent in design, so promising and practical in results, so fortunate in the time of its introduction, its conception and execution are one.

Hon. WM. WRIGHT, Advocate General of New Brunswick, succeeded to the floor, and commenced speaking, but was interrupted by a call for adjournment, when the meeting adjourned till 2 1-2 o'clock, P. M.

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AFTERNOON.

Mr. PRYOR the Mayor of Halifax in the Chair. The Hon. Mr. WRIGHT resumed his remarks.

He said that this road was demanded by the necessities of the Provinces, and that fact would be admitted by those who would take the trouble to examine the statistics of trade.

Once establish this line, he remarked, not only a magnificent line of coast to your trade, not only the great and profitable fisheries of the Gulf, but also a great proportion of the trade of the Province of Canada. The flour consumed in the lower Provinces is now brought down from Lake Erie, through the Erie Canal, to New York. It is shipped from there to St. John, and thence distributed to the places of consumption. This is done at a cost of 6s. per barrel, or \$1 46 cents of your money. It will cost, by the proposed route, 2s 6d, or 61 cents, for carriage to the same place. Mr. Wright illustrated the importance of the new route, by frequent reference to tables and statistics which he had before him. Concerning the Gulf of St. Lawrence fisheries, he said that, by the international treaty, American fishing vessels could not come within three miles of the coast; but that restriction, he was persuaded, would only last until the great Railroad is finished, and no longer.

Last year, over sixty-eight thousand dollars worth of fresh Salmon was exported from St. John to New York alone. He alluded to the inducements that would be held out for travel, from the southern cities, when the attractive scenery of the St. Lawrence Gulf is brought within easy reach.

He concluded his very able and convincing speech, with an allusion to the beautiful aspect of this meeting, where the subjects of Great Britain and America sat side by side in convention, for the first time in three quarters of a century. There sat the Governor of Maine, side by side with a distinguished British Admiral; and throughout the meeting, men of rank and distinction, from both sides of the boundary, mingled frankly and freely together, animated by the same earnest desire to advance an enterprize which was well calculated to benefit the whole human race.

Mr. Wright's remarks drew forth renewed expressions of applause.

Mr. JAMES MCFARLANE, of St. John, was next called upon, and addressed the Convention.

Mr. F. said he was not a professed speaker. He belonged to the mercantile class, and come here to represent that class of men in the convention. There

was a strong interest felt in this undertaking in the city of St. John, far beyond what he had witnessed in regard to any similar project; and he was authorised to say, that the trading class in St. John would contribute to the full extent of their means. Mr. McFarlane advocated a free interchange of commodities between the United States and the Provinces; not only as a means of fostering that great change in public sentiment which had taken place between the two countries of late years, which would result in enlarging the feeling of amity and brotherly kindness between the people of both nations.

Mr. McFarlane's speech was received with very great favor.

Mr. POOR, of Portland, said that one of the most important inquiries that has come up, has been in regard to the action of the Legislature of Maine. If the Legislature will promptly grant the necessary charter, and cause a survey of the line, the work of raising subscriptions can go forward the present year. Mr. Poor hoped the Legislature of Maine would not be backward in the good work. There are gentlemen here who can give an expression to the feeling which pervades that body; and he would ask the President to call on NOLAN SMITH, Esq., of Calais, a member of the House of Representatives.

Mr. SMITH responded to the call of the Chair, and said—

He could not, of course, pledge the Legislature as to an appropriation for a survey; but he could say that he did not know a member in either branch who would not be ready to grant a full appropriation for that object. His own town of Calais, he was authorised to say, would pledge itself to a hearty co-operation in the work, of the success of which he had no doubt.

Mr. Smith observed, that a previous speaker had stated, "that New Brunswick had sent *all* her best men." He was well acquainted with the people of that Province, from being their next door neighbor. He was ready to admit, that New Brunswick had sent her best men, but not *all* of them; he well knew, and could say, as did the Yankee pedlar, when selling off his razor-strops—"there is more of the same sort left!"

Mr. Smith's remarks drew down immense applause.

STEPHEN BINNEY, Esq., of Monckton, interested the Convention with some able remarks respecting the importance and value of the route which had been adopted, in opening up, to citizens of the United States, a vast agricultural country, and giving easy access to the unlimited fisheries of the Gulf of St. Lawrence. Mr. Binney strongly advocated reciprocity in trade, and pointed out forcibly, the many advantages which would follow from such a desirable arrangement. He concluded by expressing his firm conviction, that the Railway through New Brunswick would be a profitable undertaking, from local traffic alone, without reference to the vast stream of travel and traffic which must pass over it, as a great highway between the Old World and the New. His remarks were highly cheered.

Hon. GEO. F. SHERLEY of Portland, a member of the Senate was then called for throughout the Hall, who responded in substance as follows:

He said that a few weeks since, he received a petition signed by some of those enterprising and public spirited men, who had originated, and carried on to its present state of successful progress, that great enterprise the Atlantic and St. Lawrence Railroad, praying that the State would cause to be surveyed and ascertained the most practical route for a Railway from the city of Bangor to the Eastern Boundary of the State in the general direction of St. John, N. Brunswick. This petition he had the honor to lay before the Senate of Maine and it had been referred to the appropriate committee. When the attention of the Legislature was thus first called to this subject, although the project was received with favor, it was too magnificent a scheme to be fully understood and appreciated at the first glance. At first it appeared as merely an attempt to extend to the interior and the Easterly counties of the State the advantages and facilities of Railway communication now enjoyed by the more favored counties in the West, and thus to bind together in the bonds of frequent intercourse and speedy communication the citizens of the whole State from its Western to its Eastern boundary. On a closer inspection this appeared to be but a small portion of the benefits to be attained by the accomplishment of the enterprise. The iron band which was to unite the different sections of our own State, was to be but a link in the great chain of communication which was to extend from the Gulf of Mexico to the Bay of Fundy. That, not only were the people of our own State to be afforded the facilities of railway communication with each other and with their fellow citizens of the other States, but the people of this State and of the United States were again to be united with their brethren in the Provinces of New Brunswick and Nova Scotia who were brothers of the same family, although heretofore from political causes slightly estranged. But now the old fraternal feeling was to be revived and the brethren travelling on over the same road which is to be the place of meeting and reconciliation, find that it leads still onward to the paternal home and pursuing the route of which, this road forms a part, they, hand in hand, soon tread the shores of Old England and together revive their recollections of a common origin and a common ancestry. (Cheers.) But it was not England and the United States alone that were to be brought into nearer proximity by this plan. It is to be the shortest line of communication between the Old World and the New. It is to do its work in the great cause of civilization, of peace, and of fraternal feeling between the nations of the earth. (Cheers.)

Thus the importance of this project expanded and developed itself, and as the subject developed itself the hearts and the hopes of the men engaged in the enterprise seemed to grow with it. (Cheers.)

But what was of more importance to the success of the movement was the fact, that every one was convinced after examination, that the enterprise was as practicable as it was desirable and might be made as profitable in its results as it was magnificent in its conception. (Cheers.)

There has been no Legislative action in the matter. The consideration of the

subject has been delayed to await the action of the Convention, that the members might avail themselves of the light and information that would be brought before this body. I know the men of the Legislature—Many of them have had an opportunity to hear the speeches with which we have been favored, and they will be prepared to advance this cause, which belongs to the common interests, by their votes.

Though a growing interest in its favor 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. (Rapturous cheers.)

At this stage of the proceedings, His Worship, the Mayor of Halifax, vacated the chair, which was taken by Gen. Dearborn of Roxbury, one of the Vice Presidents.

On motion of John Neal, Esq., it was

*Voted*, That the thanks of this Convention be tendered to Hon. HENRY PRYOR, for the able, dignified and agreeable manner, in which he has discharged the duties of the Chair this day.

This motion was carried by acclamation, and there was a general call for Mr. Pryor. He re-appeared upon the platform, and said—

He regretted the necessity of leaving the Convention before its labors should be brought to a close. He remarked, that the remembrance of this Convention, and the kindly feelings to which it has given rise, would be among his most cherished memories. Never before, he believed, had a British subject been honored by presiding over a Convention of American citizens, in the United States of America; and he should consider the day an era in his life, to which he would always revert with pride. He hoped that, hereafter, the people of the Provinces and the States would always show the same amicable spirit that has pervaded the session of this Assembly.

Mr. Pryor's remarks were enthusiastically applauded.

The Resolutions were then taken up in order and passed, separately, by acclamation, until the 15th was reached. Mr. Wilmot, the Chairman of the Business Committee, moved that it be withdrawn, as he felt that 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 next February, the earliest time they could get a charter, to have most of the stock 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 Incorporation are first secured, and the necessary aids of public credit and of the public lands are first obtained.

This motion gave rise to an animated discussion, but the resolution was finally withdrawn by unanimous consent.

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 then chosen the Central Executive Committee:—

JOHN A. POOR, of Portland,	}	<i>For Maine.</i>
ELIJAH L. HAMLIN, of Bangor,		
ANSON G. CHANDLER, of Calais,		
GEO. BOTSFORD, of Fredericton,	}	<i>New Brunswick.</i>
ROBERT JARDINE, of St. John,		
HON. J. B. UNIACKE, of Halifax,	}	<i>Nova Scotia.</i>
R. B. DICKEY, of Amherst,		

Mr. GRAY, of New Brunswick, moved two resolutions complimentary to JOHN A. POOR, Esq., of Portland, the originator of the vast and comprehensive scheme which has brought the Convention together.

The following are the resolutions:

*Resolved*, That the thanks of this Convention are justly due to JOHN A. POOR, Esq., of Portland, for his unwearied zeal, untiring perseverance, and judicious exertions in the preliminary arrangements, the organization, and the happy and successful management of this Convention.

*And further Resolved*. That the thanks of this Convention shall be and are hereby publicly and heartily tendered to the said JOHN A. POOR, Esq., for his most valuable services in this important and most interesting occasion.

The resolutions were seconded by Gen. DEARBORN.

The whole continent, said the General, is indebted to Mr. Poor for his untiring zeal and persevering efforts for the advancement of this stupendous undertaking.

The resolutions were adopted by acclamation.

Mr. POOR responded.

He disclaimed the proud position and high honor which the resolutions accorded to him. If, said Mr. Poor, I had imagined that any such expression had been

possible. I certainly should not have been present this afternoon. I should not have had the power to reply in any fitting terms for so distinguished a compliment, had it been in any manner deserved. So far from this, he felt called upon, by a sense of justice, to disclaim entirely all right to such honor. Other members of the Committee, his associates and co-laborers, were entitled to it, for their services had been more valuable, their labors more abundant; yet he had thrown what of energy, of ability and experience he possessed, into the furtherance of the project.

Mr. Poor said that, on this occasion, the genuine old English spirit had been exhibited. Their reverence for authority had given them the habit of favoring a monopoly in everything. On this occasion, they seem determined to bestow a monopoly of praise, which is entirely at war with right, and the spirit of the age!

Mr. Poor said that the good fortune which had attended the preliminary movements and proceedings of the Convention, was proof of the ripeness of the scheme. It only needed the simplest touch to arouse all its friends to the work. Throughout the length of the entire line of this proposed road, the feelings of the people had become ripe for the movement. It was the people of New Brunswick and Nova Scotia, who are here in the persons of their delegates, who, like Rhoderick Dhu's men, rallied to the call, the instant the note of invitation was sounded—it was to the delegation from New Brunswick and Nova Scotia that the thanks of the Convention are due. He would, therefore, on behalf of the Committee of Arrangements, and on behalf of the citizens of Portland, whose chief magistrate had taken a distinguished part in its proceedings, and in behalf of the people of Maine, whose chief Executive officer had given the countenance of his name and his official station to the great project which had brought them here, he tendered to them all individually and collectively the most profound and hearty thanks! (Cheers.) The business that has brought us together, has been finished under circumstances of the most profound gratification to all. For one he saw before us a future full of hope and of promise. Whatever may be the fortunes of any one of us individually, the memory of the Convention will remain among our most cherished recollections. The haste of preparation since the Convention had been agreed upon, and the want of time to arrange the business details, was the only apology the Committee of Arrangements thought it necessary to interpose, where so much forbearance was required. He would therefore only repeat for his associates and himself the expression of their profound regards to all the members of the Convention, and to wish them all health happiness and prosperity. (Long and repeated cheers.)

Hon. Mr Wilmot moved the thanks of the New Brunswick and Nova Scotia delegations, for the cordial manner in which they had been received by their brethren and friends in the city of Portland. The vote was taken by every member of the delegation rising.

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*;"—and he was ready to do what he could to furnish that important part. This announcement was received with great applause, and responded to by three hearty cheers for the worthy old Admiral. The business of the Convention having been brought to a close, Mr Uniacke proposed three cheers, and one more for his Excellency, the Chief Magistrate of Maine, and they were given with a right royal will.

At the instance of General Dearborn three enthusiastic cheers were given for Her Majesty Queen Victoria, which was instantly responded to, by Mr. Wilmot proposing three hearty cheers for the President of the United States, Mr John Neal, of Portland, then called on the Convention to give three more cheers for the "Mother Country"—and the call was responded to with right good will. It was instantly answered by a call from the Colonial Delegates, to give three cheers for "Her American Children." These were scarcely over, when the adjournment was moved, but the meeting was determined to hear one more speech from the Hon L. A. Wilmot, who mounted the platform and gave one of his most brilliant, spirited and witty speeches which put everybody in the best possible humor.

At the conclusion of his most eloquent speech which it is impossible to report, from the fact that reporters and all joined in the general acclamation, Mr Wilmot said—

There was a good old English formula which not only every churchman but every other good man felt the force of, at some period of his life or still expected to, which he would invoke on this occasion, and he trusts all would be happy to take part in the ceremony. "*The banns have been duly proclaimed, and if any person has ought to object why the people of these Colonies and these States, should not be joined together in the bonds of eternal fellowship and peace, let him now come forth and declare it, or forever after hold his peace.*" (Long and tremendous cheering.)

James D. Fraser, Esq., M. P. P., of Windsor, then took the floor and said he wished to offer a single remark. He had advocated the route across the Bay of Fundy, but the Convention having decided in favor of the continuous land route, he begged to say, that he concurred in the whole proceedings, and would give his best support to the undertaking (Cheers.)

R. B. Dickey, Esq., of Amherst, then proposed that the thanks of the meeting should be given to General Dearborn, for his able

and eloquent speech, and the manner in which he had conducted the Convention to its happy close, after the departure of Governor Hubbard, and Mr. Pryor—this proposition was responded to, by all standing up and giving three hearty cheers for the General. In acknowledging the spontaneous compliment, General Dearborn said, the moral effects of the Convention would be felt far and wide even if no Railroad were built through its exertions, which was scarcely possible—all who were present would return to their homes, highly gratified with all they had seen and heard, as he felt convinced, no person could retire from that Convention without feeling his heart enlarged with good and kindly feelings, and finding himself a wiser and a better man.

The Convention was adjourned *sine die*, with three notable and astounding cheers for the success of "THE EUROPEAN AND NORTH AMERICAN RAILWAY."

PROCEEDINGS  
OF THE  
EXECUTIVE COMMITTEE.

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A meeting of the Central Executive Committee of the European and North American Railway, was held at Portland immediately after the adjournment of the Convention.

Present—

J. B. UNIACKE,  
R. B. DICKEY,  
R. JARDINE,  
GEORGE BOTSFORD,  
A. G. CHANDLER,  
JOHN A. POOR.

Hon. Mr. UNIACKE was called to the chair.

A telegraphic despatch was received from Hon. E. L. HAMLIN, signifying his acceptance of the appointment as a member of the Committee of Management.

*Voted*, That JOHN A. POOR, Esq., be appointed Chairman of the Committee, and R. B. DICKEY, Secretary.

*Voted*, That a Report of the proceedings of the Convention be prepared under the direction of the Chairman.

*Voted*, That the expenses of the Committee be apportioned as follows: three-sevenths to Maine, two-sevenths to New Brunswick, and two-sevenths to Nova Scotia.

*Voted*, That the members of the Committee for each State or Province take charge of the work of collecting the same for their respective State or Province.

*Voted*, That \$1,400 be raised forthwith, for the purpose of defraying the expense of publishing the proceedings, and a Prospectus of the enterprize.

*Voted*, That Hon. A. G. CHANDLER take charge of the matter of procuring the necessary Charter from the Legislature of Maine now in session.

*Voted,* That application be made to the Congress of the United States for a Law authorizing a contract for carrying the Mails, in the event of a Charter being granted by the Legislature of Maine.

*Voted,* That Messrs. POOR, CHANDLER and HAMLIN, be a Committee to take charge of said application.

*Voted,* That application be made to the British Government for a similar Contract; and that Messrs. UNIACKE, DICKEY, JARDINE and BOTSFORD, be a Committee to take charge of the same.

*Voted,* That a special application be made to the several Railway Companies between New York and London, inviting their co-operation in aid of the European and North American Railway.

*Voted,* That the members of the Committee for each State or Province take charge of such matters, in their respective State or Province, as may be necessary to carry out the objects and purposes of the Convention, which are not specially assigned by the General Committee.

*Voted,* That an invitation be extended to the Proprietors of the Cunard Line and the Collins Line of Steamers, to become interested in the European and North American Railway.

*Voted,* That a special appeal be made to the Directors of the Midland Great Western Railway of Ireland, to take charge of the matter of bringing the European and North American Railway to the attention of the British Government, and to the capitalists of Europe.

*Voted,* That a Prospectus be drawn up by the Chairman, setting forth, in a condensed form, the claims of the European and North American Railway to the confidence of capitalists as a safe and profitable mode of investment.

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On the return of the members of the Convention to their respective constituencies in Nova Scotia and New Brunswick, meetings were held to receive the reports of the Delegates.

Of the meeting in St. John, on the 15 of August, the St. John Courier says :—

#### GREAT RAILWAY MEETING.

On Thursday inst. at 3 P. M., a Public Meeting took place at the Court House in this City, pursuant to notice from the High Sheriff, to receive the Report of the Delegates to the late Railway Convention at Portland, and to take action thereupon. Before the hour of meeting the Court Room was filled in every part

and when the hour arrived, it was densely crowded. His Honor, Judge STREET, was present, as also the leading merchants, citizens and gentlemen of influence and standing in this community. We have seldom seen a meeting which exhibited a greater display of the wealth, the intelligence, and the business talent of our city.

The meeting was called to order by the High Sheriff, who read the requisition made to him for calling it; after which, the Hon. JOHN ROBERTSON, was unanimously nominated Chairman, and W. R. M. BURTIS, and T. ANGLIN, Esquires, were requested to act as Secretaries to the meeting.

The Chairman briefly addressed the meeting.—This meeting, coupled with the late Convention held at Portland, he believed to be the most important ever held in this Province. The subject proposed for their consideration was the most important, as far as regards the welfare of these Provinces, ever brought before them. The present scheme met the unanimous approval of all parties; and if it received the same encouragement from the Legislature that was so willingly given to the proposed Halifax and Quebec Railroad, then he felt confident that it would be far from impossible of accomplishment. He saw no reason why it should not receive the same legislative encouragement; and he, for one, was prepared to give it freely. There were always several opinions on matters of this kind; his was, that the line could and would be built, and that it would be a paying line.

The speeches on the occasion were both brilliant and practical.

The following are the Resolutions adopted by the meeting :—

Moved by the Hon. ATTORNEY GENERAL; seconded by M. H. PERLEY, Esq.

1. *Resolved*,—That the measures adopted by the late Railway Convention at Portland, meet the hearty approval and full sanction of this meeting; and further *Resolved*, That the sincere thanks of this community is justly due to the Committee of arrangements at Portland, and the Citizens of that place generally, for the admirable manner in which the Convention was managed, and for the attention and kindness to the Delegates from this Province; and that this Meeting responds with unmingled pleasure to the mutual expressions of esteem and goodwill which so universally characterised the proceedings of the Convention.

Moved by W. M. JACK, Esq. ; seconded by Mr. JOEL READING.

2. *Resolved*,—That the projected undertaking which has received the appellation of “*The European and North American Rail Way*,” is recognized and adopted by this Meeting as one which affects the interests of every British subject, whether resident in the United Kingdom of these North American Colonies, and that on national grounds, as well as for social, political and commercial reasons, this Railway ought to be made, will be profitable when made, and therefore *must* be made.

Moved by JOHN H. GRAY, Esq.; seconded by JAMES WHITNEY, Esq.

3. *Resolved*,—That this Meeting, viewing the vast importance of the proposed undertaking, and the powerful influence which it undoubtedly will exercise upon the future destiny of these Colonies, now sincerely and firmly resolves to aid the enterprize with heart, hand and purse; and fully relies on every man in the Province to exert himself to the utmost of his power, to promote the progress of a work which involves in its accomplishment the prosperity and the dearest interests of New Brunswick.

Moved by W. J. RITCHIE, Esq.; seconded by JOHN WISHART, Esq.

4. *Resolved*,—That the members of the Executive Committee in this Province, appointed at the Portland Convention, be, and are hereby requested to open books for the subscription of Stock in this city and county. And that, on the expiration of thirty days from this date, the persons so subscribing be called together for the purpose of nominating a local Provisional Committee to act in conjunction with the before mentioned Executive Committee.

Moved by WILLIAM WRIGHT, Esq.; seconded by Mr. J. McFARLANE.

5. *Resolved*,—That this Meeting views the “*European and North American Railway*” as an enterprize destined to draw closer the bonds of union between these Provinces and the people of Ireland, and to elevate the condition and prospects of that noble portion of the British Empire; and hails with lively satisfaction the spirited effort lately made from Galway, to test the practicability of a more rapid communication across the Atlantic.

Moved by S. L. TILLEY, Esq., and seconded by Mr. G. E. FENETY.

6. *Resolved*,—That the Executive Committee do immediately proceed to take subscriptions for Stock in the “*European and North American Railway*,” upon the understanding that the same is to be considered as one undertaking from the east of Nova Scotia to Bangor—to be incorporated by concurrent charters in Nova Scotia, New Brunswick and Maine; the shares to be *one hundred dollars* each, payable by annual instalments, extending over a period of *five years* after the Company is organized; but a deposit of one per cent., (one dollar per share) to be required from each subscriber, and placed at the disposal of the Executive Committee, to meet preliminary expenses.

Moved by T. G. HATHAWAY, Esq.; seconded by ROBERT JARDINE, Esq.

7. *Resolved*,—That copies of these Resolutions be transmitted to her Most Gracious Majesty the Queen, to the Mayors of London, Glasgow, Liverpool, Dublin, Cork, Galway, Halifax, Quebec, Montreal, Bangor, Portland, Roxbury, Boston, and New York; and to the Chief Magistrates of such other cities in Europe and America as may be considered interested in the undertaking.

All the foregoing Resolutions were carried *unanimously*; and at the closing of the meeting three tremendous cheers were given for the North American and European Railway.

The Executive Committee on consultation, dissented from the sixth Resolution as far as relates to the extending the time of payment to five years, and adopted *three* years as a substitute and the following are the terms of subscription adopted in New Brunswick.

We, whose names are hereunto subscribed, do, each one for himself, agree with John A Poor, of Portland; Anson G. Chandler, of Calais; Elijah L. Hamlin, of Bangor, of the State of Maine; James B. Uniacke, of Halifax; R. B. Dickie, of Amherst, Nova Scotia; George Botsford, of Fredericton, and Robert Jardine, of Saint John, New Brunswick,—the Executive Committee, appointed at a Convention lately held at Portland, in the United States of North America, for the purpose of devising means to be adopted to insure the construction of a Railroad, to extend from Portland, in the State of Maine, in a continuous land route through the Province of New Brunswick, to a suitable point, or terminus, on the East coast of the Province of Nova Scotia, and to be called "The European and North American Railway,"—that we will, so soon as a Charter or concurrent Charters can be obtained from the Legislatures of the State of Maine and Provinces of New Brunswick and Nova Scotia, for incorporating such Company, subscribe for and take Stock in such Corporation, or concurrent Corporations, to the number of Shares set opposite our names in this Book. Such Shares to be to the amount of one hundred dollars each.

And for the purpose of binding us fully in this matter, we do request the said Committee to use their utmost endeavors to accomplish the contemplated object; and we do, each one, on signing our names hereto, pay to such Committee one per cent. on the amount of Stock so agreed to be taken, to meet any preliminary or other expenses that may be requisite for obtaining the due Incorporation of the said Company, or to be used in aid of the construction of the Road. It being understood that for such one per cent. we shall be credited on our said Stock; and that the remaining payments for such Stock shall be extended over a period of three years, so that no more than one third be called in, in any one year.

Similar meetings have been held in Fredericton, and other places in New Brunswick, and Resolutions adopted of the most spirited character, but it is thought unnecessary to give them in full.

A meeting of the citizens of Halifax was holden on the 25th of August, to receive the report of the Delegates to the Railway Convention recently held at Portland, His Worship the Mayor was chosen to preside over the meeting, and Joseph Whidden, Esq., was appointed Secretary.

His Worship reported to the meeting, the fulfilment of the Halifax Delegation to the Portland Convention, as he did on Wednesday to the City Council.

The meeting was ably and enthusiastically addressed by the following gentlemen, namely, Hon. J. B. Uniacke, Crofton Uniacke, Esq., Alderman Roche and Caldwell, Hon. J. E. Fairbanks, Hon. William Young, A. M. Uniacke, Esq., Hon. Hugh Bell, Benj. Wier, Esq., Hon. J. W. Johnston, Hon. Joseph Howe, Hon. G. R. Young, Thomas R. Grassie, Esq., and the Hon. H. H. Cogswell.

The following resolutions were unanimously passed :

Moved by Alderman W. Roche and seconded by Alderman W. Caldwell.

1st.—*Resolved*,—That the report of the Halifax Delegates of their proceedings relative to the construction of the European and North American Railway, be now received and that His Worship the Mayor, the Hon. the Attorney General, and the Hon. John E. Fairbanks, do now receive from the citizens of Halifax their most cordial and grateful thanks for the valuable services they rendered to this Province by conducting to a successful issue their mission to the Railroad Convention at Portland.

Moved by Hon W. Young, Seconded by A. M. Uniacke, Esq.

2nd.—*Resolved*,—As the opinion of this meeting that the European and North American Railway, projected by the Convention recently held in Portland, is an undertaking that commends itself to the favorable consideration of the people of Nova Scotia.

Moved by Hon. H. Bell, and seconded by B. Wier, Esq.

*Whereas* the Convention recently held at Portland did not decide upon the terminus of the projected Railroad on the Eastern coast of Nova Scotia.

3d.—*Resolved*,—That it is the opinion of this meeting that the Harbor of Halifax is the only suitable place for the terminus of the North American Railway in Nova Scotia.

Moved by the Hon. Joseph Howe, and seconded by Thos R. Grassie, Esq. --

4th.—*Resolved*—That as it is the first duty of a government to construct and to control the Great Highways of a Country—a respectful address be prepared

and presented to the Lieut. Governor, praying that His Excellency would recommend to the Provincial Parliament to undertake the construction of that portion of this important work which is to pass through Nova Scotia, on a line between Halifax and the frontier of New Brunswick.

Moved by Hon. William Young, seconded by the Hon. H. Bell.

5th.—*Resolved*—That His Worship the Mayor and the City Council, be a Committee to prepare and present an address to His Excellency under the foregoing resolution.

Moved by the Hon J. Howe, seconded by Hon. H. Bell.

6th.—*Resolved*—That in the event of Halifax being selected as the terminus of the European and North American Railway, agreeably to the Report of the Commissioners appointed by the Imperial Government to survey a line from Halifax to Quebec, that the Legislature be authorised to pass an act, securing the annual sum of five thousand pounds to be raised by an equal rate upon property of the inhabitants of the City and County of Halifax, provided such contribution be required to pay the interest of the capital expended.

On the 28th of August the Mayor and City Council of Halifax waited on His Excellency Sir John Harvey with the following address, in accordance with the instructions of the public meeting.

TO HIS EXCELLENCY LIEUTENANT GENERAL SIR JOHN HARVEY,  
Knight Commander of the Most Honorable Military Order of the Bath, Knight  
Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor  
and Commander in Chief, in and over her Majesty's Province of Nova Scotia,  
and its Dependencies, &c. &c. &c.

The Mayor and Aldermen of the City of Halifax, now in Common Council convened, respectfully request to bring to the notice of Your Excellency the accompanying Resolution which was passed unanimously at a very large and influential meeting of the Citizens of Halifax held on Saturday last in this city, to consider the subject of the proposed European and North American Railway.—They would respectfully urge upon Your Excellency the importance of the subject, as one more worthy than any other, in the present aspect of affairs in Nova Scotia, to engage the attention and enlist the sympathies and exertions of the Government.—The completion of the great work contemplated by the Resolutions, will not only elevate this Province to the most conspicuous and important position on the Western Continent, by rendering it the direct channel of communication between our Parent Country and the United States on the most enlarged and magnificent scale; but the rich, though now unproductive resources of our Province, both Mineral and Agricultural, will become developed and made available to the public good—its Commercial Interests rapidly advanced—and its Revenues materially aided and increased. They therefore cordially concur with the

sentiments contained in the enclosed Resolution, and doubting not that Your Excellency takes a deep interest in every project which has a tendency to advance the interest of this Province, they respectfully pray that Your Excellency would recommend to the Provincial Parliament to undertake the construction of that portion of this important work which is to pass through Nova Scotia, on a line between Halifax and the Frontier of New Brunswick.

And the Mayor and City Council would earnestly press upon Your Excellency the propriety of calling together the Legislature at as early a period as practicable, in order that their sentiments may be ascertained on this important subject.

“*Resolved*, That as it is the first duty of a Government to construct and to control the great highways of a country, a respectful Address be prepared and presented to the Lieutenant Governor, praying that His Excellency would recommend to the Provincial Parliament to undertake the construction of that portion of this important work which is to pass through Nova Scotia on a line between Halifax and the frontier of New Brunswick.”

By and on behalf of the City Council,

HENRY PRYOR, Mayor.

To which His Excellency made the following Reply:

*Mr. Mayor and Gentlemen:—*

You, and the highly respectable meeting by which you have been deputed to address me, do not do me more than justice in believing that I feel most deeply interested in whatever relates to the ancient and loyal colony which our gracious Sovereign has committed to my charge, and that I regard it as my first duty to do all that depends upon me to promote it.

The Resolution which you have just presented, embodies what appears to me to be enlightened and sound views, suited to the age in which we live. The cost of constructing railroads is light compared with the cost of doing without them. Nova Scotia owes it to her own character to adopt, as speedily as she may, improved facilities for the transportation of her people, with the products of their industry. She owes it to the civilized world to make her portion of “The European and North American Railroad,” which must become the shortest highway between the great families of the Anglo Saxon race.

Be assured that my Government will approach this great question without delay, and with an earnestness commensurate with its deep importance; and that it will afford me very sincere gratification to identify myself with this work, and to become, in any way, personally instrumental in realizing the hopes entertained by the Citizens of Halifax.

J. HARVEY,

Government House, Halifax,

August 28, 1850.

Meetings of a similar character have been subsequently held at Amherst, Pictou, and other parts of the Province, which were very fully attended; and the utmost enthusiasm was manifested at each for the success of the road.

A correspondence has been opened with the Packet Station Committee at Galway in Ireland; and on the 5th of September, 1850, at a meeting of said Committee, on motion of A. O. FLAHERTY, Esq., M. P., and seconded by T. M. PERSEE, Esq.,

*Resolved*, That our Chairman, the Rev. P. DALY, be requested to acknowledge on our part, the various cheering and satisfactory communications received from America; and to enter into correspondence with the Committees of Portland, Halifax and New Brunswick, expressing our anxiety to co-operate with them in every possible way, in carrying out the great object we have mutually at heart.\*

The Legislature of Maine promptly responded to every request of the Convention.

The Revised Statutes of Maine, ch. 81, provide that no Railroad charter shall be granted till the line has been carefully surveyed, and the proper plans, profiles and estimates thereof duly exhibited. But, in this instance, all these requirements were waived; and the Hon. George M. Chase, of Calais, introduced into the Senate of Maine, by unanimous consent, a Bill for incorporating the European and North American Railway; which Bill became a Law, August 20, 1850. This Charter is one of unequalled liberality, and such as has not before been granted in New England; *perpetual* in duration, not subject to Legislative alteration; the Company not subject to any taxation, and the stockholders are not liable for the debts of the Company beyond the assessments on their stock. The Company may organize on the subscription of one million of dollars, and locate its line on the most practical route to the boundary of Maine, in the general direction of the city of St. John.

By a subsequent Act, approved Aug. 27, it is provided that, in case said Company shall be constituted a corporation in the Provinces of New Brunswick and Nova Scotia, or either of them, then and in that case, the Company may increase its capital stock to an amount sufficient to complete the line through said Provinces, not exceeding \$15,000,000. By the Laws of Maine, the Company has the right to issue Bonds and to hire money without further legislation.

On the 20th day of August, the Legislature appropriated five thousand dollars for a reconnoissance and preliminary survey of the line.

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\*See Note A.

And, on the 28th day of August, by a Resolve of the Legislature, the Governor of Maine was authorized and requested to communicate to the President and Congress of the United States, from time to time, such information as he might deem it advisable to lay before them, as to the advantages of the route through Maine, proposed for the European and North American Railway, for securing the most direct and rapid communication between this country and Europe, and to invite such aid and co-operation on the part of the General Government as the interests of Maine might require.

The Governor immediately commissioned A. C. MORTON, Esq. to take charge of the Survey; who at once entered upon the discharge of the service, and placed two surveying parties in the field, HON. AMOS PICKARD, of Hampden, acting as Commissioner. JOHN WILKINSON, Esq., the Engineer in charge of the Survey from St. John to the boundary of Maine, and Mr. MORTON, had a meeting at the Boundary, and the two surveys are made in concert, by the arrangements of the two Engineers. It is believed that before the close of the present year, the Surveys can be so far advanced as to show, in connection with previous surveys, the most direct and practicable line from Bangor, in Maine, to Halifax or Whitehaven. Enough is already ascertained, to show that no serious engineering difficulties will be found on any part of the line, and that the distance will fall below the previous estimates.

The several Acts and Resolves of Maine will be found in the Appendix. It will be perceived that by a simple Act of each Province, of New Brunswick and Nova Scotia, constituting the European and North American Railway, as incorporated by the State of Maine, a corporation within said Provinces, with the right to exercise the several powers granted—in the same manner, and to the same extent, and under the same limitations and restrictions as are contained in the charter granted in Maine—that the most ample corporate powers are secured to said Company forever.

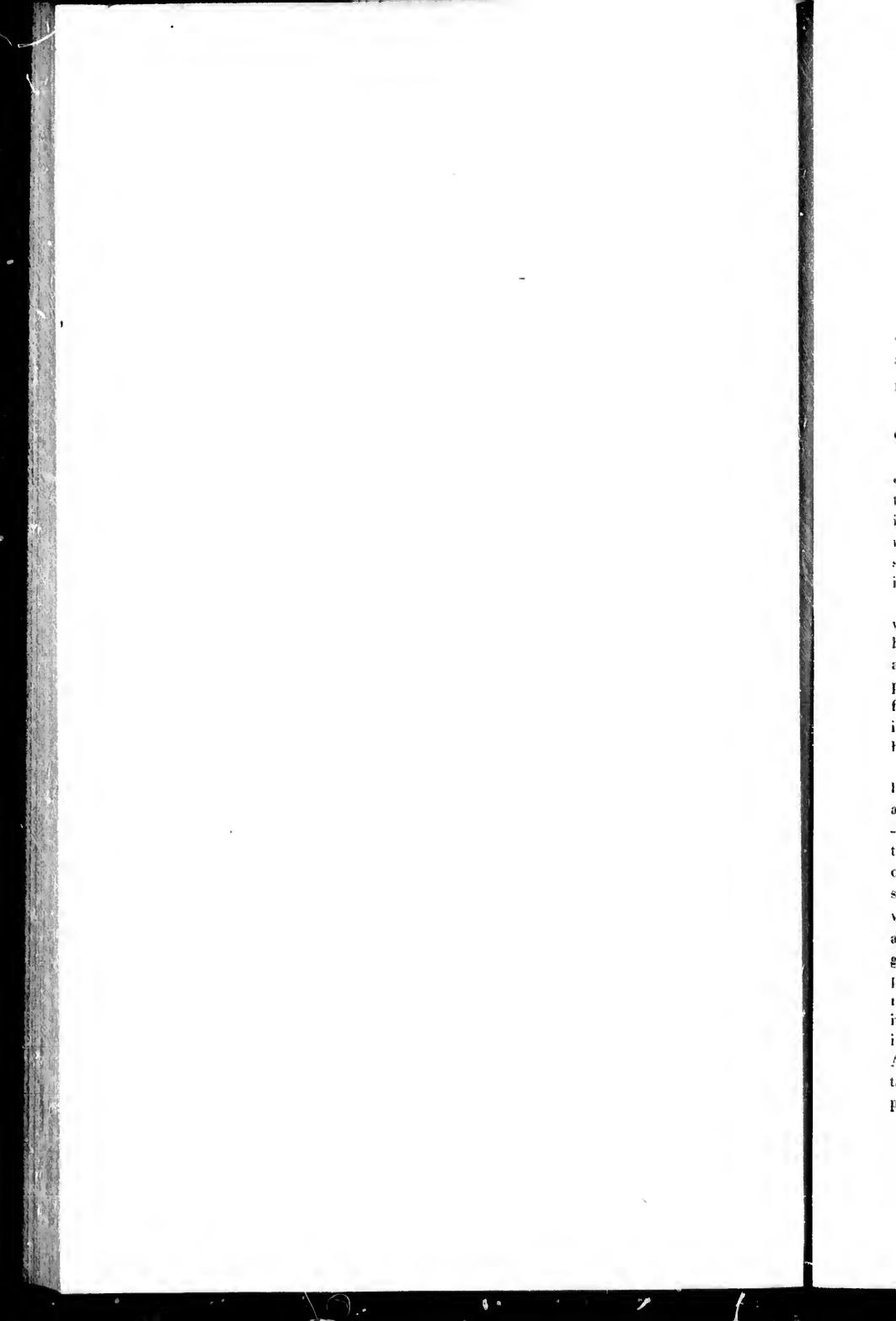
The terms of subscription proposed are also given in the Appendix. It may be thought advisable to add an additional provision stipulating that the subscriptions made in Maine shall be expended in that State, and those made in New Brunswick to be

expended in the said Province, and those made in Nova Scotia to be expended in Nova Scotia.

It was not thought advisable to issue the account of the Proceedings of the Convention, until the necessary legislation was secured in Maine. In New Brunswick the conditional subscriptions to stock are being taken, on the terms heretofore set forth.

The Prospectus of the Committee, and the Reports of the Engineers when made, will place all the additional information before the public which is required for a proper appreciation of the merits of the enterprize.

The Map issued herewith is the one published by order of the Legislature of Maine. It is expected that with the Report of A. C. Morton, Engineer, an elaborate map will be issued, showing all the details of the route.



## NOTE A.

The *Galway Vindicator*, of Sept. 18th, 1850, has an elaborate article upon the comparative advantages of Galway and Cork for a station for the English Mail Steamers, which is of so much interest at the present time, that we give some extracts from it:—

“No port in Europe is so well adapted for a Trans-Atlantic Packet Station, as Galway, both on account of its greater proximity to America, and the local advantages which it in every way possesses. The Bay of Galway is known to every mariner. From Galway, the largest vessel that ever floated can sail at any time of tide. In any wind there is no heavy sea in the Bay of Galway—no sea, in fact, in which common Claddagh fishing boats could not live; for the high-rolling waves of the Atlantic are completely shut out by the Islands of Arran; so that with any wind, a steamer can experience no difficulty whatever on leaving or making the port of Galway.

It is well known that the holding ground of Galway is the first in the world. A we found vessel has never been known even in the greatest storms to drift from her moorings at the Galway roadstead; but even should any accident occur, such as the snapping of cables, which is next to impossible on account of the sheltered position of the bay, vessels would only have to run down a short distance to Ardfr, where they will find a regular safety harbour, and can lie in the deep mud in perfect security; but we have splendid docks capable of containing a large number of shipping.

Now for the soundings. The bay of Galway is entered from the deep Atlantic by either of the four Arran sounds; the Arran lights can be seen far out at sea, and the mariner cannot, therefore, mistake his bearing. Once the bay is entered—a sheltered bay eleven miles wide, thirty miles in length and of sufficient depth to float the largest fleet that ever ploughed the deep—once, we repeat, the Isles of Arran have been passed neither sounding nor pilot is required until the vessel swings round at anchor in the roads; and what is most remarkable, only one fog, we believe, was seen in our bay for the last twenty years. Although soundings are not so much required in making the Bay of Galway as in steering for the dangerous and iron bound coast of Cork, still we are peculiarly favoured in that respect. The ling bank extends, from the Islands of Arran, one hundred and fifty miles into the broad Atlantic, and affords every facility for taking soundings, and its nature is such that the experienced seaman, long before he discovers land and in the thickest fog, can tell to a yard how many miles he is from the Islands of Arran. In fair or foul weather he has this unerring guide to show him what distance he is off the Western coast of Ireland. Perhaps in approaching any other port in the three kingdoms a similar advantage cannot be boasted.

There is another fact worthy of remark, to which our attention has just been directed, and it is this:—On the South Island of Arran there is a deep brackish lake of considerable extent, just separated from the sea by a small ridge which only requires to be cut away, and the necessary works completed, to give us one of the most commodious safety harbours in the world. The water power which Galway has at its disposal, and all the capabilities it affords for internal traffic, with its inland lakes, now almost navigable, places it far in advance of Cork: however, Cork is a large and flourishing city, containing much of intellect and enterprise; and what is more—men of patriotism—we have, therefore, much to dread from its opposition, for the puny cabinet of Queen Victoria are prepared to sacrifice every thing without a scruple—without a single qualm of conscience, to expediency. If Cork place itself in a position to annoy them, we would not give a farthing for their good graces. Our only hope lies on the opposite shores of the Atlantic, where a noble race of freemen have taken up their abodes—men who will not be influenced by the weight of circumstances to act contrary to their convictions. They have set their eyes on Galway as the port of departure for America, and have already held out the hand of fellowship to us. We are therefore, sanguine of success, and expect yet to see Galway one of the greatest seaports in the world.”

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#### ERRATA.

- Page 48, last line, for Wm. H. Perley," read M. H. Perley.  
" 61, 6th line from top, for "Montell" read Mantell.  
" 65, 15th " " bottom, for "moved" read viewed.  
" 96, 7th " " top, for "national" read natural.  
" 100, 3d " " bottom for "proceeded" read preceded.  
" 112, 15th line from bottom, for "statute" read statue.  
" 116, 22d " " top, for "efforts" read effects.  
" 124, 7th " " bottom, for "Bay route" read Bay Verte.

