

the heat and drought of the summer—had arrested for the time the ravages of this insect. It is to be hoped that its appearance in future years may have been prevented also. The only special precautions to which we are to look for benefit, in addition to a general more skilful treatment of the land, are—
(To be Continued.)

THE CARLETON SENTINEL.

WOODSTOCK, AUGUST 13, 1850.

THE GREAT EASTERN RAILWAY.

We cannot divest our mind of the impression that every step taken by the inhabitants of St. John towards the accomplishment of this work, is one injurious to their best interests, and the interests of the Province generally.—Among the many articles that have been written on this subject, we have not seen one single reason given why or how this road (if built) will ever prove beneficial to their city.

The wily Americans know full well that if they can establish this road, they will draw a large portion of the trade of the Province from St. John over to themselves; they will have (and at a trifling expense to them) their lines connected with an Atlantic port in Nova Scotia, and such a step may possibly prevent the St. Andrews and Quebec line from going into operation, and thus secure for the Portland and Montreal line the whole traffic and travel between these lower Provinces and Canada. We are not disposed to go into an argument on this subject at present, but we would much like to know on what grounds the friends of this undertaking in Saint John build their hopes that it will ever prove beneficial to them; how they are to raise the sum of 6 or 700,000 to build that part of the road running through this Province;—and where is the freight for where the passengers to come from to pay the interest on this immense sum, to say nothing of profits to the shareholders.

We still hold to the opinion that the line from St. Andrews to Quebec will be a popular and a paying line; and further, that if the people of New Brunswick and Canada had properly studied their own interests, this line would have been completed and in full operation years ago. We trust, however, that renewed exertions will now be made, and that these lower Provinces and Canada will shortly be joined together by an iron band laid on British soil, a source of wealth and prosperity to all.

We copy from the *Head Quarters* the following synopsis of the proceedings had at the great Railway Convention held at Portland, (Maine,) on Wednesday, 31st ult., and Thursday and Friday the 1st and 2nd inst:—

The Hon. Ezekiel Whitman, late Chief Justice of the Supreme Court of the State of Maine, called the Convention to order, and Ichabod Chadbourn, Esq., of Eastport, was chosen Secretary, *pro tem*.
The North end of the Hall in which the Convention met was hung with an immense map of the Provinces of New Brunswick, Nova Scotia, and Canada, and also the State of Maine, whereon the various routes proposed for the Road were marked so as to be discerned at the other end of the Hall. The flags of Great Britain and of the United States were hung on each side of the President's chair, and from the top of the building the flags of the two nations floated side by side.

A committee of thirteen was then chosen to report on the permanent organization of the Convention, among whom were several gentlemen belonging to this Province and Nova Scotia. The Committee retired, and in about half an hour returned with the following report of the names of the permanent officers:

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, " Saint John,
JOHN SIMPSON, " Fredericton,
Hon. JAMES B. CAHOON, " Portland,
FREDERICK MORSE, " Bath,
H. A. S. DEARBORN, " Roxbury, Ms.,
Gen. ALFRED REDINGTON, " Augusta,
Hon. TIMOTHY BOUTELLE, of Waterville,
Hon. H. C. SEYMOUR, State Eng'r of N. Y.,
P. M. FOSTER, President of the Senate of Me.,
SAMUEL BELCHER, Speaker of House Rep.,
E. L. HAMLIN, of Bangor,
ANSON G. CHANDLER, of Calais,
J. BELE FORSYTH, Esq., of Quebec,
Hon. F. H. ALLEN, Prof. of Law, Cambridge, Mass.,
J. ROBB, Prof. of Natural Philosophy, Fredericton
SECRETARIES.
F. R. ANGERS, Esq., of Quebec,
ALLEN HAINES, Esq., of Portland,
GEORGE A. HATCHER, Esq., of Bangor,
WILLIAM JACK, Esq., of St. John,
JOHN ROSS, Esq., of Nova Scotia.

The Chairman of the preliminary Committee was then delegated to intimate to the Governor of the State his appointment as President of the Convention, and in a few minutes Governor Hubbard, accompanied by his Aids, Col. J. M. Andrews, and E. E. Rice, entered the meeting, and the Governor having taken the Chair, addressed the Convention nearly as follows:—

Fellow citizens and gentlemen of the Convention:—I thank you for the distinguished honour 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 clearly 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 a 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 honour 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 faculties for communication; we want a clear comprehension of the expenditures necessarily involved in developing such faculties, 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 that exalted rank among her sister States which she is destined to reach.

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

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

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

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

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

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

AFTERNOON.

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

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

This report was accepted.

Various memorials and papers were then presented to the Convention, some tendering money, others materials, &c., to aid in the erection of the proposed railway. Copies of the resolutions passed at the various preliminary public meetings held in the Provinces and in the Northern States of the Union, were also presented by the respective delegates. A number of letters were then handed in, all favorable to the undertaking, among the signers we notice such as Millard Fillmore, President of the United States, Edward Everett, B. Silliman, Levi Woodbury, H. Hamlin, and a number of other well known names.

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

Mr. Watts was followed by some remarks from Hon. J. B. Uniacke, Attorney General of Nova Scotia.

Mr. U. hoped there might be no difference of opinion as to the magnitude of the project, or of the means to bring it into fruition—he viewed it as a means to connect the Provinces with Great Britain—to connect countries and continents, and hoped that in selecting a route, they would turn aside from motives of Economy or of a sectional character, &c., &c., and in conclusion, gave to Portland the credit of originating this great project.

We have not time to glance more fully at these speech-

es, and can only add, that they savoured of an enlarged, liberal and kindly spirit—a spirit in keeping with the progressive character of the age, and were frequently interrupted with the hearty plaudits of the immense assemblage.

The meeting then adjourned to meet at 9 o'clock this morning.

The following are the Resolutions which passed the Convention during its sittings. They were presented by the Hon. L. A. Wilmot, Attorney General of New Brunswick, as the report of the Business Committee, of which that gentleman was Chairman:—

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

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

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

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

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

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

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

Resolved.—That 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 populated, and every species of industry, will be called into existence among its inhabitants.

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

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

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

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

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

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

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

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

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

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

Mr. Johnston, Ex-Attorney General of Nova Scotia, moved an amendment and spoke in favour of the route by the Bay of Fundy. The Hon. Mr. Wilmot replied in a speech which is warmly applauded by the reporters for the Portland and Boston Press. Mr. Johnston's amendment contemplated a survey by disinterested parties of both routes, but was finally negatived after a very interesting debate, in which the delegates from both the lower Provinces took a prominent part. The *Boston Journal* says, "These Province men are all fine speakers."

We dislike the idea of striking a man when he is down, but as we have been called upon by the *Head Quarters* to prove the statements made by us in our paper of the 1st of July, respecting the Victoria election, we now present him with the following notes, and hope when he has read them he will acquit us of the charge of making statements without any authority. We wrote to Mr. Bedell some time ago for the facts as given to us by himself, but in consequence of his absence from home we have been unable to procure them. As several persons however were present at the time, we think it quite sufficient to give Mr. Bedell's words.

WOODSTOCK, July 31st, 1850.
"SIR,—In reply to your note of this morning, I beg to