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*Nec araneorum sane textus ideo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.*

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## The Portland Convention.

From the Portland Advertiser.

### EUROPEAN AND NORTH AMERICAN RAILWAY.

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

Mr Chadbourne, on taking the chair, congratulated Maine, that Portland had been selected as the place of meeting. Their object was to unite the Lakes and the Bay of Fundy by an iron chain, which nothing but time could sunder, to bind their interests, promote their happiness, and teach the civilised world that it was better to live together as brothers than as enemies. He then nominated a committee of 13 to arrange the permanent organisation of the Convention, consisting of the following gentlemen:

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

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

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

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

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

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

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

Fellow Citizens and Gentlemen of the Convention:—I thank you for the distinguished honor you have conferred upon me, in calling me to preside over your deliberations. Such service as I may in this position render, in promoting the important objections 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 into 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 apprehension of the expenditures necessarily involved in developing such facilities, and of our ability to meet such expenditures; then only can we advance with safety and certainty.

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

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

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

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

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

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

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

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

Mr Rantoul having finished, the Chairman of the Committee on Business, Mr Wilmot, of New Brunswick, presented himself, and stated that the Committee would not be ready to report until to-morrow 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. His request was granted.

Memorials and papers, embodying resolutions, &c. of meetings held in various sections no the route or routes proposed were then

read, some tendering money, materials, and facilities in aid of the great work, and evidencing unlimited enthusiasm in regard to it.

J. A. Poor, Esq., on being called upon, read letters expressive of interest in the success of the undertaking, from a number of distinguished gentlemen of the United States and Canada, including Hon. Millard Fillmore, President of the United States; Edward Everett, Levi Woodbury, Elbridge Gerry; B. Silliman, Hon. Nathan Hale, Prof. Lovering of Cambridge, Prof. Champlin, of Waterville College, Prof. Bache, U. S. Coast Survey, Lieut. Maury, U. S. Observatory, Washington, Major Trumbull, of Baltimore, the Mayor of Montreal, Hon. George Moffat, of Montreal, &c.

Mr Watts of Fredericton, N. B. was then called on 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.

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

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

**THURSDAY, AUGUST 1.**—(Second day.)—The Convention was called to order about half past nine o'clock—the President in the chair.

The President called upon Mr John Clark Hall, of Nova Scotia to address the meeting. 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 the Mother Country, or their ally 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.

He then inquired, what has raised the United States to their high position? The answer he found in their noble system of free schools, and the provision made for every child to prepare himself for the highest posts

of honor in the nation. This he considered to be source of New England's power and greatness. In particular he referred to the State of Massachusetts, as a bright example of this fact—where the energy and vigor of thought and of mind developing her resources has raised her to her high position. The influence of this projected work in expanding that same degree of energy in Maine, he also dwelt upon at length, and concluded by bidding the railway, by whichever route it might go, God speed.

Mr Appleton, of Portland was next called on. The excitement and interest of the Convention, he said, carried his thoughts back to the time when there were no railroads in Maine—when a few men met together in an upper chamber to talk and think about the matters of railroads; and from which feeble movements the present great results have been realised. Those, he said, who have come from abroad to this city to consult in this great work, will find us willing to respond to their exertions, and bid them 'God speed.' The business committee coming in, Mr Appleton closed with some eloquent remarks in response to the sentiments of amity and friendship advanced by Mr Hall, and expressed the earnest belief that the work of constructing the railway will be accomplished. The means he said, would be found. The friends of the measure would go all along the line from Boston to St. Louis for them—for all were interested in it. He wished it might be done. We would leave it as a rich patrimony to our children, so that they would bless God that they had such fathers. This was the first time, he said, that the lower sister Provinces had ever assembled in Convention with their brethren of Maine; but he hoped it would not be the last, but that the spirit here manifested would go on, until, forgetting the line that divides them, they shall imagine themselves living under the same government and laws.

Hon. L. A. Wilmot, Attorney General of New Brunswick, and Chairman of the Business committee, then presented the following Resolutions:—

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

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

*Resolved.* As the firm and deliberate opinion of this Convention, that the time has arrived when the construction of such a line of Railway shall be commenced, and that it shall be designated *The European and North American Railway.*

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

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

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