

ONE WEEK LATER FROM EUROPE.

The steamship *Cambria* arrived at Halifax at one o'clock on Tuesday, in 10 days from Liverpool. She left on the 27th July.

The commercial news is satisfactory. Business in the manufacturing districts is prosperous, and the operatives fully employed.

Cotton has declined $\frac{1}{4}$ d. per lb. The sales of the week were 40,000 bales.

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

The Money market was easy. Consols closed at 96 $\frac{1}{2}$.

The Liverpool Provision market was dull.

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

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 The Jewish Emancipation Bill and the new Marriage Act have been withdrawn from the Lords, in consequence of the fears of the Ministry that they would share the usual fate of the Government measures.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

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

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

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

FRANCE.—There is nothing of striking interest from France. The law against the press has been published, but it is thought that the more stringent measures of the Bill will be evaded. It is, however, a disgrace to the French people, and proves that the despot enthroned at the Elysee, and his tools, are only deserving of unmitigated contempt.

Both President and National Assembly have thus shown themselves recreant to the trusts committed to their care, and shown it, too, with a boldness and a barefacedness which would seem to bespeak the fullest confidence in their strength, should circumstances ever occur to bring their outrageous usurpations to the trying ordeal of another revolution.—France, then, at this moment, groans under a tyranny a thousand times more odious than she ever endured under either Orleans or Bourbon. Her Revolution of February has enfeathered and enslaved her infinitely worse than she was before.

DENMARK AND THE DUCHIES.—Hostilities have actually recommenced, both by land and water, and the result is looked to with much anxiety, as several of the leading powers (England among the rest,) are likely to be involved in the affair.

THE UNITED STATES AND PORTUGAL.—The difficulty between the United States and Portugal has assumed a very threatening aspect; the answer of the Portuguese Government to the American Minister was considered very unsatisfactory, and he had demanded his passports, and was about to quit the Kingdom. The American Squadron was still in the Tagus.

A letter of the 9th July from Lisbon says the cabinet council had determined not to admit the United States claim for the Gen. Armstrong privateer. All the claim they had admitted was the one for \$91,000.

PROSPERITY OF THE WEST INDIES.—It is certain, that, amid the ruin of Plantocracy, the peasantry are rapidly rising in the social scale. The son of Ham now feels himself to be a man, and begins to experience the wants of civilization, and, with a growing desire of

its comforts, the principles of trade and commerce will rise; and thus increased encouragement will be supplied to both the British and American capitalists to step forward and occupy the sphere which has ceased to be filled and cumbered by a body of men, who were themselves formed by a system which has now destroyed them.

The tables just published, show that the exports to the West Indies are rapidly upon the increase. For example, in 1848, there were exported: yards of plain calicos, 10,915,000; whereas, in 1849, there were 14,823,000. In 1848, of printed calicos, yards, 12,369,000; in 1849, 20,307,000. Cambrics and muslins, in 1848, 287,111; in 1849, 517,000. So it is of many other matters: we may specify linen. In 1848, there were of this, yards, 3,910,524; in 1849, 5,184,549. But we must specify two other items, singularly indicative of the state of society. In 1848, iron was exported to the value of £16,700; in 1849, it rose to £27,693.

What progress is here!—And from other documents, which have just reached us, we see that the advance goes on for the present year, in a still more rapidly-ascending scale. Thus, then, whatever becomes of the planters, there is hope for the people.—*British Banner*

THE GREAT EASTERN RAILWAY CONVENTION.

European and North American Railway.

PORTLAND, ME., July 31.

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

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

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

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

AFTERNOON.

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

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

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

J. A. Poor, Esq., on being called upon, read letters expressive of interest in the success of the

undertaking, from a number of distinguished gentlemen of the United States and Canada, including Hon. Millard Fillmore, President of the United States; Edward Everett; Levi Woodbury; Elbridge Gerry; B. Silliman; Hon. Nathan Hale; Major Trumbull, of Baltimore; The Mayor of Montreal; Hon. George Moffatt, of Montreal, &c.

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

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

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

THURSDAY, Aug. 1, 1850.

[Second Day.]

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

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

Mr. Hall remarked that as the Committee had not reported their doings to the meeting, he did not deem it his duty to enter into the general merits of the question although fully prepared to do so. He would, therefore, confine himself to a view of the vast importance of the plan proposed to be accomplished.

Our purpose is to draw two great people together by a closer cord, who have been estranged, to a certain extent, until the present time; we meet for the purpose of drawing together affections which ought never to have been separated. To effect this, our object is not to separate from the great country which has protected us, but to show her that we can take care of ourselves; and should her care or protection be withdrawn, to show her that with the assistance of our neighbors we can go along, taking care not to disgrace the mother country, but to emulate the brother country. The great element of the prosperity of the States, said Mr. Hall, is not traceable directly to year railroads, or our factories. The school system, is the source of New England power. Every one is taught to know who he is, and what his responsibilities are. The knowledge that New England people possess is that which constitutes her power—gives energy to her mind, vigor to her thought, and renders her equal to meet every emergency and to overcome every obstacle. Every child is brought up to know that he must carve out his own fortune, with the lively hope that he may elevate himself even to the occupancy of the proudest position in the gift of the people. It is for these reasons that he appreciated 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 concluded, by saying, that the subject was so vast, that phase after phase presented itself before the idea which they give rise to, could be uttered. He would, therefore, remark that wherever the Railroad should be located, by the wisdom of the Convention, he would bid it God speed.

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

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

We live in times that defy all distance. This is not a State object, although Maine has the honor of having originated it;—it is a National object for the United States,—it is a national object for Great Britain. New York is greatly interested in its success, and we have, therefore, a right to go

and ask them to open their pockets. If we must go abroad for assistance, that assistance will be rendered. It cannot be withheld. How, then, shall we say we are poor. If a proper direction is given to the work, means will be found and the enterprise will be accomplished. We have a duty to perform in this matter, and may not turn away from it. Sectional views and local differences ought not to obstruct us, but, having determined upon the best route, all our energies should be put forth to the accomplishment of the work, that our children who come after us, in view of the incalculable value of what we have done, may feel to exclaim, "Thank God! we had such fathers." He who shuts himself up in a narrow and temporary policy is false to himself, false to his country, and to the age in which he lives.

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

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

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

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

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

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

Resolved, That as a network of Railways now overspread a great portion of the United States and 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 line of transit across the Atlantic Ocean by at least one-third, the entire business travel between Europe and America will be eventually drawn over this line of Railway.

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Wilmot delivered one of the most spicy, eloquent and enlivening speeches which we have