

yet had—which, while it kept the audience in the best spirit, and was received with the liveliest tokens of approbation, was replete with noble sentiments, commending themselves to the hearts of all present. His remarks were generally upon the moral, social and intellectual influences which would result from the contemplated work. No sketch would do justice to its power and beauty, its flashes of wit and humor.

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

It is written in the decrees of eternal providence that we shall learn war no more; we may then, go on side by side with glorious emulation for the cause of virtue and philanthropy throughout the world, striving who shall out-vie each other.

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

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

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

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

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

Mr. Johnston said that he wished to have it understood that in moving this amendment or substitute, he intended nothing antagonistic to the great object which had drawn the Convention together, but his object was to consider the best mode by which that great work could be accomplished.

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

Mr. Johnston did not desire to jar upon the harmony of this Convention. We have met to make a common effort to effect a common object. The province of Nova Scotia has a peculiar geographical construction. It is a peninsula. The Bay of Fundy running up forms two other bays, Chignecto and Minas Bays, bringing ocean navigation almost in our very centre.—The valley watered by the Annapolis and Cornwallis rivers is one of singular beauty. From the gut of Annapolis to lower Horton the country is one of the richest fertility and of great agricultural resources. The idea of the community I represent is that through this country you have facilities for the construction of a railroad to be met with nowhere else. You have a perfect level, and there is not a single obstruction to be met with. It is a dead level, upon a sandy plain. A railroad can be constructed on this line at a small expense. This railroad is within the means of Nova Scotia without any foreign assistance. We don't tell you that the Bay of Fundy is no obstacle, but they are nothing compared to those of the Irish Channel. For twenty years the Bay of Fundy has been navigated by steamers of an inferior class, yet

still there has been no loss of vessel or of extensive loss of life. Our New Brunswick brethren have a kind of hydrophobia about this matter. The waters of the Bay frightened them. Our chief argument is that the difference in the expense of constructing the two routes, renders the Digby route the most desirable, and, in fact, renders the other impracticable. In conclusion, he wished a careful survey made by disinterested persons, and would state that his constituents would cheerfully abide the result, and extend their aid to the project, even though the decision should be adverse to their preference.

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

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

The Convention then adjourned, to meet at 2 o'clock, P. M.

#### AFTERNOON SESSION.

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

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

Dr. Bayard, a delegate from Nova Scotia, replied to Mr. Chandler. He prefaced his remarks by responding to the fraternal sentiments which had been expressed by others who had preceded him. He deprecated any sectional feeling, and would say whatever route is selected he would bid it God speed.

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

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

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

Mr. Gray, of St. John, N. B., after some eloquent remarks complimenting the American people on their devotion to the promotion of science and civilization, reminded the Convention that the matter was not to be decided here. The capitalists of Boston, New York and London have to pass upon the result to which this Convention arrives—and in order to get their confidence it must be presented as one great stupendous work. The only question is the practicability—that being settled, the money would be forthcoming for its construction.

Mr. Gray then viewed the road through the Province of New Brunswick as a solvent, paying investment, and wished to inform his Nova Scotia friends that if they did not choose to join in building a continuous line, this portion would be built by the New Brunswickers themselves.

He reiterated the statement that New Brunswick would carry out the route through her Province, and he did not believe she would aid in the construction of any other route. Delay, such as the amendment, if adopted, would require, was equivalent to defeat. The Nova Scotia people were many of them in favor of the land route, and he spoke by authority when he said that for every dollar that would be subscribed for the Digby route in the

city of Halifax, \$100 could be obtained for the land route.

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

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

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

All the Resolutions submitted by the Hon. L. A. Wilnot, Chairman of the Business Committee, were passed; and the proceedings of the Convention terminated on Friday evening, at six o'clock.

The Hon. J. B. Uniacke, (Attorney General) and R. B. Dickey, Esq., were appointed the Executive Committee for Nova Scotia; and George Botsford and Robert Jardine, Esqrs., Executive Committee for New Brunswick.

Of the twenty Vice-Presidents of the Convention, no less than eight were Mayors of Cities.

The Portland Advertiser says "the remarks of the delegates from the Provinces, were received with hearty demonstrations of applause."

The American and British flags were gracefully intertwined around the spacious Hall—emblematic of mutual peace and good will. Behind the President's chair was suspended a large Map, on which was traced the great Eastern line of Rail Road, by reference to which the speakers could clearly point out any particular point or locality to which they might wish to refer.

**THE PRESIDENT'S FAMILY.**—Mr. Fillmore was married in 1826, to Abigail Powers, the youngest child of Rev. Lemuel Powers. She is still living, and is described as a lady of great worth, modest and unobtrusive in her deportment, and highly esteemed for her many virtues. They have but two children. The oldest, a son, is about twenty-one years of age, who has just entered upon the practice of the law in Buffalo. He is said to be a gentleman of fine qualities, and worthy to be the son of a Republican President. The daughter presents a more notable example. She is about 18 years of age. Her accomplishments are many and varied, and her independent, self-reliant character is exhibited in the fact that she is now, or was very recently, a teacher in one of the free public schools in Buffalo. She is one of the women of whom the Republic has much more reason to be proud, than of all the gay, gaudy women of fashion, who often show as much scorn for school teachers as they do ignorance of the true qualities of a republican character. Such a family will do honor to the White House.

**LETTERS RECEIVED.**—Mr. Isaiah Wallace, with remittance; Mr. James C. Watson, do. ; Mr. James V. Tabor.

#### MARRIED.

On the 30th ult., by the Rev. John Irvine, Mr. William Hamilton, of this City, to Miss Sarah Thorp, of the Parish of Hampton, King's County.

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

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

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

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

At the residence of the bride's father on the 1st instant, by the Rev. Merit Keith, Mr. Jonah Keith, of the parish of Studholm, King's County, to Miss Mary Ann Allward of the parish of Salisbury, Westmorland County.

At Chatham, on the 13th ult., by the Rev. R. Veriker, Mr. Thomas O'Kane, Teacher, formerly of Fredericton, to Rebecca, fourth daughter of Martin Cranney, Esq.

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

#### DIED.

On Tuesday night last, William Henry, youngest son of Mr. Samuel Cooper, aged one year and ten months.

At Canning, Q. C., on the 26th instant, in the 70th year of his age, Mr. John Palmer, who had been for many 40 years a teacher of Parish Schools in various parts of the Province. The following stanza describes his whole character.

He was a helpless sinner, in that fall  
That of the race of Adam, ruin'd all  
But through Jehovah's mighty sovereign grace  
Among the saved in Jesus found a place.

At Fredericton, on the 30th ult., Anne, wife of Mr. John McGinty, of Eastport, aged 23 years.

#### PORT OF SAINT JOHN.

##### ARRIVED.

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

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

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

This Day—Schr. Iris, Covell, New York, 12—Colin E. Cross, flour, &c.

#### CLEARED.

3d—Ship Reward, Frost, Hull, deals—Allison & Spurr; Brig British Oak, Gray, Sunderland, timber and deals—Charles Connell.

5th—Ship Bell Rock, Pendleton, Cork, deals—John Robertson; Barque Margaret Dewar, Toye, Yarmouth, (England) timber and deals—S. Wiggins & Son; brig Charles, Rotheroe, Youghall, timber and deals—Charles Brown.

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

#### REMOVAL.

THE Subscriber has removed to the uppermost store in LAWRENCE'S BUILDING, Head of King Street, opposite the St. John Hotel.—He has just received per Lisbon from London, a very superior lot of DRUGS, CHEMICALS, &c., suitable for Prescriptions, which he hopes will not be overlooked. He also begs to recommend to the notice of the public his new stock of PERFUMERY, BRUSHES, and SEEDS, which are all of excellent quality.

LEECHEs kept constantly on hand; personal attendance given to Prescriptions, and every effort will be made to accommodate his customers.

Just Received—PAINTS of various kinds. DYE STUFFS Genuine PATENT MEDICINES, &c., all of which will be disposed of on reasonable terms.

JOHN CHALONER.

Apothecary, &c. &c., Head of King Street, North Side St. John, N. B. May 17, 1850.

#### NEW GOODS.

##### M. Francis & Coughlan,

No. 13, PRINCE WILLIAM STREET,

BEG leave to return their sincere thanks to their friend and the public for the very liberal patronage bestowed on them during the short time they have been in business, and hope by strict attention still to merit their future favors.

They have just received per Lisbon and Olive from Liverpool, their Spring Supply of BOOTS and SHOES, consisting of LADIES', GENTLEMEN'S, MISSES, and CHILDREN'S BOOTS and SHOES, of all descriptions, quality and style.

The Subscribers keep always on hand, of Domestic Manufacture, a large assortment of gentlemen's Morocco, Calf Skin, Green Leather, and Kipp Boots; half boots; and every description of SHOES; Boys' and Children's Boots and SHOES; Women's and Girls' CHEAP SHOES. The above goods will be sold wholesale and retail at their usual low prices for cash.

Also—An elegant assortment of INDIA RUBBERS. May 17th, 1850.

#### PANTECHNETHECA,

Corner of King and Cross Streets.

Superfine Dress Coats—Frock and Sack do. Summer Cloth Over Coats, in great variety; Rich Dress Vests—Morning and Walking do.; Black Doe Trowsers—best quality; Blue Plaid Trowsers;—All descriptions of Walking and Riding Trowsers; Driving and Box Coats; A great variety of BOYS' CLOTHES.

IN drawing attention now, at the commencement of the Spring Trade, to our large Establishment, corner of King and Cross Streets, we wish briefly to enumerate the advantages which we offer to our customers and the public. We have always studiously avoided claiming to ourselves any power of selling at thirty or forty per cent under others in the trade, but simply rested our claims on our extensive experience—buying our Goods direct from the best Manufacturers at Cash Prices.

Our theory has invariably been, that improvements can always be introduced. This year we endeavour to do better than last.

#### PRICES THE LOWEST,

Quality the best—and Workmen superior.

And by thus continuing to progress during the few years we have been in business, we apprehend we have now brought our business to a point surpassed by none.

The superiority of our style of Cutting is well known. The newest Paris and London Styles are introduced as early as in New-York or Boston, and every improvement is at once adopted. In alluding to the large stock of CLOTHES in our Establishment, we may merely state that it comprises the best assortment of French and German Twilled CLOTHS and DOESKINS of every shade and colour to be found.

Having thus alluded to the general arrangement of our business, as far as regards the Order Department, we wish particularly to draw attention to the very large and increasing branch of our business, viz:—

#### THE EXTENSIVE

##### READY-MADE DEPARTMENT!

Of this branch we may say that every article in our Establishment is made up as carefully as if ordered. No workman is too good to be employed by us. We have all descriptions of Garments, up to the highest priced Coats. Numbers have proved and acknowledged the value of being at once fitted.

In commencing the Clothing Business some time ago, in St. John, in addition to our large Custom Trade, we introduced a scale of prices little known previously to the respectable class of the public this we were enabled to do, by entirely rejecting the long credit system and supplying first rate articles at a moderate scale of profit for Cash.

Some idea may be formed of the system pursued, when we state that in COATS we keep thirty six sizes, so that all shapes and heights may feel a certainty of being fitted.

To enumerate the varied Stock would far exceed the limits of an advertisement, but our customers will find, on visiting the

#### PANTECHNETHECA

that all their expectations will be fully realized.

A Suit of Mourning at Five Minutes' No. GARRETT & SKILLEN.