The Courier.

SATURDAY, AUGUST 17, 1850.

GREAT RAILWAY MEETING.

On Thursday last, 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 Hon. L. A. WILMOT, Attorney General, rose and said, that at the Portland Convention, he had had the honor of acting as Chairman to the New-Brunswick Delegates, and he would address some observations to the meeting, after the resolutions passed at that Convention had been read.

M. H. PERLEY, Esq. said, that as Secretary to the New-Brunswick Delegates, and also as Secretary to the business Committee of the Convention, it was his duty to make a formal report of the proceedings. Mr. Perley then stated, that on the assembling of the various Delegations at Portland, on the morning of the 31st July, it was found that twenty-eight Delegates were present from New-Brunswick. These Delegates met together, before the opening of the Convention, and elected the Honorable the Attorney General as their Chairman, and himself as their Secretary; they then passed an important resolution, as follows:—

"*Resolved*, as the unanimous opinion of the Delegation from New-Brunswick, that the Great Railway should proceed through that Province from the frontier of the United States around the head of the Bay of Fundy, to the Eastern coast of Nova Scotia, thus forming one uninterrupted line of Railway communication *by land*."

As the delegation consisted of gentlemen from Westmorland, King's, St. John, Fredericton, St. Andrews, and St. Stephen, the passage of this resolution, to which all steadily adhered, afterwards had an important effect upon the question of a communication across the Bay of Fundy. Mr. Perley then read the resolutions passed at the Convention, as already published.

The Hon. Attorney General then said, that the resolutions which had been just read, conveyed to the meeting the substance of the proceedings at the Convention, which had been one of the most delightful, and most gratifying meetings, he had ever attended. The Provincial delegations had been received with the greatest attention, and most profound respect, by the citizens of Portland, and the other citizens of the United States, there assembled; the flags of England and America, waved side by side, over the City Hall in which the Convention assembled; and he wished to state what he had not publicly remarked upon in Portland, but would now mention, that on each side the President's chair, these flags were also placed, the post of honor, at the President's right, being assigned to the good old Union Jack of England—and this mark of high, and honorable, and generous feeling, was duly appreciated by every British subject there present.

The Attorney General, in his usual glowing and eloquent style, described the necessity for the European and North American Railway, which the rapidly increasing intercourse between the Old and the New World, and the desire for more rapid inter-communication, would shortly render one of the great wants of the age—a want which the people of these Provinces would be recreant to themselves, and to the country from whence they sprang, if they did not, at once, endeavour to supply. The "dignity of labour" was also alluded to, in beautiful terms; and the difference was forcibly pointed out between the people of the United States, who put their sons to practical work, where they labored as well with their hands as their heads, and the parents in these Colonies, who were so bent upon educating their boys for what were called "the learned professions," but which he, the Attorney General, should rather designate the "unproductive professions." The necessity of providing means of education for *all* the youth of this Colony, and of rendering the property of the country liable for the education of the rising generation, was strongly urged by the Attorney General, and the principles he enunciated were received with much applause. "With education," said the Attorney General, "the people of New Brunswick will not be found behind any other people, for Providence has gifted them with much physical strength and great natural abilities, and they needed only the blessings of education to enable them to compete successfully with any other people under the sun!"

In adverting to the latter part of the first resolution, the Attorney General spoke in the highest terms of the hospitality and the kindness of the citizens of Portland generally; and he expressed his anxiety that an early opportunity should be found of repaying some portion, at least, of the numerous civilities which had been extended to the Provincial delegates. He therefore proposed that in May next, not only the citizens of Portland, who had taken so lively an interest in the proposed undertaking, but also the fair ladies of that city, who had evinced their interest in its success, by opening their hospitable mansions to the delegates, should be invited to be present at St. John, in the vicinity of which, the first sod should then be turned, toward the construction of the European and North American Railway; and he further proposed, that in July 1855, they should be invited to visit St. John in the first train of cars from Portland, to assist at a grand celebration in honor of the opening of the line!

The Attorney General next made some very laudatory remarks, with reference to several gentlemen at Portland, who had been mainly instrumental in getting up the Convention, and who had so successfully and admirably managed the whole proceedings,—he concluded by moving the first resolution.

M. H. PERLEY, Esq., rose and said, that it was his duty, as Secretary to the Delegation, to second the resolution of his honourable and learned friend, the Attorney-General. He felt great pleasure in doing so, because he fully concurred in the statements made by the Attorney-General, with respect to the importance of the proceedings at the Convention, as also with regard to the exceeding kindness, hospitality and unremitting attentions and civilities of the people of Portland, who deserved the greatest honor, for the admirable manner in which they had acquitted themselves, in every particular.

With regard to the Railway, Mr. Perley said, would, no doubt, be gratifying to know, in "The European and North American " consisted. He begged, therefore, to templated line of Railway was mmence at the Eastern coast alifax, and proceed head of the Bay of St. John to the frontier Calais; and thence to scot, at Bangor. Up to ey of the Kennebec, an railway was completed, tion, from New-York, a ; from Waterville to Ban- ne was surveyed, located, structed, or in course of ac- der a charter. The dis- o Bangor were thus stated

	miles.
e boundary of Nova Verte (surveyed),	124
ne harbour of Shediac,	26
From Shediac, to St. John (Wilkinson's survey),	108
From Halifax to St. John,	258
St. John to Calais, under survey, estimated	76
From Halifax to the frontier of the United States,	334
(Of this distance 124 miles is in Nova Scotia, and 210 in New-Brunswick.)	
From Calais to Bangor, in a direct line, is 90 miles, but the railway route is estimated at	112
Whole length of the European and North American Railway,	446

Mr. Perley next entered into a comparison of the routes from Halifax to Montreal, by the Halifax and Quebec Railway, and by the European and North American Railway line, which he stated thus:—

From Halifax to Bangor,	446 miles.
Thence to North Yarmouth,	98 "
North Yarmouth to Montreal,	249 "
Total,	793 miles.
From Halifax to Quebec by Bay of Chaleur,	635
Quebec to Montreal,	193
	828

Difference in favour of the lower route, 35 miles.

Having thus stated the extent of the proposed line, Mr. Perley said, he would next say a few words as to its probable cost, and the expected returns. On these points, he availed himself of the very able reports of A. C. Morton, Esq., the Engineer-in-Chief of the Portland and Montreal Railway. In a report which had been published last year, Mr Morton furnished some most valuable statements with reference to the railways of Massachusetts. It was therein set forth, that the aggregate length of the thirteen principal lines of railway in Massachusetts, in 1847, was 581 miles; that these lines had cost £7,721,423 currency; that their total income, for 1847, was £1,295,475 currency; and that the expense of maintaining and running these railways, was £661,317, or about fifty per cent. on their receipts. There were transported, in 1847, over these roads, 5,336,988 passengers, and 1,724,388 tons of merchandize. The number of inhabitants in Massachusetts, and the counties of other States, through which these roads pass, is about one million; and it therefore appeared, that the number of passengers, on these roads, was over five times the population of the country in which they were located; and, that the amount of merchandize transported, was about 1¾ tons to each inhabitant. This large amount of travel and tonnage, as compared with the population, was extraordinary; but Mr. Morton said, it must be attributed to the effects of railways, in stimulating every branch of industry, and promoting greater intercourse among the masses of the people. Owing to the different condition of New-Brunswick, and its state of improvement, and the different character and pursuits of its inhabitants, whose industry and locomotion had not yet been affected by railway influence, Mr. Perley said, it would be a safe estimate to assume, (as Mr. Morton did in Lower Canada,) that the number of passengers on the railway, would only be equal to the actual population; and, that the amount of freight would be only half-a-ton to each inhabitant, instead of 1¾ tons, as in Massachusetts.

Mr. Perley then proceeded to state, that the population, in 1848, of Westmorland and Albert counties, was 23,581; of King's, 19,285; of St. John, 43,942; total, 86,808 souls—but he would assume, that in 1850, these counties contained, at least, 90,000 souls. The county of Charlotte, in 1848, contained 24,237 inhabitants; and he would assume, that this county, with those parts of Queen's, Sunbury, and York, through which the railway would pass, contained at present, at the lowest calculation, 30,000 souls. The whole length of the proposed railway across New-Brunswick, as he had already stated, was 210 miles; and the population along that line, and in its immediate vicinity, was 120,000 souls. He would therefore offer the following estimates:

COST.	
210 miles of Railway, at $30,000 per mile is,	$6,300,000
Interest on this sum at 6 per cent,	$378,000
TRAFFIC.	
120,000 passengers at 3 cents per mile, or $6,30 for each passenger	$756,000
60,000 tons of freight at 3 cents,	$378,000
	$1,134,000
Off, 50 per cent for expenses and maintenance,	567,000
Net Income,	$567,000
Deduct Interest on cost, as above,	$378,000
Clear profit per ann.	$189,000

It would be noticed, Mr. Perley said, that the estimate he offered, as to the probable profit of the line, was based solely upon its local traffic; that nothing was taken into account for the transportation of the mails, for which service the United States Post Office allowed, on the principal lines of railway, $300, or £75 per mile, per annum. For the like service it was anticipated that the British and American governments would allow to this railway, at least £125 per mile, per annum, for the transportation of all the mails between Europe and America: and when the immense traffic which would be drawn over this line, as part of the great thoroughfare of all nations, and as the highway for all intercourse between the Old World and the New, was taken into consideration, no doubt could be entertained of its being not only a safe but a profitable investment. The only point then which remained to be considered, was the *means* for the construction of the line; and he begged to detain the meeting a few minutes, while he furnished some information as to the manner in which this was managed in the United States. In a report presented by the Directors of the Portland and Montreal Railway, so recently as the 6th inst., it was stated, that the whole uncompleted portion of that railway, both in Maine and in Canada, had been lately put under contract, with a stipulation for its entire completion in three years from the 8th day of January last. The contractors were Messrs. Wood, Black & Co., most responsible persons, who had agreed to finish the line, in all respects ready for equipment, at $26,200, equal to £6,550 currency, per mile. For this sum they were bound by the contract to furnish the right of way, (six rods wide,) the fencing, grading, masonry, bridging, superstructure, and rails, with the necessary side tracks or turn-outs. Lest any misapprehension should arise, it was necessary to state also, that besides the price to the contractors, the Company had to provide depot grounds, outside the six rods breadth of way, as also buildings, Engine-houses, and water-stations, with turn-tables, and equipments. These, with the expenses of the Engineers employed to overlook the work performed by the contractors, caused an additional outlay of $3000 or £750 per mile, making the total cost of the road, fully completed and equipped, £7300 per mile. The manner in which the contractors were paid, Mr. Perley said, would no doubt be interesting. Messrs. Wood, Black & Co. were to receive in payment for the performance of their contract, one-half of the stipulated price in cash; one-fourth in the bonds of the Company, payable in 20 years, with interest half-yearly; and the remaining one-fourth, in the Stock of the Company, at its par value. This would show what amount of cash it required to build Railroads in the United States—but this was not all. The cash part, consisted chiefly of bonds of the City of Portland, and other public securities, payable in 30 years, bearing interest at 6 per cent. which were considered equal to cash. The City of Portland had been authorised by law, to loan its bonds to the Montreal Railway Company, to the extent of One Million of dollars; about three-fourths of this amount had been actually issued, and although the railway was only completed, and in operation to Paris, a place in the forest, about 47 miles from Portland, yet its earnings had paid the interest on these bonds, as also 2½ per cent. toward a sinking fund for their redemption, and had likewise yielded a dividend to the Shareholders! The City of Portland had not been called upon to pay one farthing towards the bonds, nor was it likely that it ever would have to contribute a single cent towards their redemption!

With these observations, Mr. Perley said, he would conclude by expressing his feelings of gratitude toward the hospitable and generous citizens of Portland, and all others from whom they had so received so great kindness and attention at the Convention, and he would urge the passage of the resolution before the meeting.

Mr. JACK, in moving the second resolution, remarked, that although the subject was one of great importance, and which, under other circumstances, he would have approached with diffidence, yet in the present case he felt sure of the sympathies of his audience, and what was of more importance, he enjoyed the satisfaction of knowing that he was upon the *right side*.—That while he fully agreed with the Attorney-General in his eulogy upon the kindness and hospitality of the citizens of Portland, he still more appreciated the delicacy of feeling which led them to speak so warmly of the British Nation, so that the Delegation, while cordially uniting with them in this great undertaking, might do so without at all forgetting that which they were proud to remember, their connexion with Great Britain.

Mr Jack remarked, that in the progress of events, undertakings, which at first appeared almost beyond our reach, gradually came to be spoken of as matters of course; that although the time was within his own memory when three monthly mails, arriving together from England in the month of February, was looked upon as an accident, the recurrence of which could not be prevented; and although, when steamboats were first proposed for crossing the Atlantic, even practical and scientific men believed that the *fuel* required would be *three times as much as each vessel could carry*; yet he believed the time was not far distant when the mails across the Atlantic would be despatched daily, and their arrival would be almost a matter of certainty. He observed that railways and electric telegraphs were essentially *peaceful* undertakings; and although Lieutenant Maury, in his letter to the Convention, had spoken of their utility in time of war, yet it must strike every one that they could only be used for defensive purposes, and in a friendly country, since by removing the smallest part of the rails, the progress of an advancing army could be at once interrupted. He said that railways had become essential to our prosperity, that we *must* keep pace with the age in which we lived, and that if we were even determined to oppose this great measure, it would still be undertaken and completed, whether we wished it or no; that a highway was demanded by two continents, and that the feeble opposition which we could raise, if inclined to do so, would be as powerless as that of a grain of saw dust to stop the passage of the great river now flowing past our city; but happily, the case was otherwise, we had determined that the railway *must* be made, and that our exertions towards its accomplishment should not be wanting; but although all were willing that it should be made, all were not willing to assist; it might be said that the capitalists of this Province were divided into three classes, *men of accident*, *men of action*, and *men of Providence*; of the *first*, were those whose fathers in the early settlement of the country, obtained large grants of land, near to which cities happened afterwards to be built; these men were quite willing that their properties should be improved in value, but were not always ready to invest their capital in the works of public utility, which would produce that result; that the second were the architects of their own fortunes, and most readily came forward to assist with their capital and enterprize in anything by which the general good might be best promoted; but the third class were those who would not become original Stockholders, but knowing that in all great undertakings of this kind there were some who would embark beyond their capital, were ready, when these were called upon for payment of their last instalments, to take their stock at a heavy discount, following like sharks in the wake of some large vessel, and waiting patiently for whatever booty Providence might send. He thought that it should be our endeavour to persuade the men of *accident* to unite with and become the men of *action*; that in an undertaking of so great importance, and so necessary to our social prosperity, no effort should be wanting, nor should the proprietor of the smallest means withhold his assistance, since the greatest results are produced by means apparently insignificant, as the smallest rills, when combined and united, gradually swell to a mighty river.

Mr. READING, in seconding this Resolution, did not intend making a speech on the subject.—The importance of the proposed Railway, as a national and commercial undertaking, had been fully discussed, and that it would pay when made, others, who would follow, were prepared to shew. Talking would not build railways; and the time had arrived for the people to shew, by *doing*, that they were really in earnest. He believed the people of these Provinces were, to a man, prepared to do their utmost towards the good work; and there was no doubt their fellow-subjects, in Great Britain and Ireland, would assist them. But if they were refused aid from that quarter, still the Road *must* be built; and although it seemed, at first sight, to be an immense undertaking for this Province to build 210 miles of railway, at a cost of £1,500,000, yet, by combined effort, it could easily be accomplished in the time mentioned—say five years. Supposing the Government, on the Provincial credit, raised one half of the amount, there would remain to be raised, by individual subscription, £750,000, or £150,000 per year for five years. Now, taking the ordinary mode of calculating the proportion of adult males to the whole population, it would give, in this Province, about forty thousand—more than half of whom were directly on the contemplated line of road, so that the amount required to be subscribed was only equal to £7 10s. a year for one-half the adult population; or taking the value of a day's labour at an average of £5, it was equal to a month's labour each year, for five years, for one half the adult male population. If what was said was really meant, this could, and must be done; but it would not be required, as the certainty of the investment, being a good one, was so evident, that the stock would be readily taken by English capitalists as a matter of speculation. But the people of New-Brunswick must begin the work themselves, with a determination to accomplish it, and afterwards seek assistance. In returning from Portland the other day, Mr. Reading said, that one of the delegates from Nova-Scotia, in speaking of the necessity of having the right kind of men to conduct the operations, stated a circumstance which went to shew what a determination of purpose will accomplish. Shortly after the completion of the Line of Telegraph to Halifax, he suggested to the people of Pictou the idea of their erecting a branch from the main line, a distance of about forty miles. The suggestion was well received, and as is usual in such cases, a public meeting was called, and resolutions unanimously adopted in favour of the suggestion. The gentleman then obtained a charter, and informed his friends in Pictou, that if they would subscribe one third the stock, he would pledge himself to raise the other two-thirds; but strange to say, he received information that their efforts were unsuccessful. Being determined to accomplish what he had undertaken, he went to Pictou himself, and in one day got two thirds of the stock subscribed, took the balance himself, and now the line is in successful operation. If such untiring perseverance, such determination of purpose, be used by the persons in whom the carrying out of the present undertaking shall rest, then, in the words of the Resolution, the Railway *will* be made.

J. H. GRAY, Esq. said, the resolution which he had to offer, was intended to carry out the suggestion, with which the last speaker had concluded his remarks, namely, the enforcing upon the people of this Province, the necessity of *action*. After reading the resolution, Mr. Gray said, in a commercial point of view, there were two reasons for undertaking the proposed Railway; and having established those, he would notice the effect it would have, when completed, upon the Province, both as regards its internal improvement, and its position abroad, or in the language of the resolution, "the effect upon its future destinies." The first of the reasons, in a commercial point of view, was *the saving of time*. To a mercantile man, or a business-man of any kind, time is money. The European and North American Railway will save five days, or four and a-half, certainly, in the time of transit between London and New-York, the emporiums of the Eastern and the Western Worlds. To verify this assertion, Mr. Gray read the following statement, carefully prepared by himself, which he commented upon and explained very ably, item by item, in the most lucid manner:—

	days	hours	min
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 16½ miles per hour—the Cunard boats having attained 15½ miles, and with less weight of coals must increase their speed,	5	11	15
Halifax to the boundary between New-Brunswick and Nova-Scotia, 120 miles, at 30 miles per hour,	—	4	—
From the boundary of Nova-Scotia, across 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
Total running time,	7	8	5
Add 4 hours for delays, transhipment, &c.	—	4	0
Whole time between London and New-York,	7	12	5

This calculation, Mr. Gray said he had made prior to the Convention, but while at Portland, he had met Mr. De Haven, the editor of the *Boston Railway Times*, who had furnished him with a number of that paper, published last month, which contained another calculation of the time between London and New-York, which singularly corroborated the statement he had just read. Without entering into the relative distances, Mr. De Haven had in a paper to which he referred, and which he (Mr. Gray) then held in his hand, given the time of transit, between London and New-York, by the proposed route, as 7 days 8 hours. It was clear then, that 4½ days could be saved, as 12 days was now the shortest time to New-York.

The second of the commercial reasons for undertaking the Railway was—*it will pay as an investment*. About two years since, while advocating the Shediac Railway (a part of the line now contemplated), he had made a computation from the returns of existing traffic, taken at three different stations, by order of the Government, and published in Mr. Wilkinson's Report, (the correctness of which was corroborated by the calculations of Mr. Perley, based upon the principles laid down by Mr. Morton,) and after estimating the cost of the Railway at £500 per mile more than the Engineer, he had shown that there would be a clear surplus profit, (after allowing 40 per cent. for working expenses, and 5 per cent. interest on capital.) of £10,224 a year, from the then existing traffic only, without any estimate for the transportation of the mails, or the increase of business, which would arise from the construction of the Railway itself, and the greater facilities it would give for intercourse. The particulars of this computation, time did not then allow him to enter into; but it should be laid upon the table for the inspection of any gentleman who wished to test its accuracy. The calculations exhibited by Mr. Dickey, of Amherst, at the late Convention, established the like result with regard to that portion of the line from Baie Verte to Halifax.

The *Railway Times*, to which he had before referred, basing its calculations upon a thorough knowledge of railways in North America, and upon principles which the editor from his long experience, must know to be sound, had shown upon the whole route, a clear profit of 8 per cent, upon an estimated cost of £7,500 per mile, being £2,500 more than would be required for the line through New Brunswick, owing to the peculiar facilities of the country.

Having thus established his commercial reasons for the construction of the proposed Railway, Mr. Gray proceeded to say, that its immediate effect would be, the encouragement of domestic manufactures, and of the native industry of the Province. While at Portland he had noticed a large foundry and machine-shop, apparently of recent construction, near the depot of the Portland and Montreal Railway; on enquiry he learned that the moment the railroad was projected a company had been established to build locomotives for the line, and it was now in profitable operation. The thought instantly suggested itself,—why could not the same be done at St. John? The duty on imported iron was less, by 12 per cent. than in the United States, and Harris & Allan, Fleming, Everitt, and others, had foundries as good, and workmen as competent, as those in the United States. The building of the cars, station-houses and warehouses, at the depot, all gave employment to local artisans and mechanics, and such would be the case here. Along the line of Railway manufacturing towns would arise, and the people of the Province would find that employment at home, which they now went abroad to seek. While at Boston, Mr. Gray said, he had met several mechanics of this city, who told him they were obliged to leave it, because they could not get work; but their hearts yearned to return, and they would do so as soon as there was anything going on. The agricultural and mineral resources of the country would, as matters of course, be the more rapidly developed by the stimulus which would be given by the construction of the Railway. If such would be the effects at home, what would they be abroad? With regard to this Province, there was no intentional mis-legislation, no intentional disregard of its interests in England; but it was so little known that *it was not considered at all!* He did not mean, little known to the members of the government; he meant, to the great body of the people of England. But when the highway of nations passes through this land—and the wealth, intelligence, and the travel, of Europe and America are rolled across New Brunswick, the case would be entirely different—the country would become known—the capitalist and the agriculturist, and the whole surplus population of the British Isles, would learn that in this, and the adjoining Colonies, there was a home which offered every inducement to the industrious, and every security to the wealthy man; and when connected by the ties necessarily resulting from increased settlement, and rapid communication with the great mass of the British people, the force of public opinion would operate upon the government, and the Provinces would cease to be Colonies! They would become integral portions of the British empire, and find their place in her Senate, and their voice in her Councils. It had been said that this railway was "impracticable." He had looked into a dictionary of 1850, and he could find no such word! It was an historical fact that little more than half a century ago Napoleon had scaled the Alps, and poured his legions on the fertile plains of Lombardy—what reward would not the haughty conqueror of Lodi and Marengo have given to the man, who would have told him "tunnel the Alps and pass your legions *through!*" Talk of impracticability, and then think of tunnelling the Alps! At this very moment that mighty work was going on!—seven miles through the heart of a mountain, 4850 feet above!—a mountain whose foundations rest on the centre of the earth, and whose summit, covered with eternal snows, was lost amid the clouds of heaven! Mr. Gray concluded by saying that the resolution which he had moved embraced within itself the reasons for its adoption, as it involved the prosperity and the dearest interests of New Brunswick. He therefore hoped it would pass unanimously.

JAMES WHITNEY, Esq., seconded Mr. Gray's resolution, with some brief, but very sensible remarks, with regard to the importance and necessity of the undertaking, and the certainty of its being a profitable investment.

W. J. RITCHIE, Esq., in moving the fourth resolution, said, he quite concurred in all that had been said about this great Railway. A great deal of talking had been done in this Province about railways, but the time had arrived when men should show "the faith that was in them," by subscribing for stock. The resolution he offered was to make an actual beginning of the work, and he moved it with the full expectation, that it would be cheerfully and cordially responded to by all classes of persons.

JOHN WISHART, Esq., seconded the resolution. Mr. B. O'Brien also spoke to the resolution, and expressed his satisfaction with the statistical information which had been presented. The calculations of Mr. Gray were very conclusive and satisfactory, as were also the details given by Mr. Perley, who seemed to know the country like a book. The Convention at Portland had done well, and he hoped the next Convention would be held on the soil of that noble country, Ireland, either at Dublin or Galway. Ireland possessed greater wealth, and greater resources, than were generally believed, and her men were not inferior to any other on earth; they only needed enterprises of this nature to give them a fair chance, and then their strength and their ability would have room to display themselves.

In moving the fifth Resolution, Mr. WRIGHT said--He had a Resolution to offer to the Meeting, which he had no doubt would meet with as cordial and as unanimous a response as those which had preceded it. It was one of the peculiar and most happy features of the projected enterprise, that the more it was considered, the closer it was examined, the better it was liked. Every calculation that had been made, appeared to show the correctness, and *to prove*, as it were, some previous calculation on the subject. In like manner, the great benefits likely to result from it, became more and more apparent as the project was discussed. At the first view it was easy to comprehend that it would be of vast importance to Boston—to Portland, and other parts of Maine—to this Province, and to Nova-Scotia; but, on further examination, they would find its benefits extending across the Atlantic,—to one of the noblest portions of the British empire, but which, perhaps, more than any other, required the aid of railways to raise it to the position it ought to maintain. Need I say—continued Mr. Wright—that I mean IRELAND!—a country, as Mr. O'Brien has justly described it, rich in resources and in wealth, and possessing men inferior to none upon earth—men, too, quite competent to appreciate the merits of this great undertaking, and who, no doubt, would hail it with enthusiasm. It was a fact, demonstrated by all experience, that of all lines of railways, the parts which benefited most were the termini. Now, it would be seen, that in this respect Ireland would be particularly favoured, having one on the Atlantic, and another on the opposite side of the Island. It would in fact, of necessity, be the resting place of travel and traffic between the two continents; its condition and prospects would be elevated; its resources, mental and physical, drawn forth,—for nothing was so powerful as railways to draw forth the mental and physical resources of a country—and the bonds of union, which already bound her to British North America, would be strengthened by these iron ties. The public had lately witnessed, with feelings of admiration, the spirited enterprise of the men of Galway, to establish steam communication between that Port and Halifax, and sympathised deeply in the discouragement they encountered in the loss of their steamer. It was but right that a public expression of these feelings should be given, that the warm hearted people of Ireland might know that the people of these Colonies are ready to co-operate with them, heart and hand, in raising the condition of that noble country!

Mr. MACFARLANE, in seconding this resolution said, he could add nothing to the energy or eloquence of expression used by Mr. Wright; but he felt a hearty enthusiasm in this great project, which he considered destined to raise New-Brunswick from a state of lethargy, to a position of prosperity emulating that of the United States—in a word, to place this colony in a position to move on, and keep pace with the spirit of the age. Referring to the resolution, he claimed as a true position, that identity of interests, and mutual advantage, best fostered friendships, and cemented the bonds of union; and he would enquire, to what extent that identity of interests, and mutual advantage, would exist, when this Great Railway was completed. It certainly was for the interest of Ireland, that this railway should be built, because it would connect with the railway system of that kingdom, which having its main shores rooted on the shores of the Atlantic Ocean at Galway, would throw its branches from the Giant's Causeway to Cape Clear, blessing and fructifying all within its reach. The construction of this North American Railway would give employment to the surplus population of Ireland, redundant in poverty from the want of labour; and these unfortunate people would settle in the forests of New-Brunswick, to supply the demand for labour where its was most needed. With regard to the route from London by Galway and Halifax, Mr. Macfarlane pronounced it the most safe, the most expeditious, and the cheapest line of travel, from all Europe, to these Lower Provinces, the United States and Canada. The most safe, because the sickness arising from long voyages in sailing ships would be avoided; the most expeditious, because the two projecting points of Europe and America, in Ireland and Nova Scotia, must at all times be the points of embarkation and debarkation, as between them the quickest voyage could be made. To prove that this would be the cheapest route, Mr. Macfarlane presented the following statement, the results of which, he said, had astonished himself:

A steamer of 1500 to 2000 tons to leave Galway and Halifax daily, would carry 1000 passengers each; but taking a reasonable probability of travel, say 100 steerage, and 25 cabin passengers each way—

100 steerage passengers at £2 each,	£200	
25 cabin do. at £10 each,	250	
	£450	
24 trips in a year amount to		£10,800
The steamer requires 35 tons of coal per day, for 8 days, at 8s. per ton, £112 each trip. For 24 trips,	£2,688	
30 men, averaging £6 per mo., £180. For 24 trips,	£2,688	
Cabin provisions, £20 per trip, For 24 trips,	480	
Insurance on Ship, valued at £20,000. Wear and tear 20 per cent. per ann.	£4,000	£9,328
Showing a net profit for 1 year of		£1,472

Here, then, continued Mr. Macfarlane, was a net profit of 7 per cent., per annum, on an investment of £20,000; and as to the amount of travel, he had put down but 100 each day from Ireland, amounting to £[illegible]1,000 per annum only, against an emigration to the United States and Canada of nearly half a million annually. Mr. Macfarlane contended, that when the European and Nortn American Railway was built and in connection with the Portland and Montreal line, emigrant passengers could go as cheaply from Halifax to New-York, or Montreal, by the railway as they could in any other way; and he went on to shew, that an emigrant from Europe could reach Boston or Montreal in the manner he proposed, in a most safe, expeditious, and commodious manner, for the small sum of £3 sterling. As one of the delegates to Portland, he had made it his business to enquire among the shop-keepers there as to the effect of railways, thinking that as 300 miles of railway had been built in Maine alone, the purses of the people had been severely tried. He found, however, that such was not the case; they were well disposed toward this great scheme, and said, "Go on with this Railroad—we all know the benefits of railroads—since their establishment, rents have nearly doubled, but then we have more than double the business to do!" Following up this advice, and in a similar spirit, he called upon the people of this Province to imitate the men of Maine—the humblest mechanic in the country could take his one share, or even more, in this great project, with the certain assurance of its returning him twofold, and that he and his posterity would have the satisfaction of seeing their names recorded in the first stock book, equally with the wealthiest capitalist—and thus would they promote the welfare and prosperity of their country!

S. L. TILLEY, Esq., moved the sixth resolution, and made some very spirited remarks with regard to the railways, of which he spoke in the warmest terms, expressing his earnest desire for its success, feeling fully assured of the great and lasting benefits it would confer upon the country. The resolution was seconded by Mr. G. E. Fenety, who spoke strongly in favour of the Railway, tendered his best exertions toward carrying it out, and energetically called upon the people to shew that they had a real and honest regard for their country, by giving substantial aid to this enterprise.

The last resolution was moved by Thomas G. Hatheway, Esq., and seconded by Robert Jardine, Esq.; and then, His Worship the Mayor being called to the Chair, the usual vote of thanks to the Hon. John Robertson for the ability with which he conducted the business of the meeting, was passed.

The greatest unanimity prevailed at the meeting, and all present seemed actuated by one single feeling—that of advancing the great cause, in which all take so deep an interest. We augur well for the success of an undertaking which thus enlists the sympathies of a whole people, and about which there is neither doubt, fear, or hesitation. In the language of the second resolution, we say, as do the public unanimously, this Railway ought to be made, will pay when made, and MUST BE MADE!

We learn that an objection has been made to the Shares being placed at $100 each. This was a subject of much deliberation and consideration at Portland; it was found that all Shares in Companies in the United States are $100 each, while in England they are placed at £20 sterling, or just the same amount. It was therefore deemed necessary to conform the Shares in this railway to the scale adopted in England and the United States; but, we understand, there will be no objection to quarter shares being issued, as in England, where thousands of such, in the leading railways, are issued at £5 sterling each, and we trust many shares in this railway, will also be disposed of there, as well as in this Province, in the same way.

RESOLUTIONS.

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 are 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 their attention and kindness to the Delegates from this Province; and that this Meeting responds with unmingled pleasure to the mutual expressions of esteem and good will which so universally characterised the proceedings of the Convention.

2. *Resolved*, That the projected undertaking, which has received the appellation of "*The European and North American Railway*," is recognised and adopted by this Meeting as one which affects the interest of every British subject, whether resident in the United Kingdom or the 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.

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 destinies of these Colonies, now sincerely and firmly resolves to aid the enterprise 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.

4. *Resolved*, That the Members of the Executive Committee for 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.

5. *Resolved*, That this Meeting views the "European and North American Railway" as an enterprise 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 it hails with lively satisfaction, the spirited effort lately made from Galway, to test the practicability of a more rapid communication across the Atlantic.

6. *Resolved*, That the Executive Committee, in taking Subscriptions for Stock in the European and North American Railway, do so upon the understanding, that the same is to be considered as one undertaking from the Eastern coast 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 in the disposal of the Executive Committee, to meet preliminary expenses.

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 interesting in the undertaking.

TIMBER AND DEALS EXPORTED FROM ST. JOHN.—The quantity of Pine Timber (as appears by a detailed statement in the News-Room) exported from this Port to the United Kingdom, during the half year ending the 31st ultimo, was 45,662 tons; during the same period in 1849, 36,273 tons, and in 1848, 71,550 tons. Birch Timber, in 1850, 8,752 tons; in 1849, 5,152 tons; and in 1848, 4,861 tons. Spruce Timber in 1850, 493 tons; in 1849, 669 tons; and in 1848, 1136 tons. Deals in 1850, 47,207 M. feet; in 1849, 52,363 M. feet; and in 1848, 56,906 M. feet. Railway sleepers in 1850, 712 M. feet; in 1849, 3,436 M. feet; and in 1848, 3,387 M. feet. Boards, in 1850, 425 M. feet; in 1849, 1093 M. feet; and in 1848, 752 M. feet.—From this it would appear that there is an increase on the quantity of Timber exported this year as compared with last year, but a decrease on Deals, &c. The tonnage of vessels in which the above were imported, in 1850, was 95,202; in 1849, 96,517; and in 1848, 132,814.

ELECTRIC TELEGRAPH COMPANY.—At the annual meeting of the Shareholders of the *New-Brunswick Electric Telegraph Company*, held on Monday the 12th inst., Messrs. R. Jardine, John Duncan, James Donaldson, Robert Reed, and Edward Allison, were elected Directors for the ensuing year. And at a subsequent meeting of the Directors, Mr. Jardine was chochosen President, and Mr. D. B. Stevens was appointed Secretary and Superintendent.

THE CHURCH.—His Lordship the Bishop of Fredericton arrived in town last Saturday, and on Sunday afternoon proceeded to Carleton, where he confirmed twenty-five persons in St. George's Church, some of them being well advanced in years. A young lady was also publicly baptized by His Lordship, who was assisted in these interesting and holy services by the Rev. Mr. Coster, the Rector of the Church. His Lordship also delivered a very practical address suitable for the occasion, which was listened to by a large and attentive congregation.

We regret to announce that the Potato disease has made its appearance in this neighbourhood, and is now progressing with the same virulence as in former years. We understand that the disease has not as yet made as much headway up the country as in the vicinity of the City, although it has been noticed in several quarters.

SERIOUS CASUALTY.—It is with much regret we have to announce a serious casualty, which occurred yesterday morning, to Mr. James U. Thomas, Clerk to Messrs. S. Wiggins & Son, by falling from the rail of a new ship, against her side and the fender, and upon a stage. His head is seriously injured, and he still lies in a very precarious state.

SUDDEN DEATH.—On Saturday last, 10th instant, an elderly man entered the village of Musquash, and having partaken of some refreshment at the house of G. C. Carman, Esq., took his leave, apparently in good health; he had not proceeded far, when he called at another house and asked for a drink of water,—after resting awhile he started on his journey, but ere he had taken a dozen steps he suddenly fell backwards, and almost immediately expired. From a petition found in his possession, (which it seems he was carrying through the country seeking relief,) it appears that his name was David Caldwell—that he had served seven years in the 30th Regiment of Foot, and for the last twenty-five years had resided in this Province—that sometime during the last year he was burnt out at the New Jerusalem Settlement, and having lost all that he had, he, with five children, were thrown destitute on the world. If this should meet the eye of any of his family or friends, it will be gratifying for them to know that his body was decently interred, under the direction of G. C. Carman, J. P., the funeral service being read by the Rev. the Rector of the Parish.—*Chron.*

PORTLAND POLICE OFFICE.—Michael Bradley, Wm. Bowes, and William Lafferty, were convicted before Jacob Allan, Esquire, Police Magistrate, for assaulting a Policeman, and rescuing a prisoner in custody. An attempt was made to stab the Policeman, who was severely injured by a blow from a stone. They were each fined twenty pounds, or in default of which they are to be confined in the Penitentiary ten months.

FURIOUS DRIVING.—George Hume and Holly Bulyea, were this morning convicted before Jacob Allan, Esq. Police Magistrate, Portland, the former in 20s., the latter 10s., for furious driving in the streets of Portland.—*Ibid.*

We learn from the *Head Quarters* that Her Majesty's government has been pleased to confirm the provisional appointment of James Taylor, Esq., as Controller of Customs and Navigation Laws for the Port of Fredericton.

THE MAIL STEAMERS.

The American Steamship *Pacific* arrived at New-York on Sunday night, in eleven days and seven hours from Liverpool, and the British Mail Steamer *Niagara* reached Halifax on Wednesday morning, in 10¾ days from the Mersey.—Dates from England are to the 3d inst.

With the exception of considerable excitement in the Cotton market, and a rise in price of ⅛d. per lb., no new feature of importance had manifested itself in trade or commerce during the week.

The Flour market remained stationary—Corn had declined 6d. per quarter.

The arrivals of Wood from British North America and from the north of Europe have, to a considerable extent, supplied the previous comparative deficiency. There is still an important falling off in stock, which, however, is expected to be made up at the season advances; more activity appears in the market, and purchasers seem inclined to avail themselves of the exceedingly low rates which now prevail. A brisk demand at higher prices prevailed at this time last year.

Prices of Iron remain almost stationary, and the trade is quiet.

We have to report another week of depressed Freights, with a general scarcity of measurement goods. Of weight there is a fair quantity, but at very low rates. In passengers no improvement, many ships go unfilled.

THE POTATO CROP.—The *Dublin Evening Post* of Wednesday thus sums up the news of this week. We have now reached the month of August, and still, we are most happy to announce, there is no real cause of apprehension about a general recurrence of the destructive blight of previous years. It is fully a month since the first notice of the blackened and withered appearance of potato fields in Kerry appeared in this journal. Supposing that this really had been the first approach of the epidemic, as our correspondents imagined, the safety of the tubers at that time, and the subsequent healthy growth of the plants in some instances, would lead one to the conclusion either that the malady has become much less virulent, or the potato has so far recovered its vitality as to be capable of resisting its influence. One thing, however, is clear, that the blight has made little or no progress, and the alarm amongst the peasantry has much abated.

THE COURT.—The Queen and family remain at Osborne House.—It is understood that her Majesty has determined to prorogue Parliament in person, and that, consequently, the adjournment may be expected to take place before the 20th August, which is named for the departure of the court for Scotland.—Her Majesty and the Prince and the royal family will proceed by railway. Sir George Grey will be the Secretary of State in attendance on her Majesty.—Arrangements are being made in Scotland for her Majesty's reception. It is understood that she will spend two full days in Edinburgh, and sleep three nights in Holyrood on her way to Balmoral.

It is just rumoured that Lord Brougham is to be created an earl, with remainder to his brother (Mr. William Brougham, one of the masters in Chancery). for his great public service in the House of Lords and Privy Counsel.

Sir L. Shadwell, Vice-Chancellor of England, was reported, on Thursday night, to be in a dying state.

Major-General Sir Alexander Campbell, K. C. B., Colonel of the 74th Highlanders, died last week in the Highlands.

Mr. O. Higgins has been returned for Mayo, beating the Protectionist candidate, Mr. Butt, by 46.

Mr. Smith O'Brien is to be removed from Maria Island to Port Arthur, where he is to be lodged in a stable, with a sentinel in front, and to be visited only by the visiting magistrate the superintendent, officer, and serjeant of the guard.

RIOT IN BELFAST.—William Walker and William Anderson have been convicted at the Antrim assizes of an attack on the police, near Belfast, on the evening of the 12th of July last. Walker was sentenced to a fornight's imprisonment; the other was allowed to remain out on bail, for judgment hereafter.

THE LATE DUKE OF CAMBRIDGE.—The property is stated to be divided into three portions amongst his three children, viz.—the present Duke and his two sisters. In addition to other property, the sum of £5,000 goes to the duchess. The executors are the Duke of Sutherland, Sir James Reynett, and Sir Henry Wheatley. The guardians of the Princess Mary are the duchess, the present duke, and the executors already named. The Princess Mary is but sixteen. By the grant of parliament she will have £3,000 per annum, as well as one-third of the personal estate by will.

The Infantry are about to have a steel scabbard for the bayonet, as the leather ones are constantly breaking.

The Lords of the Admiralty have requested tenders for the conveyance of her Majesty's mails to and from the Cape of Good Hope, by screw steamers, once per month.

There is a talk (says a correspondent of *Chambers's Journal*) of a stationary balloon over Paris, to sustain an electric sun for illuminating the city at night!

The Spanish Government is sending to Cuba reinforcement to the amount of 6,000 troops.

The late conflagration at Cracow destroyed 300 houses, the Dominican and Franciscan convents, the churches of St. Barbara and St. Joseph the Episcopal Palace, the Polytechnic School, and several other public buildings. Seven streets have been burned down. The fire was evidently the work of a band of incendiaries.

It is stated in a letter from Semlin, of the 20th ult, that Mr. Fonblanque, Consul General of England in Servia, has struck his flag and sent a letter of complaint to the Pacha of the fortress, in consequence of the Servian police having inflicted some punishment on his domestic—an act which he represents to be a violation of his privileges.

RUSSIA.—A terrible and destructive conflagration has reduced the city of Samara, government of Simtirsk, to ruins; 33 stone houses, and 486 houses built of wood, have been destroyed. As soon as intelligence reached St. Petersburgh, the Emperor sent his aide-de-camp, Prince Obolensky to Samara, to inquire into the particulars of this lamentable fire, and to distribute 5,000 silver roubles amongst the most needy of the sufferers.

DENMARK AND THE DUCHIES.—The expected battle between the Danish and Holstein armies was fought at Idstedt, on the 25th ult. The Danes were victorious. The Holsteiners retired in perfect order from the position they had taken up before Schleswig upon Schestedt, a place three miles north of the Eyder, and between the two duchies. There was a preliminary skirmish on the 24th, and in this affair the Danes came off second best. The Danes, on the 25th, were commanded by General Von Krogh. The duchy forces by Von Willisen and Von der Tann. After the battle the Holsteiners left the town of Schleswig to its fate, and the Danes, on the 26th, marched in; but it has been observed that, both on the night of the 25th and next day, they were very remiss in following up their advantages. On both sides the loss has been immense; but the Danes must have suffered most, otherwise, with their great numerical superiority, they would not have remained upon the field of battle. They cannot have numbered less than from 45,000 to 50,000 men, according to the statements of the prisoners who, 400 in number, were removed, first to Schleswig, then to Rendsburg. Swedes and Norwegians are said to be among the number, in Danish uniforms. Twenty officers are among the prisoners. On the 25th and 26th, between 500 and 600 wounded men were taken into Altona by the trains from the north. The Holsteiners saved their artillery.

Later intelligence gives an accurate idea as to the present position of the Holsteiners. The facts which now come to light would seem to indicate that the retreat from Schleswig, after the battle, was not so much in consequence of a fair defeat as in consequence of a lack of ammunition; and it is placed beyond all doubt that this retreat was most orderly. A letter from Kiel, dated the 29th ult., says:—"The Statthalterschaft has issued a proclamation, in which it declares that its army, though compelled to fall back, is not beaten. The surrendered positions are recoverable, and the greatest losses may be repaired. The courage of the army is undiminished, and the troops stand prepared to renew the fight. Nothing yet lost, and the Fatherland expects that every man will do his duty." A letter from Hamburgh, same date, says:—"There has been no change in the relative positions of the hostile forces since the 27th. The Danes remain at and about Kropp, and the Holsteiners behind the Wittensee, at Schestedt, just at the junction of the Eyder with the Holstein canal. The morning train from Rendsburg has just brought a report of a slight skirmish of one of the outposts with a patrol of Danish cavalry, which had no result beyond the capture of a few Danish horses and prisoners. The Holsteiners are making every effort to bring their army again into a condition to recommence operations. Every battalion of the reserve is called in, and it is said that most of the men belonging to those who were broken and dispersed in the action at Idstedt have rejoined their colours. The question now is, will General Willisen hazard another engagement?"

The news of the battle has excited a fury throughout northern Germany; and in Hanover, the most German of all Germany, a meeting has been held, at which 4,000 persons were present. Two petitions were drawn up—one addressed to the king, the other to the cabinet—in both of which it was requested that the Hanoverian army might be sent to the aid of Schleswig Holstein. On the same day a popular meeting was held at Hildesheim, where an address was voted to the king to the same effect. The Hanoverians have sent 100 Louis d'ors to the Schleswig Holsteiners.

Martial law has been proclaimed for the Duchy of Schleswig. A fleet of 18 men-of-war lies before the hardour's mouth at Kiel.

It is reported, that the Russian has addressed a circular to all its agents at foreign courts, in which the cabinet of St. Petersburg declares that the connection which the Duchies strive to establish between Schleswig and Germany is in opposition to the treaties of 1815, which the czar is resolved to maintain. If this report proves correct, this is the first open step taken by Russia in support of Denmark.

HAMBURG, JULY 30.—The Danish report of the battle of Idsdt is published. It reports officers killed and 73 wounded, 104 non-commi sioned officers and privates killed, and 2,300 di wounded; 1,000 prisoners were taken, and tw peices of cannon recovered, and five captur