say that it would do all it could consistently with the interests of the Province to aid in any enterprise tending to link together the subjects of these two great Governments.

Mr. Pryor, Mayor of Halifax, was called to the chair, during the temporary absence of the President.

The four first resolutions were passed unanimously; and when the name was announced—The European and North American Railway—it was received and adopted with great applause, and long-continued cheering.

To the fifth resolution, the Hon. Mr. Johnston, of Nova-Scotia, moved the following amendment:—

> 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 of time and 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 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, he wished it understood, that in proposing this amendment, he intended nothing antagonistic to the great object which the Convention had in view, but was anxious to consider the best mode by which the great work could be accomplished. He contended that the most cheap and expeditious route would be obtained by crossing the Bay of Fundy from St. John, and thence by the valley of the Annapolis, and Windsor, to Halifax. He ridiculed the idea of the Bay of Fundy being dangerous—it had been navigated for twenty years by steamers of an inferior class, yet none of them had been lost, nor had there been any loss of life. The New-Brunswick people had been frightened at the waters of the Bay, and now appeared to have a sort of hydrophobia respecting it. Mr. Johnston's principal argument was, that the difference of expense rendered the Digby route the most desirable; and as means would never be raised for the long route around the Bay, *that* line might be looked upon as impracticable. He wished a careful survey made by disinterested persons, and his constituents would cheerfully abide the result, even if the decision were adverse to their interests.

The Hon. L. A. Wilmot, in reply to Mr. Johnston, admitted that he was one of those afflicted with *Fundy-phobia!* He feared if that route were selected, a new description of navigators must be found, who would navigate the steamers by their noses, smelling their way through the fogs! Mr. Wilmot related some very amusing anecdotes of steam-navigation in the Bay, in foggy weather, which told very strongly against the advocates of the Bay route; and he said, that while the Nova-Scotia delegates were divided in opinion as to the Digby route, those from New-Brunswick were unanimous in favour of the land route; he believed it would be found best, in constructing this Railway, *to have it laid on the land*. In regard to the amendment, he said he should feel inclined to move a Wilmot Proviso to it, as follows: *Provided always, nevertheless, that no part of the said Railway shall be laid on the water!*

J. D. Fraser, Esq., M. P. P., delegate from Windsor, seconded the amendment, and spoke strongly in favour of the Digby route, contending that the fog was only a bugbear, which any boat properly equipped could readily overcome. He attempted to shew, that the difference in cost between the two routes proposed would be a million of pounds in favour of the Digby route; he was willing to submit the matter to the proposed Committee, and cheerfully abide the result.

The Hon. E. B. Chandler opposed Mr. Johnston's amendment, and said, it would be observed, that *all* admitted how desirable it was to have a continuous land route from Bangor to Halifax, and the only objection urged was the expense. The great object of this Railway was to secure to itself the whole travel between the Old World and the New; and failing to secure that, from any doubt as to certainty or speed, the attempt would be a failure. The hearts of the people of New-Brunswick were with this continuous land route; and he did not believe the travelling community of the United States would consent to cross the Bay of Fundy either during the fogs of summer, or the ice and snow-storms of winter. He considered it perfect madness to advocate this route; and if the amendment should be carried, the New-Brunswick delegation could hold forth no prospects of success for this Railway; they could pledge no aid to it; and he believed it would create a feeling of dislike in that Province, which might go far toward crushing the whole undertaking. Mr. Chandler then proceeded to answer the objections raised to the land route, on the score of expense. In Maine, there was the same extent of Railway to be built, by either route. In Nova-Scotia, there was not so much railway to be built by the land route as by the Digby route; the difficulty then was in the Province of New-Brunswick. Mr. Johnston had said, that New-Brunswick would not do its part; but the delegates from that Province said, *it would do its part*, and they ought to be the best judges. Mr. Chandler contended that the difference in expense between the two routes would be very little, when the constructing and maintaining four large steamboats, with the necessary piers, wharves, land- s, and docks, on both sides of the Bay, was taken into account. The gentlemen who were sent there to oppose the continuous land route, represented only narrow portions of Nova-Scotia, and certain local interests; a majority of the Nova-Scotia delegates were opposed to this sectional feeling, and advocated the continuous land route, on broad and liberal principles.—Mr. Chandler concluded a very able speech, by saying, he hoped the amendment would be withdrawn, as it would only tend to postpone the work indefinitely, and thus lead to difficulties which might be fatal to the whole enterprise.

Dr. Robert Bayard, of St. John, stated that he appeared as a delegate from his native Province of Nova Scotia, and he advocated the route across the Bay of Fundy. He deprecated all sectional feeling; and whatever route might be eventually selected, he would wish it a hearty God speed! As to the matter under discussion, it resolved itself into a question of pounds, shillings, and pence—it was easier to speak millions than to collect millions. He acknowledged the superiority of the land route; but where would the cash come from to build it? If they could get the money, he would go for the land route, with all his heart. He supported Mr. Johnstone's amendment, and did not believe it would retard the movement; he wished the routes to be examined by a Committee of disinterested gentlemen from the United States; and he was authorised to announce, that his constituents would not oppose or obstruct the route on which at Committee should finally decide.

r. John A. Poor, of Portland, here announc-
t delegates from Quebec were present,
e obliged to depart that afternoon, and
re asked leave for them to address the
ention at once.

Bell Forsyth, Esq. of Quebec, after thank-
e people of Portland for their liberality
spitality on the present occasion, said he
that although strangers now, they would
remain so. Before two years should
e expected that the Railway between
nd Portland would be completed, and
the great net-work of Railways in the
ted States, they would soon be connected
all America. An idea had been thrown
that the Canadians were dead to public
which was not correct; in the aid which
a had granted to public improvements,
set an example to the Lower Provinces,
hey would do well to follow. Mr. For-
oceeded to say, that himself and his col-
. Mr. Angers, appeared there as repre-
g the Quebec and Melbourne Railroad;
he stated the resources and means upon
they relied for building that Railway.
these, Mr. Forsyth especially mention-
by the law of Canada, the proprietors
ilroad in that Province which exceeds
ed, as a matter
to contribute
such rail-
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F. R. Angers, Esq. of Quebec, a member of the Canadian bar, apologised for his inability to address the Convention in a language of which he was not thoroughly master; but his remarks were very forcible and of much importance. He strongly advocated the proposed Railway as a great national thoroughfare, in which all Canada, from Quebec to Lake Huron, was deeply interested. He said that Quebec and Montreal would shortly be brought into railway communication with the Atlantic, at Portland, by lines from those cities, which met together and fell into one at Sherbrooke and Melbourne. Mr. Angers announced, that as to the proposed railway line from Portland to Halifax, the Canadian people felt a deep and growing interest in it, and would give it their cordial and hearty support.

Mr. R. B. Dickey, of Nova-Scotia, here called upon Mr. Forsyth to express his opinion as to the comparative merits of the two proposed routes. Mr. Forsyth, in reply, expressed himself strongly in favor of the continuous land route, and thought the feeling in Canada would be decidedly for the Railway *by land*. In order to render the line a paying one, it must certainly be by the *continuous* route.

J. H. Gray, Esq. of this City, next addressed the Convention, in a very able and eloquent speech. He complimented the American people for their great exertions to promote the progress of the arts, sciences, and civilization, and alluded, in very felicitous terms, to the Railway then under discussion. He reminded the Convention that the capitalists of London and New-York had to pass their opinion upon the decision which might be there given; and in order to obtain the full confidence of those capitalists, the undertaking must be presented as one great continuous national work. If the practicability of the work were once established, the money would soon be forthcoming for its completion. The physical character of the country along the land route was exceedingly favorable for a line of railway, as had already been ascertained; he did not wish to malign the waters of the Bay of Fundy, which washed the shores of his own home, but it would not be denied that they had a character abroad which would seal the final doom of the Railway, if they were associated with it. Mr. Gray then proceeded to view the line through New-Brunswick, with regard to its profits as a local undertaking, and begged to inform his Nova-Scotia friends, that if they did not choose to join in constructing the continuous line, the New-Brunswickers would build it themselves. This was not the voice alone of the twenty-eight delegates from New-Brunswick, who were unanimous on the subject, but the voice of the two hundred thousand people of that Province, whom they represented. Mr. Gray then presented and carefully explained a variety of statistics in relation to the proposed Railway from St. John to the Nova-Scotia line, by Shediac, and proved very satisfactorily, by the tables of existing traffic, carefully taken by trustworthy persons, at three different stations on this line, that a railway would pay five per cent. interest on an expenditure of £7500 per mile, after deducting forty per cent. for working expenses, and leave a clear surplus of £10,000 per annum. In order, however, to obtain the money for this railway, it should be put forth as a great national undertaking, and not as a local one—*thus* characterised, it would command the confidence of capitalists on both sides the Atlantic, and money would soon be forthcoming to build it. Great Britain was greatly interested in this undertaking; with that nation it would not be a question of money—two millions of pounds had been expended on the Britannia tubular bridge over the Menai Strait, to save a troublesome ferry and gain twelve additional miles of land travel; and England would not be disposed to consider a million, more or less, where a great pathway of nations, on dry land, was concerned.

R. B. Dickey, Esq. of Nova Scotia, succeeded Mr. Gray, and deprecated the idea, if any such were entertained, that the delegates from Nova-Scotia were unanimous as to Mr Johnston's amendment in favor of the Digby route—a majority of the Nova Scotia delegates were wholly opposed to crossing the Bay of Fundy, and their differences with their colleagues on that point were irreconcileable. Mr. Dickey presented a large amount of statistical information, showing the travel which the land route would command, and he pointed out its general advantages, and superiority over the other route, in a very clear and convincing manner.

The Hon. John E. Fairbanks, of Halifax, spoke in favour of the land route, differing altogether from Mr. Johnston as to the Bay of Fundy; with respect to means for the continuous line, Mr. Fairbanks said, he thought the friends of this undertaking, in England, would have little difficulty in raising means for the uninterrupted line by land, on the London Stock Exchange.

Joseph N. B. Kerr, Esq., of Wallace, thought there was no occasion for such a Committee as contemplated by Mr. Johnston. No doubt, it *was* possible to cross the Bay of Fundy, but all admitted that the land route was the best, simply confining themselves to denying that means could be found to build it. He had no doubt about it; and as one of the Nova-Scotia delegates, he gave his hearty support to the Railway *by land*.

Mr. Pryor, Mayor of Halifax, advocated the continuous route by land, and incidentally adverted to the City of Halifax, which, he said, contained about 25,000 inhabitants; the assessed value of real estates was £1,632,250, and of personal estate £1,944,687.

Mr. Johnston's amendment was then put and negatived, four of the Nova-Scotia delegates only voting in its favour, as also Mr. Neal, of Portland, who courteously joined this very small minority. The fifth resolution, in favour of the continuous land route, was then put, and no opposition appearing, it was declared to have passed unanimously, amid much applause.

The arrival of General H. A. S. Dearborn, Mayor of Roxbury, was announced; the General appeared upon the platform; and after a few words of welcome, the Convention adjourned until the next morning, at 9 o'clock.

Third Day.—The Convention assembled punctually at nine, and the floor was soon after taken by General Dearborn, who was received with much applause, and at once commenced his address. He said—

Gentlemen of New-Brunswick and Nova-Scotia, or from whatever British Province you may have come, and from whatsoever country beyond our borders, and citizens of the United States, I feel deeply the compliment which you have paid to me, in adjourning this Convention for the purpose of hearing my remarks; but I fear that you will all be disappointed in your expectations — I feel utterly unable to occupy so large a space as is opened by the resolution before us—a resolution to establish a highway between two continents, to do it well, to do it speedily. I feel satisfied that it *can* be done, I feel satisfied that it *will be done*, and that, old as I am, I may yet pass over it—that if the Lord spares my life for five years, I may go to Saint John, to Halifax, to Ireland, to London, and, crossing from Dover to Calais, I may go from thence to the furthest extremity of Europe. Nor shall the highway of nations stop there, for I believe that some Stephenson may yet arise to throw an iron arch across the Strait between Europe and Asia, and that a visit to the Euphrates may be to the traveller but an ordinary excursion.

It is but twenty years since I proposed that a railroad should be constructed from Boston to the Hudson, and that a tunnel should be made through the Housaic Mountain; for this I was termed an *idiot!* An idiot I may be, but the road is made, and the tunnel through Housaic Mountain is in course of construction. Formerly scientific men dealt in abstract theories; now we find the workmen themselves entering into the halls of science, illustrating theory by practice, and teaching knowledge to the world. The time was when weaving was a mystery, dyeing was one of the occult sciences, and even the manufacture of soap depended upon good luck for a favorable result; but by the help of practical science, all these matters are now reduced to a certainty.

Gentlemen, I feel satisfied that this Railway *must* be constructed. It is true there are not wanting those who doubt of its success; but let not this deter you—there are not wanting those who will doubt that the sun shines at mid-day, unless they can see it for themselves.

Gentlemen, if all do not comprehend the importance, the practicability, and the profit of this great project, there are enough who do comprehend, to carry the measure to a successful termination. It was forty years after the discovery, by Newton, of the theory of gravitation, before it could be comprehended; now it is practically understood by every school boy. It is but a short time since the British nation sustained the loss of their Statesman, Mr. Huskisson, struck down by the first car in England, in passing over its iron rails; but now railways have become the ordinary means of traffic and of transportation; we dare even to propose a line to the Pacific, and it is as certain that this line will be constructed, as that the line now in contemplation will extend to the Atlantic. Calais and Dover have been the points of embarkation and of debarkation ever since the invasion of Cæsar, and for no other reason but because they were the nearest points between the Island of Great Britain and the Continent of Europe. Cape Sunium was the point of concentration for the trade of Greece, simply because it was the nearest point to Egypt; and if you will examine the map of the world, you will find that in all time past, the points of continents or islands which approach the nearest, have become the highways of their intercourse and commerce. It is for this reason that I believe that the highway for the trade and communication between this country and Europe must be made to the eastern coast of Nova-Scotia. We read in ancient history, that Cato once produced before the Roman Senate a bunch of fresh figs, taken from a tree in Carthage only four days before; and I shall see the time when the Rose of England, blending the colors of York and Lancaster, and plucked from the garden of Windsor, shall be twined freshly in America with the beautiful prairie flower "the Queen of the West," and, bound together with the Lilies of Canada, shall compose a fragrant wreath, wherewith to crown the Statue of Concord in the Temple of Peace!

Look at the map of America and see who will be benefited by the completion of this undertaking?—all of us—from the country bordering on the waters of the St. Lawrence and on the Lakes of Canada, to the fertile valleys of the Missisippi and its tributary streams. There are no less than fifteen States of this Union directly interested in the line, and there are millions upon this territory who will be rejoiced at the prospect opened before them. Fifteen years ago, there was one small schooner for passengers on Lake Erie belonging to the British, and another on Lake Ontario belonging to the Americans—now the country is intersected by railways, and the Lakes are covered with steamers. Then we were more widely separated from the inhabitants on the borders of these Lakes than we are now from Hindostan. But not only will the world be benefited by the productions of these fertile districts being widely distributed, but by freedom of intercourse asperities and misunderstandings between great nations will be softened and removed, and at all events a firm and lasting friendship will be produced between two great nations, speaking the same language, and advocating the same principles of civil and religious liberty; proud am I that the bones of my ancestors lie buried within the shadow of the Cathedral of Exeter; and there is not one worthy descendant of the heroes of Runnymede, wherever he may dwell, that I do not look upon as a brother. The destiny of the Anglo Saxons has but commenced, and more has been done by them for the world, for the common cause of humanity, since my boyhood, than during all time preceding. Man is learning to imitate his Maker, and to do good unto all; there is no time for vice; occupation of the body and the mind is necessary for the age in which we live. Could the commerce and industry of England have been fostered and protected but for the honesty and integrity of her Statesmen? She has taught the nations that right and justice must be done, and where ever, at home or abroad, the flags of England and America float upon the breeze, there her subjects and our citizens, and all speaking our common language, are protected from insult and from wrong. Our ablest Statesmen have always considered the construction of roads as the means of diffusing knowledge and of increasing the comfort, wealth, and happiness of our country; no sooner was peace declared than George Washington devoted his time, talents and industry to the subject. Gallatin, and other able Statesmen, have expressed the same principles and acted upon them; and in more recent times companies of wealthy and energetic men have carried out the plans which Washington and Gallatin so ably designed and projected.

We must prove that this work can be done.—that it will be useful,—that it will be profitable; and if this can be done, we need not fear that the means will be wanting. If, twenty five years ago, a British Statesman had risen in his place in Parliament, and proposed to throw an iron bridge across the Menai Strait, at a cost of two millions, I have no doubt that some benevolent physician would have been ready with a certificate of lunacy, and that the gentleman who should be so rash and credulous as to propose this, and to believe in the possibility of its accomplishment, would have been promptly provided for in an hospital for the insane! Now we have dared to propose far mightier projects—we would lay the iron rail across the broad continent of America, and would stand upon the shores of the Pacific! But think you we shall only stand upon its shores? No; we must build ships and cross the waters to the far distant shores of China, and shall carry the productions of that country back to us and to you, at its antipodes.

Gentlemen, I am proud to see among us a gentleman of the naval service of Great Britain*—one who has earned a higher reputation than that which follows upon victory; some fifteen years since, a work was put into my hand by a friend—A Survey of the Coast of Africa and the Persian Gulf, by a British Naval Officer—it was a scientific and pacific labour; but the service was one of difficulty and danger, far more appalling than the battles of the Nile or of Trafalgar; sickness and death came upon their expedition, recruits were obtained from England, but man after man fell victims to the fatal disease, until, at the close of the expedition, he alone of all that first went out upon it, he, of officers and men, was the sole survivor! I thought, if I were Sovereign of England, I would make him an Admiral of the white, under the Banner of Peace! This duty was nobly done, and many other duties has he since done for his country, and yet, although time has impaired his strength and frosted his venerable head, you see, gentlemen, that he cannot remain, but has left his home, in the British Provinces, and is here amongst us, ready at the call of his country and of the world, in the front rank of this our enterprise.

Gentlemen of the British Provinces, citizens of the United States, or whatever country may be your home, I wish to all of you health and prosperity.

After the cheering which followed this speech had subsided, M. H. Perley, Esq., was called upon by the chairman to address the Convention. Mr. Perley said, he came before the meeting under peculiarly unfavourable circumstances, as he had to address them on matters of business, and local description, while yet excited to the highest pitch by the eloquent, brilliant, and classical speech they had just heard from General Dearborn, which had thrown all others into the shade; but as one of a greatly delighted audience, he was bound to express the intense delight he had felt in listening to the gallant General. Mr. Perley then said that the people of the Lower Colonies had been but recently awakened from long-continued quietude, by the introduction of the Electric Telegraph; at first they only heard a rumour of this extraordinary invention, and while they were yet wondering what it was, they were aroused by a smart rap on the pate from a "telegraph pole," and had to clear the way for the telegraph, which was quickly in operation. The telegraph wire indicated with unerring certainty the line of the Railway, of which it was merely the precursor; and he congratulated the Convention upon having the preceding evening unanimously adopted the continuous route, by land. While the Colonists were still lost in surprise at the almost magical operations of the Telegraph, they heard a distant rumbling, and the faint echo of the unearthly scream of the steam-whistle, as the locomotives daily approached nearer and nearer to the frontier of New-Brunswick, a country which lay somewhere between Maine and the rising sun. At length, they were startled by a loud knocking at their outward wall—and, unwilling to say "stop that knocking," lest it should be followed by a punch in the ribs from a railway-sleeper—they had stepped over their threshold, to ask the people of the beautiful and hospitable City of Portland, what they wanted, and what could be done to advance the Great Railway. Mr. Perley then proceeded to describe this Province, a subject with which he is perfectly familiar, and referred to his large map exhibited behind the President's chair, which had been freely used by almost every previous speaker. After describing the principal physical characteristics of the Province, especially its geological formation and agricultural capabilities, Mr. Perley gave a rapid, but striking, description of the zone of vegetation in which it was placed, and the nature and value of its forest trees. This was followed by a description of the Northern coast of the Province, and a notice of the valuable and extensive fisheries in that quarter, which would be rendered of still greater importance by the proposed Railway. The vast and varied mineral resources of the line of country proposed to be traversed by the Railway were also touched upon; and these descriptive details were listened to with great attention, appearing to excite every general interest.

The Hon. Charles Fisher, of Fredericton, next gave his views as to the feasibility of the undertaking, and likewise as to the effect it would have in binding in closer affinity the two countries. He knew the growing interest that was felt by each in the other's institutions and welfare—referred to the anxiety evinced in New-York (some two years ago), when, amidst the overturn and commotion that was going on in the governments of the old world, fears were entertained for the stability of the British Government. Stocks fell in Wall-street,—all was gloom—but when the arrival of the steamer made known that the predicted outbreak of the 10th of April had proved impotent, so far as the government was concerned, how that gloom was turned to congratulations and rejoicings. This had come under his own observation. He spoke of the institutions of both countries as having had their rise in the institutions of Alfred. "Yours is a government of public opinion," he exclaimed, "so is ours. Both have the same object—the greatest good of the greatest number!" Mr. Fisher concluded his eloquent and able speech amid much applause, and was followed by the Hon. F. O. J. Smith, of Portland. He congratulated the meeting on the effect which the "three memorable days" of this Convention were likely to have on the social relations between the two countries. The lesson learnt during these deliberations was far above that of mere railroads, for it was a lesson of the human heart. With respect to the enterprise, he believed it would save one-fifth the time, and one-fifth the capital employed in the communication between England and America, and would be sure to receive the support of the capitalists of both. Mr. Smith, in a most powerful and original manner, and with a wide sweep of thought, described the great improvements of the present age and the social revolutions which were going on, elevating and refining man, considering all these, however, as but the dawning of a still more wonderful era of improvement, which would raise all mankind much higher in the scale of moral, religious, and social improvement.

The Hon. J. B. Uniacke, Attorney-General of Nova-Scotia, expressed his warmest conviction of the superiority of the continuous land route for the railway, the resolution for which had passed while indisposition prevented his attendance, but to which he gave his most hearty concurrence. He also thought the selection of the name—The European and North American Railway—most fortunate for the success of the enterprise. He referred to the past and present condition of England and America, in relation to each other—they who had been long severed were now, with minds enlightened and refined, being brought together again. Mr. Uniacke alluded in very feeling and beautiful terms to Ireland, which had been stricken down by poverty and famine; by this movement it would be brought into union with a land of plenty, and joy would thrill through the hearts of Irishmen when the Atlantic steamers first appeared in their waters.

The Hon. J. S. Little, President of the Portland and Montreal Railroad, adverted to the magnificent enterprise in which the Company, over which he presided, was engaged. He considered it, however, a section only of "the great thoroughfare" that would connect continents and countries, the success of which he considered certain. As to the Portland and Montreal railroad, he pledged himself that it would be completed within two years, and announced that ample means for its completion had been secured, and were on hand.

This announcement was received with great cheering. Mr. Little thanked the delegations from the colonies for the amount of thought and information they had communicated to the Convention, and alluded to the valuable time these delegates had given up in order to be present, no doubt at much personal sacrifice and inconvenience, attended with very considerable expense. The name adopted for the line he considered very appropriate, as it would be a great national work, and would justify its friends in calling for aid from both continents for its construction. Maine would do her part in this great work, and if the effect of the Convention abroad was such as in Portland, the success of the enterprise was certain.

Mr. Washburn, of Orono, expressed his belief as to the paying qualities of the line, and described the facilities for constructing the road from the Penobscot to Calais; he gave very substantial reasons why he thought this line would be built without delay.

Wm. Wright, Esq., Advocate-General, presented some important statistics as to the trade and resources of this Province, and also several valuable tables to show that the railway, when completed, would be a profitable investment. He alluded to the great importance of the fisheries of the Gulf, and the facilities which would be given for prosecuting them to any extent, by means of this railway. Mr. Wright also stated the present value of the trade in fresh salmon, which would likewise be greatly increased; and concluded an able and very convincing speech, with an allusion to the beautiful aspect of this meeting, where the subjects of Great Britain and America sat side by side in Convention, for the first time in three quarters of a century. There sat the Governor of Maine side by side with a distinguished British Admiral; and throughout the meeting men of rank and distinction, from both sides of the boundary, mingled frankly and freely together, animated by the same earnest desire to advance an enterprise which was well calculated to benefit the whole human race.

Mr. James McFarlane, of this City, next addressed the Convention in a very pleasing style. He stated, that he represented the trading classes of St. John; that among his brethren there was a very strong interest felt in this undertaking, to which, he was authorised to say, they would contribute to the full extent of their means. Mr. McFarlane advocated a free interchange of commodities between the United States and the Provinces, not only as a means of fostering that great change in public sentiment which had taken place between the two countries of late years, which would result in enlarging the feeling of amity and brotherly kindness between the people of both nations.

Noah Smith, Esq., of Calais, member of the House of Representatives, said he could not, of course, pledge the Legislature as to an appropriation for a survey; but he could say, that he did not know a member in either branch who would not be ready to grant a full appropriation for that object. His own town of Calais, he was authorised to say, would pledge itself to a hearty cooperation in the work, of the success of which he had no doubt.

Mr. Smith observed, that a previous speaker had stated, "that New-Brunswick had sent *all* her best men." He was well acquainted with the people of that Province, from being their next door neighbour. He was ready to admit, that New-Brunswick had sent her best men, but not *all* of them; he well knew, and could say, as did the Yankee pedlar when selling off his razor-strops—"there is more of the same sort left!"

Stephen Binney, Esq. of Moncton, interested the Convention with some able remarks respecting the importance and value of the route which had been adopted, in opening up, to citizens of the United States, a vast agricultural country, and giving easy access to the unlimited fisheries of the Gulf of St. Lawrence. Mr. Binney strongly advocated reciprocity in trade, and pointed out forcibly, the many advantages which would follow from such a desirable arrangement. He concluded by expressing his firm conviction, that the Railway through New-Brunswick would be a profitable undertaking, from local traffic alone, without reference to the vast stream of travel and traffic which must pass over it, as a great highway between the Old World and the New.

The Hon. Mr. Shepley, of Portland, a Member of the Senate of Maine, alluded to the manner in which the Petition for a Survey had been received by the Legislature, and stated that a growing interest in its favor was manifested as the magnificence of the enterprise unfolded itself to the minds of the members. They delayed action until they could come to the Convention and see what spirit was manifested there. They had come, and had heard what had been said, and if they could go back, and not be willing to enlist their hearts and hands in the work, they must be less than men.

The resolutions were then taken up, and passed in order until the 15th was reached. Mr. Wilmot, the Chairman of the Business Committee, moved that it be withdrawn, as he felt it would tie the hands of the friends of the project in his Province. They intended to open subscription lists immediately, and hoped that before next February, the earliest time they could get a charter, to have most of the stock taken. He notified the Maine people that unless they moved quick, New-Brunswick would take the banner from them.

The following is the resolution:

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

And it was withdrawn.

The 16th and 17th were passed, when Mr. R. B. Dickey moved as a substitute for the 18th, the following:

> *Resolved*, that in order to facilitate the progress of the work, the members of the Central Committee shall be requested to correspond with Local Committees to be chosen along the proposed line.

The substitute was unanimously adopted. The 19th and last resolution was then adopted.

The following gentlemen were then chosen the Central Executive Committee:—J. A. Poor, of Portland; Anson G. Chandler, of Calais; Elijah L. Hamlin, of Bangor; George Botsford, of Fredericton, N. B.; Robert Jardine, of St. John, N. B.; Hon. J. B. Uniacke, Attorney General of Nova Scotia; and Robt. B. Dickey, of Amherst, N. S.

A vote of thanks was then passed by the New-Brunswick and Nova-Scotia delegations to the citizens of Portland for their courtesy and kindness—and also to Mr. John A. Poor for his arduous labors in arranging the Convention. Mr. Gray, of St. John, offered the last motion, and it was seconded by Gen. Dearborn. Mr. Poor made an appropriate and eloquent reply.

Admiral Owen was here introduced and said a few words, but owing to physical infirmity they could be heard but by few. The gist of them was, that a good deal had been said, and there was but one thing more needful;—that was the *means* to build the road,—and he was ready to do what he could to furnish that important part. This announcement was received with great applause, and responded to by three hearty cheers for the worthy old Admiral.

At the instance of General Dearborn, (who had taken the Chair in consequence of Governor Hubbard being obliged to leave,) three enthusiastic cheers were given for Her Majesty Queen Victoria, which was instantly responded to, by Mr. Wilmot proposing three hearty cheers for the President of the United States. Mr. John Neal, of Portland, then called on the Convention to give three more cheers for the "Mother Country"—and the call was responded to, with right good will. It was instantly answered by a call from the Colonial Delegates, to give three cheers for "Her American Children." These were scarcely over, when the adjournment was moved, but the meeting was determined to hear one more speech from the Hon L. A. Wilmot, who mounted the platform, and gave one of his most brilliant, spirited and witty speeches, which put everybody in the best possible humour.

Before the Convention closed, James D. Fraser, Esq., M. P. P., of Windsor, said he wished to offer a single remark. He had advocated the route across the Bay of Fundy, but the Convention having decided in favor of the continuous land route, he begged to say, that he concurred in the whole proceedings, and would give his best support to the undertaking.

R. B. Dickey, Esq. of Amherst, then proposed that the thanks of the meeting should be given to General Dearborn, for his able and eloquent speech, and the manner in which he had conducted the Convention to its happy close, after the departure of Governor Hubbard,—this proposition was responded to, by all standing up and giving three hearty cheers for the General. In acknowledging the spontaneous compliment, General Dearborn said, the moral effects of the Convention would be felt far and wide even if no Railroad were built through its exertions, which was scarcely possible—all who were present would return to their homes, highly gratified with all they had seen and heard, as he felt convinced, no person could retire from that Convention without feeling his heart enlarged with good and kindly feelings, and finding himself a wiser and a better man.

The Convention then adjourned *sine die*, with three notable and astounding cheers for the success of "The European and North American Railway."

# The Courier.

SATURDAY, AUGUST 10, 1850.

## THE ENGLISH MAIL.

The Steamer *Cambria*, with the Mail of the 27th July, arrived at Halifax last Tuesday, at one o'clock, in ten days from Liverpool.

Trade and commerce continue in a healthy and satisfactory state. In the Produce markets a good business has been done, and for most articles very full prices obtained. The arrivals of the week had been on a large scale, but as yet their influence had not been felt.

The Cotton market had manifested less activity, and holders were obliged to reduce the rates of middling and ordinary American *one-eighth* of a penny per lb.—The total sales of the week ending July 26th, amounted to 39,710 bales.

The Corn trade is a degree firmer than reported last week—there being some speculative buying going forward, owing to rumours which are afloat respecting the existence of the potato disease in several parts of the country. During the week large arrivals from all parts of the world have been reported in Liverpool, but the weather being rather unsettled, and considerable quantities of rain having fallen, holders had been enabled to obtain an advance of 2d. to 3d. per 70lb. on Wheat; Flour, 6d. to 1s. per barrel, and Indian Corn 2s. to 3s. per qr. the latter article is much looked after for shipment to Ireland.

The Timber market continued very inactive. Sales of two cargoes of Deals, lately arrived at Liverpool from this port, are reported in private letters—one at £7 17s. 6d. and the other at £8 per standard.

Freights remained without material change though vessels were still taken up as they arrived, at full rates for the season. Passengers were scarce, and rates low.

Parliament was expected to be prorogued in August. The Commons were chiefly engaged in voting the supplies. The Ministry had sustained two more defeats upon their own measures, and had abandoned the Jews' Emancipation Bill and the new Marriage Act.

In an address to his Tamworth constituents on his election, Sir Robert Peel declines to explain his principles, and hints that he will never give any pledges which in the rapid progress of public opinion, might hereafter be proved inconsistent with the interests of the country.

The Harvest.—The *Dublin Evening Post*, of Wednesday, sums up the latest news as follows:—"Whilst we feel it necessary to state the painful fact that the potato blight has made further progress within the present week, in some of the southern counties, we can yet see no ground of alarm as to the safety of the bulk of the crop."

We gather from the *Cork Examiner* that the crop in that vast county is generally safe. To sum up, the fair inference from all our accounts is, that the blight is still confined to a limited range, chiefly affecting the stalks only; and that there is much more alarm than the facts warrant.

The Gorham Case.—In the Arches Court on Saturday, Mr. Addams, on behalf of the Bishop of Exeter, handed in the presentation of Mr. Gorham to the vicarage of Brampton Speke, in obedience to the monition of the court. The right rev. prelate had, however, accompanied the presentation with a long protest, explanatory of the course pursued by him in the whole proceedings. The court very warmly refused to receive this protest. The letters of presentation were then handed in, and the protest torn off. Mr. Gorham will be instituted to the living by the Archbishop of Canterbury next week. On Tuesday an aggregate meeting of the clergy of the Church of England and the lay members of her communion was held at St. Martin's-hall, Long-acre, London. The object of the meeting was to protest against the decision of the several courts of law in the case of the Rev. G. C. Gorham, to adopt an address to the Archbishop of Canterbury, and to take other steps to prevent the order of the Court of Arches on appeal to the Privy Council to institute Mr. Gorham to the vicarage of Brampton Speke from being carried into effect. There were upwards of 2000 persons present. The chair was taken by J. G. Hubbard, Esq. Strong speeches were made against the decision of the Privy Council by the chairman, and a protest was carried, in which the doctrine held by Mr. Gorham was proved to be repugnant to the declared doctrine of the Church of England. The principal speakers were the chairman, the Bishop of Bath and Wells, Archdeacon Wilberforce, Mr. Hope, M. P., and other gentlemen. So numerous was the attendance, that the large room was insufficient for all, and speakers were appointed to address in another room those who could not find accommodation in the principal apartment. The proceedings were marked by great zeal and energy.

Pate.—Pate, who committed the dastardly assault on her Majesty, has, since his removal to the Millbank Penitentiary, been an inmate of the infirmary of that prison. In consequence of the medical and other testimony adduced at his trial, Sir George Gray was induced to direct a medical examination of the prisoner, and the result has been the recommendation for his confinement in the infirmary. Pate is in a very delicate state of health, and he employs his time by writing letters on different languages.

Portugal.—New difficulties have arisen between Mr. Clay, the American minister and the Portuguese government; and by the last accounts, he had demanded and obtained his passports, sold his furniture, and was preparing to sail home with Commodore Morgan. The *casus* arises in the refusal of Mr. Clay to submit the Armstrong privateer case to arbitration.

Since the arrival of the February mail, it has been reported, and partially believed, that the Portuguese government is sending out a strong naval force and 3,000 troops, with a view to obtain satisfaction for the murder of the late Governor of Macao. It is alleged that Portugal has pawned Goa to the East India Company for £150,000, and that this fund furnishes her with the sinews of war. A Portuguese frigate of 44 guns arrived at Singapore early in this month: at Macao she is looked for daily. This vessel brings out the new Governor.

Denmark and the Duchies.—The Duchies have been declared by Denmark in a state of blockade, and foreign Consuls have been informed thereof. The king of Denmark has issued a proclamation, promising, in case of the submission of Holstein, a general amnesty, and the confirmation of the appointments of all existing civic functionaries in the Duchies, and proposing an assembly of notables, chosen from both Duchies and Denmark, in which the Holsteiners should equal in number the men of Schleswig and Denmark, in order to regulate the relations of the two Duchies with the kingdom. Various small acts of hostility on both sides have been committed. The blockade of the harbour of Kiel commenced on the 17th inst., without previous notice on the part of Denmark. Several coasting vessels, one of them freighted with timber, have been seized by the Danish frigates. The advanced posts have already met, and a few shots were exchanged at a small village called Bilschau, without any damage being done to either party. The Danish army is under the command of General Von Krogh; that of the Duchies, as is well known, is commanded by General Willisen. Neither party waited for the expiration of the eleven days, within which the Prussian troops were to effect their withdrawal from Schleswig. The Danish troops are advancing rapidly, Flensburg being the point of departure. Commercial intercourse has been interdicted.

The latest accounts from Schleswig Holstein state, that the Danes are occupying the whole of the North of Schleswig. A squadron of cavalry, on the 20th, took possession of the town of Tondern without meeting with any opposition.—Down to the evening of the 23d, no action had taken place, neither had any alteration been made in the relative position of the two armies. Rosillo, a notorious chief of Spanish banditti, was taken prisoner on the 4th; and in consequence of having attempted to make his escape, was shot the same day.

From Hamburg, under date July 22, we learn that the greater number of the vessels composing the Russian fleet continue to occupy a position at the mouth of the port of Kiel. Its different steamers are employed in conveying Danish munitions and troops from the islands. If the intelligence arriving here from the Baltic is to be credited, a second Russian fleet, with 10,000 troops on board, is on the point of leaving the port of Cronstadt for the Schleswig Holstein coast. Sweden also is to send a squadron, under the command of Prince Oscar, and it is not thought impossible that England may send a maratime force at least equal to that of Russia; there would then be four fleets of maratime powers, more or less hostile to the German cause, in the Duchies.

News has been received respecting the Circassian war. The Russians have had another defeat. In a harassing forced march, the Russians, on the 5th of May, fell upon an ambuscade of Daghlees, commanded by Shamill in person. The mountaineers, being short of ammunition, were soon among them sword in hand, and the Russian host was quickly put to the rout, with the loss of a general, an aide-de-camp, seventy officers, four guns, and most of their ammunition and baggage.

There has been a great fire at Cracow. Three hundred houses have been destroyed. A band of incendiaries have been convicted of a conspiracy to destroy the city.

The Pope has caused a direct contradiction to be published in the *Roman Journal* of the statement of Lord Palmerston with regard to his having sent for Lord Minto. But the official English *Globe* produces despatches which put it beyond all doubt that his Holiness has a very bad memory.

Loss of an Indiaman and a French Gun Brig. One Hundred Persons Drowned.—Letters have been received at Lloyd's, from Madras and Martinique, communicating the melancholy intelligence of the loss of an Indiaman, the Sulimary, from Bombay, bound to England, and of the wreck of the French Republican war brig L'Agile, 14 guns, both of which were attended with frightful loss of life. The Sulimary, Indiaman, was riding at anchor off the coast, and encountered, on the 24th of May a dreadful gale of wind in the height of which she parted from her anchors, and was driven ashore, when the splendid ship speedily became a complete wreck. An attempt was made to save the passengers, of whom there were several, by means of the boats. They were, however, quickly destroyed by the fury of the sea, and upwards of forty, including the captain, his wife, and thirty-three seamen, perished. Another Indiaman, named the Guna, was driven ashore on the same coast, about the same time, and became a wreck. The crew of the vessel were more fortunate; they were all saved. The loss of both vessels is said to exceed £50,000. The sad calamity to the L'Agile happened on the 10th of June. She was suddenly overtaken in a heavy squall, and almost instantly capsized and went down. Her crew and officers amounted to sixty men. With the exception of two, every soul met with a watery grave.

## THE EUROPEAN AND NORTH AMERICAN RAILWAY.

We give to-day a full report of the proceedings at the Great Railway Convention, which met at Portland on the 31st July, and continued three days, with reference to a line of Railway, from the Valley of the Penobscot to the Eastern Coast of Nova-Scotia. We have compiled this report from various sources of information, and believe it will be found quite correct. For the speech of General Dearborn, we are indebted to Wm. Jack, Esq., one of the Secretaries to the Convention, who took notes while the General was speaking. After this speech, the New-Brunswick delegation waited in a body upon General Dearborn, to pay him their respects, and the interview was highly gratifying.

We believe that great good will arise from this Convention in various ways; so far as the Railway is concerned, we are fully convinced, it has now received such an impetus, that its completion, at no very distant day, may be looked upon as a "fixed fact." The Convention itself was highly interesting, and none who were present will ever forget "these memorable three days," as one of the American gentlemen very justly characterized them. The proceedings were fraught with measures of the deepest importance to every Colonist, which are likely to influence the future destinies of British North America for all time.

The delegation from New-Brunswick was particularly distinguished by the abilities, eloquence, and business talent of its various members, and it is gratifying to state, that the Committee to prepare the business of the Convention, was presided over by the Hon. L. A. Wilmot, and had for its Secretary, M. H. Perley, Esq., both "Sons of New-Brunswick." The Americans were greatly delighted with the spirit, vivacity, and wit of Mr. Wilmot's eloquent speeches, and to Mr. Perley was deputed the task of preparing the resolutions, all of which (save the fourth,) proceeded from his ready pen. A variety of names for the Railway were proposed, but a title suggested by Mr. Perley—The European and North American Railway—was adopted by acclamation, and that gentleman may claim the credit of having christened the line.

The correspondent of the *Boston Journal*, describing the Convention, and its close, says—"Thus closed one of the most important Conventions, which has been held in this or any other City, for years. I have attended many, but never one where there was a more deep, pervading interest in the object proposed, or a more able, intelligent, whole-souled set of men engaged in the work. It is the unanimous opinion of all Americans, that our Provincial brethren have done themselves lasting honor, and they, in the language of the talented and eloquent Wilmot, acknowledge that they have been made wiser and better men."

Before leaving Portland, the Executive Committee of seven had a meeting, and arranged a great variety of business for forwarding the enterprise, so that no time might be lost in any particular. A. G. Chandler, Esq. of Calais, was despatched to Augusta, to procure the necessary Charter for the line from Bangor to Calais, and to urge the appropriation for an immediate survey of this route. From what we have since learned, we believe that Mr. Chandler will succeed in both these particulars, although the Legislature is very near its close.

It may be interesting to state, that the average daily attendance at the Convention was about one thousand persons. The Hall would only hold twelve hundred people, and it was frequently crowded in every part; yet the greatest order and decorum prevailed; the speakers were listened to with great respect, and the most profound and marked attention. The flags of Great Britain and the United States hung on either sides of the President's chair, and from the top of the building the flags of the two nations floated side by side. Nothing could have been better managed than the Convention, which went off in the best possible manner, and to the extreme satisfaction of all concerned.

We believe is is intended to have a Public Meeting in this City, in the early part of next week, to receive the report of the delegates to the Portland Convention.

New Navigation Laws.—It becomes a matter of importance to note the effects produced on the various interests of the Province by the operation of the new Navigation Law, relative to which many parties were of opinion, that on their coming into force, this Colony would be finally doomed to utter destruction and ruin, and that nothing would then be left to its enterprizing inhabitants, but to abandon it to its fate, in despair. Now although we cannot proclaim to the world that as regards our trade, we are yet in a prosperous or flourishing condition, still there are many of opinion, that we have got over the worst of it, and that things are beginning to look as if they had taken a turn for the better, and we think it will be admitted in all quarters, that any little improvement in our condition under this altered state of affairs that takes place, is more likely to be of a permanent nature than formerly, as it is not built up on a protection that may be altered, or even withdrawn altogether at the will or caprice of the political party in power in Great Britain. The interest to which we allude at present, is the lumbering one, which hitherto has been of very great importance to the welfare of this Province, and any material depression in it has been very soon felt by all classes of the community directly or indirectly. A correspondent up the river informs us, that this particular branch of our trade has been much more active and remunerative this year, than for the last two years, the price during the current season obtainable for Spruce Logs per thousand feet, ranging from twenty-six to twenty-seven shillings, while in 1848 they were brought into the market in large quantities, and could not be said to command a much higher price than ten shillings per thousand superficial feet; last year however, when the quantity was materially diminished, the price advanced to fourteen or fifteen shillings, and even something higher towards the close of the season. When we come to compare the quotations of our staple exports in Great Britain, it does not appear that the prices there are materially greater, so that the principal cause to be assigned for this increase, must be the reduced rate of freights at which the lumber is shipped from here, owing to Foreign vessels being now allowed to carry cargoes between the Colonies and Britain. The diminished stock of lumber on hand this year, as compared with former years, has however something to do with the increased prices now obtainable, but still we conceive the low freights to be the principal cause. Of course those parties owning ships here, are not able to obtain such good freights for their vessels as formerly, which is much to be regretted, but it is to be hoped that they will succeed in getting their vessels into other trades, as some of them have already been doing. The number also of shipowners is not near so large as that of individuals connected with, and depending on the lumbering interests throughout the country generally. It is gratifying to observe that with all the evils predicted as about to result from these laws coming into operation, some advantages have also been secured to a large portion of our working and hardy population.

His Excellency the Lieutenant Governor arrived in this City on Saturday evening, from Fredericton. His Excellency had but recently returned to Head Quarters, from a tour in the Northern part of the Province—a notice of which we copy from the *Miramichi Gleaner* of Monday last:—

> Two weeks ago we announced that the Lieutenant Governor had passed through this place on a visit to the neighbouring County of Gloucester, where he purposed spending a few days, fishing in that noble stream, the Nepisiguit. While there, we understand His Excellency had most admirable sport. A correspondent has furnished us with a brief sketch of his journeyings in that remote district of the Province, which we believe was never before honored by the presence of a representative of royalty:—
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> His Excellency left Bathurst, accompanied by Francis Ferguson, William Napier, J. Read, Esquires, and Dr. Gordon, and visited the Grindstone Quarry at New Bandon, under the superintendence of Mr. Ford, and rested at the farm house of Mr. Gavin Kerr, in the immediate neighbourhood. He inspected the Fishing Establishment of Mr. Alexandre at Grand Aunce, and partook of some refreshment which had been prepared for him.
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> At the Caraquet Ferry he was met by the Hon. Jas. Davidson, Rev. Mr. Paquet, Mr. Blackhall, and Mr. Sewell, Supervisor of Roads, and remained that night at the house of Mr. Blackhall. While at this place he visited the establishment of Messrs. Robin. From thence he proceeded to Shippigan, in a boat, via the "Little Pass," where the boat grounded several times; and had his Excellency been a quarter of an hour later, the tide would have so much receded, as to have compelled him to remain in this disagreeable *strait* for twelve or twenty-four hours.
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> At Shippigan he visited the establishment of Mr. Harding, with whom he remained for a day; and accompanied by Mr. Alexander, Jun., paid a visit to the large Fishing Establishment of the latter, at the Gulley, Shippigan Island. Mr. A. had provided a fast-sailing schooner to take His Excellency to Miscou, but the weather proving unfavourable, he was reluctantly compelled to abandon his intention of going there.
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> At Pokemouche His Excellency remained for a short time, and proceeding to Tracadie was entertained by Mr. James Young. Crossing Tracadie, His Excellency having previously signified his intention of visiting the Leper Establishment, he was attended by the Rev. Mr. Paquet, and the medical officer in charge. He went through the whole of the establishment, and expressed himself well satisfied with all the arrangements.
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> At Tabusintac His Excellency passed the night at the residence of R. McLeod, Esq., and went over his large and well managed farm, as well as his fishing establishment. On his way up he lunched at the dwelling of the Hon. James Davidson, whose farm he also inspected.
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> His Excellency returned to the hospitable mansion of the Hon. A. Rankin, in Douglastown, on the evening of the 30th, and remained there until the 1st of August, when he left for Fredericton. He expressed himself highly gratified at all he saw, the arrangements made for his ease and comfort, and for crossing the numerous ferries on his route, which were perfect. Colonel Hayne, Provincial Aide-de-camp, accompanied His Excellency throughout his journey. The inhabitants in the different settlements manifested their accustomed loyalty, by the display of flags, and firing of salutes.

Meeting of the Executive Council.—A full meeting of the members of the Executive Council took place in this City on Thursday last, and continued its sitting until a late hour yesterday. It is understood that a large amount of public business was transacted, of which notice will be given through the usual channels.

The Circuit Court for this City and County was opened last Tuesday by His Honor Judge Street. In the address of the learned Judge to the Grand Jury, he remarked that crime had materially decreased during the last two years, and the cases that would be brought before their notice were not of that heinous character which had formerly disgraced our criminal calendars. His Honor attributed this to the strict and impartial administration of the laws, and the efficient management of our Police force. He also congratulated them on the present encouraging state of the crops throughout the Province, and the prospect before us of the contemplated Railway from Portland to the Eastern coast of Nova-Scotia, which would tend to confer great benefits on the country.

On the civil docket there are fifty-five causes, being five more than at the last January sitting of the Court. Only one case has yet been tried; the second—Wallace et al *vs.* Beattie—has engaged the court for three days.

Black Lead.—Some time ago we noticed a specimen of Black Lead which had recently been discovered near the Falls. We have now to announce that forty-four cwt. of this valuable mineral has been shipped by Mr. E. Ketchum, of this City, for himself and the other parties interested, in the schooner 'Fairy,' for Liverpool, as an experimental measure. We also learn that the quality is excellent and that they are about shipping a quantity to the United States, with the same view. We sincerely hope that their expectations may be realized, and that the discovery may prove a source of wealth both to themselves and to the Province.

Deck Loads.—The Honorable Commissioners of Her Majesty's Customs, London, have acquainted their Controller at this Port, that the opinion of the law which comes into force on the first September, relating to vessels carrying deck loads, was equally applicable to Foreign as well

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* Admiral the Honorable William Fitzwilliam Owen.