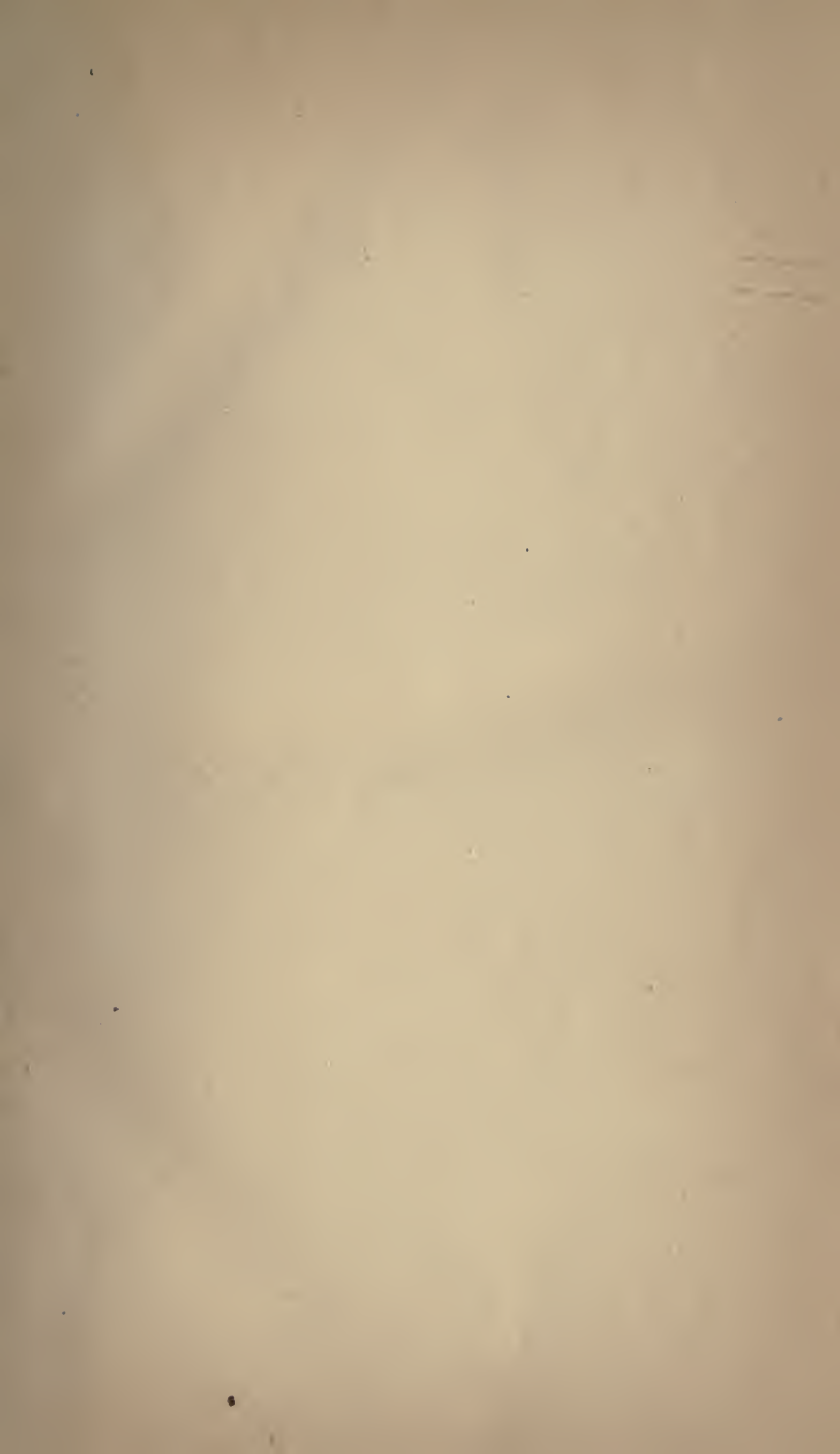
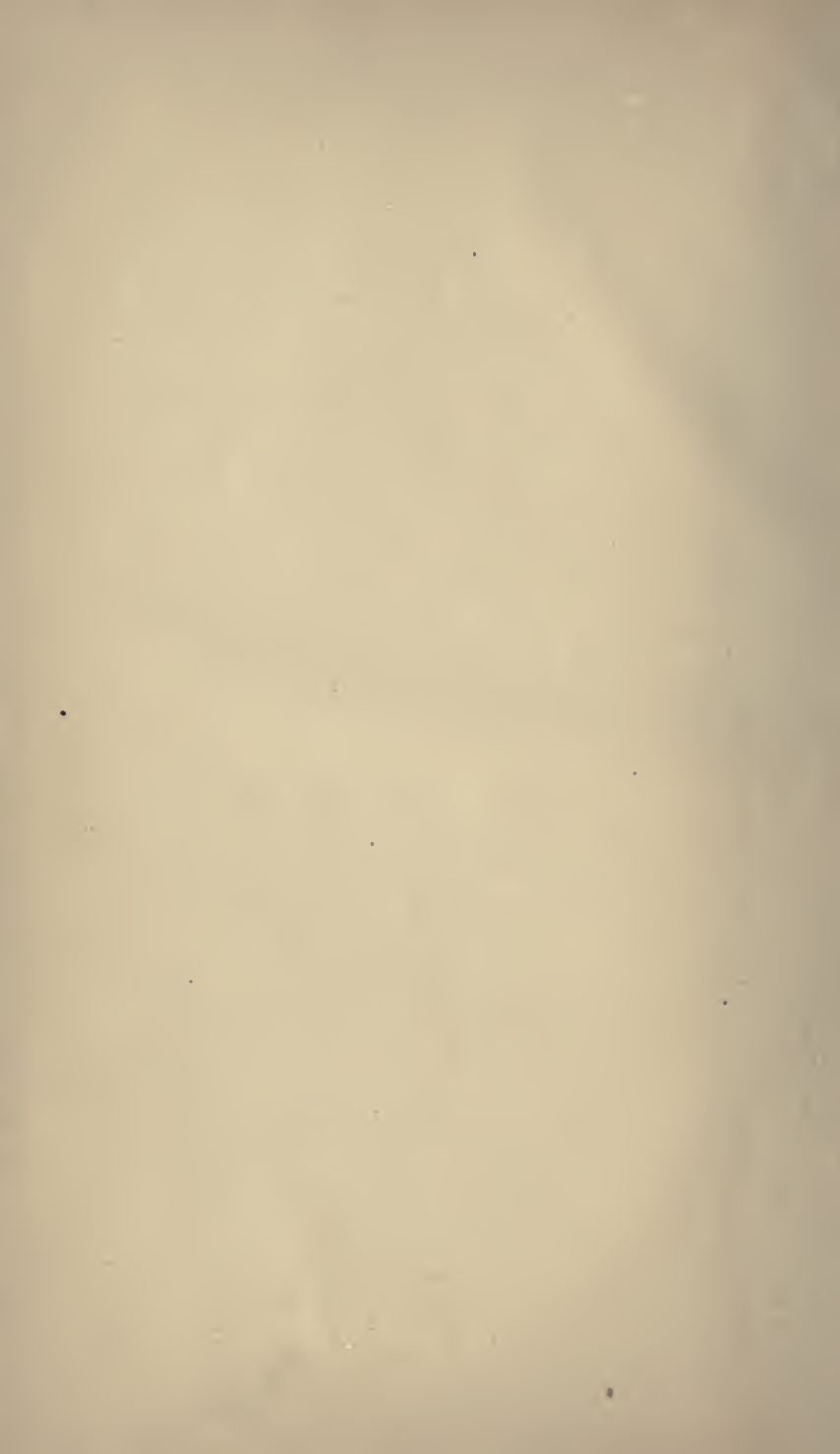


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ACROSS THE CONTINENT.

ATLANTIC & PACIFIC RAILWAY.

PORTLAND & RUTLAND RAILROAD *Company*

OFFICIAL RECORD OF THE CORPORATORS,

APRIL 30, 1868.

PORTLAND:
BROWN THURSTON & COMPANY,
1868.

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1868

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ACROSS THE CONTINENT.

ATLANTIC AND PACIFIC RAILWAY.

PORTLAND & RUTLAND RAILROAD COMPANY.

OFFICIAL REPORT OF THE DOINGS OF THE CORPORATORS.

In pursuance of notice, signed by seven at least of the Corporators, named in the act of incorporation ; which notice was published at least fourteen days before the time mentioned in said notice, in the Eastern Argus, a newspaper published in the City of Portland, and County of Cumberland, and in the Maine Democrat, a newspaper published in the City of Biddeford, in the County of York, and in other newspapers in said County of Cumberland, in the words and figures following, viz :

PORTLAND AND RUTLAND RAILROAD COMPANY.

The undersigned, more than seven of the persons named in the first section of "An act to incorporate the Portland and Rutland Railroad Company," approved March 6th, 1868, hereby give notice, that the first meeting of the corporators named in said act, will be held at the rooms of the Portland Board of Trade, Thomas Block, Exchange street, in the City of Portland, on WEDNESDAY, the twenty-ninth day of April, A. D. 1868, at three of the clock in the afternoon, to agree on the terms of subscription, the times and places for receiving subscriptions to the

capital stock, the admission of associates, and all measures necessary to the organization of said corporation.

Dated at Portland, this ninth day of March, A. D. 1868.

| | |
|----------------------|---------------------|
| JACOB MCLELLAN, | JOHN A. POOR. |
| JOHN LYNCH, | J. B. CARROLL, |
| T. C. HERSEY, | WILLIAM DEERING, |
| H. J. LIBBY, | N. C. RICE, |
| N. J. MILLER, | ALLEN HAINES, |
| GEO. W. WOODMAN, | FREDERICK ROBIE, |
| AUG. E. STEVENS, | JOHN M. ADAMS, |
| A. K. SHURTLEFF, | SAMUEL J. ANDERSON, |
| FREDERICK G. MESSER. | J. L. FARMER, |
| R. M. RICHARDSON, | ENOCH KNIGHT. |

The Corporators named in an an act entitled "an act to incorporate the Portland and Rutland Railroad Company," approved March 6th, 1868, met at the rooms of the Portland Board of Trade, Thomas Block, Exchange street, in the city of Portland, on Wednesday, the 29th day of April, A. D. 1868, at three o'clock in the afternoon.

The meeting was called to order by John A. Poor, Esq., and Allen Haines, Esq., was appointed clerk of the corporators, who was duly sworn.

Voted, To adjourn to meet at the reception room, in the New City Hall building, at 3 1-4 o'clock this afternoon, notice of which adjournment was duly posted on the door of the office, or public room of the Portland Board of Trade.

Attest :

ALLEN HAINES,
Clerk of the Corporators.

At 3 1-4 o'clock P. M., the Corporators met at the reception room in the New City Hall, in the City of Portland, according to the adjournment. The meeting was called to order by the Clerk of the Corporators, who read the record of the meeting and the call.

Hon. Frederick Robie was appointed Chairman.

The meeting was addressed by John A. Poor, Esq., on whose motion it was voted that the Corporators resolve them-

selves into a convention, and that all present be invited to participate in their deliberations. Mr. Poor said,

It is now more than twenty-three years, or in September, 1844, that Portland entered upon her career as a commercial city, and embarked in the construction of a railroad to Montreal.

In 1845, with a population of 15,000, a valuation for State taxation of \$4,061,303, and a valuation for City taxation of \$4,634,738, the city of Portland subscribed \$715,600 to the stock of the Atlantic and St. Lawrence Railroad, and secured from other towns, principally upon its route, additional subscriptions, making a total of over one million of dollars.

Westbrook, including the subscription of James Deering, Esq., took \$43,600; North Yarmouth, \$31,700; Norway, \$22,100; Paris, \$19,400; and lesser sums were received from many of the towns in the State.

The result of this railway movement was a rapid development of business. In 1850, Portland had a population of 20,819, a valuation for State taxation of \$7,311,561, and a valuation for city taxation of \$13,364,009. The increase of business from 1850 to the present time, though not so rapid as during the first five years, has placed Portland in a prominent position among the commercial cities of the country. The imports into Portland have increased from \$454,226 in 1846, to \$14,500,318 in 1866. And the exports from \$595,925, in 1846, to \$5,719,863, in 1866, which increase is mainly due to the construction of the railway to Montreal.

The Atlantic and St. Lawrence Railroad expanded into the Grand Trunk Railway of Canada, forming at this time, in all its connections and extensions, 1377 miles of railroad under one management, cost something over \$80,000,000. In our own State, the mileage of railroads has increased from 70 miles in 1845, costing less than \$2,000,000, to over 500 miles of railroads in operation, cost over \$18,000,000, in 1866. And if to this aggregate, are added the cost of the 71 miles

of the Atlantic and St. Lawrence Railroad, lying 52 miles in New Hampshire and 19 miles in Vermont, it will make the aggregate mileage of railroads in operation, properly belonging to our State, of 573 miles in length, costing over \$20,000,000.

Our State has recovered from the revulsion which followed this heavy draft upon our business capital for the building of these railroads, and all parts of the State are now moving to construct new lines of railroads.

The new enterprises now in progress in Maine embrace an aggregate of about 300 miles, already undertaken or to be put in progress the present year, in which are included some of the more important lines in our railroad system, in the success of which Portland is largely, though indirectly interested, though she is not likely to be called upon to contribute largely of her capital to insure their construction.

The Somerset Railroad is to be extended into Somerset County, as far up as Carritunk Falls, 31 miles; the Dexter and Newport road will be opened in July next, 15 miles; the Belfast and Moosehead railroad will extend from the line of the Maine Central to Belfast, 34 miles; all forming a part of our broad guage system. Bangor has pledged her credit for \$1,000,000 to the E. & N. A. Railway, and \$600,000 more to the Piscataquis branch of it from Oldtown to Dover, reaching the valuable Slate Quarries in the Piscataquis valley, some of which are already open at Brownville, which will give a new business to Bangor, more than supplying any diminution of her lumber trade.

The extension of the line of the E. & N. A. Railway, 110 miles in Maine, to the boundary of New Brunswick, and 86 miles in New Brunswick, to the city of St. John, is now regarded as secured.

There is also the Knox and Lincoln road, from Bath to Rockland, a distance of 45 miles, secured by subscriptions upon its route. Portland is interested socially and commer-

ically in the success of all these lines, for her growth depends mainly on the business of our own State.

Regarding the railroad policy of the State as now settled, and the most important line of all to Portland, the E. & N. A. Railway secured, extending to St. John and Halifax, Portland may now confidently rely upon an increase of the Grand Trunk business from Montreal and the West, for the future, which threatened at one time to pass by Portland, go to the River de Loup, and thence to St. John city over the Intercolonial railway. This must have followed, had Portland been without any connection by railway from Bangor to St. John. I regard therefore the completion of the E. & N. A. Railway as of far more consequence to Portland than to any other city of the country, not even excepting Bangor and St. John.

Portland is now at liberty for the first time to turn her thoughts and her strength towards the West. She is on the direct route of the great railway that is to span the continent at its widest part, the completion of which will make Portland a competitor with New York for western trade.

All the predictions put forth twenty years ago, as to the effect of the railroad from Portland to Montreal, upon Boston, are already realized, and the city of Boston is attempting to recover from the errors of her narrow policy.

“*The decadence of Boston*,” now the topic of discussion, reiterated before legislative committees, and frankly admitted in the *North American Review*, arises from two causes; one, the result of the geographical position, and the other, of her railroad policy, to which I can only refer for want of time. It is interesting to read in the *North American Review* a repetition of the arguments put forth more than twenty years ago, and on which the Portland and Montreal Railroad was worked out. The ingenious attempt to make these arguments apply to Boston in her present condition, and the concurrence of opinion on the part of Mr. Charles Francis

Adams, jr., in the *North American Review*, and of Mr. Edward Crane, the champion of the *Marginal Street Railway*, in favor of a line to Ogdensburg from Boston, can only excite a smile.

Mr. Adams divides the United States into *three* business zones: the southern or *Gulf* zone; the *Central* zone, whose business concentrates at New York; the *Lake* zone, which he claims will naturally concentrate its business at Boston, frankly admitting, that all attempts to gain export trade from the Gulf zone, or Central zone, are futile. Mr. Adams' plan, like that of Mr. Crane, is to abandon all attempts to lift business from the valley of the Hudson into the Boston harbor against the powerful attraction which causes all the business of heavy transportation in the Hudson valley to gravitate to New York City. Like a sensible man, he regards the Hoosac Tunnel as a necessary failure, and all attempts to gain business by extending a line of railway from its western mouth to Lake Ontario, as an equal absurdity,—because he brings the business to Troy, from the West,—which is a necessary appurtenance or outlying wharf of New York City, to which freight descends at so trifling a cost of transportation, as to preclude the possibility of lifting it over, or through, the Berkshire mountains, with a summit of 1480 feet, and greater distance to tide water, with a summit of 918 feet between the Connecticut river and Boston. Hence Mr. Adams regards Rutland as the safe point to which to bring western produce, as, from Rutland, it can reach Boston cheaper than to go to New York. He makes no allusion to the recently proposed canal from Whitehall to Rutland, bringing the navigable waters of Lake Champlain 24 miles nearer to Boston, an enterprise which, if sure of success, will accelerate the movement for a ship canal from the St. Lawrence into Lake Champlain.

Rutland is the point, which, from its geographical position and railroad facilities, the writer in the *North American Review*, looks upon as the outlying port of Boston, as Pittsburg

is commercially related to Philadelphia, Buffalo to New York City, and Montreal to the City of Portland. But in order to make Rutland occupy successfully this position, this writer regards the building of additional lines to Ogdensburg through the Adirondac Mountains, and increased facilities over existing lines around the foot of Lake Champlain by the way of Rouse's Point, as indispensable.

Boston has been forced to this position by the complete failure of all her previous plans for securing a western export trade, and the certainty of a similar failure on the completion of the Hoosac Tunnel. Not that that Tunnel will be entirely worthless, for along the route, from the Hudson through to Fitchburg, business will spring up as it has along the line of the Boston and Albany Railroad, and the \$10,000,000 which the Tunnel has been estimated to cost, will be more than made up, by the necessary development of business along the northern tier of towns from the Hoosac Mountains to Fitchburg. This influence alone, has kept the project alive, and seems likely to carry it through. But the idea on which the Hoosac Tunnel was started has been already abandoned. Mr. Adams and Mr. Crane still cherish the idea of making Ogdensburg a point, from which to direct trade from the St. Lawrence to her harbor.

It has already been stated that the line from Ogdensburg to Boston was started simultaneously, or nearly so, with the Portland and Montreal railroad for the purpose of heading off that. Efforts were made to detach Montreal from the Portland connection, but without success, by Boston parties, and in 1847, when the Portland delegation were in Montreal, in reference to the question of gauge, Boston men proposed that Portland should abandon the Montreal connection, turn west from Island Pond to Ogdensburg, instead of Montreal; being assured that the line from Boston to Ogdensburg would take off the business of the St. Lawrence river; and thereafter, or when the railroad was finished from Boston to

Ogdensburg, western produce for export would stop at Ogdensburg and not go to Montreal. Under this delusive feeling this line was finished with Boston capital. In 1851, immense docks and warehouses were erected at Ogdensburg, and lines of propellers established, but of no avail. The scheme proved a failure. The attraction of a great city, aided by railroads and canals, continued to draw to Montreal the bulk of the St. Lawrence trade, having from there, a choice of routes to Europe.

If there was any sense in the proposition that the St. Lawrence trade could be turned off at Ogdensburg, Portland should have extended her line from Island Pond to Ogdensburg, *via* Missisquoi Valley, securing to herself by the most practicable route, this trade. But the proposition was unsound, for merchandise afloat upon the St. Lawrence River, would naturally flow down to Montreal, the necessary depot of the business of the Upper Lakes, the point where the canal boat and the seagoing vessel meet and exchange cargoes. At Montreal, the Victoria Bridge connects the city with the open sea at Portland, which only requires the completion of the cut-off from Island Pond to Montreal, shortening the distance 46 miles over the present route, to secure the cheapest possible outlet by rail from the St. Lawrence to the open sea.

These matters will soon come to pass, and if Montreal and Canada West were a part of the United States, Montreal would become the principal competitor of New York, in the importation of European goods. She is open to ocean steamers, twenty-eight weeks in the year, and to the open sea at Portland all the year round by railway; and if she could send her goods to the far West, relieved of the restrictions upon trade, she could secure the bulk of the trade of Chicago and the country west of it, on that parallel of latitude.

This consummation would add largely to the commerce of Portland, for Portland would then be to Montreal, what Havre is, commercially to the city of Paris.

We all know that western produce, instead of stopping at Ogdensburg, and going thence to Boston by rail, passes by Ogdensburg, goes to Montreal, thence by the Grand Trunk to Portland, and by rail or steamer to Boston. In 1863, 271,530 barrels of flour came by this route to Boston, entered as coming from Portland.

The only question, therefore, that concerns Portland, as far as competition with Boston for western trade is concerned, is, can Boston draw produce from Montreal to Boston, cheaper than it can be transported from Montreal to Portland. Straighten the lines from Montreal to Portland and to Boston to their shortest measure, and reduce their grades to the lowest practicable point on each, and Portland will always have full twenty-five per cent advantage in the struggle. This is the theory upon which the Montreal and Portland road was built, using between Montreal and the West, water communication as well as rail. Boston will yet come to perceive this. The community at large will accept as true what the importers of breadstuffs into Boston have realized from the start — that between Oswego and Montreal, there is no point where you can turn off, or successfully divert trade from the St. Lawrence basin. Commercial gravitation carries it past Cape Vincent and all the intermediate ports till it reaches its natural resting place, MONTREAL.

The question then arises, what can Portland do to enlarge her trade? The cheapest mode would be to shorten and improve the line, and increase the equipment of the Grand Trunk R. R. to Montreal, so that by the means of a double track, that line could do *five* times its present business, and employ steamers and sailing vessels in the exportation of Western produce through the year. But this policy can hardly be expected under the present state of things. The Grand Trunk must work out her own destiny under its present management, and Portland must enter a new field for domestic trade.

To secure an increase of Western trade, independent of the Grand Trunk Railway, two routes have been proposed for the consideration of the people of Portland. One, known as the Northern route, proposes to run by the way of the White Mountain Notch, the summit of which is 1904 feet above tide water at Portland, in a distance of some 86 miles from the city, and from thence, the line passes through the towns of Carroll, Bethlehem, Whitefield and Dalton, to the Connecticut River, over 24 miles, making a total of 110 miles from Portland to the Connecticut. From Dalton to St. Johnsbury, the distance is about twenty miles to a point of intersection with the Passumpsic Railroad. From St. Johnsbury west, the line passes through the town of Danville by a very circuitous route, rising to an elevation of 1692 feet above tide water, through the corner of Cabot, and through the town of Hardwick, thence in the Lamoille valley through Walcott, Hyde Park, Morristown and Johnstown, to the town of Cambridge. From Cambridge two routes are proposed, one due west through Fletcher and Fairfax to the Vermont and Canada Railroad in the town of Georgia; the other runs from Cambridge through Waterville, Bakersfield, Fairfield, Sheldon, Swanton and Highgate, to a point on the line of the Vermont and Canada road. The other, or Western line proposes to run from Portland to the State line of Parsonsfield, through the towns of Westbrook, Gorham, Standish, Baldwin, Limington, Cornish, Hiram, Porter and Parsonsfield, a distance of 36 miles; thence through the towns of Freedom, Effingham, Ossipee, Tamworth, Sandwich, Moultonboro' and Center Harbor, N. H., a distance of 27 miles; thence by the way of New Hampton, Bristol and Alexandria, to the line of the Northern Railroad of New Hampshire, at Danbury, a distance of 20 miles from Center Harbor, making a total of 83 miles of new line to be built, provided no portion of the Portland and Rochester road, or of the Boston, Concord and Montreal road is made use of. By building this 83 miles of

new line, a railroad to Ogdensburg is secured. Between Danbury and Bristol, a distance of eight miles, the means have been secured for building it, leaving 75 miles of new line to be provided for. If we use the line of the Portland and Rochester Railroad as far as Gorham, a distance of nine miles, it will reduce the number of miles of new railroad to be built to about 65 miles.

From Danbury to White River Junction the distance is 31 miles; from thence to Rouse's Point the distance is 144 miles.

At Fogg's Station, near Center Harbor, or 68 miles from Portland, the line would cross the Boston, Concord and Montreal Railroad, which extends northwardly to Wells River, a distance of 52 miles, connecting there with the Passumpsic road to St. Johnsbury, a distance of 21 miles, making a distance from Portland to St. Johnsbury, by this route, 141 miles, as against 133 miles by the way of the Notch.

It is proposed to build from Wells River, a line to Montpelier, a distance of 38 miles over a very favorable route, making a distance of 158 miles from Portland to Montpelier, the capital of the State of Vermont, from which a line extends to Rouse's Point, a distance of 82 miles, making a total of 240 miles from Rouse's Point via Wells River and Montpelier to Portland. A portion of the people in the Lamoille valley favor a line from Hardwick, on the line of the Lamoille valley road, to Marshfield, a distance of 13 miles on the line of the Wells River and Montpelier Railroad, which would secure the shortest possible route from Portland to Rouse's Point. A line from Georgia to Hardwick will not exceed probably 40 miles; from Hardwick to Marshfield 13 miles; from Marshfield to Wells River is 19 miles, making the distance from Georgia to Portland 192 miles, from Georgia to Rouse's Point 33 miles, making the total distance from Portland to Rouse's Point via Cornish, Wells River, Hardwick and Georgia, 225 miles. The shortest possible line between Rouse's Point and Portland, would be found by running from

Rouse's Point to Swanton Junction, thence through Fairfield and Cambridge to Hardwick, thence to Wells River by way of Mansfield, reducing the distance below 220 miles, over a favorable line. Between the Lamoille and Passumpsic River, the lowest point on the line as surveyed from St. Johnsbury to Hardwick, the summit, as before stated, is 1692 feet above tide water, or but little lower than at the Notch.

By the direct route from Portland to White River Junction, there is no elevation to overcome greater than 600 feet. The line, as proposed, avoiding the heavy grades between Franklin and Danbury, and the heavy grades over the Warren summit on the line of the Boston, Concord and Montreal Railroad. Between White River Junction and Rutland, the line is in progress, so that on the completion of the line from Portland to Danbury, the connection will be complete. The railroads extending from Rutland to the West connect as far as Chicago and the Rocky Mountains.

This line will become the most important link in the great continental chain, the Pacific Railway, or more properly speaking, the *Atlantic and Pacific Railway*.

The continent of North America at its widest part, nearly on the 45th parallel of latitude,—from Cape Canso, Nova Scotia, in latitude 45 deg. 17 m., and in longitude 61 deg. 0 m., to Cape Lookout, in Oregon, in latitude 45 deg. 30 m., and in longitude 124 deg. — extends a distance of 63 deg., or 2,773 geographical miles, equal to 3,191 statute miles. During the year 1870, or soon after that, this distance will all be spanned by a line, or a series of connected lines of railway, from Halifax, Nova Scotia, in latitude 44 deg. 37 m., longitude 63 deg. 20 m., to San Francisco, situated in latitude 37 deg. 48 m., and in longitude 122 deg. 26 m.—Portland, Maine, in latitude 43 deg. 39 m., and in longitude 70 deg. 15 m., on the most direct route, is the Atlantic port *first* and most easily reached by the through trains from the Pacific. The directness of the line from Halifax to San Francisco is most

remarkable. Passing round the head of the Bay of Fundy, the line runs only a degree and one half north, or as high as 46 deg. 7 m., when it turns southwest to St. Johns, in latitude 45 deg. 16 m., which is reached in a distance of 262 miles from Halifax. From St. John to Bangor, in latitude 44 deg. 45 m., and in longitude 68 deg. 46 min., it runs nearly west a distance of 196 miles; thence to Portland, in latitude 43 deg. 39 m., and in longitude 70 deg. 15 m., a distance of 138 miles, a total of 596 miles from Halifax to Portland, all of which is now built, or in progress.

From Portland a line running due west, striking Center Harbor, White River Junction, Woodstock, Rutland and Whitehall at the head of Lake Champlain, will enable the traveler by the way of Schenectady, the Suspension Bridge, and Detroit, to reach Chicago in a distance of 1045 miles from Portland, or eighty-three miles shorter than by any other route from Europe.

From Portland to Chicago, by way of Boston and Albany, is 1,128 miles; and by way of Montreal and the Grand Trunk railway, 1,141 miles. Portland is destined, therefore, to become the shipping port for Chicago in the winter months, and the most important one to her of all the Atlantic ports, throughout the year—on the completion of this shortest line. From Chicago to Halifax *via* Portland, is 1,641 miles; from Chicago to Halifax *via* Boston, is 1,724 miles, and *via* New York, 1,806 miles.

The cutting off of the angle between Whitehall and Rome already proposed, will inure to the benefit of the Portland and Rutland line, but gives no advantage to the lines to Boston and New York. If fifty miles distance is saved between Whitehall and Rome, the distance from Portland to Chicago, will be as before stated, reduced to below one thousand miles. No line from Chicago to Boston can be less than 1,021 miles, or less than 965 miles to New York.

From Chicago the distance to San Francisco by the Central,

or Union Pacific railway, is 2,338 miles, which makes the line across the continent, from Halifax to San Francisco, 3,979 miles, as follows :

| TOWNS. | MILES. | TOTAL NO MILES. | HEIGHT AB'VE TIDE WATER. |
|---|--------|--------------------|--------------------------------|
| Halifax to Truro, - - - - | 61 | | |
| Truro to N. B. Line, - - - - | 73 | 134 | |
| N. B. Line to Moncton, - - - - | 36 | 170 | |
| Moncton to St. John, - - - - | 92 | 262 | Feet. |
| St. John to Maine Boundary, - - - - | 86 | 348 | 332 |
| Boundary to Bangor, - - - - | 110 | 458 | |
| Bangor to Portland, - - - - | 133 | 596 | |
| Halifax to Portland, - - - - | | 596 | |
| Portland to N. H. Line, - - - - | 36 | | 290 |
| N. H. Line to Boundary Vt., - - - - | 77 | 113 | 351 |
| White River Junction to Rutland, - - - - | 46 | 159 | 530 |
| Rutland to Schenectady, - - - - | 85 | 244 | |
| Schenectady to Suspension Bridge, - - - - | 287 | 531 | 565 |
| Suspension Bridge to Detroit, - - - - | 230 | 761 | 589 |
| Detroit to Chicago, - - - - | 284 | 1045 | 625 |
| Portland to Chicago, - - - - | | 1045 | |
| Chicago to Mi. R. at Clinton, - - - - | 138 | | |
| Miss. R. to Missouri River at Omaha | 356 | 494 | 968 |
| Omaha to Summit of Rocky Mountain, Evans' Pass, - - - - | 547 | | |
| | | 1041 | 8842 |
| Summit the Bridger's Pass, - - - - | 142 | 1183 | 7534 |
| Bridger's Pass to Salt Lake, - - - - | 380 | 1563 | 4290 |
| Salt Lake to San Francisco, - - - - | 775 | 2338 | |
| Chicago to San Francisco, - - - - | | 2338 | |
| Portland to San Francisco, - - - - | | 3383 | |
| Halifax to San Francisco, - - - - | | 3979 | |

Of this distance of 3,979 miles required to complete the Atlantic and Pacific railway, 134 miles lie within the Province of Nova Scotia, sixty-one miles of which are already completed, and the remaining section is in progress; two hundred and fourteen miles lie in the Province of New Brunswick, 92 miles of which are completed and the residue in progress; 284 miles within the State of Maine, 158 miles of which are finished and 100 miles of the remainder are in progress; 77 miles in the State of New Hampshire, 28 of which are completed; 66 miles in the State of Vermont, 20 miles of which are built and the remainder in progress; 352 miles in the State of New York, 230 in Canada West, 232 in Michigan, 52 in Indiana, 151 in Illinois, 356 in Iowa and

525 in Nebraska, all in actual operation. The only links now required, where the means are still unprovided for their construction, are, from Portland to White River Junction, requiring some 75 miles of new line. All that is required to insure the completion of this entire line, on the most direct route from the Atlantic to the Pacific, is the distance from Gorham to Center Harbor, a distance of 57 miles only.

I have been speaking of the Union Pacific, or Central railroad, but have made no reference to the Northern Pacific line. It is contended on the part of the friends of the Northern route that the distance from Chicago to Puget's Sound will be some 800 miles less than to San Francisco, but it would occupy too much time to make any comparisons between the two routes, both of which are of the greatest possible interest to the country,—and the recent report of Edwin F. Johnson, Esq., the accomplished Engineer of the Northern Pacific Railroad, will do much to relieve the doubt that heretofore existed in regard to the practicability and expediency of constructing both lines at the same time. Mr. Johnson makes the direct distance from Lake Superior to the Pacific 1427 miles, and the distance by railroad about 20 per cent. greater, or about 1700 miles from Lake Superior to Portland, in Oregon.

In speaking of the Portland and Rutland road, we have been in the habit of regarding it as a local road, the construction of which would add to the local or home trade of Portland; while it is easy to perceive that its completion will give to Portland the greatest possible advantages for a large exporting trade in western produce, and make it to an equal degree a favorite port for the importation of foreign goods for the West.

The claims of the Portland and Rutland Railroad Company, were brought to the attention of the citizens of Portland, by his Excellency, Gov. Page of Vermont, and his distinguished associates, comprising a committee of twelve of the

principal citizens of that State, on the 19th of February last.

Although some alarm was excited by parties representing other interests, the plan met with general favor. A committee of 25 was appointed to take charge of the measure. That committee appointed an executive committee of seven, two of whom, John Jameson, Esq., of Cornish, and N. C. Rice, Esq., of this city, proceeded to Augusta and secured the necessary charter.

The chairman of this meeting, fortunately, was chairman of the joint standing committee on railways, and through his able efforts and of N. A. Foster, Esq., one of the city representatives, our charter became a law by the approval of the Governor, on the 6th of March, a copy of which is herewith submitted as follows :

STATE OF MAINE.

IN THE YEAR OF OUR LORD ONE THOUSAND EIGHT HUNDRED
AND SIXTY-EIGHT.

An Act to incorporate the Portland and Rutland Railroad Company.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows :

SECTION 1. John B. Brown, John B. Carroll, A. W. H. Clapp, William Deering, Charles Fobes, N. A. Foster, Samuel J. Anderson, John M. Adams, T. C. Hersey, Allen Haines, John Lynch, H. J. Libby, Israel Washburn, jr., Horatio N. Jose, Jacob McLellan, N. J. Miller, F. G. Messer, Jonas H. Perley, John A. Poor, R. M. Richardson, Nehemiah Rice, Augustus E. Stevens, A. K. Shurtleff, Rufus E. Wood, George W. Woodman, N. L. Woodbury, Ammi Boynton, John Jameson, Caleb R. Ayer, Ezra Towle, Elias H. Newbegin, Tobias Lord, Frederick Robie, Enoch Knight, Freeman McKenney, James L. Farmer, William H. Fessenden, Wm. M. McArthur, Freeman Hatch, Ebenezer Blazo, John O'Brien, their associates, successors and assigns, are hereby made and constituted a body corporate and politic, by the name of the Portland and Rutland Railroad Company, and by this name may sue and be sued, plead and be pleaded, and shall have and enjoy all proper remedies

at law and in equity to secure and protect them in the exercise and use of the rights and privileges, and in the performance of the duties hereinafter granted and enjoined, and to prevent all invasions thereof, or interruptions in exercising and performing the same; and the said corporation is hereby authorized and empowered to locate, construct and finally complete, alter and keep in repair, a railroad with one or more sets of rails or tracks, with all suitable bridges, tunnels, viaducts, turn-outs, culverts, drains, and all other necessary appendages, from some point upon the line of any existing railroad in the counties of York, Oxford and Cumberland, or upon any line that may be hereafter constructed, under any existing charter, within the counties of York, Oxford and Cumberland, at some point west of the Saco river or north of the town of Standish, thence extending northerly or westerly to the western boundary line of the state in the valley of the Great Ossipee river, to such place upon the west line of the state as may be found expedient for the purpose of forming a connection with a railroad to be constructed from such place westerly or northwesterly to the east line of the state of Vermont; and said corporation shall be and hereby are invested with all the powers, privileges and immunities which are or may be necessary to carry into effect the purposes and objects of this act as herein set forth, with the right to extend its line through the states of New Hampshire and Vermont, in case authority therefor is granted by said states or either of them, with the further right to unite with the line of any other railroad company in either of said states, and to issue its bonds to aid the construction of any other connected line in either of said states, or lease or purchase any connected line in this state or either of said states, so as best to form a connected line of railroad from the city of Portland, Maine, to the town of Rutland, Vermont; and for this purpose said corporation shall have the right to purchase, or to take and hold so much of the land and the real estate of private persons and corporations as may be necessary for the location, construction and convenient operation of said railroad and branch; and they shall also have the right to take, remove and use for the construction and repair of said railroad and appurtenances, any earth, gravel, stone, timber or other materials on or from the land so taken: Provided, however, this said land so taken shall not exceed six rods in width, except where greater width is necessary for the purposes of excavation or embankment; and provided, also, that in all cases, said corporation shall pay for such lands, estate or materials so taken and used, such price as they and the owner or respective owners thereof may mutually agree upon; and in case said parties shall not otherwise agree, the said corporation shall pay such damages as shall be ascertained and determined by the county commissioners for the county where such land or other property may be situated, in the same man-

ner and under the same conditions and limitations as are by law provided in the case of damages by the laying out of highways; and the land so taken by said corporation shall be held as lands taken and appropriated for highways. And no application to said commissioners to estimate said damages shall be sustained unless made within three years from the time of taking such land or other property; and in case such railroad shall pass through any woodland or forests, the said company shall have a right to fell or remove any trees standing therein within four rods of such road, which by their liability to be blown down, or from their natural falling, might obstruct or impair said railroad, by paying a just compensation therefor, to be recovered in the same manner as provided for the recovery of other damages in this act.

SECTION 2. The capital stock of said corporation shall consist of not less than one thousand nor more than twenty thousand shares, and the immediate government and direction of the affairs of said corporation shall be vested in nine directors, who shall be chosen by the members of said corporation, in the manner hereinafter provided, and shall hold their office until others shall have been duly elected and qualified to take their place, a majority of whom shall form a quorum for the transaction of business, and they shall elect one of their number to be president of the corporation, and shall have authority to choose a clerk, who shall be sworn to the faithful discharge of his duty, and a treasurer who shall be sworn, and also give bonds to the corporation, with sureties to the satisfaction of the directors, in a sum not less than ten thousand dollars, for the faithful discharge of his trust; and for the purpose of receiving subscriptions to the said stock, books shall be opened, under the direction of the persons named in the first section of this act, at such times as they may determine, in the city of Portland and elsewhere as they shall appoint, to remain open for five successive days at least, of which time and place of subscription public notice shall be given in one newspaper printed in each of the counties of Cumberland and York ten days before the opening of such subscriptions; and any seven of the persons named in the first section of this act are hereby authorized to call the first meeting of said corporation, for the choice of directors and organization, by giving notice in one or more newspapers published as before named, of the time and place and the purposes of such meeting, at least fourteen days before the time mentioned in such notice.

SECTION 3. When said corporation shall take any land or other estate, as aforesaid, of any infant, person non compos mentis, or feme covert, whose husband is under guardianship, the guardianship of such infant, or person *non compos mentis*, and such feme covert with the guardian of her husband, shall have full power and authority to agree

and settle with said corporation for damages or claims for damages by reason of taking such land and estate as aforesaid, and give good and valid releases and discharges therefor.

SECTION 4. The president and directors for the time being are hereby authorized and empowered by themselves or their agents, to exercise all the powers herein granted to the corporations for the purposes of locating, constructing and completing said railroad and branch, and for the transportation of persons, goods and property of all descriptions, and all such powers and authority for the management of the affairs of the corporation, as may be necessary and proper to carry into effect the objects of this grant, to purchase and hold land, materials, engines and cars, and other necessary things in the name of the corporation, for the use of said road, and for the transportation of persons, goods and property of all descriptions, to make such equal assessment from time to time on all the shares in said corporation as they may deem expedient and necessary in the execution and progress of the work, and direct the same to be paid to the treasurer of this corporation. And the treasurer shall give notice of all such assessments; and in case any subscriber or stockholder shall neglect to pay any assessment on his share or shares for the space of thirty days after such notice is given or shall be prescribed by the by-laws of said corporation, the directors may order the treasurer to sell such share or shares at public auction, after giving such notice as may be prescribed, as aforesaid, to the highest bidder, and the same shall be transferred to the purchaser, and such delinquent subscriber or stockholder shall be held accountable to the corporation for the balance, if his share or shares shall sell for less than the assessments due thereon, with the interest and costs of sale; and shall be entitled to the overplus, if his share or shares sell for more than the assessments due, with interest and costs of sale: Provided, however, that no assessment shall be laid upon any shares in said corporation of a greater amount in the whole than one hundred dollars.

SECTION 5. A toll is hereby granted and established for the sole benefit of said corporation, upon all passengers and property of all descriptions which may be conveyed or transported by them upon said road, at such rates as may be agreed upon and established from time to time by the directors of said corporation. The transportation of persons and property, the construction of wheels, the form of cars and carriages, the rights of roads, and all other matters and things in relation to said road shall be in conformity with such rule, regulations and provisions, as the directors shall from time to time prescribe and direct.

SECTION 6. The legislature may authorize any other company or companies, to connect any other railroad or railroads, with the railroad of said corporation, at any point on the route of said railroad. And

said corporation shall receive and transport all persons, goods and property of all descriptions, which may be carried and transported to the railroad of said corporation, on such other railroads as may be hereafter authorized to be connected therewith, at the same rates of toll and freight as may be prescribed by said corporation, so that the rates of freight and toll of such passengers and goods and other property as may be received from such other railroads so connected with said road as aforesaid, shall not exceed the general rates of freight and toll on said railroad, received for freight and passengers at any of the deposits of said corporation.

SECTION 7. If said railroad, in the course thereof, shall cross any private way, the said corporation shall so construct said railroad as not to obstruct the safe and convenient use of such private way; and if said railroad shall, in the course thereof, cross any canal, railroad, or the highway, the said railroad shall be so constructed as not to obstruct the safe and convenient uses of such canal or highway; and the said corporation shall have power to raise or lower such highway or private way, so that the said railroad, if necessary, may conveniently pass over or under the same, and erect such gate or gates thereon as may be necessary for the safety of travelers on said railroad, highway or private way, and shall keep all bridges and embankments necessary for the same in good repair.

SECTION 8. Said railroad corporation shall erect and maintain substantial, legal and sufficient fences on each side of the land taken by them for their railroad, where the same passes through enclosed or improved lands, or lands that may be hereafter improved.

SECTION 9. The said corporation shall at all times, when the postmaster general shall require it, be holden to transport the mail of the United States from and to such place or places on said road as may be required, for a fair and reasonable compensation; and in case the corporation and the postmaster general shall be unable to agree upon the compensation aforesaid, the legislature of the state shall determine the same; and the said corporation, after they shall commence the receiving of tolls, shall be bound at all times to have said railroad in good repair, and a sufficient number of suitable engines, carriages and vehicles for transportation of persons and articles, and be obliged to receive at all proper times and places, and carry the same, when the appropriate tolls therefor shall be paid or tendered; and a lien is hereby created on all articles transported for said tolls, and said corporation fulfilling on its part all and singular the several obligations and duties by this section imposed and enjoined upon it, shall not be held or bound to allow any engine, locomotive, cars, carriages or other vehicle, for the transportation of persons or merchandise, to pass over said railroad, other than its own, furnished and provided for that purpose,

as herein enjoined and required: Provided, however, that said corporation shall be under obligation to transport over said road the passenger and other cars of any other incorporated company that may hereafter construct a railroad connecting with that hereby authorized, such other company being subject to all the provisions of the fifth and sixth sections of this act, as to rates of toll and all other particulars enumerated in said sections.

SECTION 10. If any person shall wilfully and maliciously, or wantonly and contrary to law, obstruct the passage of any carriages on such railroad, or in any way spoil, injure or destroy said railroad, or any part thereof, or anything belonging thereto, or any materials or implements to be employed in the construction of, or for the use of said road, he, she or they, or any person or persons assisting, aiding or abetting such trespass, shall forfeit and pay to said corporation, for every such offence, treble such damages as shall be proved before the justice, court or jury before whom the trial shall be had, to be sued for before any justice, or in any court proper to try the same, by the treasurer of the corporation, or other officer whom they may direct, to the use of said corporation; and such offender or offenders shall be liable to indictment by the grand jury of the county within which trespass shall have been committed, for any offence or offences contrary to the above provisions; and upon conviction thereof before any court competent to try the same, shall pay a fine not exceeding five hundred dollars to the use of the state, or may be imprisoned for a term not exceeding five years, at the discretion of the court before whom such conviction may be had.

SECTION 11. Said corporation shall keep in a book, for that purpose, a regular account of all their disbursements, expenditures and receipts, and the books of said corporation shall at all times be open to the inspection of the governor and council, and of any committee duly authorized by the legislature, and at the expiration of every year the treasurer of said corporation shall make an exhibit, under oath, to the legislature, of the profits derived from the income of said railroad.

SECTION 12. All real estate purchased by said corporation for the use of the same under the fourth section of this act, shall be taxable to said corporation by the several cities, towns and plantations in which said land lies, in the same manner as lands owned by private persons, and shall in the valuation list, be estimated the same as other adjacent lands of the same quality in such city, town or plantation, and not otherwise, and the shares owned by the respective stockholders, shall be deemed personal estate, and be taxable as such, to the owners thereof, in the places where they reside and have their homes. And whenever the net income of said corporation shall have amounted to ten per centum per annum upon the cost of the road and its appen-

dages and incidental expenses, the directors shall make a special report of the fact to the legislature, from and after which time, one moiety, or such other portion as the legislature may from time to time determine, of the net income of said railroad, accruing thereafter over and above ten per centum per annum first to be paid to the stockholders, shall annually be paid over to the treasurer of said corporation, as a tax in the treasury of the state, for the use of the state; and the state may have and maintain an action against said corporation therefor, to recover the same; but no other tax than herein is provided shall ever be levied or assessed on said corporation or any of their privileges or franchises.

SECTION 13. The annual meeting of the members of said corporation shall be holden on the first Monday in January, or such other day as shall be determined by the by-laws, at such time and place as the directors for the time being shall appoint, at which meeting the directors shall be chosen by ballot, each proprietor by himself or proxy being entitled to as many votes as he holds shares; and the directors are hereby authorized to call special meetings of the stockholders, whenever they shall deem it expedient and proper, giving such notice as the corporation by their by-laws shall direct.

SECTION 14. The legislature shall at all times have the right to inquire into the doings of the corporation, and into the manner in which the privileges and franchises herein and hereby granted may have been used and employed by said corporation. And to correct and prevent all abuses of the same, and to pass any laws imposing fines and penalties upon said corporation which may be necessary, more effectually to compel a compliance with the provisions, liabilities and duties hereinbefore set forth and enjoined, but not to impose any other or further duties, liabilities or obligations.

SECTION 15. If the said corporation shall not have been organized, and the location, according to actual survey of the route, filed with the county commissioners of the counties through which the same shall pass, on or before the thirty-first day of December, in the year of our Lord one thousand eight hundred and seventy, or if the said corporation shall fail to complete said railroad to the west line of the state on or before the thirty-first day of December, in the year of our Lord one thousand eight hundred and seventy-three, in either of the above mentioned cases, this act shall be null and void.

SECTION 16. Other railroad companies now incorporated or hereafter to be incorporated in this state shall have the right to connect their railroads with the railroad of the Portland and Rutland Railroad Company in any town along the line of its road; and no discrimination in the rates of freight or passengers shall be made by said company nor by any party who may operate its line of railway or any part thereof,

between railroads having the right to contract with its railroad as aforesaid; but all passengers and all freight coming from or going to any other road having such right to connect shall be transported promptly and on terms alike favorable by said company over its own road, or by any party operating the same, and on terms as favorable as the like service is or shall be performed for transportation commencing and terminating on the line of railway of said company.

SECTION 17. This act shall take effect when approved.

[Approved March 6, 1868.]

By the terms of this charter, the most liberal powers have been granted, so as to form a consolidated line from Portland to Rutland. The committee, therefore, appointed on the 19th of February last, have fully discharged their duty, and the matter now rests in the hands of the corporators.

On motion of J. B. Carroll, Esq., Voted, that the following gentlemen be admitted as associate corporators :

John Mussey of Portland, John Neal, Francis Macdonald, Wm. W. Woodbury, Joseph Howard, Horatio J. Swasey of Standish, L. D. M. Sweat of Portland, Jabez C. Woodman of Portland, Wm. Willis, John A. Waterman of Gorham, Charles H. Fling of Portland, John F. Anderson of Windham, Samuel Tyler of Brownfield, James M. Kimball of Portland, E. S. Ridlen of Parsonsfield, L. D. Stacy of Porter, Albert Merrill of Portland, Samuel Hanson of Buxton.

The chairman then introduced to the meeting, Henry Clark, Esq., editor of the Rutland *Herald*. Mr. Clark said that in appearing before the assembly as the representative of the Western terminus of this projected line of railway, which was intended only as a link in the great chain which was to connect the seaboard and the West, the people he represented fully appreciated the position of Portland in seeking an outlet to the great West, and that theirs was the position of a traveler seeking information, as to the shortest and easiest route to be built, to best serve the commercial interests of their growing city, and in presenting to them the claims of the route by way of Rutland, had no opposition to make to any other projected enterprise for attaining the same purpose.

There were three routes presented, the Central direct route, *via* White River Junction and Rutland. This route would give connection with the nearest water communication, reaching the Champlain Canal at Whitehall, and the Erie Canal at Buffalo, in summer, and also give them an all-rail communication in winter. There was another proposed route: through the notch of the White Mountains and by way of the Lamoille Valley through Northern Vermont, connecting at Swanton with the Vermont Central Railroad, and thence on to Ogdensburg, a circuitous route — affording water communication only half the year. He came not to put any obstacles in the way of the building of that road, for the people of his section would gladly see that enterprise carried forward, opening a rich section of the State without railroad facilities, which would add materially to the wealth and industry of the State, and in calling the attention of the people of Portland to the central route, it was not in opposition, but that they *might* give consideration to both lines and determine for themselves which it was for their true interest to build first, to get the desired communication with the West. There was another interest represented in this meeting who desired to present the claims of a route *via* Wells River to Montpelier, connecting at that point with the Vermont Central, and thence on to Ogdensburg. In part, their enterprise was identical with the one he represented, making a common line to some point in the Ossipee Valley, and thence diverging over to Montpelier, and the other down through the valley, connecting with the Northern New Hampshire line to White River Junction and Rutland. The people of Vermont, on the west side of the Green Mountains, which traversed the whole length of the State, had a local interest in the building of the road from Rutland to White River Junction to stimulate them, in addition to making a great thoroughfare to the West. They desire a speedier and more direct communication with the capital of the State, and the building of that link of road

would practically break down the mountain barrier that now existed, and make them one people, as at present they were divided and separated.

The proposed route is to compose a part of the great chain of railways connecting our northeastern sea-coast with the great mart of western trade, Chicago, and thus a route to the extensive grain growing States of that section of our country, affording quicker, easier and shorter transit to passengers and freight to and from Europe than any now built, or that are projected. Starting from Portland, which has the best harbor and most convenient facilities for transhipment of freight, and especially of grain, of any port in the United States, its wharves and railways being so arranged that the cars are taken directly along the side of the ships, thus enabling the freight arriving there to be reloaded at a very small cost, saving the cartage and its expense, which is found so great a burden and obstacle at Boston, New York and other points, and will be the accomplishment in verity of the plan proposed in the scheme of Mr. Adams, as presented in the last number of the *North American Review*, in reference to a marginal railway in connection with the shipping interests of Boston.

After very clearly explaining again the proposed road, he said that the people of his section expected Portland to consult its own interest; and if they did, he felt sure they would favor the direct route. All that Portland people would have to do would be to meet them at White River Junction; they would take care of the rest. He gave interesting information in regard to the wealth and resources of that portion of Vermont and the progress of the roads which will form parts of this line. They would have but fifty miles in all to build, fourteen of which are now in progress, and the surveys making for the remainder.

John Cain, Esq., editor of the Rutland Courier, was next introduced, and said,

MR. PRESIDENT AND GENTLEMEN OF THE CONVENTION:—

Permit me to say in response to your call, that in the year 1830, now thirty-eight years ago,—when a lad,—I had the pleasure of riding on the first train of cars from Liverpool to Manchester, the first Railroad constructed in England. I had also the pain, at the same time, of beholding Sir William Huskisson,—the great promoter of the road,—killed, while endeavoring to step on to the cars. From that period I have felt interested in the construction of railroads, and the nature of the country over which they passed. In 1842, twenty-six years ago, and as soon as it was decided to build the Boston and Fitchburg road, living then as I do now, in Rutland, Vermont, the only New England State cut off from the ocean, I assisted in and caused a survey to be made from Rutland to Ludlow, mostly at my own expense, to ascertain the practicability of crossing the Green Mountains in Mountholly, so that Western Vermont might have an outlet to the sea. This road was put into successful operation a few years later to Boston, via Keene and Fitchburg. We have, at this time, communication from Rutland by rail in every direction but the East, and like those still west of us, are anxious to open a direct route to Portland, whose harbor, wharves, and geographical position, are well calculated to make your city the great granary for the West, from whence the starving millions of Europe may be fed.

The gentleman that preceded me, and myself, have been invited to unite with you in devising ways and means to construct a railroad from Portland to Rutland, a portion of which is already built, and other portions under contract and in course of construction. That gentleman and myself, when at home, *agree* to disagree in our respective papers, on the all absorbing political questions of the day. On the subject matter of this Convontion, however, (the Portland and Rutland Railroad,) neither he and I, or our constituents in Rutland County, will have the slightest misunderstanding or disagreement.

Not only as the great artery and highway for the exchange of the commerce and productions of the East and West, is this road desirable, but also for the local accommodation of our own New England people. Maine, (the Pine Tree State,) proverbial for her immense quantity of lumber, can find a new market in Western Vermont, by the proposed direct railroad to Rutland, and the cars can be laden on return with marble for your Custom House, and other edifices, which your enterprise and energy are erecting in that portion of the city so lately destroyed by fire, and which now reach you only by going a circuitous route (via Boston) over a hundred miles greater distance than by the

contemplated route direct to Rutland. Yes, Mr. President, our administrators too, will need your pine for our coffins, while yours, will seek our Rutland County marble for your tomb stones.

The Green Mountain range extend from Massachusetts through the whole length of Vermont and into Canada. With the exception of the passes of the Mountholly gap, through which is built the Rutland and Burlington road to Bellows Falls, (on the Connecticut river), Fitchburg and Boston; and the Winooski River pass, through which runs the Vermont Central to Montpelier, White River Junction, Concord, and Boston; there are a hundred miles of mountain barrier, which separates Western from Eastern Vermont, and the rest of New England. The distance from Rutland to Boston is 166 miles. The distance from Boston to Portland is 110 miles, making 276 miles that my friend Clark of the Rutland Herald, and myself have traveled to get here, while from Portland to Rutland, by the route here proposed, via White River Junction and Woodstock, is only 160 miles. Indeed the White River Junction, Woodstock, and Rutland Route form an intermediate notch in the mountain between two extremes, as if designed by nature purposely for a direct route from San Francisco on the Pacific to Portland and Halifax on the Atlantic, and over which, will be conveyed the teas, coffee, silks, and spices of China, India, and the islands of the Pacific, as well as the productions of the great West, destined for Europe, as well as for the Atlantic States; and by this route, too, will return in the same steamers, to this harbor and thence by rail, the surplus population of the old world seeking a home in the West.

Gentlemen of the Convention, you can all see for yourselves, by this map placed here for our guidance, that Bellows Falls, on the Connecticut river, is too far south for a connection between Portland and Buffalo, or Chicago. On the other hand, Wells River, and Montpelier, or the Lamoille Valley route through the Green Mountains, are too far north, as both have to take a circuit to the extreme north end of Lake Champlain at its outlet near Rouse's Point, 120 miles north of Whitehall, which is at the south end, or the head of the lake, on a straight line between Portland and Rome, Buffalo or Chicago. The Portland and Ogdensburg road, so called, has been agitated for years, while the Portland and Rutland route has but quite recently been brought before the public, who are yet comparatively unacquainted with its merits. Its friends, however, make no opposition to any other route from Portland to the West, nor will they oppose, hinder, or obstruct the granting of a charter through any State, for any other route, but rely, entirely upon the shortness and directness of the Portland, White River Junction, Woodstock, Rutland, and Whitehall route, and the moderate grades, and the few and unobjectionable curves, to convince all thinking men

as to the best route, in every respect, from the East to the West for either through or way passengers and freight.

Not only on a direct line West, is the Rutland route preferable, but it will be actually the *shortest and best route* from Portland to Ogdensburg, by building nine miles of road from Whiting, on the Rutland and Burlington Road, to opposite Crown Point on Lake Champlain, and for which the Legislature of Vermont has already granted a charter. From this point, with a bridge of half a mile across the narrow lake, connection is made with the Plattsburg and White Hall Road, now in course of construction, and which is actually the shortest route to Ogdensburg, where the water communication of the Lakes brings immense quantities of freight, which, when once at Rutland can be forwarded to any point of the compass, by the proposed, and already connecting, lines of road terminating there.

The connecting of the Portland and Rutland Road at White River Junction, with the Vermont Central, and Sullivan Roads, as well as its passage through the center of Windsor and Rutland Counties, the two largest and wealthiest Counties in the State, would be of immense importance to this road. All north of this great direct East and West line will flow on to it, when, on the other hand, by the proposed Portland and Ogdensburg route, much south of such a line, would very naturally reach Albany, Troy, New York, Springfield, Hartford, New Haven, Worcester, Lowell, and Boston. Let the citizens of Portland only examine any correct map of the United States, and they must come to the conclusion that the great enterprise agitated here to-day, must meet with their approbation and their material aid. In conclusion, I would say, build the few links between Portland and White River Junction, and Vermont and New York will fill the remaining gaps, and make your city the Queen of the East, as Chicago is of the West.

Hon. O. F. Fowler, of Bristol, N. H., addressed the convention, in favor of a route through the Ossipee Valley and Center Harbor, giving statistics of his town and vicinity as follows :

MR. PRESIDENT AND GENTLEMEN OF THE CONVENTION:—

We are here for the purpose of meeting by invitation, the corporators of the Portland and Rutland Railroad. When we were in this city last February, we agreed to make a preliminary survey, and having made such a survey, we will now state substantially our success. We have been through from a line on the Northern Railroad at Danbury, through the towns of Hill, Alexandria, Bristol, New Hampton, Meredith and Center Harbor, a distance of 25 miles, and find it not only

practicable, but exceedingly feasible. Passing through the above towns, it opens a thoroughfare where quite a large amount of additional business will be brought into market that now has no market at all. The above route is very straight, the grades light, and the construction must be comparatively easy. The people along this line feel a deep interest in its construction, and will do all in their power to aid in the same. The business along the line of this road will help towards sustaining the road. The business of our own town is not a small item, when taken in connection with others, towards helping in this enterprise. We have a flouring mill, whose owners now offer to obligate themselves to pay for freight alone, \$15,000 per year. We have twelve stores whose united tonnage, amounts to 50,000 tons annually, aside from the lumber trade. We have one of the best water powers in the State, one and one-half miles from Newfound Lake, which contains fifteen square miles and a fall of 105 feet, making it capable of being used to very great advantage. The water is controlled by the Winnipissiogee Lake Cotton and Wollen Manufacturing Company, chartered in 1846, on which said company have expended large sums of money in rights, excavations and dams, for the purpose of securing the water in dry seasons; and by so doing, have secured to us a never failing stream of water. There are now in operation on said stream, three woolen mills, two large paper mills, two large tanneries, one extensive carriage shop, where the best waggons are made in this part of the State; an extensive bedstead manufactory, foundry, machine shop, and all kinds of mechanics found any where, and one of the most enterprising and thriving villages in New England. We are thirty miles from Concord, and have a railroad now to this place; and when the Portland and Rutland Railroad shall have been completed by the Ossipee Valley route, we shall have a junction of the Franklin and Bristol Railroad, with the Portland and Rutland Railroad at this point; and which will make the additional line of road from Franklin to Danbury, without increasing the distance and with much less grade. Besides all this, our village is one of the most attractive places of resort there is to be found in New Hampshire. Newfound Lake, with its beautiful scenery, and the steamer on its waters, make it a resort for many.

One other thing in this connection is worthy of remark, which is, we now have in process of construction, a hotel, which will be worthy of the attention of the public. It is four stories besides basement, which will add largely to the business interests of the place and of the road. One word in relation to New Hampton, on the line of this road. There is an institution under the management of the Freewill Baptist Church of the first order, where hundreds of students collect from a very large territory. They are an enterprising set of people and men of means and of indomitable perseverance, and mean to succeed.

We well know that we cannot do much, but being one of the connecting links in this great chain, we are satisfied that the East and West will be connected by rail, and we being geographically in the center of the State, Portland being due east and Rutland due west, and place a line on Portland and Rutland across the State, and it falls directly through our village; and in consideration of that fact, we have the most direct, shortest and straitest route from Portland to Rutland and Chicago; and we think, Mr. P., that the plan and survey we have shown you by one of the most competent engineers in the State, Mr. Latham, that we have a route that will commend itself to the business men of the country; and we are bound to use all and every honorable means in our power to accomplish an object that when once consummated, will be a lasting blessing to all who shall come after us, as well as a profitable investment to its stockholders. We have the utmost confidence that the New Hampshire Legislature will grant our prayer and give us the desired charter.

Geo. F. Crawford, Esq., of New Hampton, next addressed the Convention, giving some account of the survey between Danbury and Center Harbor.

S. K. Mason, Esq., member of the N. H. Legislature, next addressed the convention in favor of the route via Bristol.

Mr. H. J. Banks, of Ossipee, a member of the N. H. Legislature, next addressed the convention in favor of the route via the Ossipee Valley, giving very interesting statistics of business along the line. He said,

MR. CHAIRMAN AND GENTLEMEN:

It affords me great pleasure to meet in Convention so many of the citizens of Maine, New Hampshire, and Vermont, assembled for the purpose of considering the project of uniting the East with the West by railroad facilities.

Every improvement of the means of locomotion benefits mankind, morally, and intellectually, as well as materially, and not only facilitates the interchange of the various productions of nature and art, but tends to remove sectional antipathies and bind together all parts of our country.

For fifteen long years I have looked to the connection of the Commercial Metropolis of Maine with the Great West by a direct line of railroad communication through New Hampshire and Vermont, as an event that certainly must take place.

To compete for and to secure that portion of the business of the northern portion of New Hampshire and Vermont, and the carrying

trade of the growing West, which the unrivaled natural advantages of Portland should command and control, is an object for which the State of Maine and the City of Portland may well contend.

My home is in the delightful and romantic Ossipee Valley, about midway between Portland and Danbury, on the proposed Portland and Rutland Railroad, in the County of Carroll, New Hampshire. The County is wholly undeveloped by railroad facilities, it has more wealth in timber lumber, wood, and bark, than any other County in the State. These important and valuable articles cannot now find their way to market on account of the high cost of transportation. By adopting the Ossipee Valley route, you will open a thoroughfare on a route remote from competing lines leading to Boston, and afford facilities for business, and a ready and cheap access to market to an extensive and important part of not only the State of New Hampshire, but the Counties of York and Oxford, Maine. Portland will not only acquire additional facilities for business, but the inhabitants of Maine, New Hampshire, and Vermont will be much more benefited than by any other route. Another argument in favor of this route, is the comparatively light expense of constructing the road. In all New England there cannot be found a route so easy to build. More than three-quarters of the distance the road would traverse is Pine Plains. By this route, the shrill scream of the steam whistle will almost enliven the recesses of Mount Washington range of mountains, where at least one hundred thousand persons annually go to enjoy the solitary grandeur of those great barriers of nature, and the interest in which increases from year to year, and will continue to so long as a sense for the beautiful remains in the human heart. And, with your permission, I will give you a few facts and statistics respecting the business and resources of a few towns in New Hampshire, adjacent to and through which the proposed road will pass:

Ossipee, on line of Road.

Tonnage for the year 1867, 1,500; estimate of Timber, 376,460,000 feet; estimate of wood, 400,000 cords; estimate of bark, 25,000 cords; Passengers, 3,500.

Sandwich, on line of Road.

Tonnage, 1867, 1,008 tons; estimate of Timber, 200,000,000 feet; estimate of wood, 1,000,000 cords; estimate of Bark, 50,000 cords; Passengers, 3,000.

Freedom, on line of Road.

Tonnage, 1867, 200 tons; estimate of Timber, 100,000,000 feet; estimate of Wood, 51,000 cords; Passengers, 3,000.

Effingham, on line of Road.

Tonnage, 1867, 200 tons; estimate of Timber, 100,000,000 feet; estimate of Wood; 50,000 cords; Passengers, 2,500.

Madison, four miles from Road.

Tonnage, 1867, 175 tons; estimate of Timber, 50,000,000 feet; estimate of Wood, 50,000 cords; estimate of Bark, 20,000 cards; Passengers, 2,000.

Easton, five miles from road.

Tonnage, 1867, 150 tons; estimate of Timber, 125,000,000 feet; estimate of Wood, 50,000 cords.

Moultonborough, on line of road.

Estimate of Timber, 50,000,000 feet; estimate of Wood, 50,000 cords; tonnage, 500 tons; Passengers, 2000.

Conway, thirteen miles from road.

Tonnage, 1867, 1600 tons; Passengers, 22,000; estimate of timber, 600,000,000 feet. As for the article of Wood there is no such thing as estimating on it. Best judges say no one engine can take it away as fast as it will grow. Thousands and thousands of heavy growth. Bark, 1,500,000 cords.

Jackson and Bartlett.

Estimate of Timber, 300,000,000 feet; Passengers, 5000; Tonnage, 1867, 200 tons.

Fryeburg and Brownfield, Me.

Tonnage, 1867, 3000 tons; estimate of Timber, 300,000,000 feet; Passengers, 6,000.

These facts were gathered by myself carefully, and can be relied upon. In many cases I put down one-half of the amount of timber and wood estimated by the citizens of the several towns.

I introduce these statistics simply to show, that although Carroll County has no railroad, she has resources sufficient to warrant the assumption that one will pay the cost of building and running one.

One word more and I am done. The great point at present to be attained, to render success to the enterprise certain, is to reconcile rival interests and projects to accomplish this great work. We must have united councils as well as efforts. It is for this Convention to take wise incipient measures to promote a union of sentiment to develop the means and then press to completion the work in which you have my warmest sympathies and most ardent hopes.

In reply to a call from the chairman, for the Vermont delegation present, JOSEPH A. WING, Esq., of Montpelier, Vt., came forward and spoke as follows:—

MR. PRESIDENT:

Perhaps I am not the proper person for you to request to give facts and figures in relation to the different railroad routes from Portland to the West. I am from Montpelier, Vt., and one of her delegates to your convention. I saw in one of your city papers this morning, a statement that Montpelier is opposed to the Portland and Ogdensburg road through the Lamoille valley, and that Montpelier is not the place to ascertain the facts in relation to said road. This is a mistake. Montpelier wants a road to Wells River, and thence to Portland. The town of Montpelier has sent to your city, her delegation, to convince you, if possible, that she has, by way of Wells River, the shortest route with the least curves and best grades, and the least amount of road to be built, of any route from Portland West.

I will state a fact that will show the feelings of Montpelier to both the other routes.

At the October session of the legislature in Vermont, in 1867, the Lamoille valley road, the Woodstock road, and the Montpelier and Wells River road, all asked for enabling acts to allow towns to aid these several roads. The friends of the Montpelier route voted and worked with all their energy for the other two roads, and the acts were passed, but the Montpelier act lacked four votes of its passage.

We then, in good faith, extended to both routes our helping hand, and we are not now opposing either of these routes, unless offering to you a far better route is opposition.

The object of Portland in seeking a western connection, I suppose, is to bring business to your city. This is the object; but the question is, how can you do it? The answer is easy. You must make it for the interest of the West to seek your city as a place to dispose of their grain and other produce, and to buy your goods for consumption at home.

The Yankee is a curious creature; he has no love for one place over another. His whole soul is bent on dollars and cents in the way of trade. He will go to that place to trade where he can sell his goods the highest and buy the cheapest. In calculating the cost, he will include his freight bills, time and hotel bills. These all go in to make up the cost of goods. If he can buy his sugar a half cent cheaper in Portland than Boston, he will buy in Portland. If he can sell his grain one cent per bushel higher in Boston than Portland, he will sell his grain in Boston and buy where he can buy cheapest.

This trait in the Yankee character is properly illustrated by the following anecdote:

At one time, in one of the West India Islands, there was a sickness that was contagious, that caused great distress in the Island, and they needed relief. They called a meeting for consultation; a large number were opposed to letting the world know their distress for fear no one would dare to come there to trade.

One old man remarked that he was for letting the world know their distress, and also let them know that they would sell them coffee one cent per pound less in consequence of it. He said hang up a bag of coffee in H— and make it one cent per pound under its market value, and all the Yankees would instantly make a rush for it.

Your beautiful and enterprising city, that has just risen like the fabled Phœnix from its own ashes, with more life, energy, and beauty than before, has the advantage over all other cities in New England or New York, for the trade of the great and rapidly growing West.

You have one of the best harbors in the world. The great ocean highway from New York and Boston to Europe, passes directly by your port. You have no Hell gate to pass through like New York. You save ten hours' steam navigation from Boston and the dangers of the coast. And you are fifty miles by rail nearer Ogdensburg when certain connecting links shall be built, than is Boston.

The great point for freight on the lakes, must be Ogdensburg. The Northern Transportation Co. have now fifteen boats running between Ogdensburg and the western cities, and are to add ten more this season, and double that amount next year. During the season of navigation, this must be the great point for freight, and her elevators will be constructed to hold enough to keep the cars running while navigation is closed.

Ogdensburg is equidistant from Boston and New York, in an air line, but it is twenty-five miles less to Portland. St. Albans, Vt., to Portland in an air line, is not so far by fifty miles as it is to Boston.

You have now two ways of reaching the West. The first is the Grand Trunk road, reaching Prescott, opposite Ogdensburg, by a distance of 406 miles. This does not carry the freight brought down by the Northern Transportation Company. They are rival lines. I learn that you are now receiving cargoes of freight from Chicago, by way of the lakes, Manchester and New Market Junction, a distance of 434 miles—twenty-eight miles further than by the Grand Trunk road.

You are not satisfied with these roads. You want to reach two ports west—Ogdensburg and Buffalo; Ogdensburg for freight, Buffalo for passengers. And you want the shortest and best routes to those places.

Your object should be the best route, regardless of the wishes of

private individuals. It is hard to force water up hill or freight over high summits, when it is nearer to run through the valleys.

If there are parallel lines, on a straight route with light grades and easy curves—the other high grades and short curves, the low grade road has the advantage over the other.

The Vermont Central shows the folly of building roads for the personal interest of private individuals.

The late Gov. Paine, of Vermont, resided in Northfield, and he wanted the road built through Northfield, while there were many who wanted it through Barre. To the east the grade was much higher through Northfield, than through Barre, and the road five or six miles longer, like the Notch road, compared with the Ossipee valley, but not one third as much difference as is between the Notch and Ossipee routes. But Gov. Paine had personal influence sufficient to carry it as others now are trying to carry the Notch route. Gov. Paine carried it by the engineers making great mistakes in the distance and grades, which are now fully admitted by the managers of the road. This building through Northfield cost the road about \$1,000,000 more than through Barre, and it costs its thousands every year more to run it on account of the grades and extra distance.

We also got the road laid into Burlington in the wrong place, against the will of the chief engineer, at the cost of half a million, and after running it a few years, at great expense, they tore up the track and built it where it should have been built in the first place.

They now have to divide their trains and send extra engines to get to the summit above Northfield. They would now save money to tear up the track and build forty miles of road through Barre, than to run on the present route. Every additional mile of road adds more to the expense of the road than many suppose.

Suppose you run twenty trains each way, daily, (and I think the Vermont Central runs more than that number,) and the saving on the Central of six miles would be 240 miles or one train saved daily or more than one train from Montpelier to Boston—calling 313 days to the year, it would save 75,120 miles, or more than one train three times round the world.

The citizens of Portland should take warning from the Vermont Central road.

We have not come here to oppose any road. We have come to present the merits of our route, and to convince you, if possible, that we have the shortest route, the least curves, and the lowest grades. To do this we must compare it with the other routes, that you may judge its merits. If this is opposing other roads, then we are opposing them.

I will give you the distances by the different routes as I understand them. Where I have been able to get the true data, I have done so; where not, it is from my best information.

I will give you the distances from Portland to Swanton, Vt., where the different roads will connect as I understand them. I give the data so you can correct any portion that may be erroneous.

| | MILES. |
|--|--------|
| Portland to Rochester, (20 miles to be built,) - - - - - | 48 |
| Rochester to Alton Bay, (built,) - - - - - | 18 |
| Alton Bay to the Weirs, (to be built,) - - - - - | 16 |
| Weirs to Wells River, (built,) - - - - - | 60 |
| Wells River to Montpelier, (to be built,) - - - - - | 38 |
| Montpelier to Swanton, (built,) - - - - - | 66 |
| Total, - - - - - | 246 |

Seventy-four miles to be built.

OSSIPEE ROUTE.

| | MILES. |
|--|--------|
| Swanton to Wells River, - - - - - | 104 |
| Wells River to Fogg's Station, - - - - - | 52 |
| Fogg's to Portland, - - - - - | 65 |
| Total, - - - - - | 221 |

About 100 miles to be built on this route.

The friends of the Portland and Ogdensburg route claim the distances as follows:—

| | MILES. |
|---|--------|
| Swanton to West Danville, - - - - - | 77 |
| West Danville to St. Johnsbury, - - - - - | 17 |
| St. Johnsbury to Dalton, - - - - - | 20 |
| Dalton to the Notch, - - - - - | 24 |
| Notch to Portland, - - - - - | 84 |
| Total, - - - - - | 222 |

Being one mile farther than the Ossipee route if it is sixty-five miles only through the valley.

But I claim when the line is surveyed the distance will exceed the following:—

| | MILES. |
|---|--------|
| Swanton to West Danville, - - - - - | 85 |
| West Danville to St. Johnsbury, - - - - - | 18 |
| St. Johnsbury to Dalton, - - - - - | 24 |
| Dalton to the Notch, - - - - - | 30 |
| Notch to Portland, - - - - - | 90 |
| Total, - - - - - | 247 |

I think the Notch route has no advantage over the Lake Shore road in distance, but the Ossipee route has a great advantage in distance over all others.

The distance from Swanton to Wells River, and from Swanton to St. Johnsbury, are about equal, as will be shown hereafter, and a glance at the map will show you that in an air line, Wells River is at least ten miles nearer Portland than is St. Johnsbury. Try it by taking any map of the United States, and setting one point of your dividers at Portland, and the other at Wells River, then turn it towards St. Johnsbury, and it will not reach it by more than ten miles. Therefore, unless the Ossipee is more circuitous than the Mountain road, the Ossipee route is the shortest by at least ten miles, and I think more than twenty.

But suppose you go through the Notch, then it is better to go by way of Montpelier than St. Johnsbury.

| | MILES. |
|---|--------|
| It is by measure from Swanton to Wells River, | 104 |
| Wells River to Littleton, | 20 |
| Littleton to the Notch I do not believe to be over 20 miles, but call it all they claim, | 24 |
| Total, | 148 |

By their estimate, it is from Swanton to the Notch, 138 miles, a gain of ten miles. By my estimate, which I believe will be found most correct, 157 miles, a loss of nine miles.

The St. Johnsbury route is to be built. The other route is all built but 62 miles. A saving in building of at least 76 miles, and a saving of rise and fall of at least 1000 feet. But if you wish to go by the Lamoille valley and the Notch, it is by their estimate from Hardwick, in the Lamoille valley, to the Notch 81 miles, as follows: 61 miles from the Notch to West Danville, and 20 from West Danville to Hardwick—making the 81 miles aforesaid.

By my estimate it is 74 miles from the Notch to West Danville, and 20 miles by measure to Hardwick; total 94 miles.

By their estimate it is 44 miles to Wells River from the Notch, and 23 by measure to Marshfield, and less than 14 to Hardwick. Total route extending 81 miles.

This, I think, is too long by at least five miles. Twenty miles of this road is now built and in operation. This road, I think, will save at least 1000 feet in rise and fall over the other.

GRADES.

The road from Swanton to Montpelier has very easy grades. The capitol at Montpelier, by Hall's history of Vermont, taken from the geological survey, is 540 feet above the ocean. The capitol is about 50

feet above the railroad, leaving the railroad track about 490 above the ocean. The rise from Montpelier to the summit by the survey, is 858 making the summit by this estimate 1348 feet in 19 63-100 miles, with no grade higher than one foot in one hundred.

By the same history, the Connecticut River at Newbury, four miles below Wells River, is 420 feet. At McIndoe's Falls, eight miles above Wells River, it is 440 feet. Divide this and Wells River is 430 feet above the ocean.

The rise from Wells River to the summit, by the survey, is 910 feet, which added to the 430 feet, would make the summit 1,340 feet, a variance of only eight feet. This end of the route is 18 62-100 miles, with no grade of over 60 feet per mile.

In 1850, this route was carefully surveyed by A. Knowles, the late chief engineer, on the Central Road, who had just been dismissed from the road, because he would not lay the track into Burlington, which has since been torn up. He worked from the first of May to September, with a proper corps of engineers, and made a thorough survey with plans and estimates for the route. We now have all the books, plans, maps and reports, except the report on the west end of the route, which has been lost in the eighteen years since the survey.

The following is his report on the east half of the route distance,

18 62-100

| | | CURVATURE. | MILES. |
|-----------------|-------------|------------|-----------|
| Straight line, | | | 7.0007 |
| 1 degree radius | 5,730 feet, | | 1.7424 |
| 2 " " " | 2,865 feet, | | 2.7840 |
| 3 " " " | 1,910 feet, | | 5.5965 |
| 4 " " " | 1,432 feet, | | 1.0890 |
| Total, | | | 18.62-100 |

The straight line, as to curve, is 41 to 68.

The 4th curve will run on light grades.

| | | GRADES. | |
|------------------|--|---------|---------|
| Level grade, | | | 0.9450 |
| 9 feet per mile, | | | 1.0000 |
| 20 " " " | | | 1.0000 |
| 25 " " " | | | 0.5203 |
| 27½ " " " | | | 0.7565 |
| 50 " " " | | | 2.8941 |
| 60 " " " | | | 11.2830 |
| Total, | | | 18.3989 |

EXCAVATION.

| | |
|-----------------------------|----------------------|
| Earth excavation, | 896,333 cubic yards. |
| Solid rock, | 16,590 " " |
| Loose rock, | 3,100 " " |

SUPERSTRUCTURE.

| | |
|----------------------------|---------------------|
| Bridge masonry, | 10,025 cubic perch. |
| Culvert masonry, | 2,669 " " |
| Bridging, | 600 feet. |

No bridge required over thirty feet long on this section.

The west half is about one mile longer, but a trifle more excavation and some more bridging. There will be one bridge about 100 feet and one of 60. No other bridge required over thirty feet, unless you change the survey. The expense may be \$75,000 on the west end over the other end.

The road is all the way so high that there is no danger to be apprehended from floods.

The road from West Danville to Hardwick, I think, cannot pass lower than Lyford's pond in Walden, which the geological survey says is 1692 feet above the ocean.

That pond is 344 feet above the summit, on the Wells river route, calculating from Montpelier; and 352, calculating from Wells river.

There is a high summit in Concord, between St. Johnsbury and Dalton. I cannot ascertain the height. I learn they follow up Moose river nine miles, then cross it and pass over the summit. I think this cannot be less than 600 feet, and may be 1000 or more high. Call it 600 feet, and you have about 950 feet more rise to draw up your loads going east, than if you go by Wells river.

But it is claimed that the fall in the Connecticut, from Dalton to Wells river, is at least, 600 feet. Therefore, if you have to draw your freight up 600 feet from St. Johnsbury to get on to Concord summit, you do not fall but little to the Connecticut, and it helps to reach the Notch. This may be true in part, but not in the whole.

The Connecticut at Newbury, four miles below Wells river, is 420 feet above the ocean, and the same river at Guildhall, about fifteen miles above Dalton, is only 835 feet. How much of this 415 feet fall is above Dalton and below Wells river, I don't pretend to know.

The Notch in New Hampshire, it is said, is 1920 feet above the ocean, and the highest point in the Ossipee Valley is only 500 feet, making a difference of 1420 feet in rise and fall.

Making, when you have deducted this fall in the Connecticut from Dalton to Wells river, and made all other reasonable deductions, about 2000 feet more rise and fall on the P. and O. road, than the Ossipee or Lake Shore road.

The curves will be much worse on the Portland and Ogdensburg road than on the other. The summit is so high between St. Johnsbury and Hardwick, that they run, at least, 37 miles to get about 21 by the traveled road. In one place in Walden, going over seven miles to get one. In order to get down to Lamoille river, they turn back up the river and go up about three miles, before they get low enough to cross the stream. In the town of Danville, they go so crooked that they run far enough to more than twice cross the town.

High grades and short curves are very injurious to the rolling stock, and are injurious to the roads, and it requires a great amount of motive power to pass them.

I found here, that the line on the side of the mountain, run by Mr. Lindsley, is not deemed practical by other engineers. They go far higher grades in places, and not try to get an even grade, and refer to the Pennsylvania Central road as an example, that it is better to keep nearer the river, and have high grades in places, than to have the railroad high up on the side of the mountain. I am informed they recommended a grade of not over sixty feet to the mile, till within ten miles of the top of the mountain. There will then be a summit of 1000 feet to overcome in ten miles. They then recommend that the road shall be built with no grade over 125 feet, and accommodate the grade to the ground as well as you can.

There are various other objections besides grade to the road through the mountains.

1st. If the road is made by excavating into the side of the Mountain, there will be great danger of removing the support from the rocks above, thus causing slides in the spring, when the frost is coming out of the ground, or in heavy rains.

2d. The greater amount of snow in the gorges of the mountain than in the valleys.

3d. The road bed must be built high, so that the water will run under the track; or when the snow melts during the day, it will run down the mountain under the snow, and every night spew over the track, so as to render it nearly impossible to keep the track in running order.

4th. Running the track over so high a summit, it will be so much colder that the rails will be covered with ice every rain, Spring and Fall, so that it will make it difficult to run the road, when it would not effect lower grades like the Portland and Rochester, or the Ossipee valley.

I am told that the great object in going through the mountains is to keep out of the net work of Boston railroads. This is as idle as it would be to build a wall on the south side of the line to keep the Boston roads from crossing their track at any point. They cannot keep

away from the Boston roads. By the time you reach Conway, if it is any object, the Great Falls and Conway road will be there to meet you. Before you reach Whitefield the White Mountain road will be across your track to compete with you for the lumber of that region. The Passumpsic is already across your track at St. Johnsbury, and before you reach the Lamoille valley, by St. Johnsbury, the Boston, Concord and Montreal road will meet you in the valley at Hardwick, and be ready to take the freight over a lower summit either to Boston or to Portland; and when you reach Swanton or Georgia, you are on the Vermont and Canada, a Boston road, and must pass the whole length of the Ogdensburg road to Ogdensburg, which is another Boston road. You cannot get out of the Boston net work. You may for a time, while you are in the mountains, but when you reach any business place you must come into the net. Your only way to get business is to make it for their interest to come here, and not by trying to compel them to come.

Which road will furnish the most local freight and business to Portland? Will the barren Mountains of New Hampshire furnish more business than the valley of the Ossipee, filled with its water power, or the Portland and Rochester road? This is a matter for you to investigate.

It will require a vast amount of power to run a freight train over the summits in Walden, Concord and the White Mountains.

It is my belief that the same power at least will be required to move 200 tons over the St. Johnsbury road to Portland, from Swanton, that would move 300 tons between the same places by Montpelier; and the injury to the rolling stock and wear of the rails would be double on the first to what it would be on the last named route.

But it is said that Vermont will build the P. & O. road through the State—that she will raise forty per cent of the stock and bond for the rest.

If the P. & O. road runs to Swanton, the road in Vermont is a piece of patch work, consisting of four independent charters. The first is a charter of the Essex Railroad Company, extending from St. Johnsbury to the Connecticut River. My impression is, the votes of the town for this road are half stock and half bonds. Then comes the Montpelier and St. Johnsbury. On this, St. Johnsbury and Danville have voted aid. I think one half stock and the other bonds. These two roads are organized. Then comes the Lamoille valley road that covers the same track as the Montpelier and St. Johnsbury road to West Danville, 17 or 18 miles. I do not learn that this last road has been organized, and I have not learned that Danville or St. Johnsbury have voted any aid for the Lamoille road. They must therefore go as far as West Danville on the Montpelier and St. Johnsbury charter, or abandon the subscription they now have.

The Lamoille valley road is chartered to go down the Lamoille valley. It cannot turn off to Swanton. The charter gives them no power to leave the Lamoille valley. If they go to Swanton, they must go on the Missisquoi Railroad charter. That they have the right to do, but that road must first be organized; they must raise at least \$100,000 to organize. The towns on this route have no power to vote aid to this road. If Sheldon, Highgate or Swanton vote aid to the Lamoille valley road, it must be expended in the Lamoille valley. They cannot use it for the purpose of organizing or building in the Missisquoi valley.

The charter of the Missisquoi road allows them to run from Berkshire to the Lamoille valley, but the towns cannot vote aid to this road. You have therefore four separate and distinct charters on the route, with different rights and privileges. The towns of Swanton and Highgate may vote to aid the Lamoille road, and then raise money and build their own.

It may be said that the charter of the Lamoille valley road authorizes them to consolidate with any other road. This may be true, but I think there is no law authorizing the Missisquoi, or the Essex or the Montpelier and St. Johnsbury route to consolidate with any other road. Therefore they must act as four independent corporations until after the next session of the legislature, unless the Montpelier and St. Johnsbury corporation abandons its charter and goes into the Lamoille valley corporation, in which case they will have to trust to a new subscription. That would leave three corporations with no right of consolidation.

It is said that the Lamoille valley is one of the richest valleys in the State. There is some good land in this valley, and many good water privileges. In point of wealth it is not on an average with the other valleys in the State.

You test the riches of a town by its grand list. But other things than money make up the grand list of Vermont. The real estate is appraised at its just value in money, and is placed in the list at one per cent. The personal estate consists of money, bank stock, debts, cattle, horses, &c., from which the debts owing are deducted and the balance goes into the list at one per cent.

Each poll goes in at \$2.00, equal to \$200 of money, and each dog \$1.00, equal to \$100. The whole grand list of Lamoille County is made up as follows:—

| | |
|--|--------------------|
| Polls 2,952, | \$5,904 00 |
| Dogs 478, | 478 00 |
| Personal Estate, \$575,011—1 per cent, | 5,750 11 |
| Real Estate, \$2,319,771—1 per cent, | 23,197 71 |
| Total, | <u>\$35,329 82</u> |

From this you must deduct Stowe, which is as near the Central as Lamoille, and nothing is expected from it.

| | |
|--|-------------|
| Polls 510, | \$1,020 00 |
| Dogs 75, | 75 00 |
| Personal Estate, \$92,874, | 928 74 |
| Real Estate, \$505,475, | 5,054 75 |
| Deduct Cambridge, which voted more than two to one not to aid. | |
| Polls 397, | \$794 00 |
| Dogs 86, | 86 00 |
| Personal Property, \$161,090, | 1,610 90 |
| Real Estate, \$402,129, | 4,021 29 |
| | <hr/> |
| | \$13,590 68 |

Balance, \$21,739 14

That is such spunky Lamoille has after deducting Stowe and Cambridge to build this road.

2,045 Polls,
317 Dogs,
\$3,210.47 Personal Estate,
14,120.67

\$1,733,454

Now compare the county with the town of Rutland.

| | |
|------------------------------------|-------------|
| 1686 polls at \$2, | 3,366 00 |
| 278 days, | 278 00 |
| \$2,111,246 real estate, | 21,112 46 |
| 795,759 personal estate, | 7,957 58 |
| | <hr/> |
| Total, | \$33,714 04 |

Even Montpelier, with only 4419 acres of land, has personal property to the amount of \$465,209, being \$144,159 more than the personal property in Lamoille county, deducting the two towns aforesaid.

I think it cannot be less than 110 miles from Dalton to Georgia, which at \$40,000 per mile, will be \$4,400,000. This is less than Vermont roads have cost, when labor and material was about one-half what they now are. The appraised value of all the personal and real estate in all the towns, touched by the road from Dalton to Georgia, is as follows:

| | |
|--------------------------------|-------------|
| Real estate | \$4,860 318 |
| Personal estate, | 1,494,620 |
| | <hr/> |
| Total, | \$6,354,938 |
| Deduct cost of road, | 4,400,000 |
| | <hr/> |
| Balance, | \$1,054,938 |

Taking more than two-thirds the property to build the road. But suppose you go to Swanton, then you add about twenty miles to the length of the road to be built. This would cost \$800,000, making

| | |
|--|-------------|
| | \$5,200,000 |
| And the 110 miles in New Hampshire at the sum, | 4,400,000 |
| | <hr/> |
| Total, | \$9,600,000 |

The towns east of Walden are more wealthy than spunky Lamoille. But even St. Johnsbury, with the vast riches of the Fairbanks, has not so much wealth as the old town of Montpelier, now comprising Montpelier and East Montpelier.

| | |
|--|-------------------|
| Montpelier and East Montpelier, real estate, | \$1,116,604 |
| Personal estate, | 569,408 |
| Total, | <hr/> \$1,686,102 |
| St. Johnsbury, real estate, | \$924,982 |
| Personal, | 539,451 |
| Total, | <hr/> \$1,464,433 |
| In favor of Montpelier, | \$221,669 |

The distance from West Danville to Georgia, is about 65 miles. The population of the towns touched by the road, was in 1860, 14,549.

| | |
|--|-------------|
| Real estate in 1867, | \$2,864,048 |
| Personal, | 706,785 |
| | <hr/> |
| | \$3,570,833 |
| Cost of road at \$40,000 per mile, | 2,600,000 |
| | <hr/> |
| | \$970,833 |
| Being personal property per mile, | 10,873 |
| Real " " " | 44,092 |
| | <hr/> |
| Total, | \$54,965 |

If the towns should vote twelve per cent. on the value of the personal and real estate and \$24 on each poll, and \$12 on each dog, it will require a tax of nearly a dollar on each dog, and two dollars on each poll yearly to pay the interest.

If you leave the Lamoille and go to Swanton, you lose Cambridge, Fletcher, Fairfax and Georgia.

| | |
|-----------------------------|-------------|
| With real estate, | \$1,276,104 |
| Personal, | 335,296 |
| | <hr/> |
| Total, | \$1,611,400 |

You gain Fairfax, Sheldon, Highgate and Swanton.

| | |
|------------------------|-------------|
| Real estate, | \$1,645,110 |
| Personal, | 273,861 |
| | <hr/> |
| Total, | \$1,918,971 |

| | |
|----------------------------------|-----------|
| A gain of real estate, | 369,006 |
| A loss of personal, | 61,433 |
| | <hr/> |
| Net gain, | \$307,571 |

With twenty miles more road to build.

They can get but little help of the towns off the line of the road. If it goes to Georgia, they will not get anything from Swanton, etc., and *vice versa*.

WELLS RIVER ROUTE.

The distance from Montpelier to Wells river, is 38 miles.

Property in the towns of Montpelier, Berlin, East Montpelier, Plainfield, Northfield, Groton, Ryegate and Newbury.

| | |
|---------------------------------|-------------|
| Real estate, | \$2,920,729 |
| Personal, | 1,225,799 |
| | <hr/> |
| Total, | \$4,046,572 |
| Personal per mile, | \$29,621 |
| Real estate per mile, | 76,861 |
| | <hr/> |
| Total, | \$106,482 |

Add towns in the valley of the Winooski, west of Montpelier, through which the Central road runs to Burlington, 40 miles.

| | |
|------------------------|-------------|
| Real estate, | \$3,452,900 |
| Personal, | 1,844,392 |
| | <hr/> |
| | \$5,295,292 |

| | |
|--|-----------|
| Total for the Winooski Valley, 78 miles, 38 to be built, | 9,341,862 |
| Lamoille and St. Johusbury, 110 miles, | 6,354,938 |

Nearly 3,000,000, the most in the Winooski Valley, with only 38 miles to build.

I have thus far advocated the advantages of the Ossipee and Lake Shore roads over the P. & O. road, for the purpose of reaching Ogdensburg, but there are other interests of importance to state.

The road from Halifax to Portland will soon be completed. Also the Pacific railroad; and when that is done, the mail and express business between Europe and China, will pass across the continent, and will go where it will go the quickest.

Draw a line from Portland to Buffalo. It will very nearly strike Rutland. If you pass through the Ossipee Valley, you will be nearly on the line, while if you go on the P. & O. route, at Rouse's Point, you will be more than 100 miles north of it. One glance at the map will satisfy you the Rutland route is much the shortest.

I think the following are very correct estimates of the distances on the two routes:

| | MILES. |
|--|------------|
| From Rutland to Dalton, | 110 |
| Dalton to Swanton, | 125 |
| Swanton to Rouse's Point, | 14 |
| Rouse's Point to Potsdam Junction, | 93 |
| Potsdam Junction to Watertown, | 76 |
| Watertown to Centerville, | 32 |
| Centerville to Oswego, | 30 |
| Oswego to Rochester, | 75 |
| Rochester to Buffalo, | 69 |
| Total, | <u>624</u> |

PORTLAND TO BUFFALO BY RUTLAND.

| | |
|------------------------------------|------------|
| Portland to Danbury, | 87 |
| Danbury to Rutland, | 81 |
| Rutland to Saratoga, | 63 |
| Saratoga to Schenectady, | 22 |
| Schenectady to Buffalo, | 281 |
| Total, | <u>534</u> |

Difference, 90 miles.

This difference in length, with the difference in grades, will save a vast amount of motive power in operating the road.

When the road is completed from Halifax to Portland, and from Portland to the Pacific, as the cars run twice the speed of the boats the mails and express between Europe and China, etc., and fast passengers will leave the boats at Halifax, and before the boat reaches Portland, the mail, etc., will be far past Vermont. Now, if both the P. & O. and the Portland & Rutland roads were built, which would they take? Would they take the straight road with low grades, or would they go 100 miles further, over high mountains, to keep away from Boston railroads? The emigrants and freight would be landed at Portland, and follow the route taken by the mail.

But it is said by some, that Ogdensburg cannot rival Montreal for freights from the West to Portland.

The distance from Prescott, opposite Ogdensburg, to Montreal, is 113 miles. Portland to Montreal, by the Grand Trunk, 293 miles. Portland to Ogdensburg, by Montpelier, is as follows:—

| | MILES. |
|---------------------------------------|------------|
| Portland to Fogg's Station, | 65 |
| Fogg's to Montpelier, | 90 |
| Montpelier to Ogdensburg, | 200 |
| | <u>355</u> |

Sixty-two miles further than to Montreal by the Grand Trunk, and a saving of 51 miles over the Grand Trunk to Ogdensburg.

| | |
|--|--------|
| If Montreal is your freight depot for Portland, then by the Grand Trunk it is from Portland to Montreal, | 293 |
| Portland to Montpelier, | 155 |
| Montpelier to St. Albans, | 57 |
| St. Albans to Montreal, | 65—277 |

A saving of 16 miles.

What advantage will that give the Grand Trunk over the Ossipee route?

By building the Ossipee route you build a trunk line that will be the shortest and best for every port West. The building of this line gives you all the advantages of the several lines. At the junction with the B. C. & M. road, you turn slightly to the South to Rutland and the New York Central, you reach Buffalo by the shortest and easiest route. Following the B. C. & M. road to Wells River, thence to Montpelier and Ogdensburg and Montreal. If you wish to pass through the Lammoille valley, you can at Marshfield turn a little North, and pass through that valley on a shorter route than by the P. & O road. Then you have not half the road to build on this route that you have on the P. & O. road. You will gain nearly all these advantages by completing the Portland and Rochester road. The distance is about 15 miles greater by this route, and the cost to Portland much less. Either of these roads will satisfy Montpelier, and they will be satisfied with any action of Portland in the matter.

Should you build the P. & O. and P. & R., could the first named road compete with a road through the Ossipee, by Montpelier, either for the Ogdensburg or Montreal market?

If you build only the Notch route, the man who is traveling for pleasure to view your mountain scenery, would admire the courage and skill of your engineers in building a road through the wild gorges of the mountains and over the lofty summits of Walden, Concord and the White Mountains. But the man of Business, with his cars loaded with the products of the West, thinking only of dollars and cents, will, while listening to the panting and groaning of the engine, as it crawls up the mountain side, wonder what made your people leave the beautiful valley, with its easy grades and gentle curves, and go twenty miles out of the way, over high mountains, to reach the prairies of the West.

If you should inquire the cause, would your answer be,— That like the hunted deer you were running over the highest mountains and through the wildest glens to keep out of the net work of the Boston railroads.

Hon. Roderick Richardson, of Montpelier, Vt., next addressed the convention, advocating the most direct connection between Montpelier and Portland, via Wells river and Center Harbor, as follows :

MR. CHAIRMAN AND GENTLEMEN :

Before we left Montpelier we had a railroad gathering in which the propriety of sending delegates to this convention was discussed. Some of our people thought that inasmuch as this meeting was intended *for* and called *by* the corporators of the Portland and Rutland road, we should be regarded as interlopers. On the whole we concluded to come to your beautiful and enterprising city, and if invited to seats in your convention, to occupy them as *hearers* rather than *speakers*.

But inasmuch as you have called upon me personally, I will state to you the position that Montpelier occupies in relation to a connection with your city by rail, and when I have said that, I have done.

Last year an effort was made to bond the towns through the contemplated route from Montpelier to St. Johnsbury, there connecting with a road through the White Mountains to Portland. Several of the towns, and perhaps all through which the road was to pass between Montpelier and St. Johnsbury, agreed to bond for different sums, according to their ability and interest in the proposed route. The matter was submitted by the inhabitants of Montpelier to a committee of twelve, and I had the honor to be one of that number. The subject was *fully* and I believe *faithfully* investigated, as the turning point seemed to hang upon the action of Montpelier. The result was that the committee reported unfavorably to the raising of the necessary sum by bonding the town. The conclusion was not arrived at because we were unfriendly to St. Johnsbury, or to Portland; on the other hand, we regarded the citizens of both places as our friends; we had long been on intimate terms of friendship with the citizens of St. Johnsbury, and would be glad to perpetuate that friendship by kind acts, and a more direct communication by rail. But when we looked upon our maps we found St. Johnsbury *north* of us, and Portland *south* of us. We also found the distance longer to St. Johnsbury by several miles, and the grades harder, over this route, than from Montpelier to Wells River. In addition to these advantages, by going to Wells River we could avail ourselves of another route to Massachusetts. We have for a long time been taxed with an extravagant tariff from Boston to Montpelier on freights. The rates have been so high that we could send freight over the Fitchburg and Rutland roads to Burlington, and from thence, near forty miles, back to Montpelier, at a less expense

than from Boston to Montpelier direct. We have lumber, cattle, sheep, hogs, horses and other articles of freight that for the present must find a market in Massachusetts: articles that you have in abundance, but which they need to use and consume. These articles of freight are not confined to the vicinity of Montpelier, but are abundant in all of the north-eastern portion of Vermont, and the north-western part of New Hampshire; and whether the road shall be built through St. Johnsbury or Wells River, all of this class of freight from the Lamoille valley and the north-eastern part of Vermont and north-west New Hampshire must seek Massachusetts for a market. You would regard it impracticable and a piece of folly for us to think of sending hemlock bark and hemlock lumber *via* Portland to Manchester, Nashua, Worcester or Boston. By going to St. Johnsbury, we would have to send this freight down the Connecticut river, by the Passumpsic road, or over the Concord and Montreal road from Wells River. By going to Wells River, we connect direct with both of these roads, which gives us the advantages before named, and a better route to your city. We are benefitted by this connection, and *you* by no means injured. Taking this view of the question, the committee appointed by the citizens of Montpelier, could not in good faith recommend the heavy burden upon our town necessary to build to St. Johnsbury, when a more feasible and advantageous route might be secured for less money. Mr. Wing has laid before you the statistics embracing distances and grades by which I think you will find that this is the *least expensive*, and the *best route* to reach the great water communication to the West. If you shall come to this conclusion, we will do what we can towards the completion of a road to Wells River, and at no distant day we shall expect to see you again in Portland and to recognize your pleasant faces at the capital of the Green Mountain State.

Adjourned to meet at this place to-morrow at 10 A. M.

A true record.

Attest:

ALLEN HAINES,
Clerk of the Corporators.

PORTLAND & RUTLAND RAILROAD Co., }
 PORTLAND, April 30, 1863. }

Hon. Frederick Robie took the chair at 10 o'clock and called the meeting to order. The clerk being absent, John Neal, Esq., was appointed clerk and duly sworn.

The Convention was then addressed by Cyrus H. Latham, Esq., Civil Engineer, who reported a reconnoissance between Danbury and Center Harbor.

Mr. Latham had been engaged originally in the construction of the Boston, Concord and Montreal Railroad, and described the characteristics of the proposed route. A line from Center Harbor to Danbury would not attain an elevation of over 100 feet above lake Winnipissioige, which is 501 feet above tide water. By this line you avoid the heavy summit on the northern road between Franklin and Danbury, and the heavy grades on the Boston, Concord and Montreal railroad at Warren, between Plymouth and Wells River. He thought the chance to build was an easy one, and the expense would be as small as the average of New England roads, and it would also be an easy and cheap road to operate.

Mr. Latham would continue the work of his survey and finish it about the 15th of June.

Mr. Elias Towle, of Freedom, N. H., said :

I am of the opinion that the route for the Portland and Rutland railroad, through the Ossipee Valley, is decidedly the best. There is a large amount of lumber in the county of Carroll, N. H., that would be manufactured and freighted over the road when built, and a plenty of valuable water powers on this route. There is also a very extensive amount of wood that would be making its way to market.

I was a few days since traveling over a ridge of land, some fifteen feet above the level of the river, near the State of Maine line, and I could see through the valley nearly twenty miles west, and ten miles east. It would be a very easy road to grade and but a few bridges to build. It would pass through the towns of Freedom, Effingham, Madison, Ossipee, Tamworth, Sandwich, Moultonborough and Center Harbor in Carroll County; and in addition, there is Eaton, Conway, Bartlet and Jackson, that would contribute much by way of freight and passengers over this route. Now, if you will build a road through the

White Mountain Notch, you would go north of the greater part of business in Carroll County, and the road would receive but a small part of the business of that county. If you go by the Portland and Rutland road, you will send a large amount of business to Boston, that otherwise might be saved for Portland by the Ossipee Valley route. This is, in my judgment, decidedly the route that will be for the interest of the business men of Portland, and Portland is the market that we want.

Mr. Elias Towle, of Freedom, made some encouraging remarks concerning the excellent facilities for a road from the lower Ossipee Valley back through the country which he represents. He concurred with the gentlemen who spoke yesterday in regard to the importance of the trade of the towns along this proposed line.

Mr. E. S. Ridlon, of Parsonsfield, next addressed the Convention, as follows:

We of the Ossipee River Valley base our arguments in favor of the Portland & Rutland Railroad enterprise mainly upon two points, namely: the feasibility of the route and the resources of the "Great Ossipee Valley." I do not propose to make any extended remarks in relation to the resources of the Ossipee Valley, but would rather refer you to the memorial which my friend Stacy will present to this Convention, signed by seventy of the inhabitants of the village which we represent, for a more accurate and complete statement in this respect than I am able to present. From the city of Portland to New Hampshire State line, via Great Ossipee Valley, is comparatively a smooth level route throughout the entire distance, with no grades of any consequence, and even as far as Meredith, N. H., we find no natural obstructions that will militate in the least against the proposed road. In fact, we believe from careful observation and study of the geography of our State that no line of railroad within its broad limits can be built with less expense for the same distance than that portion of the Portland & Rutland Railroad from Portland to New Hampshire line. Indeed, we think it will fall far below the general estimate of the cost per mile of railroads in Maine. Without desiring to detract anything from the merits of the Portland & Ogdensburg Railroad enterprise, we are quite sure that the cost of laying a track through the Ossipee Valley as compared with the Saco River route through the notch of the White Mountains, will not exceed fifty per cent of the cost of the latter route. Again, in relation to the amount of business that either of the proposed routes can command within our own State limits, we are of the opinion that the Ossipee Valley route has decidedly the advantage. Our numerous water powers and extensive timber tracts as yet unimproved and un-

touched, will be the means of contributing a large amount of business to a road traversing this line. In conclusion, let me say that the good people of the Ossipee Valley are sanguine in their expectations that the Portland & Rutland Railroad will be built at an early day, and fully aware of the great benefits to be derived from such an enterprise, are anxiously waiting with outstretched arms to receive their portion of this great thoroughfare, and are ready to do all in their power to aid it to an early completion.

Mr. L. D. Stacy, of Porter, next addressed the Convention. Mr. Stacy read a paper in the form of a memorial signed by Edward Gibbs and others, of Keazer Falls.

Voted, That said memorial be entered at full length with the published proceedings of the Convention, and that copies be furnished the city Press for publication, as follows:

PORTLAND AND RUTLAND RAILROAD MEMORIAL.

To the Corporators of the Portland and Rutland Railroad Company in Convention at Portland, on Wednesday, the 29th day of April, A. D. 1868 :

The undersigned interested in the construction of the Portland and Rutland Railroad, herewith communicate our views on the subject matter of the enterprise.

The Portland & Rutland proposed railroad would be on a direct line from Portland to Rutland and Whitehall at the head of Lake Champlain, where it would intersect with the great railroads and canals opening to the Western States and the great lakes, and when the Pacific Railroad is completed to the Pacific ocean.

The advantages that Portland would derive from said road when put in operation would be almost incalculable.

Portland being the nearest seaport on the whole route to the Western States, we see no good reason why Portland should not compete with all rivals for a large share of the immense western trade.

Whitehall in a direct line to Portland is about 145 miles. Whitehall to New York city by the canal to Albany (72 miles) thence by the Hudson river (160 miles) would be 232 miles, making Portland nearer Whitehall than New York city is by 87 miles.

To connect Portland and Rutland by railroad it would be necessary to build a road from Portland to Center Harbor, a distance of 64 miles, where it would intersect with the New Hampshire railroads, and by supplying a few connecting links, the road would be complete to Whitehall.

The distance of the road in Maine from Portland to New Hampshire State line would be 40 miles, from State line to Center Harbor 24 miles. We are decidedly of the opinion that the cost of grading a road from Portland to Center Harbor, via the Ossipee valley, would be much less and a much easier grade than on any other proposed route for the same distance.

The towns in the Ossipee valley which the road would pass through or

come in close proximity with, would be Cornish, Hiram, Parsonsfield, Porter, Freedom, Effingham, Ossipee, Tamworth, Sandwich, Moultonborough, and Center Harbor. These towns comprise a population of about 25,000 inhabitants, and all of them contain valuable water powers, and immense forests of wood and timber. There are on the Ossipee and its tributaries 22 water powers now improved, and about an equal number unimproved.

The water power at Keazer Falls is sufficient to carry all machinery placed upon it for a distance of 600 rods, even in the driest seasons.

It is our decided opinion that there cannot be a railroad built from the city of Portland in any direction whatever, that will be of so much advantage to Portland, considering the cost of building, as the Portland and Rutland road.

The inhabitants of the Ossipee valley are deeply interested in the construction of the road, and would in our opinion contribute liberally to the construction of the same.

| | | |
|---------------------|---------------------|--------------------|
| Edward Gibbs, | J. F. Ridlon, | Wm. W. Wentworth, |
| Samuel Stanley, | J. S. Edgecomb, | John S. Wentworth, |
| John Moulton, | E. T. Edgecomb, | Moses Stanley, |
| Wm. S. Weeks, | W. T. Sargent, | S. Clemons, |
| Samuel Parker, | C. H. Randall, | Sutton Edgecomb, |
| John Call, | Andrew Maryfield, | Wm. S. Stanley, |
| Geo. Milliken, | M. Ridlon, | H. B. Pike, |
| John C. Mason, | Daniel Pilsbury, | J. L. Fox, |
| Paul Hussey, | E. H. Newbegin, | Geo. L. Norton, |
| F. Foss, | Thos. Chick, | Wm. Towle. |
| Oren Taylor, | Clark Stanley, | A. H. Mason, |
| J. M. Davis, | L. D. Stacy, | John F. Towle, |
| Chas. Davis, | G. A. S. Fowler, | Major Edgecomb, |
| Geo. Stacy, | S. S. Weeks, | Horace Stanley, |
| James Garland, | J. W. Chapman, | Stephen Martin, |
| T. H. Brooks, | Randall Libby, | John Taylor, |
| Samuel Stanley, 2d, | J. R. Milliken, | S. C. Randall, |
| Geo. F. Dow, | W. H. Stanley, | Geo. Mason, |
| David Smith, | M. G. C. Durgin, | L. W. Pendexter, |
| Jacob Dearborn, | J. M. Maryfield, | Jordan Stacy, |
| Tobias Libby, | Samuel Ridlon, Jr., | Jonn S. Newbegin, |
| G. W. Wadleigh, | D. D. Ridlon, | Otis Banks, |
| E. S. Ridlon, | John Weeks,* | John Stanley, 3d. |
| | Thos. E. Fox, | |

Keazer Falls, Me., April 28, A. D. 1868.

Mr. Jere B. Davis of Parsonsfield, and Samuel Tyler of Brownfield, also addressed the convention. Jabez C. Woodman, Esq., of Portland, in response to a call, addressed the meeting at length as to the corporative advantages of the proposed route to Rutland in contrast with the route to St. Johnsbury via the Notch of the White Mountains.

Mr. Tyler excused himself from a speech from the fact that the road will not go by his house! a statement that caused some merriment.

At the close of the speaking the corporation proceeded with their business, and

Voted, That terms of subscription to the capital stock of said Company shall be as follows, viz:

Subscription to the Portland and Rutland Railroad Company.

Capital, 20,000 shares of \$100 each.

TERMS OF SUBSCRIPTION.

The subscribers hereby agree to take and fill the number of shares in the stock of the Portland and Rutland Railroad Company, set against their names, respectively, on the terms and conditions following, viz:

1. The advance payment on each share shall be five dollars.
2. The shares shall not be assessed more than five dollars each, payable at one time, nor to a greater amount in all, than one hundred dollars, including the advance of five dollars.
3. Whenever the whole amount of one hundred dollars shall be assessed, and the road put in operation for the whole or any part of its distance, the holder of the stock upon which assessments shall have been paid in full, shall receive interest at the rate of six per cent on the sums paid on his or her share or shares, computed from the days of payment up to the time the last assessment shall become due and payable. If any stockholder be delinquent, after said time, interest shall be charged on his assessment from said time till payment.
4. Whenever the directors shall call for any assessment, every stockholder shall be at liberty to pay such sum over and above the amount actually assessed, as he or she may see fit to pay, not exceeding one hundred dollars on each share, and interest shall be allowed and paid thereon as provided in the third regulation.
5. If the whole number of shares subscribed for shall exceed twenty thousand, such excess shall be disposed of by reducing pro-rata the subscriptions which are over twenty-five shares, without making fractions in the apportionment of the excess.

Voted, That a Committee consisting of 18 be now appointed to have charge of the books of subscription, with all the powers incident to the corporators, whose duty it shall be to secure subscriptions to the capital stock, and to call a meeting of the stockholders for the choice of Directors as soon as the amount of stock subscribed shall be sufficient for the corporation, with authority to take all measures necessary for this purpose, to fill any vacancies that may exist or add to their number at their discretion.

Voted, That said Committee shall consist of the following persons, viz :

| | |
|--------------------------|---------------------------------|
| John Mussey of Portland, | Jas. L. Farmer, of Portland, |
| John A. Poor, “ | Fred. Robie, of Gorham, |
| John B. Carroll, “ | John Jameson, of Cornish, |
| Wm. Deering, “ | Horatio J. Swasey, of Standish, |
| N. C. Rice, “ | Newell A. Foster, of Portland, |
| Francis Macdonald, “ | John M. Adams, “ |
| Wm. W. Woodbury, “ | Tobias Lord, of Standish, |
| A. K. Shurtleff, “ | James M. Kimball, of Portland, |
| Geo. W. Woodman, “ | Samuel Hanson, of Buxton. |

Voted, That said Committee have authority to cause a survey of the route, and to procure the necessary charter in New Hampshire, and take such other measures as may be necessary to raise the money to build the said road, and any and all sums of money advanced for these purposes, shall be allowed and credited on account of subscriptions to the stock.

Voted, That for the purpose of receiving subscriptions to the capital stock of said Company, books of subscription shall be opened under the direction of said committee on Monday, the sixth (6) day of July, 1868, in the following cities and towns, and at the places and with the persons following, in accordance with the provisions of the 2d section of the Charter of the Portland and Rutland Railroad Company, to wit :

| | |
|---|-------------------------|
| In Portland at the office of Treasurer of the city. | |
| “ Westbrook “ “ “ | Samuel Jordan, Esq. |
| “ Gorham “ “ “ | Hon. John A. Waterman. |
| “ Standish “ “ “ | H. J. Swasey, Esq. |
| “ Baldwin “ “ “ | Daniel T. Richardson. |
| “ Limington “ “ “ | Col. Wm. McArthur. |
| “ Cornish “ “ “ | John Jameson, Esq. |
| “ Parsonsfield “ “ “ | E. S. Ridlen, Esq. |
| “ Limerick “ “ “ | Wm. Swasey, Esq. |
| “ Newfield “ “ “ | Gen. D. Chellis, Esq. |
| “ Hiram “ “ “ | Randall Libby, Esq. |
| “ Porter “ “ “ | Moses S. Moulton, Esq. |
| “ Brownfield “ “ “ | Thomas P. Cleaves, Esq. |
| “ Freedom, N.H. “ “ “ | Elias Towle, Esq. |
| “ Ossipee “ “ “ | H. J. Banks, Esq. |

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|--|
| In W. Ossipee at the office of J. Q. Roles and S. B. Carter. |
| “ Tamworth “ “ “ “ N. Hubbard and O. G. Hatch. |
| “ Moultonboro “ “ “ “ Dr. W. Mason. |
| “ Sandwich “ “ “ “ I. Adams and J. Wentworth. |
| “ Center Harbor “ “ “ “ J. L. Huntress, Esq. |
| “ Meredith “ “ “ “ J. P. Plummer. |
| “ N. Hampton “ “ “ “ J. S. Piper. |
| “ Bristol “ “ “ “ Cyrus Taylor. |
| “ Alexandria “ “ “ “ Schuyler Walker. |
| “ Hill “ “ “ “ John H. Emmons. |
| “ Danbury “ “ “ “ Timothy E. Clough. |
| “ Chicago, Ill. “ “ “ “ Hon. John Wentworth. |

Which books shall remain open for five successive days at the times and places, and with the persons named above, and said Committee shall cause books of subscription to be opened with such other persons and at such other places as they may deem expedient.

Voted, That in case the whole number of shares subscribed for within the period above named, shall not be equal to the number of shares required for the organization of the company, the books of subscription shall remain open at the office of City Treasurer in the city of Portland under the direction of said Committee, until the number of shares subscribed for shall be sufficient to secure the organization of said company, and the Committee aforesaid shall be authorized to continue their labors until the subscription to the capital stock shall be equal to the sum required by law for such organization. And thereafter said Committee shall be authorized to call a meeting of the stockholders for the choice of Directors and the organization of said company as required by law.

Voted, That the committee in charge of books of subscription be authorized and requested to publish a report in pamphlet form, of the doings of the Convention, including the report of C. E. Latham, Esq., Civil Engineer, of his survey of the line from Danbury to Center Harbor, with all such facts and reports as they may be able to gather as to the character of the route, the business upon the line, and its connections with other railroads.

Hon. O. F. Fowler of Bristol, N. H., informed the Convention that a meeting of the friends of Portland & Rutland Railroad would hold a meeting at Center Harbor on Wednesday, the 27th day of May next, at 10 o'clock in the forenoon, whereupon it was voted that notice of said meeting be given to the Portland papers.

Judge Fowler here announced that he was authorized to pledge the town of Bristol for the eight miles of road from Danbury to Bristol.

On motion of John A. Poor, it was

Voted, That when the Convention adjourned, it be to meet at this place on Monday, the 13th day of July, at 3 o'clock in the afternoon.

On motion of J. B. Carroll, Esq.,

Voted, That the thanks of the Convention be tendered to Hon. Frederick Robie for the agreeable and satisfactory manner in which he presided over the deliberations of this Convention.

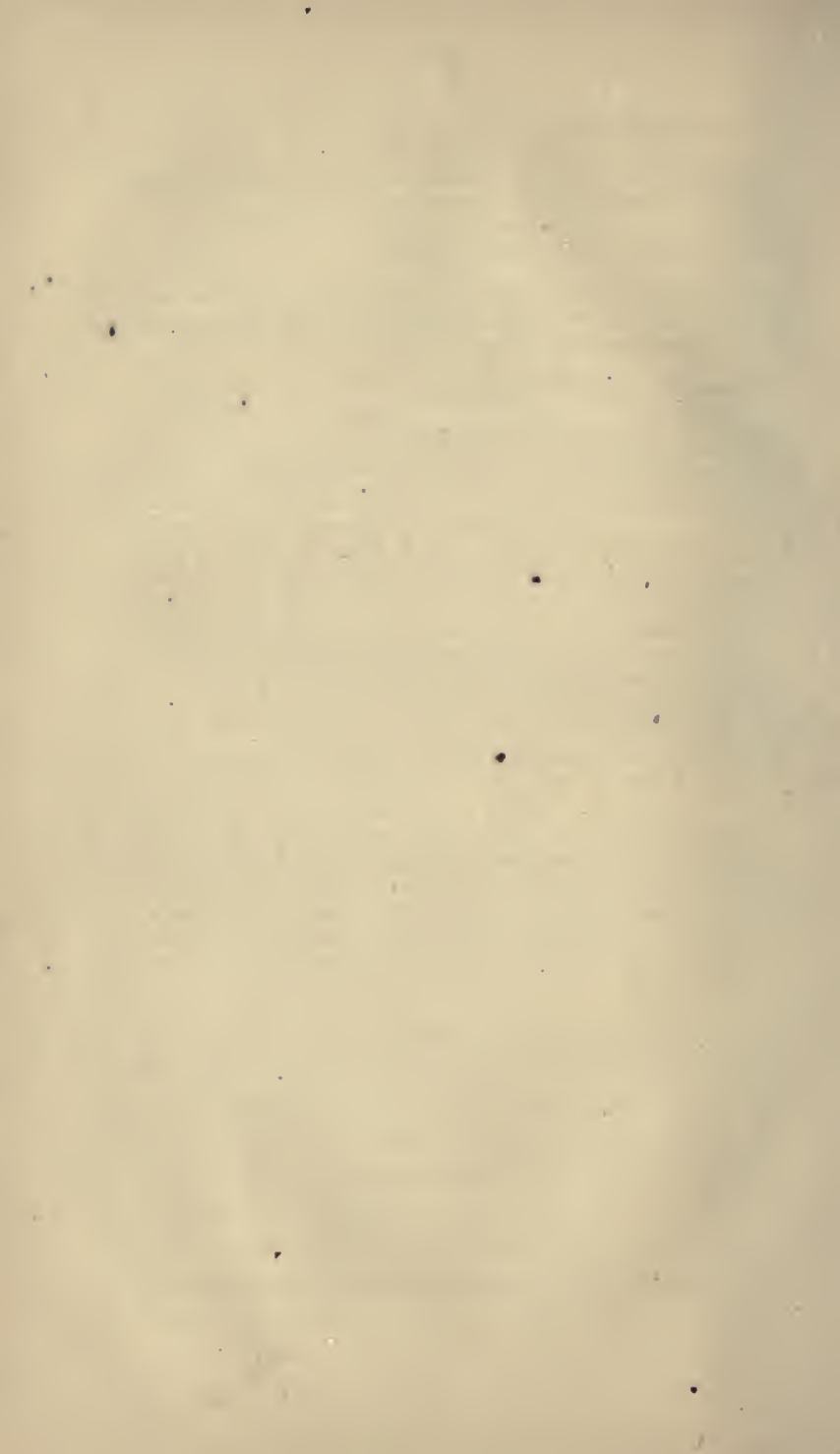
On motion of N. C. Rice, Esq.,

Voted, That the Convention now adjourn.

A true copy.

Attest:

JOHN NEAL, *Clerk.*



PROCEEDINGS

OF THE

INTERNATIONAL

Commercial Convention,

HELD IN THE CITY OF PORTLAND, ME.,

August 4th and 5th, 1868.

REPORTED BY J. M. W. YERRINTON.

PORTLAND:

B. THURSTON AND COMPANY, PRINTERS.

1868.



International Commercial Convention.

At a meeting of the Committee of the Corporators of the Portland and Rutland Railroad Company, held at the office of the Ocean Insurance Company, in Portland, on the 4th of June, 1868, Messrs. John A. Poor, J. B. Carroll, Frederick Robie, N. A. Foster, and William Deering were appointed a committee to take into consideration the expediency of inviting a Convention, to be held in the city of Portland during the present summer, for the purpose of concentrating public attention upon Portland Harbor, as the cheapest port for the exportation of Western produce—and the advantages of a direct line of railway across the continent at its widest part, connecting Halifax, Portland, Rutland, Buffalo, Detroit, Chicago, and San Francisco by one connected chain of railways from the Atlantic to the Pacific Ocean.

At a meeting of the said corporators held at the Mayor's Office in Portland, on Saturday, June 20, 1868, with other parties in consultation as to the

measures now required to enlarge the business of Portland, it was

Voted, "That, as the sense of this meeting, a call for a Convention should be issued, inviting all those friendly to public improvements and favorable to the increase of the means of intercourse and trade across the continent, and the adjustment upon liberal terms of the regulations of trade upon the continent of North America, to be held at the City Hall in Portland, in July or August next, at such time as shall be fixed by said Committee; signed by the Corporators."

At a meeting of said Corporators, June 29, 1868, Mr. Poor submitted, in behalf of the Committee, the form of a call for the Convention, which, after various amendments, was agreed to, signed by the Corporators, and printed in the form of a note of invitation, as follows :

CALL FOR THE CONVENTION.

To——,

You are respectfully invited to take part in an International Commercial Convention, to be held at Portland, Maine, on Tuesday, August 4, 1868, to take into consideration the various measures and plans now before the country, to increase facilities of intercourse and trade between the Atlantic sea-board and the interior of the continent,—to adopt measures to secure a line of railway across the continent at its widest part, from the Atlantic to the Pacific seas, connecting Halifax, Portland, Rutland, Buffalo, Detroit, Chicago, and San Francisco in an unbroken line; and the completion of a direct line from the St. Lawrence waters to Puget Sound; the adjustment, on liberal terms, of the regulations of trade on the continent of North America;—and such arrangement of lines of Ocean Steamers, sailing at fixed hours daily from each side of the Atlantic Ocean, and between China and San Francisco, as shall secure lines of communication by this route between Europe and Asia, as regular and as convenient as those now existing between city and city upon the same continent;—on the completion of the lines of railway now built, in progress, or proposed, between the eastern shore of the Atlantic and the harbor of San Francisco.

From Cape Canso, Nova Scotia, latitude 45 deg., 17 min., longitude 61 deg., to Cape Lookout in Oregon, in latitude 45 deg., 30 min., and longitude 134 deg., the distance across the continent is 63 deg.—2,773 geographical miles,

or 3,191 statute miles—along which line, or slightly south of it, railroads are being constructed and already in progress between Halifax and San Francisco. The only link remaining to be provided for, is the distance from Portland to Rutland, upon the same parallel of latitude.

For a portion of the distance,—from Portland to the Ossipee Valley, thirty miles or more,—two charters exist; to the Portland and Ogdensburg Railroad Co., and to the Portland and Rutland Railroad Co.

The charter of the Portland and Ogdensburg Road was granted in 1867, and the city of Portland has authorized a subscription of \$750,000 to its stock. This sum will secure the building of a line in the direction of the White Mountain Notch, and on the direct route to Rutland.

The friends of both enterprises will, it is believed, unite upon this common line, leaving but sixty-one miles of new line to be provided to complete the chain from Portland to Rutland, and all the West.

The friends of the Portland and Ogdensburg Railroad believe, that the completion of a line of railway to the navigable waters of the St. Lawrence at Ogdensburg, in connection with the proposed Niagara Ship Canal, will insure an outlet for western produce of great commercial value. Large subscriptions are already secured to the Portland and Ogdensburg Railroad Company from municipal corporations, and individuals in Northern New Hampshire and Vermont.

From Halifax to Chicago, a distance of 1,650 miles, 134 miles lie in Nova Scotia, 214 miles across New Brunswick, 286 miles across Maine, 84 miles across New Hampshire, 66 miles across Vermont, 352 miles in New York—230 miles in Canada, 219 miles in Michigan, 52 miles in Indiana, and 13 miles in Illinois.

From Chicago to San Francisco, by the Union or Central Pacific Railway, the distance is 2,338 miles, making a total of 3,988 miles, or, in round number, 4,000 miles of connected railway across the continent at its widest part, by the most direct possible line, from the Atlantic to the Pacific Ocean.

The expected completion of the line of the European and North American Railway from Bangor to Halifax, simultaneously with the completion of the Union or Central Pacific Railway, from Chicago to San Francisco, has concentrated public opinion upon the necessity of filling in the links in the great continental chain of railways, destined to span the continent at its widest part, forming in the whole the grandest line of railway intercommunication the world can ever reach,—more than realizing the dream of Columbus, who sailed West to reach the East, shortening the transit between the Orient and Occident to its lowest possible limit of time and expense by means of the *Atlantic and Pacific Railway*.

By extending a line due west from Portland to Whitehall, and from thence to Rome, on the line of the New York Central Railroad, the distance from Chicago to Halifax can be reduced to about 1,600 miles, over favorable grades, easily condensing the time between Chicago and Liverpool to

twelve days, and reducing the transit between San Francisco and London to seventeen days, by way of Halifax and Liverpool;—and many entertain the belief that the railway, now reaching as far east as Pictou, will be finally extended to Canso, if not to Louisbourg or Miray Bay in Cape Breton, 200 miles nearer to Europe than Halifax.

The probable completion of the Pacific Railway already attracts attention in China and in Australia, and it is contended by the promoters of the Panama and Australia line, that a distance of seven hundred miles will be saved by running from Wellington, the great shipping port of Australia, to San Francisco, over the line to Panama. The distance from Wellington to San Francisco, adopting Tahiti as a coaling station, is 5,864 geographical miles, equal to 6,748 statute miles only.

Mails could be carried from Wellington to San Francisco in twenty-five days, from San Francisco to Portland in six days, to Halifax in seven days and in ten days more from Halifax to London, or in forty-two days' time from London to Australia, instead of the sixty or seventy days now required to accomplish the distance from Wellington to London.

No one can doubt that the mails, gold and silver treasure, and the more valuable articles of merchandise will take this route from the East, the shortest in distance, and vastly more economical, by the use of the rail for 4,000 miles between Halifax and San Francisco; on the completion of the Portland and Rutland, the European and North American Railway, and of the Central Pacific line.

The completion of the Northern Pacific Railway, from Chicago to Puget Sound, will save, as is supposed, eight hundred miles between Hong-Kong and London. It was stated by the late Governor Stevens of Oregon, that every seat of commerce upon the Atlantic coast, would be nearer to Puget Sound by the route of the Northern Pacific Railway, than to San Francisco by the Central Pacific line; and it is believed that the distance between Portland and the Pacific coast, counting in the more favorable grades over the Northern route, will be equal to the saving of five hundred miles of land carriage, and shortening by several hundred miles the ocean transit from Shanghai to Puget Sound.

The cordial manner in which all plans for extending railways from the St. Lawrence waters to the Pacific Ocean have been met by the Government and people of Canada, lead us to expect that a route to the Pacific from Montreal harbor, by the valley of the Ottawa, and on the south shore of Lake Superior, may yet unite sufficient capital and influence from the Imperial Government and the British Colonies of North America, in co-operation with those of the United States, to secure the shortest line between the navigable waters of the Atlantic and Pacific Oceans.

The harbor of Montreal, in latitude 45 deg., 30 min., and in longitude 73 deg., 36 min., would, in the summer months, be the natural terminus of the trans-continental line by the most direct route. This will secure to Portland, in the winter months, the same advantages.

The line from Puget Sound east, will naturally embranch at, or near, the head of Lake Superior—or between Superior and Huron, at the Straits of St. Mary. All lines coming east, from the Mississippi waters, will naturally unite at Portland harbor with those from the north-west, and form a common trunk-line east, to some good harbor on the farthest Atlantic shore.

It will be recollected that the Postmaster-General of Great Britain recently intimated that the time had come when the Imperial Government should consider the question of a line of steamers across the Atlantic sailing at fixed hours DAILY, connecting Liverpool and Halifax, and eventually the nearest ports on each side the Atlantic Ferry, as the lines of railways are finished to the nearest ports on each side of the ocean.

Travel across the Atlantic Ocean has increased more rapidly than the business of Railroads,—great as that has been on the leading lines. In 1850, when the European and North American Railway was proposed, as the means of shortening the transit between New York and London, two lines of steamers, or only two steamers per week, at that time crossed the Atlantic. In 1867, the number of weekly steamers to and from Europe had increased to seventeen each way, carrying over 200,000 passengers a year. In 1864, 135,317 crossed by steamers,—30,303 eastward, 105,014 coming westward,—showing that 60,000 at least were first class passengers that year, business or pleasure travel, that always seeks the shortest and most agreeable routes. The number of passengers that crossed the ocean by steamers in 1867 has not been reported, but a very large proportion has been of that class that would leave the steamers at Halifax, bound westward, or take the rail to Halifax in order to shorten the sea-voyage to Europe. Estimating the number of these passengers at 100,000 per year, and dividing that number by one-half, it would give 50,000 through passengers yearly, or 80 passengers daily each way upon this line, from Portland to Halifax, for the 313 business days of the year, a greater through business than on any other line of equal extent in the world.

It was a belief in this, that has procured the means for constructing this long line from Bangor to Halifax.

A large portion of this European travel comes from Canada and the West, which would seek the shortest route without being compelled to proceed to New York, the great port at this time of ocean travel. New Hampshire, Vermont, Canada, Michigan, Ohio, Illinois, and all the Western States are interested alike in this matter. Montreal, Toronto, Detroit, Chicago, Cincinnati, St. Louis, and Milwaukee passengers would seek the nearest European port by rail, which would become the port of call for all steamers sailing to Europe. By this line from Rutland to Portland, the most direct one to the West is completed. Beyond the Hudson, stretches the great West, the granary of the earth, where human food, produced more cheaply and in greater abundance than on any other soil, presses to the sea-board for a market, like the waters of a vast lake that cannot contain its accumulated masses, it will force new channels to the sea.

The following table shows the intermediate distances on the line across the continent, from Halifax to San Francisco, as follows:

| FROM | Miles. | Total No. Miles. | Feet above Tide Water. |
|--|--------|------------------|------------------------|
| Halifax to Truro..... | 61 | | |
| Truro to New Brunswick Line | 78 | 134 | |
| New Brunswick to Moncton..... | 36 | 170 | |
| Moncton to St. John..... | 92 | 262 | |
| St. John to Maine Boundary..... | 86 | 348 | 382 |
| Boundary to Bangor..... | 110 | 458 | |
| Bangor to Portland..... | 138 | 596 | |
| Halifax to Portland..... | | 596 | |
| Portland to New Hampshire Line..... | 38 | | |
| New Hampshire Line to Vermont Boundary..... | 84 | 122 | 351 |
| White River Junction to Rutland..... | 46 | 168 | 530 |
| Rutland to Schenectady..... | 85 | 253 | |
| Schenectady to Suspension Bridge..... | 287 | 540 | 565 |
| Suspension Bridge to Detroit..... | 230 | 770 | 589 |
| Detroit to Chicago..... | 284 | 1,054 | 625 |
| Portland to Chicago..... | | 1,054 | |
| Chicago to Mississippi River at Clinton | 138 | | |
| Mississippi River to Missouri River at Omaha..... | 356 | 494 | 968 |
| Omaha to Summit of Rocky Mountains, Evans Pass | 547 | 1,041 | 8,842 |
| Summit to Bridgers Pass..... | 142 | 1,183 | 7,534 |
| Bridgers Pass to Salt Lake..... | 380 | 1,563 | 4,290 |
| Salt Lake to San Francisco..... | 775 | 2,338 | |
| Chicago to San Francisco..... | | 2,338 | |
| Portland to San Francisco..... | | 3,383 | |
| Halifax to San Francisco..... | | 3,988 | |

That the Transatlantic travel will prefer railway transit to ocean navigation is no longer a question, since the Cunard line have made Cork a port of call. Much of the pleasure and business travel leaves the steamer at Queenstown in the outward passage, and joins the steamer at that port on their western trips by means of the rails between Cork and Dublin, and between London and Holyhead, using the short ferry across the Irish Channel.

Lines of railway communication heretofore have been subordinate to local wants, pushed out into the interior from commercial centers, with a view to the enlargement of local or domestic trade. Larger purposes and broader views now engross the public mind. The building of railways to the Pacific is destined to change the course of trade between the old world and the new, which must work an entire revolution in the habits and business of our people. And in carrying out the railroads in question, this leading idea should be kept constantly in view, conforming to the enlarged notions demanded by the progress of the age.

The undersigned, Corporators in the Portland and Rutland Railroad Company, take the liberty of inviting your attention to this enterprise, and respectfully invite the friends of public improvement to meet in Convention at PORTLAND, on TUESDAY, THE 4TH DAY OF AUGUST NEXT, at 10 o'clock in the forenoon, at the City Hall, to take into consideration the various measures and plans herein named—and now before the country—to increase facilities of intercourse and trade by canal and railway, between the interior and the Atlantic sea-board; and the adoption of such other measures as shall relieve commerce of unnecessary burdens, quicken commercial intercourse, and give to each and every section of this

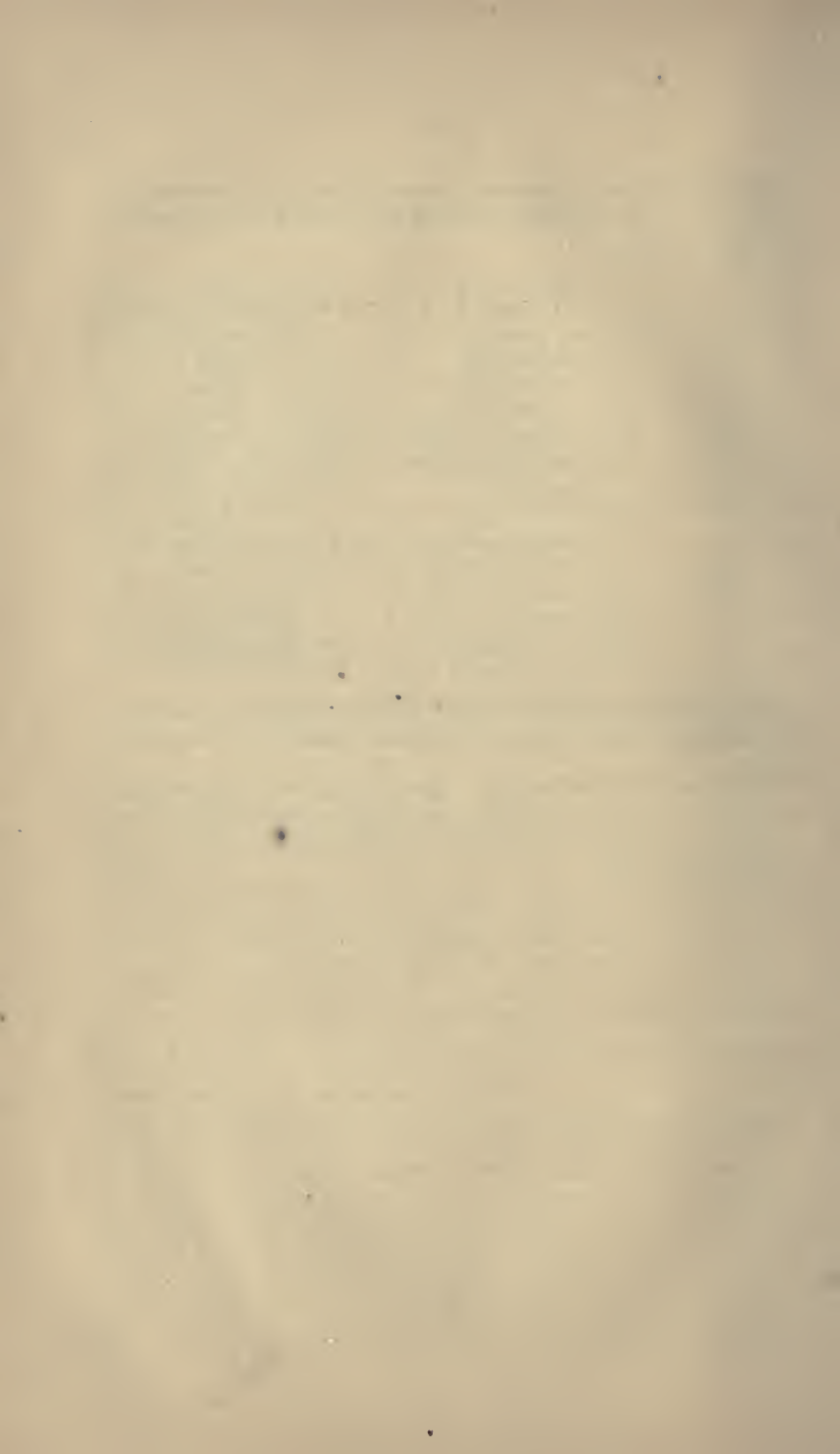
broad Continent that unrestricted freedom of trade, that shall make us one people, in everything that tends to the elevation and advancement of the race.

| | |
|-------------------|-------------------|
| JOHN A. POOR, | WM. WILLIS, |
| H. J. LIBBY, | WM. H. FESSENDEN, |
| WM. DEERING, | J. B. CARROLL, |
| JOHN LYNCH, | J. L. FARMER, |
| A. E. STEVENS, | FRED'K ROBIE, |
| G. W. WOODMAN, | TOBIAS LORD, |
| A. K. SHULTLEFF, | CHARLES FOBES, |
| R. M. RICHARDSON, | JONAS H. PERLEY, |
| JOHN NEAL, | L. D. M. SWETT, |
| JOHN JAMESON, | JOHN M. ADAMS, |
| SAMUEL JORDAN, | ALLEN HAINES, |
| JOHN MUSSEY, | ENOCH KNIGHT, |
| WM. W. WOODBURY, | N. C. RICE, |
| JOSEPH HOWARD, | N. A. FOSTER, |
| J. C. WOODMAN, | N. L. WOODBURY, |
| J. M. KIMBALL, | SAMUEL HANSON. |

P. S. In case of inability to attend, parties are respectfully invited to present their views in writing, at or before the assembling of the Convention.

Municipal bodies and Commercial organizations are respectfully requested to report, in advance, the names of Delegates to represent them.

☞ A reply to this communication is respectfully requested, on or before the 28th of July.



PROCEEDINGS.

AGREEABLY to the call previously issued and circulated, a large number of merchants, bankers, railroad officials, and others interested in the various projects to increase the facilities of intercourse and trade between the Atlantic sea-board and the interior of the continent, as well as with the Pacific coast, Australia, China, Japan, and other countries of Asia, assembled in the city of Portland, Maine, on Tuesday, the 4th day of August, 1868, to consult upon the most feasible methods of securing the objects sought to be attained. The two extremes of the continent were represented, and very many of the prominent intermediate places, by gentlemen of eminence in their several communities, thus giving to the Convention the broad and general character contemplated by its projectors.

The Convention met in the City Hall, and was called to order at eleven o'clock by Hon. GEO. W. WOODMAN, of Portland, who said :

I have been requested, in the absence of the Mayor of the city, to call this Convention to order. I need not tell you that it gives me pleasure to see so many distinguished gentlemen present from all parts of the country. It would be out of place for me to occupy any time in addressing you, and I will therefore take the liberty to nominate, as temporary chairman of this Convention, one of our own well-known citizens, JOHN NEAL.

Mr. Neal was unanimously elected temporary chairman, and, on taking his seat, said :

Let me say to you, my friends, that this is a somewhat unexpected honor; but as I am charged with the duty of welcoming you here, delegates from the Atlantic to the Pacific coast, I think I can at least do that. I do not make speeches, and as you are men of business, and mean business, you will not expect me to make any speech. I will invite the Rev. Dr. Harris, of Brunswick, Maine, President of Bowdoin College, to invoke the Divine blessing upon our deliberations.

PRAYER BY REV. SAMUEL HARRIS, D. D.

Our Father who art in Heaven, we humbly acknowledge our dependence on Thee in all our enterprises; we humbly offer Thee our praise that Thou art our Father—that all the affairs that interest us are of interest to Thee. Thou carest for us, and we may come to Thee with our undertakings, great to us, so easy to Thee; and we look to Thee for a Father's blessing. We come acknowledging our obligations, in all our business, to Thee. Help us to consecrate ourselves, our powers, and all that we undertake to accomplish for the development of the resources of our country and the advancement of the interests of society, to Thee, our God. The abundance of the earth and the fullness of the seas are Thine; the powers of nature are Thine. Help us in all we attempt to do to acknowledge our dependence and our obligations, that we may do all things for the honor of God and the welfare of man. May thy blessing be upon this Convention. May thy wisdom guide in all our deliberations, and may thy blessing attend all our undertakings. And we humbly ask that thy blessing may be upon this State, upon all the States of this Union, and upon all the nations with which we are connected in the relations of commerce and of business. May thy blessing be upon us in our deliberations to-day, to enable us so to act as shall result in advancing the spirit of fraternity and harmony among nations, in restraining war, in developing the powers and resources of the earth, in extending the comforts of life among men, and in bringing the nations nearer to each other,—always in obedience to the principles of justice, of truth, of right, and of human brotherhood. May thy blessing be upon this nation, and upon all the nations of the earth, opening before them a career of prosperity in the exercise of justice and the arts of peace.

We humbly commit ourselves, and our meeting, and all our interests into thy hands, and invoke thy blessing, through Christ our Lord,—Amen.

ADDRESS OF THE TEMPORARY CHAIRMAN.

Mr. Neal then addressed the Convention as follows :

Having obtained, as I trust, the blessing we ask upon our deliberations, it may be well for us to know who we have here. I am informed that we have representatives present from the shores of the Pacific as well as from the farthest Atlantic, many from the different States of the West, from the neighboring Provinces,—portions of the outlying Dominions of the great British Empire,—leading men in their respective localities, who rejoice with us to look upon each other's faces, and to deliberate together upon the great questions likely to arise here. We look upon this city of Portland as a sort of half-way house, and we claim that we are together, not as a congress of communities, not even as a congress of Boards of Trade, but almost as a congress of nations; and that if our deliberations be blessed, as we hope they will be, the result cannot be otherwise than favorable. We are proud of our little city. We have been working with great zeal ever since the fire, and if we go on in our enterprises, as contemplated in the call of the Convention, there is no knowing what we may not do, or what we may not hope for, for ourselves. One thing is certain, the great Eastern world, Japan, China, and the Indies, and all Northern Europe (that Europe with which we are best acquainted) must be brought together by a system of railroads and ocean navigation, which must pass by the most direct line, or over different lines, from the Atlantic Coast to the Pacific. In this Portland will take her share, for there will be business enough for all.

I will not take up your time with any lengthy speech, knowing you to be, as I said at the outset, men of business and meaning business, and therefore I wait the action of the Convention.

JOHN A. POOR, of Portland, moved the appointment of two temporary secretaries. This motion was carried, and Hon. FREDERICK ROBIE, of Gorham, Me., and Hon. O. F. FOWLER, of Bristol, N. H., were elected.

JAMES L. FARMER, of Portland, moved that a committee of five on permanent officers and on credentials be appointed, and the following gentlemen were elected as such committee :

J. L. Farmer, of Portland; P. S. Hamilton, of Hal-

ifax; W. J. Patterson, of Montreal; W. H. Craig, of Detroit; H. T. Blow, of St. Louis.

Mr. Poor then said:

While the Committee are engaged in their labors, I have no doubt the delegates present would be happy to listen to some gentleman from some part of the continent in relation to the objects, purposes, and plans which have called us together. I will, therefore, take the liberty to call upon the Hon. J. W. Taylor, of St. Paul, Minnesota,—not from the extremity, but from the heart of the continent,—to address us. I know he is in attendance, for he has come all the way from St. Paul to take part in the deliberations of this Convention.

Mr. Taylor not being in the Hall at the moment, the Chairman requested Mr. Poor to suggest the name of some other gentleman, and Mr. Poor called upon Senator CORBETT, of Portland, Oregon.

Senator Corbett came forward to the platform, and was received with hearty applause. He addressed the Convention as follows:

SPEECH OF HON. H. W. CORBETT.

Gentlemen of the Convention,—Being a business-man, and not a man elected for my speaking qualities, my remarks will be very brief. I am but little acquainted with the objects of this meeting, except so far as I have seen them set forth in the circular which has been forwarded me, and which I have examined, and approve. The object of this Convention, as I understand it, is, to bring the people of the Atlantic and Pacific coasts nearer together by railroad communications, and to turn the great tide of trade from the Pacific Ocean, from China and Japan, to the nearest point of shipment on the Atlantic coast; and as I understand that Portland, Maine, lies at that point where that trade should diverge upon the Atlantic or to the most direct line to the Pacific, I have come here as a representative from Portland, Oregon, in order to shake hands with the people of Portland, Maine. (Applause.) Our place was named after Portland, Maine. It is a point in which I feel a very great interest. I have been a resident of that place nearly eighteen years. I went there as a young man from New York. Born in Massachusetts, a child of New England, I went there in order to develop the resources of that great State, and of that portion of the continent where lies the hidden wealth of mountains

of iron, of coal, of gold and silver, and all the precious metals that contribute to the wealth of a great nation,—to say nothing of our agricultural products. We claim it as one of the greatest States of the Union. Our cereal products have drawn the attention of the world. We are now shipping from the Pacific coast large quantities of breadstuffs, perhaps larger, in proportion to our population, than any other part of our country. Our exports of grain from the Pacific nearly equals in value the products of the gold-fields of California, Oregon, and Idaho. Some of the finest cereals in the world are now shipped from Oregon to Europe and China. We are opening a large trade with the six hundred millions of people in China, who have been practically excluded from our Pacific coast until within the past few years. We have now, on the Pacific coast, a population from China of fifty or seventy-five thousand. We have lately concluded a treaty with that nation which will secure the confidence and regard of the people, open the country to commerce, and bring that vast empire into the family of nations. I have no doubt that it will also lead to an extensive emigration, not only to the Pacific, but to the Atlantic coast.

We, on the Pacific side, have a vast country, quite as large, or exceeding in area, that upon the Atlantic. We are thinly settled as yet; our means are limited, but we are doing all we can to advance the interests of that coast,—putting our little means together, and building our railroads as fast as we are able. But we cannot hope to accomplish great results without the help of the older States; and, therefore, I felt that I might contribute some little to the interest of this Convention by coming here and explaining, as far as I could, the wants and necessities of that country. We have, as you are all aware, one of the finest harbors in the world. Puget Sound is not excelled by any harbor. The largest class of vessels can enter there. It lies directly in the line of trade between China and Japan and the main seaports of the Atlantic. A railroad, built directly to that point, will shorten the time between China and Japan and the Atlantic coast some three days, and that is a very important point in directing the trade of that great empire which is now being opened to the Atlantic coast, and through this country to Europe. It will bring us to the notice of those countries, and attract the emigration and travel that are constantly passing from China to Europe, and from Europe to China, through this country, and will have the effect, I have no doubt, to bring the entire trade of those countries through that portion of our territory. We have a railroad already constructed through a pass in the Cascade range of mountains, where the Columbia River breaks through, the grade of which does not exceed thirty feet to the mile, and about five hundred feet above the level of the sea, corresponding to the grade of the Sierra Nevada, of eight thousand feet, which is covered with snow up to May, and sometimes into June. This pass through the Cascade range is never obstructed. There has never been a time, to my knowledge, when the railroad was obstructed since it was built. The country, through which this road passes, is well wooded

and watered, and the land of the finest quality for agricultural purposes. It is for you to determine whether this country shall be developed; whether we shall be able to build a line across to Puget Sound, and thus bring ourselves into communication with Portland here, some three or four days earlier than we can be brought by any line now being constructed,—thereby creating a competition which will make our freights cheaper between the two oceans, a competition which will be healthy, and which will build up cities in that portion of the country corresponding to those here in New England.

I trust that we shall hear from other gentlemen who are members of this Convention, and who know more of this subject than I do. I can only say to you, that we in Oregon have a country as large in extent as all New England. Oregon, Washington Territory, and Idaho, are as large as New England, New York, Pennsylvania, and Ohio, and perhaps some other State in addition. You can realize by this fact the vast extent of that country. It is the choicest agricultural land; the finest grain-growing region; there are iron and timber in abundance; there are gold and silver mines. All these are to be developed, and it is for you, gentlemen of the Convention, to determine what steps shall be taken to develop these great resources. I will, therefore, give way for other gentlemen of the Convention to explain to you more fully its objects. (Applause.)

THE CHAIRMAN. Of course you must all have been very much struck with the testimony given by Senator Corbett. We begin with Portland here, and end with Portland there, so that Portland becomes, not the terminus merely, but the terminii, and by hearing gentlemen from the intermediate points, we shall become acquainted with the resources of the country all along the line. There are gentlemen here representing Boards of Trade, men engaged in railroad enterprises, commercial men, bankers and others, who must, of course, furnish us with the facts we are looking for, which will tend to confirm us in our conviction that there is a passage-way now opening from the Atlantic to the Pacific, and that we are upon that route. Many of you, too, represent portions of the country through which this line of

railroad must pass, and of course you must feel a corresponding interest in regard to the movement here, which is but the beginning.

Gen. P. T. WASHBURNE, of Woodstock, Vt., said,—There is a gentleman here who has given the various subjects embraced in this call long and careful study, and I have no doubt that every delegate present will be instructed and interested in listening to the results of his labors. I refer to the Hon. E. H. DERBY, of Boston.

THE CHAIRMAN. We shall be very glad to hear from Mr. Derby. (Applause.)

SPEECH OF HON. E. H. DERBY.

Mr. Chairman, and Gentlemen,—I am indebted for the honor of this call to the courtesy of the gentleman from Vermont, with whom I had an early acquaintance; and I presume he has called upon me because I represent, on this occasion, to some extent, the State of Vermont, as well as the States of New Hampshire and Massachusetts, for I come here as a delegate from the great line of communication which, on Monday next, will be opened between Portland and the city of Troy, N. Y., by which the journey from this city west will be shortened forty miles; diverging from one of your present routes at Lawrence, touching at Lowell, intersecting at Groton, and passing, by the way of Greenfield, on to Troy by the new line; without surmounting the summits of the Green Mountains or Adirondac's, but passing under a mountain, makes the most easy and direct communication with the West. It is a line which is not to terminate at Troy, but which is eventually to run to Oswego and along the level shores of Lake Ontario, onward to the Suspension Bridge, and by it the distance from Portland to Lake Ontario will be but four hundred miles. The distance from Portland to Suspension Bridge will be but 525 miles, and we shall thus make as direct and easy a route as can be made for communication with the great Lakes. That is the interest I have the honor to represent. (Applause.) It is true, a little difficulty still intervenes,—about three miles of the mountain remain to be removed. But "faith removes mountains;" they bow their heads and give way before the persevering spirit. Massachusetts is the mother not only of her fair daughter, Maine, but of the railroad

system of the country. We built the first line of railroad in Quincy long before the Baltimore and Ohio Railroad or the Albany and Schenectady Railroad was built. We built the first railway, as we built the first canal; and to-day Massachusetts, having loaned her money to the Western Railway and to other great enterprises, exults in what she has done. She plumes herself upon all her daughters,—upon her daughter Maine, and not less upon her railways, by which she secures communication with that daughter. To-day, her average railway return is \$18,000 a mile of gross income upon her investment. She lent her bonds at five per cent, and to-day she receives an average net revenue of nine or ten per cent upon her investment, besides the benefit of the millions of dollars that have been added to the wealth of the State. To-day, she has one hundred millions invested in railways in the State, and still more invested outside the State. Her investment outside of Massachusetts is larger than that in it, and by means of her investment in railways, she has become one of the strongest States of the Union, for the savings banks of Massachusetts to-day alone have an amount of deposits which exceeds the whole valuation of the State of South Carolina. (Applause.) Dropping the hammer and the hand-drill, the miner grasps the four elements of air, earth, fire, and water to perforate the mountain, and will finish her task before your great line is completed.

But, gentlemen, I did not come here to-day to eulogize my own State; I came here to represent the great line of railway to which I have referred, and to wish God-speed to the enterprises of the State of Maine,—all of them. Whether they point to Vermont, or whether they point eastward to the British Provinces, I bid them all God-speed; yes, every one of them. And, first, let me say a word for the European and North American Railway. We consider that almost a Massachusetts enterprise. Our State has made its contribution to that road,—has given it a lift. I trust it is to succeed. We regard it not merely as a local enterprise, to connect the Penobscot with St. John, but as a line to connect the United States with Canada, with New Brunswick, with Nova Scotia, with Cape Breton and Newfoundland, and as the great highway of nations. They talk of an “intercolonial” or “international” line. The great international, the continental line, is the European and North American Railway, combining many lines of traffic and many lines of travel, and, when completed, forming a link in that great chain which eventually, commencing at Heart’s Content or Placentia Bay, or some other point on the remote island of Newfoundland (and those names are appropriate for the triumphs of peace, if not of war), is to come onward by Shediac and St. John to Bangor and Portland. The passenger, who shall have passed in five days from the Cove of Cork to Placentia Bay, in one day more will reach Portland. Diverging here, he will go to Montreal by the Grand Trunk Railroad (which I hope to see resuscitated and improved), or to Rutland by the inland line which I trust you will build, or onward, by Lawrence and

Lowell, to Groton and Greenfield, and thence to Lake Ontario, or in that direction. In one day from Placentia Bay he reaches Portland; in another day, some point near Suspension Bridge; and so passing onward, by the Central or North Pacific line, he will reach California or Oregon, or, beyond Oregon, the Straits of Fuca, at the harbor which the gentleman from Oregon has depicted here [Puget Sound]. Thus, in five or six days, the passenger passes from Portland to the shores of the Pacific. In fourteen days more, he will land in Japan, and in two days more, in that great nation which our Mr. Burlingame, another son of Massachusetts, is to-day uniting with the great family of nations. (Applause.) This is the object we desire to accomplish.

Now, gentlemen, I want the European and North American Railway built, and I hope that the resolutions which will be passed by this Convention will subserve that end; and I feel to-day that I am addressing, not merely the State of Maine, or Massachusetts, or Vermont, so well represented here by my distinguished friend, General Washburne, but I feel that I am addressing the continent of North America. (Applause.) I go for a continental line. We had an old continental line years ago which rendered signal service to the country; I go for a continental line to-day. That is the enterprise which I am here to advocate; and, sir, the European and North American Railway is a part of that continental line. We hear it intimated that it is the policy of Great Britain to have a military road down by Miramichi, or somewhere near the borders of the Gulf of St. Lawrence; that she avows it to be her policy, in her arrangements with her colonies, to raise twenty millions, by the joint credit of both, for the construction of a military road. I am not an advocate for political roads. I go for the roads which commerce and peace demand; and that does not seem to me to be a route which either commerce or peace requires. And when I think what might be accomplished by twenty millions of dollars, at three or four and a half per cent interest, in perfecting the improvements we have planned, or already have in operation, I feel a strong solicitude that the voice of this continent shall be heard in England, and that we should speak here, in loud and strong terms, as representing North America in this continental convention, to secure the appropriation to continental lines of that twenty millions of dollars. I had occasion, not very long since, to make the passage to Halifax with one of the ministers of Canada, with whom I discussed this question. Said I, "My friend, I beg you, when you land in England and go to the Court of St. James, to remember that you speak not merely for Canada, but that you speak for the continent; for whatever we may think to-day, or whatever may happen to-morrow, there is no man, I presume, on this continent, who has not come to the conclusion that at some day the two countries will be merged in one; that either the Canadas will take us, or we shall welcome the Canadas. (Laughter and applause.) Recollect," said I, "when you discuss this great question of the railway loan on the other side, that you are not merely a

Canadian, but an American; that you speak for the whole continent; and that, if this money is to be raised, on the joint credit of England and her provinces on this continent, it should be so applied as to benefit this continent. And why will you not say to the lady who presides on the other side of the water, who is our friend, and the friend of the human race, that if she wishes a military road, she should assume its construction, and the Provinces will guarantee her note? Because, if you sign the note, and she builds the road, if she makes a mistake, you may have to pay the amount, and I prefer that America should be the indorser rather than the principal." It was in this jesting way that I spoke to the Canadian minister, but you know a true word may sometimes be spoken in jest. A military road is not wanted. What American wishes for it? If Canada ever unites with this country, it must be a union of hearts; it must be a connection of affinities, a confederation of commerce and trade. A Canadian gentleman said to a meeting in Boston, some years ago (I refer to Hon. Joseph Howe), "You have attempted to invade Canada, and have not been successful. You have made a mistake. Let me advise you, when you try it again, to put the ladies in front; you will then be sure to conquer." I prefer, as a citizen of the United States, that we should follow the advice of Mr. Howe. When the Provinces extend their hands, we will grasp them, and then, "whom God has joined, let no man put asunder." (Applause.)

I will detain you, gentlemen, but a moment or two longer. I have one or two general suggestions to make, which I make with pleasure. I would have the voice of this convention heard over the whole United States. I would have it heard in England. We want the aid, in our various enterprises, not merely of Maine, not merely of Massachusetts, we want the aid of the United States, we want the aid of the Provinces, we want the aid of Great Britain, whose coffers are overflowing. The European and North American Railway is to connect Great Britain and the Provinces with the United States. While the military road, to which I have alluded, may answer in time of war, for a special and momentary purpose, the road I have the honor to support will answer the daily purposes of peace. It combines not only the traffic of Nova Scotia and New Brunswick and Prince Edward Island (that fair island of the ocean which we all admire), it combines not only the traffic of these places with Maine and Massachusetts, but it connects the continent of Europe with the great West. We are, gentlemen, to see the passengers who are now landed at New York, land at Newfoundland or Nova Scotia,—perhaps at Louisbourg, with which Massachusetts was, in her early history, an honorable connection,—we are to see these passengers landed there, and passing onward by this great line to the West. And Europe is interested in this, for she sends out her hundreds of thousands of emigrants every year, for whom we provide farms in the wilderness. This great tide of travel is to be turned upon this railway, and for this we invoke not only the aid of States and provinces, but of England, for it will benefit her commerce and her subjects if we facili-

tate intercourse between the two countries. I desire, therefore, a portion of the twenty millions for the completion of that line which is placed where it is wanted. Then, if a canal is wanted across the head of the Bay of Fundy, across the isthmus, I ask a portion for that. And then, more than that, I ask for a ship canal which shall turn the waters of the St. Lawrence and the Ottawa, through Canadian territory, into Lake Champlain, there to connect the railway system of Massachusetts, which has already struck the shores of the lake, with Boston and Portland. You all know, that by the great steamers on the lake, freight and passengers can be carried at lower rates even than by railway, and I would have those great steamers meet the railways on the shores of Lake Champlain, as well as Ontario, and send their freight to New York, Boston, or Portland; and for that purpose we must have a canal from Lake Champlain to the St. Lawrence. We want it to bring the timber from Canada down to Boston and Portland. Then we want to deepen the canals of the St. Lawrence and enlarge its locks, to facilitate that communication. And then we must have a ship canal around the falls of Niagara, for which Vermont, Massachusetts, and New Hampshire will all lift their voices, and give to it their cordial support. We want, then, the North Pacific Railway, which has been alluded to this morning, in order to connect with Oregon, and also with the Red River and Saskatchewan, our new acquisition of Alaska. It is already in progress. And, in this connection, I have the pleasure of saying to you, that the morning papers announce the discovery, near Sitka, of a vein of anthracite coal, twenty feet in thickness. It is fortunate that the title to this territory has passed to the United States, and that the money has been paid, for I venture to say, that such a coal-bank will pay the whole purchase-money, and fully warrant the acquisition.

These, gentlemen, are the great improvements which we require. But before I leave the platform, permit me to say there is something more than all this which we require. We require the restoration of amity between the British Empire and the United States. (Applause.) We require that the different questions which have sprung up, growing out of the late war, shall be wisely settled. We require redress from England, and I trust that redress will be given cheerfully; and then, gentlemen, we want free trade with the Provinces. I hope that you will not understand me as speaking officially here, because I have had an official connection with the Government in regard to the question of reciprocity; but I speak as a citizen, as a delegate from a line of railway, and in that capacity only. But I trust to live to see the day when every frontier post and every custom-house along our northern frontier shall be obliterated (applause); when no question of the protection of coal or iron in Pennsylvania, or of lumber in your forests, will serve to restrict our intercourse with the British Provinces. Coal and lumber, the natural products of our country, require no protection, they protect themselves. Agriculture requires no

protection. In a country like ours, where we donate farms, charging neither for the rent nor the fee, agriculture requires no protection. I hope to live to see the day when there shall be free trade and free commerce between the British Provinces of North America and the United States. (Applause.) That, sir, is the doctrine I advocate; and I tell my friends on the other side the water, that the sooner they settle their questions with the United States, the sooner that happy time will arrive. We are all for it.

I hope, before I leave this meeting, to submit a few resolutions in which we shall advocate the results I have ventured to picture in this off-hand speech. I wish to present the idea that we are not to be content until our great works are finished. So far as the railway I represent is concerned, we ask no aid. Massachusetts has put her hands into her pockets and taken out five millions, and appropriated them to the completion of our enterprises; and she will have her reward ten-fold for that act of magnanimity, performed in spite of local opposition. All these great enterprises meet with local opposition. This line, which I represent, has encountered bitter opposition, because its tendency will be to build up the town of Greenfield, to move Springfield up to Greenfield. The people of Springfield are averse to the change. They are reluctant to see a great commercial center spring up at Greenfield, some forty miles beyond them. So you hear from them, through the Boston papers, that the tunnel will never be completed, that the State has been corrupted. If so, it has corrupted itself, for it alone has had money to spare when it guaranteed the five millions. This pitiful local opposition will die away. A similar opposition may assail your enterprises; but have courage; be of good cheer. I entertain the belief that every railway, wherever it has been built, will eventually be successful. It is only a question of time. That has been the experience of the last thirty years, during which period I have been identified, to a greater or less extent, with railway enterprises. I have entire faith in their eventual success, and I believe it will be the policy of Maine and New Hampshire—I believe it should have been the policy of Vermont, and ought now to be her policy—to advance her five per cent bonds in support of these enterprises, and trust for her recompense to the development of the resources of the State.

Thanking you for the courtesy with which you have listened to these very desultory remarks, I hasten to conclude.

Mr. FARMER, from the Committee on Credentials and Permanent Organization, reported that there were delegates and invited guests present from the British North America Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Quebec, and Ontario;

and from the States of Maine, New Hampshire, Vermont, Massachusetts, New York, Michigan, Wisconsin, Iowa, Illinois, Missouri, Oregon, and Minnesota, and from the District of Columbia, and that 205 had already been entered upon the books as entitled to seats in the Convention. Thereupon, it was voted that the Committee have leave to report further as additional delegates shall arrive.

The number of delegates entered upon the books of the Convention as being in attendance, and entitled to take part in its proceedings, was rising three hundred, the list of which is as follows :

| | | | |
|-----------------------|-------------------------|----------------------|--------------------|
| Adams, John M. | Portland, Me. | Betts, William, Esq. | Montreal, P. Q. |
| Ayer, Caleb R. | Cornish, " | Baker, D. W. | Boston, Mass. |
| Anderson, John F. | Windham, " | Baird, H. | Chittenden, Vt. |
| Almy, James F. | Salem, Mass. | Bingham, C. W. | Pittsfield, " |
| Alley, John B. | Lynn, " | Benson, Hon. S. P. | Brunswick, Me. |
| Arnold, Isaac N. | Chicago, Ill. | Banks, Henry J. | W. Ossipee, N. H. |
| Anderson, R. H. | Detroit, Mich. | Baker, James M. | Meredith, " |
| Adams, N. W. | Porter, Me. | Blanchard, C. B. | Sandwich Center, " |
| Allen, Thomas, | St. Louis, Mo. | Bennett, John, | Parsonsfield, Me. |
| Brown, John B. | Portland, Me. | Carroll, John B. | Portland, " |
| Boynton, Ammi, | Cornish, " | Clapp, A. W. H. | " " |
| Blazo, Eben'r, | Parsonsfield, " | Clark, Lewis W. | Manchester, N. H. |
| Bell, Samuel N. | Manchester, N. H. | Cilley, Col. B. P. | " " |
| Boynton, Henry, | Woodstock, Vt. | Clarke, John B. | " " |
| Brooks, Erastus, | New York. | Chapman, Geo. R. | Woodstock, Vt. |
| Blow, Henry T. | St. Louis, Mo. | Corbett, Hon. H. W. | Portland, Oregon. |
| Blackadar, H. W. | Halifax, N. S. | Carey, Theophilus, | Houlton, Me. |
| Beebe, John W. | Meredith Vil., N. H. | Crawford, Geo. T. | Bristol, N. H. |
| Baker, S. C. | Ashland, " | Carleton, S. L. | Portland, Me. |
| Bingham, A. W. | Bristol, " | Converse, Jos. H. | Boston, Mass. |
| Berry, W. A. | " " | Carpenter, George O. | " " |
| Babbillon, John, | Detroit, Mich. | Craig, W. H. | Detroit, Mich. |
| Brown, James S. | Plymouth, Vt. | Carr, S. T. | Jackson, " |
| Bemis, Loren, | " " | Chase, Thomas, | Nashua, N. H. |
| Brewster, Eli V. | Dover, N. H. | Carter, Buel C. | Ossipee, " |
| Brecken, Fred. | Charlottetown, P. E. I. | Corser, S. T. | Portland, Me. |
| Bradbury, H. K. | Hollis, Me. | Cutting, Amos, | St. Louis, Mo. |
| Bailey, Hon. B. C. | Bath, " | Cook, John, | Rutland, Vt. |
| Blake, Hon. Samuel H. | Bangor, " | Cain, John, | " " |

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| Clark, Cyrus S. | Portland, Me. | Hersey, T. C. | Portland, Me. |
| Chellis, Gen. David T. | Newfield, " | Howard, Joseph | " " |
| Carter, S. B. | Ossipee, N. H. | Hanson, Samuel, | Buxton, " |
| Clough, Timothy E. | Danbury, " | Harrington, Hon. E. W. | M'nch'ter, N. H. |
| Coe, Curtis S. | Center Harbor, " | Haven, Edwin, | Woodstock, Vt. |
| Deering, William, | Portland, Me. | Hersey, S. F. | Bangor, Me. |
| Dana, Charles, | Woodstock, Vt. | Harris, Samuel, | Brunswick, " |
| Dwinal, Rufus | Bangor, Me. | Hamilton, Pierce S. | Halifax, N. S. |
| Dolloff, A. | Bristol, N. H. | Heard, Mr. | P. E. Island. |
| Dyer, William, | New Hampton, " | Hoyt, G. G. | Meredith, N. H. |
| Davis, J. M. | Kezar Falls, Me. | Hughes, Thomas N. | Ashland, " |
| Dewey, Albert G. | Hartford, Vt. | Hatch, Philo, | Woodstock, Vt. |
| Dupee, James A. | Boston, Mass. | Hatch, Alvin, | " " |
| Derby, E. H. | " " | Hall, Joshua G. | Dover, N. H. |
| Deane, Henry P. | Portland, Me. | Hill, Hamilton A. | Boston, Mass. |
| Davis, Hon. Woodbury | " " | Hubbard, T. H. | Biddeford, Me. |
| Dunn, Reuben B. | Waterville, " | Hutchins, W. F. | Boston, Mass. |
| Drake, Geo. S. | St. Louis, Mo. | Huntington, W. M. | Rochester, Vt. |
| Dana, Woodbury S. | Portland, Me. | Hoskinson, R. | Mount Holly, " |
| Dow, F. N. | " " | Hoskinson, J. R. | " " |
| Davis, Geo. T. | " " | Haskell, C. H. | Portland, Me. |
| Ellis, J. V. | St. John, N. B. | Hubbard, N. | Tamworth, N. H. |
| Eaton, S. W. | Gorham, Me. | Hatch, O. G. | " " |
| Edgar, J. C. | St. Louis, Mo. | Huntress, J. L. | Center Harbor, " |
| Edmunds, L. | Chittenden, Vt. | Hubbard, J. P. | Hiram, Me. |
| Emmons, John H. | Hill, N. H. | Jameson, John, | Cornish, " |
| Emerson, Samuel, New Hampton, | " | Jose, Horatio N. | Portland, " |
| Farmer, James L. | Portland, Me. | Jones, John S. | Salem, Mass. |
| Fessenden, Hon. Wm. P. | " " | Jones, Thomas R. | St. John, N. B. |
| Fobes, Charles, | " " | Johnson, Edwin F. | Middletown, Conn. |
| Foster, N. A. | " " | Johnson, James | Sherburne, Vt. |
| Fling, Henry, | " " | Jordan, Samuel, | Westbrook, Me. |
| French, Warren C. | Woodstock, Vt. | Knight, Enoch, | Portland, " |
| Foote, Caleb, | Salem, Mass. | Kimball, James M. | " " |
| Fowler, O. F. | Bristol, N. H. | Kidder, Joseph, | Manchester, N. H. |
| Fisk, C. B. | St. Louis, Mo. | King, Hon. Horatio, | Washington, D.C. |
| Folsom, Hon. Geo. | New York. | Keyes, J. F. | Ashland, N. H. |
| Fisher, Hon. Chas. | Frederickton, N. B. | Kinnicutt, F. H. | Worcester, Mass. |
| Fling, Lewis W. | Bristol, N. H. | Kellogg, F. B. | St. Louis, Mo. |
| Fellows, E. Q., | Sandwich, " | Knight, Aug. | " " |
| French, James | Moultonboro, " | Kilburn, J. B. | Rutland, Vt. |
| Gayle, E. F. W. | Salem, Mass. | Kingsley, C. | " " |
| Gibbes, Hon. T. M. | Oshawa, Ontario. | Kingsley, L. G. | " " |
| Gray, Joel, | Embden, Me. | Kimball, Chas. P. | Portland, Me. |
| Godfrey, John E. | Bangor, " | Lord, Tobias, | Standish, " |
| Gilman, C. J. | Brunswick, " | Lynch, John, | Portland, " |
| Glasgow, E. J. | St. Louis, Mo. | Libby, H. J. | " " |
| Gould, Moses, | Portland, Me. | Libby, Randall, | Porter, Me. |
| Hatch, Freeman, | " " | Ladd, Geo. W. | Bangor, " |
| Haines, Allen, | " " | Lockwood, A. D. | Lewiston, " |

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|------------------------|----------------------|------------------------|----------------------|
| Lyman, J. D. | Farmington, N. H. | Pierce, Benj., LL.D., | Cambridge, Mass. |
| Latham, C. H. | Lowell, Mass. | Phillips, Willard P. | Salem, " |
| Lafin, S. H. | St. Louis, Mo. | Putnam, George F. | " " |
| LeProhon, E. P. | Portland, Me. | Plummer, J. P. | Meredith Vil., N. H. |
| Loomis, Peter B. | Jackson, Mich. | Parker, J. C. | Hartford, Vt. |
| McLellan, Jacob, | Portland, Me. | Penney, E. G. | Montreal, P. Q. |
| Messer, F. G. | " " | Patterson, W. J. | " " |
| Miller, N. J. | " " | Pierce, Col. George H. | Dover, N. H. |
| McArthur, Wm. | Limington, " | Pringle, Eugene | Jackson, Mich. |
| McKenney, Freeman, | " " | Palmer, W. J. | St. Louis, Mo. |
| Mussey, John | Portland, " | Paine, H. H. | Rutland, Vt. |
| Macdonald, Francis, | " " | Perry, John D. | St. Louis, Mo. |
| Merrill, Albert, | " " | Pratt, Eben G. | " " |
| Morrill, H. K. | Gardiner, " | Pierpoint, E. | Rutland, Vt. |
| Manning, R. C. | Salem, Mass. | Putnam, Wm. L. | Portland, Me |
| McDonald, Hon. A. A. | P. E. Island. | Perkins, J. W. | " " |
| Mudgett, Ambrose H. | Holderness, N. H. | Pierce, Lewis, | " " |
| McCraig, Wm. | Detroit, Mich. | Piper, J. S. | New Hampton, N. H. |
| McKenzie, Justin T. | Hartford, Vt. | Plummer, Lane, | Meredith Center, " |
| Moore, Thomas, | Plymouth, " | Richardson, R. M. | Portland, Me. |
| McDuffee, John, | Rochester, N. H. | Rice, Nehemiah C. | " " |
| Morgan, Jas. Appleton, | Racine, Wis. | Robie, Frederick, | Gorham, " |
| McNaughton, A. M. | Jackson, Mich. | Ridlon, E. S. | Parsonsfield, " |
| Merrill, Hon. Samuel, | Des Moines, Iowa. | Richmond, Lorenzo, | Woodstock, Vt. |
| Morse, E. A. | Rutland, Vt. | Rich, William D. | New York. |
| Marshall, B. W. | " " | Ridlon, Samuel, jr. | Porter, Me. |
| Moore, M. J. | " " | Raymond, Charles S. | Bridgewater, Vt. |
| Milliken, Chas. R. | Portland, Me. | Rice, Hon. Richard D. | Augusta, Me. |
| Morris, Chas. J. | " " | Rice, " John H. | Bangor, " |
| Manson, B. T. | " " | Randall, J. J. R. | Rutland, Vt. |
| Moulton, Moses S. | Porter, " | Rich, M. N. | Portland, Me. |
| Mason, W. H. H. | Moultonboro, N. H. | Richardson, Daniel T. | Baldwin, " |
| Marshall, Wm. C. | Meredith, " | Roles, J. Q. | Ossipee, N. H. |
| Merrow, M. H. | New Hampton, " | Stevens, Aug. E. | Portland, Me. |
| McGoon, Benj. H. | " " | Shurtleff, A. K. | " " |
| Mason, Larkin D. | Tamworth, " | Sweat, L. D. M. | " " |
| Mason, S. K. | Bristol, " | Swasey, H. J. | Standish, " |
| Mason, J. M. | Limerick, Me. | Stacey, L. D. | Porter, " |
| Moore, C. K. | Parsonsfield, " | Straw, Hon. E. | Manchester, N. H. |
| Newbegin, E. H. | " " | Smyth, Hon. F. | " " |
| Neal, John, | Portland, " | Sayward, Charles W. | Woodstock, Vt. |
| Nash, John D. | Halifax, N. S. | Stetson, George | Bangor, Me. |
| Nealley, John, | Meredith Vil., N. H. | Safford, James O. | Salem, Mass. |
| Nason, Charles, | Ossipee, " | Simpson, J. E. | New York. |
| O'Brion, John, | Cornish, Me. | Sanborn, John S. | Meredith Vil., N. H. |
| Perley, Jonas H. | Portland, " | Scribner, Frank S. | Ashland, " |
| Poor, John A. | " " | Scribner, Ambrose, | " " |
| Paul, Norman, | Woodstock, Vt. | Standish, J. D. | Detroit, Mich. |
| Pratt, Lewis, | " " | Stanley, Moses N. | Porter, Me. |
| Prentiss, H. E. | Bangor, Me. | Slack, E. H. | Woodstock, Vt. |

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| Sawyer, George Y. | Nashua, N. H. | Woodbury, William W. | Portland, Me. |
| Stevens, Lyman D. | Concord, " | Willis, William, | " " |
| Sabine, Hon. Lorenzo, | Boston, Mass. | Woodman, J. C. | " " |
| Smith, John, jr. | Meredith Vil., N. H. | Waterman, John A. | Gorham, " |
| Sturgeon, Isaac H. | St. Louis, Mo. | Weston, James A. | Manchester, N. H. |
| Sturdivant, Cyrus, | Portland, Me. | Washburn, Peter T. | Woodstock, Vt. |
| Swasey, William, | Limerick, " | Wheatland, Henry, | Salem, Mass. |
| Stone, William B. | Danbury, N. H. | Willis, Edward, | St. John, N. B. |
| Spring, J. H. | Hiram, Me. | Wheeler, A. D., D.D. | Topsham, Me. |
| Towle, Ezra, | Cornish, " | Workman, William, | Montreal, P. Q. |
| Tyler, Samuel, | Brownfield, " | Wadleigh, G. W. | Kezar Falls, Me. |
| Tobin, Stephen, | Halifax, N. S. | Wardsworth, Samuel D. | Porter, " |
| Taylor, Cyrus, | Bristol, N. H. | Wallace, E. G. | Rochester, N. H. |
| Tufts, Charles A. | Dover, N. H. | Woodwell, C. H. | Boston, Mass. |
| Thompson, T. M. | Montreal, P. Q. | Ward, George L. | " " |
| Talbot, Hon. George F. | Portland, Me. | Wallbridge, H. D. | New York. |
| Taylor, George R. | St. Louis, Mo. | Workman, Hon. Thos. | Montreal, P. Q. |
| Taylor, Hon. James W. | St. Paul, Minn. | Whitmore, H. R. | St. Louis, Mo. |
| Taylor, Charles H. | Boston, Mass. | Weston, T. H. | Portland, Me. |
| Taylor, D. W. | Sherburne, Vt. | Winslow, James N. | " " |
| Twitchell, Thomas E. | Portland, Me. | Weed, William M. | Sandwich, N. H. |
| Thurston, Josiah, | Freedom, N. H. | Walker, Schuyler, | Alexandria, " |
| Thurston, Benj. E. | Moultonboro, " | Woodman, Dana, | New Hampton, " |
| Wood, Rufus E. | Portland, Me. | Whipple, Thomas J. | Laconia, " |
| Woodman, George W. | " " | Young, E. | Meredith, " |
| Woodbury, N. L. | " " | | |

Mr. Farmer, on behalf of the Committee, further reported the following for permanent officers of the Convention:

PRESIDENT:

His Excellency SAMUEL MERRILL, Gov. of Iowa, of Desmoines, Iowa.

VICE-PRESIDENTS:

| | | |
|--------------------------------|---------|-------------------------|
| Hon. STEPHEN TOBIN, Mayor, | | Halifax, N. S. |
| " THOS. R. JONES, M. L. C., | | St. John, N. B. |
| " A. A. McDONALD, | | Charlottetown, P. E. I. |
| " WM. WORKMAN, Mayor, | | Montreal, Canada. |
| " T. M. GIBBS, M. P. P., | | Oshawa, Ontario. |
| J. D. STANDISH, Esq., | | Detroit, Michigan. |
| Hon. THOMAS ALLEN, | | St. Louis, Mo. |
| " JAMES W. TAYLOR, | | St. Paul, Minn. |
| " WM. PITT FESSENDEN, Senator, | | Portland, Maine. |
| " ELI V. BREWSTER, Mayor, | | Dover, N. H. |
| Gen. PETER T. WASHBURN, | | Woodstock, Vt. |

| | |
|-------------------------------------|-------------------------|
| Hon. AMASA WALKER, | North Brookfield, Mass. |
| “ GEORGE FOLSOM, | New York. |
| “ HORATIO KING, | Washington, D. C. |
| “ ISAAC N. ARNOLD, | Chicago, Ill. |
| “ H. W. CORBETT, Senator, | Portland, Oregon. |

SECRETARIES.

| | |
|---------------------------------|-------------------|
| Hon. FREDERICK ROBIE, | Gorham, Maine. |
| “ O. F. FOWLER, | Bristol, N. H. |
| JAMES A. DUPEE, Esq., | Boston, Mass. |
| H. W. BLACKADAR, | Halifax, N. S. |
| E. G. PENNEY, Esq., | Montreal, Canada. |
| JOHN GAIN, Esq., | Rutland, Vt. |

These officers were elected, and, on motion, a committee of three was appointed by the chair, consisting of Messrs. Poor, Derby, and Washburn, to wait on Gov. Merrill, and conduct him to the chair.

The committee having discharged this duty, Gov. MERRILL said :

Gentlemen of the Convention,—I thank you for the distinguished honor which you have done me this morning, unexpected as it really is. I accept it, not only as an honor to myself personally, as a son of Maine, but as an honor to my State, the great State of Iowa. (Applause.)

As it has not been my habit to make public speeches, I know you will excuse me at this time from further addressing you, and I wait, therefore, your pleasure.

Gen. P. T. WASHBURN moved the appointment of a committee to consider and report to the Convention the order of business.

This motion was carried, and it was voted that the committee consist of thirteen. The chair announced the following gentlemen as the Committee on Business :

| | |
|-----------------------------------|-----------------|
| Hon. Peter T. Washburn, | Woodstock, Vt. |
| “ Henry T. Blow, | St. Louis, Mo. |
| “ James W. Taylor, | St. Paul, Minn. |

| | |
|----------------------------------|-------------------------|
| W. H. Craig, Esq., | Detroit, Michigan. |
| W. J. Patterson, Esq., | Montreal, Canada. |
| Hon. John A. Poor, | Portland, Me. |
| Hamilton A. Hill, | Boston, Mass. |
| Hon. H. W. Corbett, | Portland, Oregon. |
| John D. Nash, Esq., | Halifax, N. S. |
| Hon. Charles Fisher, | St. John, N. B. |
| “ F. Brecken, | Charlottetown, P. E. I. |
| “ F. Smyth, | Manchester, N. H. |

On motion, it was voted, that when the Convention adjourn, it be to meet at three o'clock, P.M.

On motion of Hon. JOHN NEAL, the Convention then adjourned.

AFTERNOON SESSION.

The Convention met at three o'clock, the President in the chair.

Hon. FREDERICK ROBIE, one of the Secretaries, read letters sent in response to the invitation to be present and participate in the proceedings of the Convention.

Letter from the Governor of Maine.

EXECUTIVE DEPARTMENT,

AUGUSTA, Aug. 3, 1868.

Hon. JOHN A. POOR:

My Dear Sir,—I much regret that the necessity of my going to Bangor to-day to meet a public appointment with the Executive Council will deprive me of the privilege of participating in your important and most interesting conference of the friends of commercial enterprise and international comity.

The objects of the Convention, and the topics with which you will be chiefly concerned, are matters which have greatly interested me, and which I have already, on every occasion, sought to commend to the attention of our people.

I would be glad to be present, and extend a welcome in behalf of the State to the distinguished gentlemen assembled to consult upon measures which so closely affect her interests; but finding this impossible, I offer you

this assurance of my most cordial sympathy and co-operation, so far as my ability or opportunities will permit.

I am, with high respect,

Your obedient servant,

J. L. CHAMBERLAIN.

Letter from the Governor of Vermont.

RUTLAND, Vt., Aug. 1, 1868.

Hon. JOHN A. POOR:

My Dear Sir,—I regret that I am not able to be with you on the 4th inst. Some engagements that I had hoped to put off, required my attention, and it is impossible for me to leave Vermont during the coming week. You must not infer from my absence that I have lost any interest in the Portland and Rutland Railroad; on the contrary, we feel much encouraged in regard to its prospects, and believe that it needs only energetic and united efforts to secure the building of the links wanting in this important line of road.

We send a large delegation to your meeting, and have surveyed the Rutland and Woodstock Railroad, a link in the Portland and Rutland, and find the route as favorable as we expected.

We have procured the subscriptions of stock necessary for organization, and the directors are to be elected as soon as the legal notices can be given.

Hoping your meeting will prove a success, and tend to promote the objects for which it is held,

I remain, truly, your obedient servant,

JOHN B. PAGE.

Letter from the Secretary of State.

DEPARTMENT OF STATE,

WASHINGTON, July 18, 1868.

To Messrs. JOHN A. POOR, and others:

Gentlemen,—I have received the circular which you have issued calling an International Commercial Convention to take into consideration the various measures and plans now before the country to increase facilities of intercourse and trade between the Atlantic sea-board, the interior of the continent, and the new States and Territories upon the Pacific coast.

The paper is so attractive, that it seduced me for a moment into the belief that it would be possible for me to accept the invitation which you have so kindly extended to me. Upon further reflection, however, I find that it would be impossible for me to avail myself of so great an indulgence.

Thanking you very sincerely for your attention, and hoping that the patriotic labors of the Convention will be crowned with a large measure of public favor,

I remain, very respectfully, your humble servant,

WILLIAM H. SEWARD.

Letter from the Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,

WASHINGTON, July 17, 1868.

JOHN A. POOR, Esq.:

Sir,—I have to acknowledge the receipt of your letter of the 11th inst., inclosing an invitation to attend a meeting of an International Convention, to be held at Portland, on the 4th of August next, for the adoption of measures to increase the facilities, by means of Railways and Canals, for carrying on trade and commerce between the Atlantic States and those lying on the Pacific coast.

Although my official duties will not permit me to avail myself of the invitation of the Committee, I shall confidently indulge the hope that the action of the International Convention will be calculated to subdue unreasonable sectional prejudices, and to promote the great commercial, agricultural, and manufacturing interests of our country.

Very respectfully, your obedient servant,

O. H. BROWNING.

Letter from the Secretary of the Treasury.

TREASURY DEPARTMENT,

WASHINGTON, July 31, 1868.

JOHN A. POOR, Esq.:

Dear Sir,—Your favor of the 11th inst. was duly received. Sympathizing as I do with all proper efforts which are being made to "increase the facilities of intercourse and trade" between the different sections of the United States, and between the United States and the Canadas, I regret to be under the necessity of saying that my official duties are of such a character as to prevent me from accepting your kind invitation to be present at the International Commercial Convention, to be held at Portland on the 4th proximo.

Very truly yours,

HUGH McCULLOCH.

Letter from the Secretary of War.

WAR DEPARTMENT,

WASHINGTON, July 23, 1868.

JOHN A. POOR:

My Dear Sir,—I regret exceedingly that attention to matters connected with my Department renders it impossible to accept your polite invitation to attend a meeting of the "International Commercial Convention" at Portland.

I am, sir, very respectfully, your obedt. servant,

J. M. SCHOFIELD, *Sec. of War.*

Letter from Senator Edmands.

UNITED STATES SENATE CHAMBER,

WASHINGTON, July 17, 1868.

Hon. JOHN A. POOR:

Dear Sir,—I have yours of the 11th, inviting me to attend the International Commercial Convention to be held at Portland, on August 4th. I very much regret it will be impossible for me to be present on that occasion. I sympathize heartily in the great objects which your meeting is intended to promote. Every well-managed line of railway stretching over wide areas of the country, not only adds to the material prosperity of the country, but it is an imperishable bond of union. I wish them all success.

In haste, yours truly,

GEO. F. EDMANDS.

Letter from Senator Sherman.

COMMITTEE OF FINANCE, U. S. SENATE,

WASHINGTON, July 18, 1868.

Hon. JOHN A. POOR:

My Dear Sir,—Your note of the 11th inst., inviting me to attend and take part in the proposed International Commercial Convention at Portland, Maine, was duly received. I heartily approve of the general objects of your Convention, and would be delighted not only to visit the city of Portland, but also to join you in your effort to increase her commercial intercourse with the interior of the continent; but this long and exhausting session leaves me in no condition to assist you. I must go home and rest.

I am, very truly yours,

JOHN SHERMAN.

Letter from Senator Drake.

UNITED STATES SENATE CHAMBER,

WASHINGTON, July 20, 1868.

JOHN A. POOR, Esq.:

Dear Sir,—I have received your letter of 11th inst., inviting me to be present at an International Commercial Convention to be held in your city on the 4th of August.

Cordially sympathizing in any effort to promote railway communication between the Atlantic and Pacific coasts, I should be pleased to attend the Convention if circumstances were favorable; but when Congress adjourns, other things will claim my time and attention, so as to make it inconvenient for me to be present there. I shall, therefore, have to deny myself the pleasure of meeting with you on that occasion.

Very respectfully yours

C. D. DRAKE.

Letter from Speaker Colfax.

HOUSE OF REPRESENTATIVES,
WASHINGTON, July 17, 1868.

Hon. JOHN A. POOR:

My Dear Sir,—I have only time to reply, amid multiplied duties incident to the approaching close of the session, that, at the time you indicate, I shall be on the road to the Rocky Mountains with my family, and will therefore have to deny myself the pleasure of attendance at your Convention.

In great haste, yours truly,
SCHUYLER COLFAX.

Letter from Senator Harlan.

UNITED STATES SENATE CHAMBER,
WASHINGTON, July 28, 1868.

JOHN A. POOR, Esq.:

Dear Sir,—I am in receipt of your communication of the 11th inst., inviting me to attend the International Commercial Convention to be held at your place on the 4th proximo. Press of business incident to the closing up of Congress, preparatory to taking a recess, has prevented my applying earlier.

I regret to say, my engagements are such that I cannot possibly be with you on an occasion of so much interest. Movements of this character, having in view the adoption of measures to increase the facility of intercourse by railway and canal, and the adjustment, on the most liberal terms, of the regulations of trade upon our continent, never fail to meet with a hearty response from Western men.

With the hope that your deliberations may be crowned with the success you desire, I remain,

Yours, very truly,
JAS. HARLAN.

Letter from Hon. Charles Upson, of Michigan.

HOUSE OF REPRESENTATIVES,
WASHINGTON, July 18, 1868.

JOHN A. POOR, Esq.:

Dear Sir,—I am in receipt of copy of Call for an International Commercial Convention, to be held at Portland, Maine, on the 4th of August next, and, in reply to your request accompanying the same, will say that while recognizing the great importance of the objects and measures to be considered and acted upon by said Convention, as set forth in said Call, yet the nature of my engagements is such that it will be impossible for me to be present and participate in its proceedings.

Truly yours,
CHAS. UPSON.

Letter from Gen. Eaton, U. S. A.

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,
WASHINGTON, July 23, 1868.

Messrs. JOHN A. POOR, and others:

Gentlemen,—I have the honor to acknowledge the receipt of a printed copy of your invitation to take part in an International Commercial Convention, to be held at Portland, Maine, on Tuesday, August 4, 1868. Had I the experience and ability requisite to afford you any substantial aid in perfecting your great design, I would endeavor to attend the proposed Convention.

It does not require inspiration—statistics, arithmetic, and a study of the year past are sufficient—to forecast for the people of the United States of America a near future of such transcendent prosperity, accompanied by such an unequalled increase of population, as will require for their use, by the time you are ready, not only your contemplated trans-continental railroad, but many others. I do not think you are in the field any too early.

Very respectfully, your obedient servant,

A. B. EATON, *Com. Genl. Subs.*

Letter from Paymaster Harris.

U. S. NAVY YARD, BOSTON,
PAYMASTER'S OFFICE, July 28, 1868.

JOHN A. POOR, Esq., and others:

Gentlemen,—I thank you for an invitation to the International Commercial Convention at Portland, on the 4th proximo.

The last quarter of a century has so clearly demonstrated the economy of travel and transportation by steam, both afloat and ashore, that the propositions which you suggest are undoubtedly practicable.

It is always safe to build our philosophy on the foundations of experience and history.

We have seen that railways produce their own sustenance, making travel and transportation where none existed before, developing the resources of the districts which they traverse; and as they have become more and more profitable every year, it is safe to assume that no investments are less hazardous for capitalists.

My profession, for many years in the naval service afloat—carrying me entirely round the world and up and down the globe's surface, almost as far as the oceans are navigable—has not particularly qualified me to appreciate all the details of your contemplated great shore-works; but I do not fail to discover the vast scope of its national and individual benefits, and its most evident feasibility.

Nor will its benefits be confined to our own country or continent, but will enure to all the principal nations of the earth; contributing to give a

more lively impetus to the best elements of enlightened civilization throughout the world.

Regretting that engagements prevent me from sharing the honor and the privilege of taking part in your inauguration of this great work,

I am, gentlemen, very truly yours,

I. GEO. HARRIS.

Letter from Hon. J. F. Forbes.

LIVERPOOL, N. S., July 22, 1868.

TO JOHN A. POOR, Esq., and others:

Gentlemen,—In answer to your courteous invitation to attend the meeting to take place in your city on the 4th proximo, to consider the subject of "extended intercourse over this continent," I am very sorry to feel obliged to decline taking a part in the deliberations necessary to so gigantic and patriotic a scheme as the one to be brought before the Convention. To say that I do not take a deep interest in the question, would not be consonant with my feelings, for it is one in which every dweller on this continent should feel a personal concern, as it will draw those bands of commercial interest around our people, and tend to cement them into the one great family, which God and nature intended should be the case, as regards the Anglo-American people on this continent; that we may see the same flag floating over a united people at no distant day, is a sentiment largely pervading this ancient and once loyal province no one can deny; and that the "wish is father to the thought" is patent to the whole of a dissatisfied and an insulted people, and a people who will never rest easy until such time as they have escaped from the serfdom of an appendage to Canada, and found safety and contentment under the protecting wings of your noble eagle.

Feeling sorry I shall not be with you to express in person my feelings upon the important question to be considered by the many able and influential gentlemen assembled on the occasion, I can only further say, it is my sincere hope and wish, that whatever may be the result of the consultation, it will be of a nature to increase the attraction which is so strongly drawing us together.

My absence is unavoidable, owing to previous public engagements, or I should certainly be with you. And now, gentlemen, wishing you a success commensurate with the magnitude and utility of the undertaking,

I have the honor to be, your obedient servant,

J. F. FORBES, M. P.

Letter from Hon. Mr. Killam, M. P. P.

YARMOUTH, N. S., July 16, 1868.

TO THE INTERNATIONAL COMMERCIAL CONVENTION:

Gentlemen,—Your circular-invitation to the International Commercial Convention is at hand, and contents noted. Previous engagements pre-

vents my having the pleasure of meeting you, which I much regret. The subject to come under your consideration is world-wide, and its magnitude beyond the stretch of my imagination; yet to men that have been engaged in great enterprises, nothing appears to be too large to be undertaken. I hope and trust your deliberations will enable you to agree on measures that will tend to advance the prosperity of your country and its adjoining. At present, Nova Scotians are so unfortunately situated politically, that little material aid can be given, but we wish you every success, and trust the day is not distant when our connection with the United States will be a closer one than a railroad can give.

Respectfully yours,

THOMAS KILLAM.

Letter from Hon. W. H. Townsend, M. P. P.

YARMOUTH, N. S., July 24, 1868.

To JOHN A. POOR, Esq., and others:

Gentlemen,—Your circular dated June 29th, inviting me to take part in an International Commercial Convention to be held at Portland, Maine, on Tuesday, the 4th of August next, was duly received. I regret exceedingly that the meeting of our Nova Scotian Legislature, on the 6th of August will deprive me of the privilege of being present at this Convention. The grand programme that you have marked out is certainly worthy the cordial co-operation and support of every friend of commerce, and I trust your deliberations will result in the full consummation of this magnificent enterprise.

I have the honor to be, gentlemen, your obedt. servant.

W. H. TOWNSEND.

Letter from Hon. R. B. Dickey, M. L. C.

AMHERST, N. S., July 24, 1868.

To JOHN A. POOR, and others:

Gentlemen,—I have read with interest, as well as pleasure, your circular invitation, kindly urging my attendance at the International Commercial Convention, to be held in your pleasant city on Tuesday, August 4th.

Owing to engagements sometime since made, and which cannot be postponed, I very much regret to say it will not be in my power to join you. Cordially sympathizing as I do with the objects of the proposed meeting, and believing that such a gathering may greatly tend to promote these objects, I would have gladly taken a part in furthering the good work, were I not unavoidably prevented from leaving home next month.

I have a lively recollection of the many pleasing incidents of the past European and North American Railway Convention in the latter days of July, 1850, the precursor of a meeting which I trust may be equally agree-

able and successful. True it is, political exigencies in Nova Scotia have retarded the great work we then met to inaugurate, but the impetus which this international undertaking received has not been thrown away, and at the close of 1870 will witness the realization of the hopes of its founders, among whom I deem it a proud privilege to be classed.

Believing, as I do, that these international iron bands form the strongest links of kindly feeling and increased peaceful intercourse and good fellowship between the great nations of the earth, and that these good ends may be subserved by one or two, or even more iron roads across the territory of both, that shall bear the rich treasures of the East to the markets of the West, and carry back civilization, with its attendant blessings, to India, China, Japan, and the isles of the Pacific. I greet your meeting with the best wishes of my whole heart for its success. Such a gathering is worthy of the great American people, among whom it has been initiated, and I trust it may be well attended by their younger cousins from our new Dominion.

With my renewed expressions of regret, and best wishes for your success, I beg to subscribe myself

Your faithful servant,
R. B. DICKEY.

Letter from Hon. S. L. Tilley, Minister of Customs, Canada.

ST. JOHN, N. B., July 24, 1868.

JOHN A. POOR, Esq.:

Dear Sir,—Please convey to the Committee of the International Commercial Convention my thanks for their invitation, and my sincere regret that I cannot be with them on the 4th of August next, to take part in their proceedings. I will be rejoiced if the deliberations of the Conference result in the adoption of resolutions forming increased commercial intercourse between the United States and the British North American Provinces.

I am, dear sir, yours faithfully,
S. L. TILLEY.

Letter from Hon. J. K. Ryerson, M. P. P.

YARMOUTH, N. S., July 20, 1868.

Hon. JOHN A. POOR, and others:

Gentlemen,—Your circular concerning the International Commercial Convention about to be convened in the city of Portland came duly to hand, and contents noted.

Our Local Legislature meets at Halifax about the same time (Aug. 6) as your Convention, and, in consequence, I shall not be able to attend the Convention. However, I fully concur with all that you have laid down in this grand programme, and trust that there will be a large delegation to

discuss this important question, and that they will do all in their power to bring about this grand scheme for facilitating travel, etc.

I remain, gentlemen, yours respectfully,

JOHN K. RYERSON.

Letter from the Secretary of State of New Hampshire.

FARMINGTON, July 28, 1868.

Hon. JOHN A. POOR:

Dear Sir,—Please accept my many thanks for your invitation to attend the 4th of August Convention, and for your paper on railroad matters. Permit me to say that your Convention is to consider subjects worthy of the marvellous decade which has already witnessed the laying of the Atlantic cable, the suppression of the great rebellion, the death of American slavery, and shall yet see the completion of two railroads to the Pacific Ocean, a ship canal across the isthmus of Suez, a more complete and voluntary opening of China to Western commerce and civilization, and, we trust, the realization of the glorious vision of Columbus in a Western route for oriental commerce and telegraphic communication around the world. Marvellous decade! Columbus and Washington—the discoverer of a new world and the father of earth's noblest republic—scarcely knew its equal, and they alone, since the Christian era. No decade can claim the invention of printing and of the steam engine.

Portland is decidedly the most enterprising city east of Chicago, and I pray you God-speed. Would that I could do something in your great enterprise. Believing in the Suez canal, the supply of fuel for the Pacific steamers becomes of vast importance. It ought to be obtained in southern Asia and west of the Rocky Mountains in North America. England and Belgium should not hold the fuel for the Pacific-oriental commerce. Your Convention is glorious in its conceptions, and God grant that it may be great in its practical results. I believe in worthies who, like the "three children" of old and the Portlanders, cannot be destroyed by fire. I shall drop into your Convention if possible, of which I am not yet sure.

With great respect, yours very truly,

J. D. LYMAN.

Letter from John W. Draper, LL. D.

UNIVERSITY NEW YORK, Aug. 3, 1868.

JOHN A. POOR, Esq.:

Dear Sir,—Owing to my absence, your letter did not fall into my hands until now. I suppose your meeting is to take place to-morrow. I earnestly approve of your objects, and regret that I am not able to take part in your proceedings.

Yours truly,

JOHN W. DRAPER.

Letter from Hon. Levi Underwood.

BURLINGTON, VT., July 27, 1868.

Hon. JOHN A. POOR:

Dear Sir,—Your favor inviting me to the International Commercial Convention, to be held in your city on the 4th proximo, is received. I regret that it is quite impossible for me to be present. The importance of the commercial improvements necessary to a cheap transportation between the Western States and Canadas, and the Atlantic sea-board, cannot be overestimated. The feasibility of spring water communication between the Western Lakes, the St. Lawrence River, and Lake Champlain, should be kept constantly before the public, until that all-important work shall be accomplished, and its value, commercially and politically, to the Western and New England States and the Canadas, fully realized.

The construction of railways connecting Portland with Lake Champlain will be necessary to distribute the produce which will be brought in steam-vessels from the Western Lakes to Lake Champlain at one-half the cost of rail transportation. Lake Champlain can be reached from Portland most advantageously via Concord, Claremont, and Gasset's, on the line of the Rutland Railroad. This route is shortest, freest from deep snows in winter, and with less railway to construct; and with this, also, you will have the best all-rail route to the West. With the establishment of that commercial convenience,—the Champlain Ship Canal,—reciprocity in trade and commerce, between the United States and the Dominion of Canada, will be a necessity. The political harmony between the Eastern and Western States can only be preserved by increasing commercial facilities. People will not harmonize who are compelled to submit to unnecessary inconvenience in commerce. Nor will they long quarrel with their own bread and butter. I trust the work you contemplate will be speedily pushed forward to completion.

I remain yours, with kind regards,

LEVI UNDERWOOD.

*Letter from Hon. M. M. Jackson.*CONSULATE OF THE UNITED STATES OF AMERICA,
HALIFAX, N. S., July 23, 1868.

Hon. JOHN A. POOR:

Dear Sir,—I thank you for the invitation with which you have honored me, on behalf of the Committee of Arrangements, to attend the International-Commercial Convention, to be held at Portland on the 4th of August next.

I deeply regret that official engagements will deprive me of the pleasure of participating in the proceedings of the proposed Convention.

The objects contemplated by the enlightened and public-spirited citizens who have originated this great movement "for the adoption of measures

to increase the facilities of intercourse by railway and canal, and the adjustment, on the most liberal terms, of the regulation of trade upon the continent of North America," will, I am sure, commend themselves to the favorable consideration of the people both of the United States and the British North American Provinces.

Trusting that the beneficial results of the Convention may realize the anticipation of its projectors,

I am, with great respect, your friend and ob't servant,

M. M. JACKSON.

Letter from Hon. George Walker.

SPRINGFIELD, July 25, 1868.

Hon. JOHN A. POOR, and others:

Gentlemen,—I beg to acknowledge the receipt of your circular-letter, inviting me to participate in an International Commercial Convention, to be held at Portland on the 4th proximo. I regret that my engagements will not allow me to leave home at that time.

I am glad to see the people of Maine moving in the important subject of improving the means of commercial intercourse between the agricultural west and the sea-board, and between our own continent and the rest of the world. There is no truer index of the advance of civilization than the progress which is made in facilitating intercourse between distant sections or countries. The railways and lines of water transportation the expresses, the post-office, and the telegraph are all instrumentalities looking to the same end, the equalizing of the conditions of peoples by annihilating the space and the time which separate them. There is, happily, no difference of opinion as to the necessity of these preliminary measures towards the securing of that freedom of trade which all men hope and believe will ultimately prevail, however much they may differ as to the time and manner of applying the principle.

As a Massachusetts man, I naturally desire to see as large a portion of the Western trade directed to Boston as we can properly control; but I am fully convinced, that, for many years to come, the principal increase of that trade is to reach us by the avenue of Lake Ontario and the upper St. Lawrence. That avenue is, by nature, as open to you as to us, and though we have the advantage of railway lines already built, the excellence of your harbor and the shortness of the link now wanting to connect your city by a direct route with the lakes, and the great railway system of the interior and the West, present inducements to your capitalists to complete the connection, which, for the welfare of the whole country, and more especially for the good of New England, I hope they will not neglect.

I have the honor to be, with high respect,

Your obedient servant,

GEORGE WALKER.

Letter from Hon. H. O. Kent.

LANCASTER, N. H., July 20, 1868.

Hon. JOHN A. POOR:

My Dear Sir,—I am in receipt of your favor of recent date, notifying me of the proposed Convention on the 4th proximo, and requesting my attendance. I should take more than ordinary pleasure in being present, but a prior engagement for the same day will prevent.

I became much interested in your proposed line across our State, during the recent session, and am entirely satisfied as to its feasibility. It seems impossible that so short a link, in such a magnificent chain, can long be wanting. I shall watch the progress of your corporation with much interest, and with confidence in its entire success at no distant day.

Meantime I remain, very respectfully, your ob't servant,

HENRY O. KENT.

Letter from the Editor of the Chicago Tribune.

CHICAGO, July 22, 1868.

Hon. JOHN A. POOR:

My Dear Sir,—I regret that my engagements will not permit me to be with you July 28th, as I have no spare time in which to prepare anything that would interest your Convention. I beg to assure you of the deep interest I take in its success. We published a notice of it this morning.

Very truly yours,

WM. BROSS.

Letter from the Editor of the Maine Farmer.

BETHEL, July 30, 1868.

Hon. JOHN A. POOR:

My Dear Sir,—I exceedingly regret my inability to be present, on your invitation, at the International Commercial Convention to be held in Portland, August 4th. A previous arrangement to attend the annual meeting of the American Association for the advancement of science, at Chicago, on the 5th, is my only excuse.

I know of no subject so grand in its conception, so feasible in execution, and so important in its results to the American people, as the plan of direct communication by railroad across the continent. Such a road, when in running order, will be the great highway, not only of the American people, but of the nations. When railroads shall have been built across the Eastern hemisphere, which I hope you will live to see accomplished, the oceans, which hitherto have been the great roads of travel, will be but carrying-places between the nearest points of their opposite shores.

Hitherto our railroads have been built much in the same way as Boston was originally built, each man acting purely for self, without regard to the

future growth of the town or country. But the time has arrived when more than this should be done.

The extension of our railroad system across the continent will serve to bind together not only the several States of the Union, but to promote intercourse between us and foreign powers. The railroad is rapidly becoming one of the great civilizers of the age. No scheme can hardly be on too extended a scale to bring about these results. Maine herself is especially interested. I have sometimes feared that I might live to see ourselves involved in a war with Great Britain. In such a case, Maine, surrounded on three sides by a foreign power, would be made more the battle-ground for the mastery than ever before. With a direct line of railroad, troops in countless numbers could be poured into the State, and we be comparatively safe. A national railroad, under such circumstances, would be of vastly greater value to us than all our fortifications.

I hardly need speak here of the value of such a road to the great West. You will discuss its importance at your meeting. But there is a point nearer home, or rather there are three points of interest to us. The one is, the prospect that both the eastern and western portions of Maine will be open to the world by railroads. This will be equivalent to a large accession to our territory, our resources, and our population. The next important point is the prospect of making Portland the great embarking point for the great West. We can hardly conceive what effect this may have on the future of that city. Let the contemplated road be built, and you at once bring a large portion of New Hampshire and Vermont under your interest, to say nothing of the far West.

I have watched with interest the history of railroads in Maine from the time when it was decided in the newspapers that we could not have a railroad in this State on account of the roughness of the country. They are all necessary for the growth of the State.

I trust that the most enlarged views will prevail in your Convention, of which the array of distinguished names in your circular is a guaranty, and that sectional feeling will give way to the national and international scheme under consideration.

I have the pleasure and the honor, to be

Your most obedient servant,

N. T. TRUE.

Mr. JOHN A. POOR said,—This forenoon, I took the liberty of mentioning that a distinguished representative from the North-west, officially connected with the Treasury Department during the last seven years,

and well known as a gentleman familiar with all questions connected with international intercourse, was present in the Convention, having come all the way from St. Paul, Minnesota, to attend it. He was then in consultation with a gentleman from New Brunswick, and was not at the moment here. He is now in the building, engaged with a committee. I believe there is no public man in this broad land, from the Atlantic to the Pacific coast, more conversant with all questions touching the relations of British America and the United States, and I move that a committee be appointed to wait upon the Hon. James W. Taylor, of St. Paul, and invite him to address the Convention.

This motion was carried, and Messrs. Neal and Poor appointed the committee, who soon after appeared upon the platform, accompanied by Mr. Taylor, who was greeted with loud applause.

SPEECH OF HON. J. W. TAYLOR.

Mr. President, and Gentlemen of the Convention,—Our fellow-citizens in the central portion of the Union, surrounded on all sides by the ægis of their own government, hold a situation upon this continent materially different from the border States on the north. The lake States, the frontier States on the east and the west, hold a relation to a large portion of this continent beyond them, which is not the relation of a common allegiance. It is for this Convention, as its designation implies, to take this fact into consideration, and to determine, in the light of our civilization, of human progress, and of human happiness, that this frontier shall exist only in name (applause); that for all purposes of intercourse, of social influence, of enterprise, of progress, whatever may be the divergence of political allegiance or ties, that frontier shall be obliterated. (Loud applause.) Gentlemen, nature comes forward to aid such an aspiration. Here is the great Mediterranean of the continent—an arm of the ocean reaching far

inland over the mighty channel of the St. Lawrence, ascending rapids and falls, through a vast expanse of inland seas, until, in the far Superior, like an index of nature and of Providence, it points to the Pacific. What that great estuary of Southern Europe, the Mediterranean—with its promontories, its bays, its facilities of navigation—has been to the civilization of Asia and Europe and the world, this great expansion of the Atlantic through the heart of the continent ought to be, and will be, in the destiny and development of the States that cluster along its shining margin. (Applause.) You here in Maine stand as an interval between the maritime provinces of England facing the Atlantic, and Canada toward the west,—and the State of Michigan is separated from New York likewise by an interval of English territory. There has been, happily, no discord of material interests, and this magnificent harbor of Portland is now recognized as a great pivotal centre of the commerce of the interior, because, by international exertions, by an international enterprise, by a combination of English and American capital, zeal, and energy, you are bound by links of iron to this mighty channel of the St. Lawrence (applause); and we of the West are gratified, that, in the true spirit of international amity, the distant port of Halifax, the sentinel and garrison town of England on this continent, is soon to be linked with this harbor of Portland, by an enterprise properly called European and American, for it is international in its conception and execution, and it will be international in all its results.

Gentlemen, I speak for the St. Lawrence. There is an empire of the St. Lawrence irrespective of political distinctions or of political boundaries. Every converging State and Province that looks out upon that mighty stream and its great expanse of seas, is a constituent of the commercial empire of the St. Lawrence. From the remote gulf of the name to the farthest verge of Superior, that whole channel is common to the commerce and intercourse of these people. We who sit upon its sources, feel that by international right, by the law of nations, we are proprietors, almost equally with those States through which the channel of the lower stream passes,—proprietors in its current and its commerce; and it will be the duty of this Convention, probably through a committee raised for that purpose, to bring forward distinctly the idea of the utilization, by the aid of ship canals, of that mighty stream from its mouth to its source. And, sir, we in Minnesota and Wisconsin, who sit upon the tributaries and primal sources of the St. Lawrence, look equally to Ottawa and to Washington, and, in some degree, to England, for all measures of public improvement which will pass the flags of all nations, the ships of all the world, from the ocean to the remote heads of Lake Superior. We care not whether it is the Niagara Ship Canal, upon the soil of New York, or the Welland Canal, upon the soil of Ontario. The enterprise that first enables a vessel of a thousand tons burden to pass the Falls of Niagara, whether it be accomplished by the energy of our Canadian neighbors, or by that of the American people, shall receive the plaudits of the West. (Loud ap-

plause.) That is the commercial prize which we ask, and we ask it from every government, from every jurisdiction; and, sir, we feel that when the marine of the world can pass, without breaking bulk, through the enlarged locks of the St. Lawrence, through the Welland Canal or the Niagara Canal, through the deepened channel of the St. Clair flats, through the deepened channel of the Superior Canal, to the remotest bounds of that inland navigation, we shall have the leverage by which we shall compel the proud city of New York to join us, by the improvement of her own canals, upon a scale of equal magnificence. (Applause.) I do not look to the nation alone. It is the happy providence of this question, that the co-operation of States with the nation has hitherto been witnessed, and will hereafter be witnessed. It was the empire State of New York that linked the waters of the Hudson with Lake Erie, by which the genius of De Witt Clinton gave an overmastering impulse to the industry of the West. It may be that the enterprising spirit of the same State of New York, when the navigation of the St. Lawrence through all its reaches is brought to the scale I have described, will be eager to meet the people of Canada and the West more than half way. I remember very well the Niagara Ship Canal Convention, held in the city of Chicago in 1863. The man who, since De Witt Clinton, has been more closely identified with the public works of New York than any other,—I mean Mr. Samuel B. Ruggles,—was there, regarding with distrust the demand of the cities of the West for such national measures as should secure to us this great channel of the St. Lawrence, utilizing it, and making it available for our exportations. With patriotic fervor, with sentiments which all respected, he appealed to the men of the West not to encourage the movement of our commerce through foreign territory; and when we remarked, that our object was to get out, to find a great channel for the commerce of the world, and that if Canada, or even England, first came forward and secured such a route, it should receive our first acknowledgment, he said, in a spirit of opposition, “The city of New York, before she will let the commerce of the West go through the channels of the St. Lawrence, will enlarge her canals to ship dimensions, and *make them free!*” A threat which was by no means alarming to those whom he addressed! So here, my own belief is, that this ship canal question, this question of affording the facilities to pass a vessel with a tonnage of a thousand tons through to Lake Superior, is not only the key to the canal policy of New York, but is the key also to the railroad policy of the northern frontier. When you see the products of the West steaming by you, along the channel of the St. Lawrence, you, actuated by the same spirit which Mr. Ruggles illustrated, will throw out your iron bands, and link the harbors of Boston, of Portland, and Halifax with that channel of the St. Lawrence, with the navigation of the lakes and the far West. And we who look to you from our standpoint, two thousand miles away, must not be expected to know even the designation of the railroads by which you expect to do it. We expect to see more than one. I expect

to see the Adirondacks flanked on the south; I expect to see, on the north, a line making a direct communication between the port where we stand to-day and the river St. Lawrence. (Applause.) I expect, also, in combination with the European and North American Railway,—the successful accomplishment of which is now assured,—I expect to see the Atlantic and St. Lawrence Railroad, the old connecting link with Montreal, not only utilized as heretofore, but placed in a position of still greater usefulness, as one of the links in the great chain of communication between this seaboard and the teeming West.

And now, Mr. President, allow me to pass beyond the limits of those lakes,—this great Mediterranean of the continent. Having thus, by this combination of interests, by these joint efforts of all governments and peoples interested, reached the far interior of this continental navigation, there extends west and north-west, partly over American territory and partly over English territory, a district as large as European Russia, and capable of being developed into an immense wheat-growing domain. There is an area of country equal to all Russia north of the great sea-port of Odessa, which, beyond Chicago and Milwaukee, has but just been touched by the husbandman, hardly reached by the reaper. Yet over that immense district the emigration of two continents is to pass. In that district, extending to the latitude of 55 deg., five or six degrees beyond our present national boundary, east of the Rocky Mountains, and to latitude 60 deg. on the Pacific slope, the granary of the world will lie. Its development has just commenced—it is in the immediate future. The men of the West will assure you, that, looking to what we see all around us there,—to the character of the climate, to all the conditions of industrial progress,—there will, within ten years, be a larger exportation of breadstuffs from Lake Superior than there is now from Lake Michigan. A great interior port is destined to rise upon the western terminal line of Lake Superior, reaching far over this new north-west, this interior, as large as eight States of the size of Ohio. It is through that mighty lake, that inland sea of the north-west, that a large proportion of the breadstuffs to meet your demand and the demands of Europe, is to pass. And, sir, when we have seen hitherto, a combination of interests and efforts, of an international character, which have produced the development of the East, we ask that by some means there shall be secured a similar co-ordination of agencies to reach and develop the great and teeming North-west.

So far, I am not conscious of having offended the sensibilities of any gentleman in this hall; but, sir, frankness requires from me, upon this platform, to add some words which may be criticised by our provincial friends. I have thought much whether I should not leave those words unsaid; but I know these gentlemen personally, and my long intercourse with the public and business men of Canada warrants me in throwing myself upon their indulgence in what I am about to say.

Our sympathies are with any attempt to unite under a common govern-

ment different communities, with different interests. The confederation of Canada, like the organization of our fathers in 1787, is an application of the maxim "in union is strength." But if England, as the imperial mother of States upon this continent, or if Canada, as a confederation of States, with existing relations to the mother country, assume a continental attitude, assume to extend political jurisdiction to the Pacific, it is incumbent both upon England and Canada to rise to the level of the whole argument; it is incumbent upon them to meet and discharge the responsibilities of so commanding a position. The American Government, in the midst of a great civil war, adopted measures to bind its western territories together by a Pacific Railroad, and carry American institutions and enterprise to the borders of the Pacific, and open a communication with China and Japan; and we shall look to England and the representatives of England upon this continent to take their great North-west, their moiety of the grain district of the continent, and apply a little of the energy to its development which, under the stimulus of the cotton famine, Great Britain applied to the development of India. England can put five hundred millions of capital into five thousand miles of railway over the peninsula of Hindostan, but she seems unconscious of the great empire which she has upon this continent west of the lakes, and puts forth no effort corresponding in magnitude to the interests involved for the development of her resources, her wealth, and her population upon her own territory in North America. Sir, that state of things must not last. We will welcome England side by side with ourselves to co-operate with us, as you have co-operated here at the East, side by side and shoulder to shoulder, in the development of your mutual interests; but she must not lag behind. If England extends the Dominion of Canada to the Pacific coast, she must, in justice to the people over whom that jurisdiction will be extended, lay down a railroad line, must send forth the surveyor, must initiate and develop a policy of intercommunication which, within ten years, shall link the Eastern Provinces with the Pacific coast. It is her manifest duty to do this; and, let me add, if England and Canada will not do it, it will yet be done. (Applause.) Reverdy Johnson sails from the Chesapeake with the good wishes of every American. He avows that his mission to England is peace, and we all sympathize in that mission. But, at the same time, to make that peace permanent upon this continent, England must remove all possible grounds of collision in the north-west. Upon the frontier of my own State, of Minnesota, in the heart of this continent, there is an English colony that dates from 1812, which is still under the jurisdiction of a fur-trading monopoly. To this settlement—the Selkirk settlement—Americans have gone, attracted by its great advantages. Its communications are with the United States, and that community of Selkirk should no longer be neglected. Beyond, is the Province of British Columbia, adjacent to our territories of Washington and Oregon, and our new territory of Alaska,—sandwiched between them,—with a population of thirty thousand (whose

staff of officials have piled up a debt of two millions of dollars), who are struggling under the difficulties of their isolated and dependent condition. Then there is the flourishing territory of Montana, adjacent to the English territory of the Saskatchewan, and American miners are already moving over the frontier. What is the inevitable duty, policy, and paramount interest of Great Britain? To secure the loyalty of her Western communities, to secure the attachment and loyalty of Selkirk, of the Saskatchewan, and of British Columbia, by making them parties to the great movement for the development of this continent. If England says, "We cannot do it;" if England says, "We have done as much as we can when we have grudgingly given a guaranty of twenty millions of dollars for an intercolonial road, and that is to be the limit of our efforts for the development of our possessions in America," then let England surrender the territory to the American people, accepting the proposition of the Senator from Minnesota, Alexander Ramsay, now resting in the custody of the Senate Committee on Foreign Relations. If she deliberately declines to place her North-west possessions in the circle of the world's activities, let her come forward frankly and repeat the history of Napoleon's cession of Louisiana to the United States.

But, Mr. President, when I see, as I have seen to-day, the character of the gentlemen representing these provinces, however informally, in this Convention; when I appreciate, as we all appreciate, the imperial pride and spirit of the English people and government; when I look upon her triumphs in India and the world over, wherever her banner has followed the drum-beat of her regiments, I am willing to believe that she will "rise to the height of this great argument," and that she will undertake as much for the development of North-west British America, as she has done upon all the other fields of her activity. (Applause.)

And now, a few words upon the commercial relations of these Provinces with the States. Here, again, I tread upon delicate ground,—not so much with reference to our friends in the Provinces as with reference to parties, as they are divided in the United States. I take up the Chicago platform, and I see there a pledge to simplify and reduce taxation as soon as the public exigencies will allow. I take up the New York platform, and I find there the same pledge by the rival party, almost in the same terms. The language of both these platforms will bear but one construction, and that is, that in the judgment of both the great parties of the country, the present taxation is excessive and unnecessary, and that it can be simplified and reduced, not only in regard to the excise, but in regard to the duties on imports. And, sir, let me say, that all through the West, the belief has taken such strong hold of our people, that an average duty of fifty per cent upon importations is unnecessary, is a disadvantage rather than an advantage to the revenue, that we are not prepared for a renewal of the reciprocity treaty of 1854. We feel in the West that New England, if she demand high duties for the encouragement of her manufactures, must at

the same time submit to that uniform and impartial reduction of taxation which the West and South, and the Pacific States will soon demand. I believe that absolute free trade has been indefinitely postponed on this continent by the exigencies of war. The West is not for free trade, but the West is for such a tariff as Henry Clay, in the midst of a great civil commotion, could propose for the country, with entire consistency and harmony with his own political record. One-half of the present tariff is the standard to which the minds of the American people are coming as sufficient for the needs of the government, sufficient for every private industry, and demanded for the advancement of the general prosperity. (Applause.) And now, what does your Secretary of the Treasury say? He is a native of Maine, educated in Maine, in full sympathy with New England, although a Western man. He has said frankly, from the beginning of the reciprocity discussion, that the treaty of 1854 is out of the question. We have the duty of preparing an adequate revenue system before us. We have a commission now in existence for the revision of the revenue system, both internal and external. It is the belief of Secretary McCulloch,—he has so said in his report for 1866,—that when that revision is completed, when the excise is simplified and reduced, when the tariff is placed where all sections and all interests will be and ought to be satisfied with its terms, then it will have reached a point where Canada, with her interests, can assimilate her revenue system to it, and thus conform the systems on both sides of the frontier to the same standard. (Applause.) By simplifying and reducing the taxes, and coming down to the scale of Clay's compromise tariff of 1833, we relieve the industry of the East and the West, we reach a tariff which will be the tariff of the future, or for a generation, at least, and which will therefore be satisfactory to every wise and true friend of the manufacturing interests. When the McCulloch policy has reached that point, a thorough revision and simplification of the revenue system of the United States, Canada can well accept the same revenue system, and thus the first step towards a commercial union of the two countries will have been secured. (Applause.)

But I am confronted with arguments on the policy of protection. I am warned that the scale of duties which is sufficient for the Australian province of Victoria, where 600,000 people raise a revenue of fifteen millions by a tariff of less than twenty per cent, is not sufficient for this country. I am informed that the protective party of this country will not assent to it. Then let us have a compromise. If you so distrust the industry, the skill, and the enterprise of the American people, that you are unwilling to compete with the enterprise, the labor, and the skill of Europe,—if the idea that protection is necessary against the overcrowded population of Europe, and perhaps of Asia, still has dominion over the minds of the people,—and I see everywhere evidences of the strength which that idea has attained in the public mind,—then meet the free-traders of the West by the adoption of an exceptional policy in respect to the

countries immediately adjoining us upon this continent. Retain, if you please, the tariff at an advanced scale against foreign competition, but adopt a simpler and lower revenue standard in regard to Canada, Cuba, Mexico, the South American Republics, and the Sandwich Islands. We can adopt free trade upon this continent, even if we maintain the barriers of protection against the old world. (Applause.) An average horizontal duty of five per cent upon all the products of Canada, Cuba, Mexico, the South American Republics, and the Sandwich Islands, would not only afford ample protection to every well-grounded and well-established interest of the American people, but it would revive your commerce, it would invigorate your ship-yards, it would extend your home markets, it would put the policy of free trade again upon its feet, under favorable conditions to run its race with the opposite policy of protection, and every thoughtful American citizen would be in a situation to take stock of the result, and determine which is the best policy for the final adoption of the American people. And, fellow-citizens, having discussed, at greater length than I proposed, the commercial questions which are said to be strictly international, I venture to predict that Reverdy Johnson, a fitting successor of the noble Adams, and men like him, actuated by the same spirit, will so adjust the future relations of this people with Great Britain and with Canada, that we can go forward hereafter, as we have hitherto done, in the honorable struggle for supremacy and mastery in all the humane arts of Christian civilization. That is our mission,—a mission which will illustrate the conjoint flags of the mother country and of this great Republic of the West; and we can unite, not only in deepening ship canals, not only in building railways across opposing frontiers, but in dismantling the frontier, and in levelling along this whole border of the lakes everything which looks like a threat of aggression, everything which looks like a complication that may lead to war. (Applause.) Here is to be the triumph of peace; and if Russia can send her diplomatic notes to European Cabinets requesting them to unite in prohibiting the use of explosive bullets, we here can have sufficient faith in ourselves and in our children to dedicate this frontier and the interests of this frontier to peace,—peace present and peace future. I look abroad over Europe,—Europe, rocked from immemorial time with the contests of rival powers and rival dynasties, speaking different languages and holding different faiths,—and I can see France and England bringing the minds of their best engineers to the question whether a tunnel shall not be constructed under the dividing channel; I can see those immemorial enemies, with Austria and even Turkey conjoined, uniting in a series of measures for the improvement of the Danube, making it a great ship canal; I can see France and Italy, although they may, on other questions, have their hands on each other's throats, uniting to build an iron road through the heart of Mount Cenis; and I want to know whether, with the example you have given us of the European and North American Railway, with communication with

Montreal, partly over English and partly over American territory,—I want to know whether it is impossible for the Cabinets of London and Washington and Ottawa to unite in a policy which shall combine, by a common effort of zeal and enterprise, this great empire of the St. Lawrence with the magnificent harbor of Puget Sound, and the rising glories of Asiatic civilization. (Loud applause.)

Hon. P. T. WASHBURN, from the committee appointed to consider and report upon the order of business for the Convention, submitted their report. He said :

I may be allowed to say, before reading the report of the Committee, that Messrs. Fisher, Patterson, Nash, and Brecken, from the British Provinces, from motives of delicacy, thought it prudent to decline to act upon the committee, in the present position of certain home questions, and asked to be excused from serving upon it.

The Committee respectfully recommended that committees be selected to prepare and report resolutions upon the following topics :

- 1st. Railroads across the Continent.
- 2d. Lake, River, and Canal Navigation.
- 3d. International Commercial Relations.

The Committee recommend that the first committee consist of nine, and the others of seven members each.

On motion of Mr. NEAL, the request of the gentlemen from the Provinces was granted, and the report of the committee adopted.

Senator CORBETT moved that the President appoint these committees.

This motion prevailed, and the chair announced the committees as follows :

ON RAILROADS ACROSS THE CONTINENT.

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| Hon. H. W. Corbett, | Portland, Oregon. |
| “ Henry T. Blow, | St. Louis, Mo. |
| “ Peter T. Washburn, | Woodstock, Vt. |

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|--------------------------------------|-------------------|
| Geo. L. Ward, Esq., | Boston, Mass. |
| John A. Poor, Esq., | Portland, Me. |
| Hamilton A. Hill, Esq., | Boston, Mass. |
| Hon. Richard D. Rice, | Augusta, Me. |
| Willard P. Phillips, Esq., | Salem, Mass. |
| Hon. E. A. Straw, | Manchester, N. H. |

ON LAKE AND RIVER NAVIGATION.

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|---------------------------------|-----------------|
| Hon. James W. Taylor, | St. Paul, Minn. |
| “ Thomas Allen, | St. Louis, Mo. |
| R. H. Anderson, Esq., | Detroit, Mich. |
| George O. Carpenter, | Boston, Mass. |
| Hon. J. B. Brown, | Portland, Me. |
| John Cain, Esq., | Rutland, Vt. |
| T. C. Hersey, Esq., | Portland, Me. |

ON INTERNATIONAL COMMERCIAL RELATIONS.

| | |
|---------------------------------|-----------------------|
| Hon. Wm. H. Craig, | Detroit, Mich. |
| Wm. Deering, Esq., | Portland, Me. |
| J. H. Converse, Esq., | Boston, Mass. |
| Gen. Wm. J. Palmer, | St. Louis, Mo. |
| Hon. F. Smyth, | Manchester, N. H. |
| “ Amasa Walker, | No. Brookfield, Mass. |
| “ Eugene Pringle, | Jackson, Mich. |

Mr. HAMILTON A. HILL, of Boston, moved that gentlemen having resolutions to present be requested to hand them to the appropriate committees for consideration.

This motion was carried, and the Convention then, on motion of Gen. WASHBURN, adjourned.

 SECOND DAY.

WEDNESDAY, August 5.

The Convention reassembled at half-past 10 o'clock, and was called to order by the President.

The committees on business not being ready to report, the Hon. Erastus Brooks, of New York, was,

on motion of Mr. H. P. DEANE, of Portland, invited to address the Convention.

SPEECH OF HON. ERASTUS BROOKS.

Mr. President, and Gentlemen of the Convention,—Although I was invited by one of your number to be present during the deliberations of this Convention, I must say, in all candor and in all frankness, this was hardly the entertainment I expected. Sir, I came, in good faith, to observe and to listen, and not to attempt to teach or instruct the Convention, if I were able to do so. How far this is a national convention, how far it is an international convention, how far it is sectional or local, has not yet been developed by anything that has transpired.

Sir, I am in my native State, and I naturally feel all the interest that one attaches to the fact that he stands, as it were, upon his native heath again. I never have forgotten the city where I was born; I certainly have never been indifferent to the interests of this city, or of the State of Maine, and I can say, in all truth and in all sincerity, in the words of the poet—

“Where'er I roam, whatever realms to see,
My heart, untravelled, fondly turns to thee.”

I also remember, sir, that although born here, my interests, my business, my family relations, my present and my future, belong to another State and to another locality—the State of New York and the city of New York; and I do not think, in a great country like this, so vast and so extensive that one can hardly comprehend its geographical relations or its diversity of interests, that there is any occasion for much jealousy in regard to the superior position or advancement of one section of country over another. There is ample room and verge enough for us all,—for the great West, from which you, sir, come, and from which we heard yesterday; for the great South-west and the South; for the great central States; for the North-west; and for the New England States especially. I think we may say for all, in regard to material interests as well as in regard to our moral relations,—

“The world is all before us where to choose
Our place of rest, and Providence our guide.”

Sir, something was said yesterday by the gentleman from Minnesota (Mr. Taylor) in regard to questions looking, as I thought, to a geographical advantage incident to the development of some of the material interests of a part of the country. He was pleased, if he could, to invoke a more general philanthropic spirit, or a spirit of a larger interest, on the part of the people of the British Provinces. Sir, if that gentleman lived where I live, he would see the force and effect, not only of British enterprise and British men, but of British capital, to an extent which would mortify his own pride as an American citizen, however much it may serve to develop

the energy and genius of those who were born under another flag. Sir, it is a mortifying fact to me, as a citizen of New York, that there are fifty British and German and French steamers sailing from the port of New York, attached to the Bremen, the Hamburg, the Havre, the Brest, and the British lines, while the American flag does not float from the masthead of a single steamer. That is a very mortifying fact to me; I say it in your presence, and I trust that the time will come, indeed, that it is not very far distant, when some different policy, some higher sense of national duty to the flag, to the interests of the country, to its moral and material power will prevail, to an extent at least which shall afford protection to American ships and American steamers, and to whatever is American.

Sir, as I have said already, I have no jealousy of the success, or of the enterprise, or of the vigor of other people. I have the natural instinct which every man has. I wish well to all the world, but if there are two men, or two States, or two countries, only one of which is to prosper, I wish that prosperity may accrue to my own country rather than to another. (Applause.) And in that sense, Mr. Chairman, I would say, develop in this country that degree of skill and judgment and political forecast which will result in carrying out the doctrine taught to me as a boy, years and years ago, when I was a type-setter in this city upon a paper called "The Yankee," and my friend brought out from England that old maxim of Jeremy Bentham, which enjoins the duty of securing "the greatest good of the greatest number of people." There is the touchstone of all true philosophy in politics, in morals, in material enterprise.

Sir, the gentleman who spoke yesterday (Mr. Taylor) was also pleased to make some remarks in regard to Canada, and in regard to what he thought might be a wise policy in view of the relations existing between the British people of the Provinces and the American people. I remember, sir, that during the bloody civil war through which we have passed, the Congress of the United States, in the exercise, in my judgment, of a mere wanton power, and in a spirit of retaliation (I hope I shall offend no one by the plainness of my remarks, for we are to have here, I suppose, diversity of opinions expressed) the Congress of the United States, I say, actuated, as I believe, by a spirit of retaliation, repealed at the end of the ten years, to which it was limited, unless renewed, the reciprocity treaty made between Great Britain and the United States for the regulation of the trade between the colonies and the American States. I believe that that was an unwise act. I thought at the time that the motive was not a good one which induced Congress to repeal that measure. I think so still. I believe it disturbed not only the amicable relations between the Provinces and the United States, but their material relations. I know that the effect was very disastrous upon the trade of my own State; and I know that we have paid a great deal more for British lumber and British commodities, and for many things that enter into the consumption of the United States, since the repeal of that treaty, than we paid before; and, for

one, I would be glad to see that treaty restored, or some better one made between the Provinces and the United States. (Loud applause.) In a word, sir, I believe in that old maxim of Thomas Jefferson, that he who makes two blades of grass grow where but one grew before, is a public benefactor, and that the effect of that treaty was healthy and beneficial upon the people of the two sections of country.

Sir, there was another sentiment uttered upon this platform, yesterday, with which I sympathize. I, too, shall be glad to hail the day when all these manifestations of war, such as armed vessels upon your lakes, nominally for the purpose of preserving neutrality, but in reality a threat between the one side of the lakes and the other, shall have passed away, and when the bond of union between the British people on our borders and our own people shall be trade, commerce, interest, self-protection, and not those manifestations which look rather to war than to peace. (Applause.)

Sir, it is said that

———“Mountains interposed
Make enemies of nations, that had else
Like kindred drops, been mingled into one.”

It is the purpose of conventions like this so to bring down the mountains so to lift up the valleys, so to unite two sections of country by those iron bands which give such quick transit for men and trade, so to dig out canals between different States and sections of country, as to remove all those jealousies which otherwise belong to States. Sir, I think it is the experience of every man who has traveled, that the more he sees of his country, and the more he sees of the world, the more liberalized he becomes toward those not of his own faith and household, and to those not of his own country. In that spirit, I always rejoice when I see a convention called, the object of which is to hold communication between men and between States, and even between different parts of a country, or different countries.

Now, Mr. President, I have said a word or two of reciprocity. We are, perhaps, the youngest nation in the world; and, sir (let the truth be spoken), we are about the proudest and most boastful people in the world; and the longer we live,—just as it is with childhood passing into youth and manhood,—the wiser we shall grow. We have a great many things to learn of each other, of people who belong to different States, and to other countries. If you should ask me what the best idea of reciprocity was, I should go back to five hundred years before the birth of Christ, and quote a sentiment of old Confucius, of China, which is to be found in his *Analects*, wherein the disciple puts this question to the teacher, “Is there any word known which expresses a proper rule of action for the government of men?” The answer of the teacher is this,—“*Reciprocity*; by which I mean,” said Confucius, “that you should not do unto others what you would not that men should do to you.” A sentiment embodied by Christ himself, five hundred years later. (Applause.) If, Mr. President, we can be governed by some such sentiment as this, in this Convention, and in

other conventions which may succeed this, there will be no occasion for my friend to be jealous of New York, or for New York to be jealous of New England or the West.

Why, sir, to speak of the Chinese again,—for I must tell you, that as I advance in years, I become more and more what is called, in derision, sometimes, an “old fogy,”—I will tell you that those old people knew many more things in regard to trade and commerce than we perhaps even supposed they knew. Some of them have occurred to my mind as I have been sitting in this Convention. Eighteen hundred years ago, the Chinese were manufacturers of paper. Nine hundred years ago, they had movable types, and printed. Fourteen hundred years ago, they moved their little vessels upon their waters by the aid of the needle; and hundreds of years before Christ poured water into earthen vessels at Cana in Galilee, they had their porcelain vases, as far surpassing anything which succeeded that time for hundreds of years, as the finest workmanship of the present day excels the rude workmanship of a hundred years ago. We have, therefore, something to learn from olden times and olden people; and the reason why I have alluded to this subject, and to that old country, in connection with this question of reciprocity, is because there has recently appeared upon this American theatre, an embassy from that country, headed by an American citizen, from New England, to make a treaty with another citizen of America; and thus the oldest country in the old world comes to this new land of ours—for what? Reciprocal and kindly relations of trade. (Applause.) Surely, Mr. President, if this old country, with a population of four hundred millions, who live at less expense than forty millions in the United States,—surely, if China has done this, we may learn something from the far-off Asiatic nations.

I have said, Mr. President,—if I do not trespass too much upon your time,—that there is no occasion in the world for one section of this country to be jealous of the other. I am only jealous when I see such facts demonstrated before me as I have pictured in the city of New York, where we have been literally stripped of one-third of our commerce by that central power, the Federal Government, that should have become the protector of the commerce of the world. Sir, what is commerce? Some people who live upon the sea-board, as I do, regard commerce as merely the sailing of ships across the great Pacific or across the Atlantic, or coastwise between port and port, or State and State. Others regard commerce as merely the carrying of goods from one country to another. Sir, these are but the mere incidents of commerce. Commerce relates to whatever grows on the soil of the country; to whatever is mined out of the bowels of the earth; to whatever improves mankind; to whatever makes men wiser, happier, better, more thrifty, and more intelligent than they were before. Once we were accustomed to say that cotton was king, because two hundred millions of dollars worth of cotton was raised in the Southern States; and when the cotton trade was prostrated by the civil war, we said that corn was king. Well,

sir, these are monarchs—small types of a great whole—particles in that which makes up the prosperity of a nation. Mighty, majestic, fruitful, and powerful in their results they may be, but they are but atoms of a mighty whole. Sir, as I have said, commerce relates to that which improves, instructs, and benefits mankind. And then there is another class of people who think that all that is beneficial, all that gives prosperity, in commerce, relates merely to ships carrying the American flag, and bearing the produce of the United States to Europe—cotton, it may be, to France, to England, or to other ports of the old world. And therein, again, the commercial people of the country greatly mistake what their interests are. Sir, I have been trying to impart to my people the conviction, strong upon my own mind for twenty years and more, that the inland commerce of a country is vastly more important to that country than its foreign commerce. (Applause.) Why, sir, the very element of prosperity in foreign commerce is domestic commerce. We take a thousand bales of cotton to the old world,—where did it grow? It grew upon the plantations and savannas of the South. We take millions of bushels of corn and wheat to England, Ireland, and France,—where did it grow? In the great granaries of the West. We take all the products of our forests and our soil to the old world, and yet the elements of the resulting prosperity were in the soil of the West, the South-west, and the South. Therefore, I say,—and in saying it, I give utterance to a truth which it seems to me rarely impresses itself upon the public mind,—that however important foreign commerce may be, the domestic commerce of the country is three or four times more important than the foreign commerce.

But, apart from all that, the commerce which sails upon your lakes,—Ontario, Erie, Superior, Michigan,—and which sails upon your canals, is in value four times that of the commerce which is borne in ships from the sea-ports of the country to the old world. Therefore, a wise and sagacious statesman, in discussing and considering a question of this magnitude, will remember that the domestic commerce of the country needs protection, needs fostering care, needs railroads and canals, just as much as a sea-port like Portland or New York needs light-houses to keep the ships coming in from sea from striking against the rocks and being stranded there. Sir, I often think of the sentiment of John Rowan, of Virginia (I think it was), who, living near the head of the James River, folded his arms and said, with great sorrow, "Would to God that there was some provision in the constitution of the United States that would enable Congress to remove these obstructions from James River!" There being no such provision in the constitution of the United States, those obstructions have remained there, I believe, from that time to the present, and perhaps will until some newer light or greater enterprise settles down upon Richmond, and the people find that there is power somewhere to remove these obstructions to commerce wherever they exist. Nor have I been educated in that school of politics which distinguishes between a great river like the Ohio, the

Mississippi, the Missouri, and the sea-coast of Maine, or the sea-coast of the rest of the country. Sir, there are twelve thousand miles of sea-coast on the United States. No man who ever took a seat in Congress ever doubted the power of the Federal Government to build a light-house there, to place a light-ship there, or to do anything which might improve the commercial advantages of this country; and yet, when the question comes up in regard to a river like the Mississippi, immense in its volume of water, a perfect treasure-house to the lands lying on each side of it, there are thousands of intelligent men in our country who think there is no power to remove any obstruction which may exist there.

But, sir, I wander. I wish to impress upon those to whom it is my privilege to address these few and imperfect words, the truth to which I have already given utterance, that there is no occasion for jealousy between different States of this Union in regard to questions of internal improvement—none whatever. Why, sir, have you ever comprehended the geographical extent of our country? *There are one billion, eight hundred and thirty-four millions of acres in the present territory of the United States of America*, exceeding, in geographical extent, all the civilized continent of Europe combined. From the foundation of the Government to this time, we have sold one hundred and fifty-four millions of acres, only four-fifths of which have been occupied, and we have granted to colleges and other institutions, to the States and to towns, for various purposes, some two hundred and fifty millions of acres more; leaving one billion, four hundred million acres and over, vastly over, to be occupied by those who are to succeed us. Sir, the outside estimate of the population of the United States at the present time is forty millions, and, as I have said, China has four hundred millions. There is room for four hundred millions and twice four hundred millions of people in the United States. The great body of this land is capable of a magnificent production of all the fruits of the earth, with immense treasures beneath the soil. But yesterday, as it were, there was discovered in Alaska one of the richest coal-mines that has been developed in the entire length and breadth of the United States. It is hard for the human fancy, even with the broadest stretch of a vivid imagination, to comprehend what this country is capable of. Why, sir, that far-off State of California, young as she is, is to-day one of the great granaries of the world. She sends thousands and thousands of sacks of flour to New York, some of which is used there, much of it sent abroad; and she has more grain to-day for shipment to Europe than there can be found ships to carry it there. California, with a population of 500,000, is capable of producing all that Spain produces, having about the same extent of territory, and Spain has a population of fourteen millions of people. Or, take the State of Illinois, which, I believe, is represented in this Convention,—a State with two millions and a half of people, and capable of supporting liberally and luxuriously a population of ten millions. Sir, is there any occasion for one State or one section of such a country to be jealous of

another? God forbid that any such feeling should manifest itself anywhere on any part of the continent of America! (Applause.)

One or two facts more, and I will relieve your patience. Since 1790, we have had an emigrant population in the United States of six million, seven hundred and odd thousand people, and before the close of the present year, that number will exceed seven millions. A majority of them,—a more important fact than the number,—averaged, during the last year, under forty years of age. I must tell you, Mr. Chairman, as the result of my observation, the mortifying fact, that but for these large additions from abroad, the American population must die out. Sir, I have heard recently, in the city of Boston, from statisticians there (what is no doubt true of every New England State), that where American families, fifty, forty, thirty, and even twenty-five years ago, averaged nine children, they do not average three at the present day. What effect is that to have upon the country? But for this very emigrant population to which I have alluded, the American population, I say, would die out. Sir, that is a fact to be considered and studied, perhaps not in a convention like this, but in one of more importance, in some respects, and called for another object than this.

But whence came these people, and where do they land? I will take the year 1867, to illustrate. 125,000 of them came from Great Britain; 125,000, nearly (only 250 less), came from Germany; a few thousands from France and from the north of Europe. Where did they land? Some 3,750 landed in this good city of Portland. I have no doubt they contributed very much toward building it up from that vast ruin which might well seem to us, who do not live here, would work your certain destruction, rather than, as seems apparent now, your greater prosperity in time to come. (Loud applause.) 10,000 landed in the city of Boston; 9,000 in the city of Baltimore; and 251,000 in the city of New York. Now, as a New Yorker, if I were disposed to be jealous at all in regard to the success of other sections of the country, I should always be pointing to such statistics as these. But I say to you, as I have said before, there is room, and opportunity, and prosperity for us all.

And now, to come to some of the practical questions of the day. Sir, no man present will rejoice more than I shall to see a railroad from the city of Portland to the city of New York, or a railroad from the city of Portland to Halifax, in Nova Scotia. Hasten the day when all these improvements will be completed, for you may make railroads and canals until the youngest child in this city becomes gray, and the country will grow faster than your railroads and your canals. (Applause.) The complaint of thousands of merchants in New York now is (and the same is true, in a measure, of the merchants of Philadelphia), that they cannot get their goods transported with the speed they wish; and that becomes a very important practical question, as merchants very well know, in these times of short credits. The custom in old times was to give credits of four, six, and some-

times of eight months; but now, every business transaction is a matter of thirty days, and the purchaser expects to realize something, in the thirty days, upon what he has bought in the city of Portland, New York, or elsewhere. Speed, therefore, is of the highest importance. And let me say again, in my judgment, railroads are more important to the development of a country, in an age like this, than any other improvements. If you will look to Belgium and Holland, you will see that they are apparently better suited to canals than to railroads. They have had canals there from generation to generation; all the transit of goods has been by this means, from Amsterdam, Rotterdam, Antwerp, and elsewhere; and yet, sir, since Antwerp entered upon the building of railroads, some twenty or thirty years ago, a greater degree of prosperity has attended Holland than at any time previously. Her railroads have been immensely prosperous; they have paid a larger income there than here; they have paid more interest upon the capital invested there than here, with those canals lying right side by side of the rails.

I say that commerce—to recur again to that subject—embraces everything that contributes to the advantage of man, whether it be farms, plantations, ships; whether it be growing corn or cotton: and, therefore, in regard to all these enterprises which have brought you here, whether it be a ship canal round the Falls of Niagara, or the improvement of the Lake Champlain Canal, or the building of a railroad from Portland to the lakes, or a railroad from the St. Lawrence to Puget Sound, or filling in that link which will make a railroad from Halifax to far-off San Francisco,—in regard to all these enterprises I say, Go on and prosper! Wise men will help you, far-seeing, sagacious men will contribute freely of their time and money. Thus, in the name of commerce,—

“Bid harbors open, public ways extend;
 Bid temples, worthy of the gods, ascend;
 Bid the broad arch the rolling flood contain,
 The mole, extended, break the roaring main;
 Back to her bounds the subject sea command,
 And roll obedient rivers through the land.”

(Prolonged and loud applause.)

Sir, my eyes almost contemplated the other day,—certainly it would require no great stretch of the imagination, and you can see it as I can,—eleven thousand Chinese laborers working upon the Central Pacific Railroad; and you may see a greater number of Irishmen from the old world working upon the Union Pacific Railroad; and in the year of our Lord eighteen hundred and sixty-nine, you will see these peasantry of China, and these neighboring people of Ireland, celebrating together the completion of the Union Pacific Railroad on the tops of the Sierra Nevada. (Applause.) It has cost millions of money, but it has been money well laid out. It will enrich a thousand men where it will make one man poor; it will contribute largely to the wealth and the resources of the Government,

and to its material prosperity, by enabling it to obtain taxes from lands and other property which would otherwise have been undeveloped and unproductive.

Sir, I have detained you too long, and let me merely say, in conclusion, that all this country wants is men (I mean men in public life) fitted for their respective places. I do not mean Democratic men or Republican men; I do not mean partisans. Sir, statesmanship is higher than partisanship (applause), country is more than party, and I feel, therefore, like saying,—

“ God give us men! A time like this demands
 Strong minds, great hearts, true faith, and steady hands;
 Men whom the lusts of office cannot buy,
 Men whom the spoils of office cannot sell,
 Men of opinion and a will,
 Men of honor, men who will not lie,
 Men who dare stand above the demagogue,
 And damn his treacherous flatterings without winking;
 Tall men, sun-browned, who live above the fog,
 In public duty and in private thinking.”

REPORTS OF COMMITTEES.

Mr. PRINGLE, of Michigan, from the Committee on International Commercial Relations, submitted the following report :

INTERNATIONAL COMMERCIAL CONVENTION,
 PORTLAND, August 4, 1868.

The Committee, to whom was referred the subject of the reciprocal commercial relations which ought to exist between the United States, the Dominion of Canada and the other Provinces, respectfully report, that the time allotted does not permit a full consideration of the subject. A few hours will not suffice to collect the necessary statistics or to examine every bearing of the different policies which have been tried by the two countries. General considerations can only be thought of, and then cannot be discussed at length.

The valley of the St. Lawrence, including the great lakes, lies in the general direction which the commerce not only of this entire valley and of the maritime provinces, but of the valley of the upper Mississippi naturally takes. The people who inhabit all this region for the most part speak the same language, their institutions are mostly similar, the natural productions, whether of the field or of the forest, except as affected by climate, are alike, and the boundary is an invisible line which must be often crossed by the track of commerce. The advantage of reciprocal intercourse is obvious for the reason that the area for commercial enterprise and the markets for manufactured goods and agricultural productions are enlarged. The political relations are different, but the prevalent system of law and the general character of legislation is the same. The financial burden of the two countries in proportion to their resources are probably not very different. Neither power has any reason to be jealous of the other, and it would seem that unrestricted commercial intercourse would conduce to the general benefit. Labor, whether skilled or unskilled, receives about equivalent rewards, and whatever difference there may be in this respect is likely to be rapidly adjusted by reason of the easy transit of those who perform the labor from one country to the other. Ten years of reciprocity have been tried,—from 1856 to 1865,—and the sum of imports and exports was much more than doubled. The treaty was abolished, and the commercial intercourse is shrinking to its old

proportions. Why not, then, renew the rule of reciprocity? (Loud applause.)

Some of the objections urged may be briefly considered. That growing out of the depreciated currency of the United States is believed to be but temporary. The hope is universal in the States that this lingering result of a protracted war will speedily disappear, and then our commerce will revive, industry will be organized, and all disturbing questions will be amicably settled. A more real difficulty might perhaps arise in adjusting excise and impost duties so as substantially to correspond in the two countries. This would be necessary to prevent the feeling which would arise on one side or the other if manufacturers were attracted to cross the boundary line by the cheaper cost of living or of new materials, in order, by returning the goods, the better to compete in the markets of their own country. The great reduction of American taxation, by which excises are hereafter to be levied almost entirely upon spirituous liquors, tobacco, and a few other articles not of indispensable necessity, and the probability that imposts upon many imported articles can be reduced twenty to thirty per cent, lead to the conclusion that there need be no permanent material difference if the two governments will in good faith attempt to settle the details upon the basis of equality.

The objection coming from agricultural districts that the competition of grain-growers will be ruinous to American farmers does not seem to be well founded,

for the reason that the prices of wheat and other grain in European markets, to which both sides of the St. Lawrence have equal access, govern the prices on this continent. This objection, as applied to the raising of cattle, is even more untenable if made in the United States, for the reason that the difference in climate is in favor of the American produce. The objection, coming from producers of lumber in the States, is one in which the great body of the American people will not sympathize. The American supply is not so large as to make it a leading interest, or to be entitled to ask of the Government a policy which shall have the effect of diminishing it more rapidly than the law of supply and demand would naturally do.

The objection coming, or supposed to come, from Canada, growing out of the mistaken supposition that the treaty was abolished upon the idea that the commercial interests of the Provinces would thereby be compelled to favor annexation, requires the explicit declaration that there is no party or set of men in the United States who demand or would consent to annex the Canadas against the will of the people of that Dominion. Political questions are not to be regarded in this discussion. America has not and will not invest money for political or military reasons in the valley of the St. Lawrence, and will probably continue to laugh at those who do; but this is no reason why our intercourse, found to be mutually beneficial, should not be again renewed. The reason for giving the notice to abrogate the treaty is believed to have

grown out of the late civil war, the imposition of very heavy duties and excises having become, as was believed, a necessity, and these having produced some inequalities which need no longer exist. An incidental benefit to both countries of renewing the treaty will be the removal of that speck of war which is supposed to be contained in the question of the fisheries. The Committee have, therefore, agreed upon and recommend the adoption of the accompanying resolution.

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| EUGENE PRINGLE, | WM. J. PALMER, |
| WILLIAM DEERING, | FREDK. SMYTH, |
| WILLIAM H. CRAIG, | AMASA WALKER. |
| JOS. H. CONVERSE, | |

Resolved, That the early attention of Congress to the important measures to secure closer commercial relations with the Dominion of Canada, on the enlarged basis of a free continental trade, is demanded by the enlightened sentiment and best interests of the people of the United States and the Provinces. That no time should be lost in initiating the necessary measures to secure this object, and that this Convention expresses a confident hope that Congress will, as early as practicable, appoint a special Commission to negotiate with the provincial authorities for a commercial alliance or Zolverein.

On motion of Senator CORBETT, of Oregon, the report was adopted.

The President read a note from Capt. John B. Coyle, agent of the Portland and Boston Steamship Co., inviting the members of the Convention to an excursion down the harbor this afternoon, in one of the boats of the Company.

On motion, the invitation was accepted, and the thanks of the Convention ordered to be returned to Capt. Coyle for the courtesy.

Hon. H. W. CORBETT, of Oregon, chairman of the

Committee on Railroads across the continent, submitted a verbal report with the following resolutions, briefly commenting upon them as read :

Resolved, That the Convention is profoundly impressed with the importance of the changes which are about to take place in the course of the commerce of the world by the completion of unbroken railway communication across the continent of North America, and by the large diversion of the traffic of the East from Cape of Good Hope and Red Sea routes through the United States.

Resolved, That the interest with which the great nations of China and Japan are regarding the establishment of American steamship lines on the Pacific ocean, and the construction of trans-continental American railroads, and the earnest desire which they evince to cultivate more intimate commercial relations with the people of this country, make it incumbent upon us to sustain and to prosecute with the utmost vigor, these national and international enterprises, in order that we may be promptly prepared to avail ourselves of the advantages of our geographical position and of the friendly disposition of the Eastern nations for the extension of our foreign commerce.

Resolved, That in the judgment of this Convention, two continental railways in addition to that now under construction by the Omaha route, one upon the line of parallel to the north, and the other upon a line of parallel to the south of that route, should be built with the least possible delay, to meet the requirements of the trade of Asia already referred to, and to open to settlement and to cultivation the interior territories of the country, and to hasten the development of their agricultural and mineral wealth; and, therefore, the Convention respectfully and earnestly urges upon Congress the patriotic duty of granting immediate and adequate aid, to perfect our American system by the building of these additional railways.

Resolved, That the projected line from the head waters of Lake Superior to Puget Sound, which will render available for the purposes of the commerce of the world our great inland seas, which will give communication between Asia and Europe by the shortest distances on both the Pacific and the Atlantic oceans, and by the shortest distance through the United States, gives promise of great advantage to the entire country, as well as to the States and Territories through which it is to pass.

Resolved, That the projected line of railway to the Pacific Ocean, which will traverse the country on or adjacent to the thirty-fifth parallel of latitude, in view of the *climate* and of the fertility and mineral wealth of the country through which it will pass, and in view of the commercial necessities of the southern portion of the United States, is of no less vital importance than that which is to unite the north-east with the north-west,

affording, as it will, more direct communication to the cities of St. Louis, Memphis, Vicksburg, New Orleans, and Galveston, with the Pacific coast.

Resolved, That it is of the highest importance that we use the shortest practicable routes between the various cities of our country, between the eastern and western sections, and between the Atlantic and Pacific oceans.

Resolved, That this Convention recommends the completion of a line of railroad from Portland to the West, which will connect the Atlantic and the Pacific by the shortest and most practicable route, recognizing at the same time the importance of such proposed and existing routes, as connect tide-water with the lakes, or afford valuable additions to the direct lines of transit between the East and the West.

Hon. JOHN NEAL moved the adoption of the resolutions.

Hon. AMASA WALKER, of North Brookfield, Mass., seconded the motion, and said,—

This report, Mr. Chairman, proposes a magnificent scheme—the construction of two more railroads across the continent of North America. Is not that an astonishing proposition? and to many minds, must it not almost seem perfectly absurd? And yet, what proposition of any importance relating to railroads has not been received in precisely the same spirit? The proposition to build a railroad from Boston to Albany was thought a very visionary idea—something that reasonable, reflecting men would not encourage for a moment. It was only a few zealous and earnest young men who dared to contemplate such an undertaking as a railroad from Boston to Albany. And yet it was accomplished at last, and with what results? The business of the road has been tenfold greater than anybody had even anticipated, and in making their arrangements for stations, procuring land, &c., they did not provide for more than one-tenth the accommodations they ought to have secured. Now, sir, that has been the experience in every section of the country from that time to this; and therefore it is that we are not to be startled with this idea of two new railroads across the continent. The country develops with such tremendous activity, that, as was said by the gentleman who preceded me, we cannot keep up with the increase of population by all the railroads that we can make. So that there is nothing visionary, nothing chimerical in this idea of sending another railroad across the continent north, and another railroad south of the one now in process of construction, because we open such vast territories and develop such vast resources by so doing.

I will not, sir, detain the Convention by any extended remarks. My only object is to remove the impression, if it exists in the mind of any gentleman present, that this is a mere chimera, a new visionary project, that a few minds entertain, who have not the discretion or the judgment to know what is for the good and for the best interests of the country.

Sir, the people of this country wish for four things; specially, they need four things as the conditions of their highest prosperity and most rapid development. In the first place, they need freedom of labor, freedom of industry. That we have secured; that is settled. Every man now has an interest in the results of his labor, and that is an essential condition of the greatest production. The next thing that we need is freedom of intercourse—freedom of trade; and hence the proposition that has just been acted upon in relation to reciprocity. Why, that is the grandest and noblest idea that can be presented to the American people, in relation to their progress, in relation to the development of their industry, and of the resources of the country. I was exceedingly vexed, I will say, when the proposition was made to abolish the reciprocity treaty between us and the British Provinces on the north; for I foresaw at once, what we now realize, that it would be a very essential injury to both countries. It has proved so. While our trade and our profits were increasing during reciprocity, they at once fell off upon the refusal of this country to renew the treaty. That is a great fundamental principle, and it applies, allow me to say, for one country as well as another. This glorious idea of the universal freedom of trade applies to all countries everywhere.

I am aware, sir, that by circumstances and by local interests, we have been educated to very false ideas on that subject; but we have got to abandon all those ideas; we have got to realize that we as a nation can compete with all the world, if we can only have perfect freedom of industry and trade. That is what we demand, and having that, we are sure of being able to compete successfully with "all the world and the rest of mankind." (Applause.)

I could not allow this occasion to pass away—the meeting of our International Commercial Convention—without saying this much; without bearing my testimony to the truth of this great principle, namely, that we want universal freedom of trade, and that for the prosperity and welfare of our whole country, of every part of our country, of every great interest in our country, it is essential that we have this freedom of trade.

Then, again, we want what we have now met here to promote, and that is, the cheapest possible transportation. That is the third thing. After the farmer or the manufacturer or the fisherman has got his product ready for the market, we want the greatest possible facilities for transporting that product to the consumer. We want, therefore, railroads everywhere, and we want them conducted on such economical principles that the rates for the transportation of freight and passengers may be reduced to the lowest possible point.

Lastly, we need a correct standard of value. We need a currency on a par with the currency of the rest of the commercial world. (Applause.) We cannot have prosperity unless we do have a correct standard of value. It is all idle, it is all absurd to suppose that we can secure our own interests and welfare, in competition with the rest of the world, unless we have

the same standard of value that the rest of the world has. The idea that we can have a currency which to-day is worth only sixty-nine cents on the dollar of the currency of the world, and yet be prosperous, entirely successful, is preposterous. There is no such thing; and I take leave here to say, that that is the greatest difficulty we have to-day, the greatest cause of our suffering and loss, of the falling off of our industry, and the depression of trade. It must be so, and it will grow worse and worse. Why, sir, what has stopped your ship-building in Maine? Your false currency. Right over the line, our good friends have a sound currency, and they can build a vessel and send it here and sell it, in the face and eyes of your ship-builders, for a third less than they can build it. Why? Because everything the ship-builder here uses is measured by this false currency, which is worth only sixty-nine cents on the dollar, and everything there is measured by a currency that is worth one hundred cents on the dollar. That makes a mighty difference. There is no hope of restoring the business of ship-building at all except as you restore the currency. We are sending to-day to Canada for lumber which might be purchased in Maine. Why? Because lumber purchased in Maine is purchased with a fictitious currency, and costs forty per cent more than it otherwise would; and therefore our friends on the other side of the line can sell their lumber cheaper than we can get it out of our own forests. That is the fact, and that is true of every branch of industry in the country.

Look for a moment at our cotton manufactures. The time has been when we have sent cotton manufactures to the amount of nine millions of dollars to the East,—to Bombay and Calcutta. How is it to-day? Look at your returns and see how much you send. You send next to nothing, and you never can send any there, or anywhere else, to advantage, until you have a currency on a par with theirs. (Applause.)

I fear the attention of the people of this country has not been directed to that point as it ought to have been. We have talked about free trade and a great many other things here for twenty or thirty years; but we have never paid any serious attention to the results of a currency below the standard of value in the commercial world, and here is the great fact, that we have a currency to-day which is more than thirty per cent below that standard. The people of this country must turn their attention in that direction. They must not be deluded by looking in a certain direction for the remedy. They must demand a return just as soon as a return is practicable, to the true standard of value; that is, that a dollar shall mean 25 8-10 grains of gold, of standard value,—for that is what is meant by "par;" that is, that our currency should be on a par with gold.

Sir, I could not forbear presenting this consideration to the Convention, because, important as all other things are as steps towards the realization of our highest prosperity and success, as a business people, it is above all things essential that we should have our currency restored. We must not be deceived by any cry—"Oh, we are coming to it." "Coming to it!"

Coming to what? Coming to destruction. That is what we are inevitably coming to, financially. Coming to a specie standard by any present process? I deny it, entirely. We are going precisely in the opposite direction, or else I do not know anything about it. We are going away from it every day. Talk about large crops of cotton and wheat restoring the currency! It has no tendency that way. That is undoubtedly thought to be very heretical by some who hear me, but it is just so. Then what will restore the currency? Why, what destroyed the currency? It is always best to know that, to start with. What destroyed the currency? The act of Congress making paper legal tender, was it not? Surely, that is what destroyed the currency. A war measure, necessary, if you please,—I will not debate that point,—but that is what destroyed the currency. What, then, will restore it? Nothing but an act of Congress. Nothing but an act of Congress which shall declare that the currency shall be contracted so many millions a month, until it is on a par with specie. To pretend that anything else will ever produce this result is to deceive the people. Those who entertain this idea are honest, perhaps; nevertheless, it is a mistake, and a mistake that can only produce distress, that can only postpone relief. We must look to no such thing,—to nothing except the direct and positive action of Congress. When will Congress act upon that subject? When will they take measures to bring about this result? Do you know when they will do it? I will tell you precisely when they will do it. They will do it when you demand it, and they will never do it before,—never. I assure you of that. Speaking with a very intelligent member of Congress some little time ago, he said, “We ought to contract our currency ten millions a month; we ought to do this thing and that.” I said, “Yes,” and “I agree with you in that;” and when he got through, I said, “Go on the floor of Congress and say that; go before your constituents and tell them that is what the country needs.” Said he, “Walker, I should be defeated by five thousand majority.” (Laughter.) There you have it. The idea that your Congress is going to do anything you do not ask for is quite absurd. The idea that they know anything more than you do about these things is equally absurd. You, business men, must be the judges; you must demand what you want. You have only to let your representatives in Congress know what you want, and you will have it; otherwise, we shall float on and on in this miserable sea.

I ask you, then, in conclusion, to use your utmost exertions to bring about a gradual but certain reduction of our expanded currency. (Applause.)

Mr. JOHN CAIN, of Rutland, Vt., said :

I do not rise, Mr. Chairman, to make a speech, but I do rise to make a few remarks. I could sit here a week and feel grateful to hear speeches about the Celestial Empire, and stay up in the clouds, where we have been

yesterday and to-day, but I think we had better come down to practical operations. (Applause.) We have heard from gentlemen from Oregon, from Minnesota, from New York, from Massachusetts. I have been very much entertained and glad to hear them. I mean no disrespect to any gentleman in what I have to say, but I do say that it is not the entertainment to which we were invited. There are delegates here from a distance—from Oregon, as I have said, probably from Halifax and Montreal, and remote points; but I assure you that the place where a Convention is held generally contributes a large number. We have heard nothing from Portland. We have been invited here by the people of Portland to an International Convention. They have had two Railroad Conventions within a few months, which I have attended,—one at Center Harbor, another at Rutland. Although this is called an International Convention, still it is to promote the Portland and Rutland Railroad to the Pacific. That was the intention. I am glad that gentlemen have diverged and taken an international view, so far as they have done; but what I protest against is the making of long speeches,—and I hope I shall not be allowed to fall into that fault myself. New Hampshire has not spoken here; Vermont has not said a word. We are about one hundred miles distant from Portland at Rutland, in western Vermont, across the Green Mountains. We have come some two hundred and sixty miles to get here by railroad, by the way of Boston. We, on the western side of the mountains, are represented by some twenty delegates from Rutland and neighboring towns; the other side is represented by some thirty delegates from Woodstock and neighboring towns; and New Hampshire, in the vicinity of Bristol, and along there, is represented by fully that number. Not one of these gentlemen has said a word; and what I rose for was to say, that I hope, as we have accepted the invitation for an excursion down the bay, that we shall have an evening session. Our sessions have been too short. You must know that many of the delegates from the interior of New Hampshire and Vermont cannot stay here for a great length of time. A large number of our delegation would have gone this morning, had it not been that they wished to see this matter out. I do not know how many days you intend to be in session; I do not know what the programme of this Convention is, but what I have risen for is to suggest that the business of the Convention be acted upon first, and that we have the speeches afterwards.

For fear that I may fall into the same fault that I have been complaining about, I must conclude. You know what I mean. I hope that when the Convention is in session, no man will be allowed to speak more than ten minutes.

HON. JOHN B. BROWN, of Portland, said :

I move that when the Convention adjourns, it be to meet at half-past seven o'clock this evening. In behalf of the citizens of Portland, I will say that we are very glad that the Convention has accepted the invitation to

take a trip down the harbor. We are very desirous to hear our distinguished friends from the West and the East, and I have no doubt that a large audience will be here this evening. I hope, therefore, that the Convention will hold an evening session.

Hon. R. D. RICE, of Augusta, said :

I beg leave to remark, that I have been very much interested in the discussion thus far, and desire, particularly, to suggest to my friend from Vermont that there has not been very much time expended, and no time wasted, in speeches. We have hardly yet received the reports of our committees, and those reports, it seems to me, involve matter of very great interest, not only to this Convention, but to the whole people of this continent. I trust, therefore, that we shall take time enough to fully and maturely consider these important questions, and that gentlemen, not only from the far West, from Massachusetts, and from New York, but from Vermont and New Hampshire, from Portland and Canada, from Nova Scotia and New Brunswick, and, if there is any person present from across the waters, from England also, will have an opportunity to be heard before this Convention finally adjourns.

Now that I am up, I will state that I see a gentleman in the hall of much distinction, who has given a great deal of attention to the subject before us. I refer to the Hon. Henry T. Blow, of Missouri. I take the liberty to call upon him for some remarks upon the subject-matter now before the Convention.

SPEECH OF HON. HENRY T. BLOW.

Mr. President, and Gentlemen of the Convention,—I congratulate you most heartily upon the reports that have been presented to you this morning. Your Convention was called in the interest of the whole country, and I see from the nature of these reports that you have had regard to the whole country.

But before I proceed to speak upon the particular matter before us, and to which my attention has been directed, I ask leave to protest against the discussion of questions, of the greatest importance to this country, and upon which men differ, before a Convention not called for the discussion of those subjects. (Applause.) We of the West have our opinions upon those questions, and, sir, we will go before the people of this country and discuss them. Here, we come to discuss the question of the construction of trans-continental railroads; to see if we cannot bring the far-off nations of the world together across this magnificent expanse of territory which we own and control. I do not pretend to say that we of the West do not agree, on some subjects, with the gentlemen who have addressed you. We want a currency as solid and enduring as the great principles of Republicanism. We want, like my friend from Massachusetts, a currency that

will attract the laborer from foreign countries, and upon which the credit of a great nation can securely rest in the eyes of the balance of the world. But while we want that, we differ very much from the gentleman in regard to the manner in which we should get it. A National Commercial Convention met not long ago in the city of Philadelphia, and their idea was entirely different from that of the gentleman. The first thing that they thought necessary to resumption was, that contracts for payment in gold should be recognized as binding by act of Congress. (Applause.) That, they believed, would pave the way to that acknowledgment upon which alone this great revolution or reaction is to take place.

I differ from the gentleman very much in regard to another matter. I assert that the material interests of this country, the raising of grand crops of wheat and corn, the restoration of the cotton crop, the reduction of the imports and the increase of exports, and the production of gold, is the true way to resumption. (Applause.) Acts of Congress will not convert the currency to gold. It is labor, accommodated to the wants of the people,—it is the labor of men themselves, honest and fair, and thoroughly identified with the loyal, union, progressive spirit of the times, which is to give vitality to the country and credit to the nation. (Applause.) Pardon me for saying so much upon this subject.

In the report that is before us, we have designated a road which is now on its way to completion. Six or eight hundred miles from the extreme confines of the States of this Union, reaching towards California, is the Central or Omaha route; an enterprise which alone would give character and dignity to any nation, if it had nothing else to sustain it. Clear beyond that, on the Pacific slopes, another road is to-day surmounting the Sierra Nevada, and the space of only 900 miles is between them. That space will be annihilated in less than eighteen months, and the iron horse will start from Portland, I hope, by the direct route to which my friend alludes,—for we go for direct routes (applause)—and never stop until it stands by the growing corn at the entrance of California. (Renewed applause.)

But, gentlemen, the Senator from Oregon made a very good point yesterday before our committee, when he said that we could not haul the products of the East and the West over the Sierra Nevada, except at a high cost. We want competing routes, and justice to this nation, justice to the toiling South, erring as they have been, demands that every portion of the country should be regarded; and here is the place, in the far-off north-east of our country, to show the spirit of American justice, and you have done it. (Applause.) We therefore designate two other routes; one that is perfectly magnificent, for it accommodates two great nations—the northern portion of our own and that English nation which I hope will struggle up until it becomes self-sustaining and independent, and can build its own roads across its own domain to that same far-off Pacific. I heard Thaddeus Stevens, when that bill was brought up in Congress, describe the beauti-

ful country traversed by the Lake Superior and Puget Sound road. We are too apt, living as we do remote from these portions of our country, to lose sight of their great beauty and fertility. I was reminded of both as the Senator eloquently described to the committee, as the gentleman from Minnesota (Hon. J. W. Taylor) did to the Convention, yesterday, the magnificence of that country and its enormous producing capacity.

Then, far to the South, gentlemen, you provide for another road—a road which has its branch through Memphis, to Savannah and Charleston—a direct route to Memphis already provided to meet it; another branch to Galveston; another branch to Memphis, Vicksburg, and New Orleans. This is not a purely southern route, for if you will look at the map, you will see it is more central than southern, and I believe it is the shortest and most direct route between the Atlantic and Pacific, although it does not terminate at either of the cities on the Atlantic slope. I think the committee make a mistake when they say that the Lake Superior and Puget Sound route is the shortest.

You have designated, gentlemen, these two national routes, and when you go to Congress and ask Congress to subsidize them as they have the Omaha route, Congress dare not, viewing the matter in the light of justice, refuse your request. (Applause.) Thus we secure across the continent and open to the nations of the world, three competing routes, each one upon American soil, of course, each one of them affording these great privileges, each of which can be used to such advantage in your rapid communication, through Portland and Halifax, with the nations of the world.

In reply to the gentleman who has last addressed you, I beg leave to say this much; that there is nothing so much desired by the people who inhabit the Mississippi Valley, there is nothing that we so much ask from the enterprise of others, as that this country shall be brought closer and closer together by the most direct communication that is attainable by the iron rail. (Applause.) We bid you, gentlemen, God-speed in the work. If you can make your route an air-line, do so; if you cannot, make it as near an approach to an air-line as possible. I look to the far-off West, and I see Portland, in Oregon; I look over the city of Utica, over the city of Indianapolis, and I see St. Louis; I look out to the south-west line of the State, and beyond that I see Galveston. The route is clear from Portland to Galveston, and that is one of the connections that will be made. (Applause.) That is something for the people of New England to contend for; for, gentlemen, in the course of trade (that course of trade which is alluded to in this report) there is no telling which route the great products of this country are to take in a few years. We want all the communications with the Atlantic sea-board that we can get, and you want all the communications you can get with the crops that are produced at the West, and with the cotton which is raised in the South.

I congratulate you, gentlemen, in conclusion, that this country is now

teeming with wealth raised upon its own bosom. It is a proud thing for us to be able to say that those men who refused, a few years ago, to go to work at the South, because they were still inimical to the government, have this year turned in like men, tilled the soil, and raised a crop of cotton, probably, of three millions of bales, which will decrease their dissatisfaction, and make them feel once more that they are American citizens. (Applause.) That is true reconstruction; and the Commercial Convention, whether held in the city of Philadelphia, in the valley of the Mississippi, or in the good city of Portland, that contributes to that end, is a proud Convention, and is truly national and loyal in its spirit and purpose. (Loud applause.)

The question was then put, and the resolutions adopted.

Hon. J. W. TAYLOR, of Minnesota, Chairman of the Committee on Lake, River, and Canal Navigation, presented, on behalf of the Committee, the following resolutions :

Resolved,—That this Convention deems it the province of wise and prudent statesmanship that the Government of the United States shall co-operate with the States and Provinces interested in such enlargement of existing canals and channels and other improvements of the route of the St. Lawrence as will admit of the passage of vessels of one thousand tons burden from Lakes Michigan and Superior to the Gulf of St. Lawrence and the harbor of New York.

Resolved, That these great rivers of the West, whose channels and commerce are not exclusively within the limits of a State, have equal claims upon the consideration of Congress, under the constitutional authority, to regulate commerce with foreign nations and among the States, as Ocean, Lake, and Gulf coasts which are the extreme boundaries of the country.

Resolved, That a judicious system of expenditures for these national objects should be impartially extended to the Pacific as well as the Atlantic coast; to the harbors of the Gulf of Mexico as well as the northern lakes, and to the great interior rivers of the country.

Mr. G. W. WOODMAN, of Portland, moved the adoption of the resolutions.

At the suggestion of Mr. POOR, the motion was amended so as to provide for the acceptance of the report, instead of its adoption, and in that form passed.

On motion of Senator CORBETT, the resolutions were adopted.

Hon. J. B. BROWN, of Portland, then renewed his motion, that when the Convention adjourned, it should be to meet at 7 1-2 o'clock in the evening.

Mr. HAMILTON A. HILL, of Boston, moved to amend the motion, as follows: That at the close of this session, the Convention adjourn *sine die*, and that a public meeting be held this evening.

Considerable discussion took place on the amendment, and it was finally lost.

Mr. POOR then moved a reconsideration of the vote whereby the Convention adopted the report of the Committee on International Commercial Relations.

This motion called forth some debate, which was concluded by a motion to lay it on the table, which was carried.

Mr. JAMES A. DUPEE, of Boston, moved a reconsideration of the vote whereby the Convention accepted the invitation to a sail down the harbor.

Pending this motion, Hon. ERASTUS BROOKS, of New York, moved that the Convention take a recess until 7 1-2 o'clock this evening, which motion prevailed.

EVENING SESSION.

The Convention was called to order at eight o'clock by Hon. FREDERICK ROBIE, one of the Secretaries, who stated that the President, Gov. Merrill, was necessarily absent.

On motion, a committee was appointed to wait on the Hon. STEPHEN TOBIN, Mayor of Halifax, the first Vice-President, and invite him to take the chair for the evening.

Mayor Tobin soon appeared upon the platform, and addressed the Convention as follows :

On assuming the duties of the chair, which devolve upon me as first Vice-President,—a position with which I have been honored by this Convention,—in the absence of the Governor of Iowa, who has ably discharged those duties hitherto, I beg to express my regrets to the Convention that circumstances have prevented the gentlemen from the British Provinces, who have attended this Convention, from taking a very active part in its deliberations. We felt that it would be unwise to commit ourselves to any position which might imply an acceptance or indorsement of certain views which were enunciated here yesterday morning. But, gentlemen, I hope it will not be inferred from this fact that we take no interest in the proceedings we have witnessed here, or that we are unconscious of the magnificent results which may flow from them, for, I can assure you, such is not the case. On the contrary, we are fully alive to the value of the various measures which have been brought before this Convention; and feeling, as we do, that it is composed of gentlemen representing the wealth, the intelligence, the commercial enterprise, the public spirit, the political and social influences and interests of so many States of this great Republic, we feel that its decisions will be attended with important results to the people of British America.

The grand scheme of constructing an unbroken line of railroad for four thousand miles across the continent, from the Atlantic city of Halifax, over which I have the honor to preside, to the city of San Francisco, on the Pacific, is a scheme, the magnificent proportions of which are calculated to dazzle those who are unacquainted with the rate of railway progress upon this continent. I am glad to find, by the proceedings of this Convention, that what many regard perhaps as a mere visionary scheme, is almost in fact a practical reality. (Applause.) I infer, from the statements made by the gentleman who addressed us this morning (Hon. Erastus Brooks), whose eloquence enchained our attention for a long time, and elicited our admiration so justly, that the time is not far distant when the Irish laborer who came from Ireland, and the Chinese laborer who came from China, for the purpose of working on that road, will together celebrate the completion of that great enterprise. (Applause.) I consider that this is a circumstance which should arouse us all to the importance of the duty devolving upon those who have charge of the intermediate distances between

Chicago and Halifax, and I feel sure that the discussions of this Convention, conducted as they have been in the presence of so many leading minds of this continent, will be fruitful of great good, and that each American State, and each British Province, will, at an early day, make up its link in the great chain, and enable us to present to the world the grandest triumph of railway enterprise it has ever seen. (Loud applause.)

There is another topic which came before the Convention this morning, and which now more immediately attracts our attention, and that, gentlemen, is one big with importance, not only to British America, as some people imagine, but to *all* America; for I contend that the commercial interests of British America are the commercial interests of the United States (applause); that whatever affects our prosperity affects yours. We are brothers in commerce as well as in blood. (Applause.) I feel, also, gentlemen, that it is impossible to overestimate the importance of the resolution which has been introduced here, and I hope that that resolution will be received with pride and with pleasure by every British subject, and by every American citizen whose heart is in the right place, for it breathes high-minded commercial sentiments, it breathes a noble spirit of peace and good-will to all men, of fraternity to those who have a common origin with yourselves, whose language, whose manners are the same as yours, whose feelings and interests are identified with yours, and especially in everything that tends to the elevation of mankind and the development of civilization (loud applause); a body of people who are your friends now, and who, I trust, with the blessing of God, will be your friends to the end of time. (Renewed applause.)

Gentlemen, we have now before us simply the question of reciprocity, and it is neither my province nor my intention to enter into any details, or to suggest any terms upon which a reciprocity treaty may be based. That matter will rest with the agent delegated by Congress. But I hold that the messenger appointed by Congress for that purpose will be received in the British colonies as the harbinger of perpetual peace and prosperous commercial intercourse to the end of time (applause), and that he will also be the harbinger of commercial benefits as great to the United States as they will undoubtedly be to the British Provinces.

With these few remarks, gentlemen, thanking you for the attention you have given me, I will assume the duties of the chair.

Gen. WASHBURN offered the following resolutions, which were unanimously adopted :

Resolved, That the thanks of this Convention be heartily tendered to Hon. SAMUEL MERRILL, its President, for the very able, satisfactory, and agreeable manner in which he has presided over its deliberations. (Applause.)

Resolved, That the thanks of the Convention are hereby tendered to the

Portland Steam Packet Co., to CHARLES FOBES, Esq., its President, and J. B. COYLE, General Agent, for the generous tender of the steamer "John Brooks" for an excursion down the harbor this afternoon, and for their personal courtesy and attention on the occasion. (Applause.)

Mr. JOHN A. POOR, of Portland, moved that the vote of the Convention adopting the report of the Committee on International Relations be reconsidered.

Mr. POOR said he did not make this motion because he dissented from the report, or the views of the Committee, but knowing the importance of the subject, and the deep interest in the question by the people of Maine, he desired a full and free discussion. It was evident there was a misunderstanding on the part of some of the members of the Convention as to the effect of the vote accepting the report of the Committee. According to Parliamentary law, a vote accepting a report had the effect, ordinarily, to bring the matter before the Convention, operating as a discharge of the committee. Such, evidently, was the understanding of several gentlemen present. He, therefore, desired a reconsideration of the vote, by which the resolution reported by the Committee had been adopted. He thought it fair that the whole matter should come before the Convention, and that gentlemen speaking in opposition to the report and resolution of the Committee should do so without embarrassment.

The reconsideration prevailed.

SPEECH OF HENRY E. PRENTISS, ESQ., OF BANGOR.

Those who know that I came from Bangor, and know anything of the business of that portion of the State of Maine, know that I must either be utterly false to the interests, sympathies, wishes, and feelings of my constituents who sent me here, or else I am under the disagreeable necessity of opposing this report. I am sorry to oppose it, because it has been sustained by some very fine speeches, and because I am perfectly aware that I labor under the embarrassment of speaking to a convention called by Portland people, and organized under Portland influences. Portland is as much bound by its position as the natural sea-port of the Canadas, as the terminus of the Grand Trunk Railroad, to go for the Reciprocity Treaty, as Bangor, and almost the entire eastern part of the State, are bound by their business interests to go the other way. I am sorry to speak in opposition to the liberal sentiments which have been expressed by gentlemen on the other side. I believe I have some affinity with the liberal sentiments which they have announced. I admire the splendid pictures that have been drawn of the prosperity of the country that would result from the adoption of free-trade principles. If I could see it as they do, and see no injustice to individual interests, I should most cordially go for it; but believing otherwise, and seeing practical difficulties, I am compelled to suggest those difficulties, and to express my doubts.

Although general principles lie at the bottom of this matter, and are most important, still, inasmuch as I particularly represent the lumber interest, I will, with your permission, speak first of that, and state the difficulties under which it would labor if the reciprocity treaty were renewed.

In the first place, the United States Government have sold their timber lands. The government of Maine and all the other State governments have sold their timber lands. All the timber lands in the United States, of any consequence, are owned by private individuals. They appreciate their value, and of course they ask proportionately high prices for stumps—four, five, or six dollars for pine, two or three dollars for spruce. On the other hand, it has been the policy of the Crown, in all the British Provinces, to regard the forests merely as something to be used to promote the business of the country, not as something from which a revenue could be derived for the government. Therefore the cost of stumps is merely nominal. In Canada, as I understand it, pretty much all the timber land that is desirable has been leased out to individual lumbermen, at five dollars a square mile per annum, with an additional eight cents for standard logs, and some thirty or forty cents a thousand for what they cut off. An individual who has one of these leases, by paying five dollars a year, considers himself as having a perpetual interest in the land, and the right to have the lease renewed from year to year. In other words, all the timber has passed under that system, from the control of the Crown, and the timber is cut by the lumbermen for nothing, or next to nothing. Hence they

have no reason for keeping their timber, economizing it, sending it into the market as it is wanted, and making the most of it, but are under every temptation to waste it. If they can make it pay expenses, that is all they want. Labor is cheaper there than here, taxes are lighter, and the consequence is, they would undersell us in the American market, if we were not protected by the high price of gold, which is a forty per cent protection. If a Canadian sends a cargo of lumber to New York, and gets \$1,400, he can only carry home \$1,000 in gold. This makes the lumber business a fair business, and there is no trouble. But let gold come down to par, as it will sooner or later, and ought to immediately; let the duties be taken off, and the reciprocity treaty carried out, and the lumber business will be prostrated; the weak men engaged in it will break down at once, with some of the strong ones, and all the lumber country will feel the effect. There are many interests in the lumber region which depend upon the prosperity of the lumber business. The farmer sells the produce of his farm to the lumber-man; the lumber-man hires his teams, himself and his boys, to haul; the country trader and the village trader all depend upon it, and when that is prostrated, the lumber country is prostrated, wherever it is.

Now this is no small business. We cut 400,000,000 in Maine, worth nearly six millions of dollars; they cut 1,400,000,000 [in Michigan, worth twenty millions of dollars. So much for two States. It is a business carried on more or less in all the States—largely in Pennsylvania and New York, largely in Minnesota and Wisconsin. It is one of the great leading interests of the country, and if you prostrate it, by a reciprocity treaty or anything else, the whole country suffers with it. It is entitled to consideration, and to a fair and equal chance in the world with other departments of industry.

People talk sometimes of "liberality." Mr. Brooks, in his able speech this morning, said that the internal trade of the country was worth more than all its external trade. That is true, and that is one reason for the great prosperity of the United States. That argument would apply to the Canadas exactly, if they were a part of the United States. They would then have the right to bring in their lumber free of duty, and the lumber-men of the United States would be obliged to accede to it, whether they wished to or not. And they would not suffer much, or, if they did, it would be only for a short time. Why? Because the whole system of things would be changed. Because the lumber interest would be managed differently. The lumber lands of Canada would soon all be owned partly by Americans and partly by Canadians, who would value them in proportion to their facilities and opportunities, and look upon them as we look upon our timber lands. They would not waste them; they would husband them, supply the market with lumber as it was wanted, and sell it for remunerative prices. They would not undersell us and demoralize our markets as they did under the reciprocity treaty.

There is another reason, and a strong one, why our business would be

injured. It is this. In almost every other business except the lumber business, the method of conducting it has always been, that the purchaser goes to the seller and agrees upon the price and the measure. But the lumber business, in its infancy, in Maine, and, I believe, in every other State in the United States, has been conducted upon a system exactly the reverse. That is, the lumber is shipped by the lumber merchant to some commission merchant at the place of sale; that commission merchant, somehow or other, gets rid of it to the people who want to buy, at their survey and their price, and sends back to the lumber merchant at Bangor or elsewhere just enough to keep him alive, and no more; he bleeds him just as much as he can without killing him, for if he killed him, then he could not send him any more lumber next year. The commission merchant, therefore, sends him just enough to enable him to go into the woods in the winter and get another stock of lumber, to sell in the same way. The best pine trees of Maine were got out under that system, and did no good to the people of the State.

Some twenty-five years ago, the lumber-men of Bangor, having acquired a little strength, determined to see if they could not put an end to that method of doing business. When they went to Boston after goods, they had to agree on the price and the measure before they could take them away; and they said to the gentlemen with whom they dealt, "You must come to Bangor, and agree upon the price of a pile of boards and the measure before you can have them." The lumber dealers, at first, said they would not come after them, and the lumber-men went into a fight. They mortgaged their lumber to enable them to hold on, and after a while the lumber dealers came for it, and now the business has acquired a species of independence; it is placed on a sort of equality with other business; it has a right to live and a right to thrive like other business; it has a right to stand, and does stand somewhat on its own bottom; it has prospered fairly with other business since that time.

What was the effect when the Reciprocity Treaty was passed, and lumber came in free of duty? Why, as they paid no stumpage, and we high stumpage (as labor was high here and low there), they could ship lumber to Boston and all other places where lumber is bought, and sell it for just such a price as people would pay. Of course, if the Boston merchant could buy it there at his own survey and price, he would not go to Bangor and buy it at his own survey and price. Let gold go to par, and a Reciprocity Treaty be passed, and our market is demoralized, besides being prostrated by the fact itself that they can produce lumber cheaper than we can.

Why is labor cheaper in Canada than here? We have got the notion that it is because of our Republican system—the genius of our Republican institutions. Our laboring men have got the notion that they must be paid enough to keep themselves well fed, well clothed, and well housed, educate their children, have some leisure for reading, and the means for occa-

sional pleasures. We cannot get rid of that notion; we have got to pay our laborers in that way. The Canadian laborer occupies a somewhat intermediate position between the laborer of Europe and the American laborer,—better paid than the European laborer, and not so well paid as the American laborer. This is our particular difficulty.

Now, on general principles, the advocate of reciprocity meets, on the threshold, the American system,—the system of protection to American industry. For instance, at the Commercial Convention in Detroit, three years ago, a resolution was passed recommending a new reciprocity treaty, based on justice to all parties,—to which, if it could be carried out, nobody would object. But immediately after, the Committee on Manufactures reported, and reported the American system of protection, strongly and in full, and it was adopted unanimously, I believe, by the Convention. There we stood, with a declaration in favor of a certain kind of reciprocity treaty, on the one hand, followed immediately by a resolution embracing the full American system, which was directly at war with it.

In this Convention, every gentleman who advocates reciprocity, meets the American system of protection. Early after the organization of the government of the United States, it was discovered that the easiest way of raising revenue to defray the expenses of the government, was by a tariff upon foreign goods; and that discovery has, ever since, been acted upon. This is the cheapest, the most convenient, the most popular method of raising money to meet the expenses of the government. Any kind of internal taxation is unpopular. People know what they pay,—see it, feel it. In the case of taxes upon foreign goods, they do not know what they pay, they do not feel it, they do not see it; and, in fact, it is a grave question whether the taxes are paid by the foreign manufacturer or by the home consumer. Practically, it is probably divided; paid partially by one and partially by the other. As incidental to this system, it was also established, that, in adjusting this tariff, protection should be given to American industry.

These principles were settled, and in practical operation before the war of rebellion. So well were they settled, that although your Democratic orator upon the stump sometimes talked about "free trade," yet when the Democratic party came into power, and assumed the responsibilities of power, and had to raise money to carry on the government, they found it necessary to keep the tariff. They might sometimes correct its evils, correct its inequalities; but they kept the tariff. The gentleman who addressed us the other day from the West (Hon. J. W. Taylor) said that the West was of the opinion that an average tax of fifty per cent was too high. I think he said the West was in favor of a tariff of twenty-five per cent, but thought an average tariff of fifty per cent was too high. Particular interests send lobby members to Washington, and sometimes get their particular branch of industry too much protected, and it is the business of statesmen and legislators to correct these evils and

reduce these excesses; but the fact that there are excesses is no valid reason against the system.

Now, if a tariff was necessary when we had no debt, or but a very small one, when our army and navy were small, and all the expenses of the government were small, how can we reduce the tariff now, how can we get clear of protecting American industry by collecting our money by taxes upon foreign goods, when our expenses are so enormous, when the amount to be collected to pay the interest on our debt is so great, when our army and navy are so large, and all our expenses are large? It is hopeless, Mr. Chairman; practically, it is hopeless. Those of us, farmers and lumber-men, whose interests are opposed to the Reciprocity Treaty, need have no fears. Not only is the principle of protection to American industry so firmly established in the American mind and heart, but the necessities of the Government are so great, that no party can come into power and adopt any system of duties by which they can carry on the Government, which will not act as a proper and sufficient protection to American industry. It is utterly useless, practically, to contend against this. It is inevitable, in the nature of things. The great debt of the United States, the great army and navy, the great expenses of the country, are facts which cannot be got over. Our financiers already find it difficult, even with our present high tariff, to raise revenue sufficient to pay the interest on the debt, and other expenses of the government; and no set of financiers who will get into power in the United States in our day will find any method of getting along without laying sufficiently high duties on foreign importations to afford incidental protection. The present tariff on lumber is only twenty per cent on the value at the foreign market, and, practically, for the reasons I have given, they do not pay ten per cent now. A level duty of twenty per cent on everything imported into the United States, I apprehend, would not meet the expenses of the government.

But, aside from this necessity, the great West, which has been relied upon as in favor of free trade, is getting more and more in favor of the tariff continually. It is getting more and more confident of the wisdom of its great statesman and orator, the father of the American system, HENRY CLAY, when he told them that the nation which confined itself to producing the raw material, and sent that material to the workshops of Europe, or to any other country, to be manufactured, would always be poor, while the nation which did the manufacturing would grow rich. The people of the United States are also aware of his wisdom in telling them that the manufacturing city, town, or village made a home market better than all foreign markets. They also believe in his wisdom when he told them that they never could be independent, as a nation, while they depended upon the workshops of Europe to do their manufacturing,—that to be truly independent, they must do their own work, manufacture their own raw material. He told them, and they see its truth more and more, that to be rich, they must develop all the resources and bring into action all the talents of the

nation. Some people have a genius for husbandry; others for lumbering; others for the manufacture of this article, others for that; some for one thing, some for another. If we raise the raw material, deriving the proper aid from the mechanic, if we manufacture all our own raw material at home,—and the nearer the place where it is raised the better,—availing ourselves of our great ingenuity in inventions and in machinery, then we can develop all the resources of our people, we can employ at home all the thousand varied capacities of our people, and thus we can grow rich, we can be independent,—a sort of world within ourselves.

There is another great reason for the necessity of having the American system founded upon the genius of our people. That is, the high price of labor, which is established, and which can never be altered, essentially. Our people must receive enough for their labor to raise them to independent circumstances. It is not so in Europe. An American traveller, walking out one morning from the city of Florence, along the macadamized road which led up the valley of the Arno, stopped to talk with an old man, whom he found breaking stone with which to repair the road. "How long have you been in this business?" "Forty years." "How much do you get a day?" "Half a franc,"—ten cents of our money. "Can you live on that?" "Oh, yes, I can live on that." "What do you have for breakfast?" "A little bread." "What do you have for dinner?" "A little bread." "What do you have for supper?" "A little bread." It is true, Mr. President, that a single man, with the low prices of Europe, can live on ten cents a day; but how if he has a wife and children? how if his wife or children are sick? Why, then, the poor-house is his only resort. Let me ask the free-traders if they suppose American manufacturers can carry on the business of manufacturing, without any protection, in competition with the labor of Europe, paid such prices? True, this man was an unskilled laborer; skilled labor is paid a little better. Still, that anecdote illustrates the comparative cost of labor in the two countries.

One of two things is true,—either the free-trader must satisfy the people of this country that manufacturing can be carried on in competition with the low-priced labor of Europe, without any protection, or else he must invent some way to make the American workman come down to the condition of the European laborer, or to come down part way,—a good deal of the way. I take it that whoever shall undertake to reduce the compensation of our laboring classes to that of the European laborers will find himself outvoted.

Well, what do the friends of reciprocity do when they meet this American system, and see the difficulty of getting clear of it? They say, "If, on account of the great debt of the country, or for any other reasons, we must have protection, let it apply only to distant nations, but we must have free trade with our English neighbors, any way." But here is a great difficulty in the way. We have treaties with all the nations of the earth, containing a clause by which we agree to extend to them all the advantages that we

give the most favored nations. How can we have free trade with Canada, consistently with this obligation, contained in every treaty,—the highest obligation, binding on all the people of the nation. Having this obligation, is it statesmanlike to make such exceptions? If protection to American industry is the true doctrine, or if necessity imposes it upon us, is it statesmanlike, business-like, or sensible to undertake to except particular nations from its operation? Will it not lead to infinite difficulties with other nations, irrespective even of the contract we have made? Of course it will.

And why should we make this exception? Is it always safe to assume that our English neighbor is our best friend? Personally I have had the pleasure of meeting with many gentlemen from the Provinces, both upon land and upon water, where I have had opportunities to enjoy social intercourse with them; and having enjoyed that intercourse, I have found them gentlemen of liberal, honorable minds, frank and hearty. I never have had any objection to make to them. I have not now. But, as we are talking about matters of business, it is proper for us to consider everything, and I repeat the question if it is entirely safe to assume that we should depart from our general rules of business, for the sake of granting special favors, special indulgencies, special privileges to our English neighbors? I met, the day before I left home, a gentleman in the streets of Bangor, who asked me if I was coming to this Convention. I told him I was. "Well," said he, "I am in the Provinces a great deal. I don't talk politics in the Provinces—I am there for business. They don't know that I am a Yankee, and I have often heard them say that they don't care anything for the Yankees except to get their trade." I do not know how prevalent this feeling is; the gentleman says it is entertained by a great many. We all know that during the war the feeling in Canada in favor of having the Union broken up and the rebels prevail was so strong, that it overflowed into the public press, although they knew that those papers would find their way all over the world. I speak of these things, not to find any fault with the Canadians. They had a right, if they saw fit, to rejoice in the victories of Jeff. Davis, to hope that our government would be destroyed, and to mourn over the victories obtained by the government. I do not find any fault with them for that, but that was the fact. The American traveller who passed through Europe at that time knows the fact that in the old countries the feeling was against us. It is true, that a portion of the lower classes of England, led by John Bright, had some sympathy with us; Scotchmen had such a hatred of slavery, that when they found out what the true question was, they took our part, led by the noble Earl of Carlisle. (I mention these names with honor and admiration.) But England was opposed to us, France was less opposed to us, Germany was less opposed to us; Russia was the only nation of the earth that boldly announced its sympathy and friendship. I would, therefore, humbly submit, that if we are to depart from our system in favor of any nation, Russia is entitled to free trade with us. If we are to be governed by histori-

cal considerations, beyond all question the Dutchmen are entitled to free trade with us, for everybody knows that to the Republic of Holland and the United Netherlands, we are indebted for the able, courageous, bold and persevering manner with which they asserted the right of freedom of religion, freedom of speech, and freedom of government, against that tyrant, Philip of Spain, and the host who supported him, until they finally succeeded in establishing that freedom of thought and freedom of religion, that made republicanism possible to the United States, and possible to the world. As a great Republic, growing out of that grand example, and deriving benefit from it, I say that, beyond all question, if we are to depart from the rules of business at all, we must grant free trade to the Netherlands and Holland, in preference to any other country.

Some gentlemen in their arguments have alluded to the fact that lumber is high in the United States, and that reciprocity will give us low-priced lumber. They say that if we have a reciprocity treaty, lumber will come in free, and that is given as a reason why reciprocity should exist. They do not think of the lumber-men at all; they are only thinking of low-priced lumber. They do not think of justice to the lumber-men. What kind of justice is it to the lumber-men to have the Massachusetts manufacturer of woolen or cotton benefited by protection, and enabled to charge the lumber-men of Maine a very high price for his woolen and cotton goods, while at the same time he insists upon having free trade with the Provinces, so that he may get his lumber low? Is that just? Is that fair? What sort of justice is it to protect the manufacturer, so as to enhance the price of every manufactured article the lumber-man has to buy, and at the same time deny the same principle to the lumber-man himself, and insist that foreign lumber should come here free of duty in competition with him, thus demoralizing the market and knocking down prices so that he cannot live?

The fact is, that when people say they want the Reciprocity Treaty, so that they can get cheap lumber, they are not thinking of the interest of the lumber-men at all, but only of getting cheap lumber. They remind me of the man who was scolded by his neighbor for going over the line on to his land. "The line is plain enough," said he. "Oh," replied the man, "I wasn't looking after the line; I was looking after lumber." (Laughter.) I can illustrate it in another way. The present Pope is the most illiberal and tyrannical Pope that ever ruled in Christendom; yet, if you should happen to stand under the dome of St. Peter's on any festival day of the Church, when the Pope is brought in on the shoulders of sixteen Cardinals, and borne above the crowd in his easy-chair, you would see him smiling, self-satisfied, self-appreciating, evidently without a thought in his mind that he ever did anything wrong in his life, and expecting, when he dies, to go directly to heaven, and that the first convocation of Cardinals will formally enrol his name among the saints. He has violated no law; he has kept all the laws that he himself and his priests have made. Now, these gentlemen

who want reciprocity for the sake of getting cheap lumber would, in effect, rob us just as much as an open robber would do; that is, they would produce just as bad an influence upon us, injure us as deeply. Yet it is not robbery, because robbery is a violation of law, and nothing is robbery which is not a violation of law. Therefore, if they can manufacture everything that we want, and charge us the high prices which the system of protection enables them to charge, and get a Reciprocity Treaty, so that they can have free trade in lumber, and make us literally "hewers of wood" for them, without compensation, they are all right. I only say, that I trust they will not get the law. I do not believe they will; and I must appeal to them, as honest men, to look into our position, and see if it is fair or just for them to ask for such privileges.

To be brief, this is the question: If the principle of protection to American industry is the best, or if the interests of the country compel its adoption, is it fair or honest to make it partial, to have three-quarters, if you please, of the interests of the country protected by it, and the other quarter slaughtered by it? Free trade in spots, free trade for me and against you,—is it honest, is it statesmanlike to press it? Is it fair to ask it? The American people, as a nation, are fond of fair play. The Anglo-Saxon spirit is for fair play. I ask you if that is fair play? I protest against it as not being so.

Mr. Brooks stated a fact this morning which he said was disgraceful,—namely, that there are no American steamers sailing to Europe. Why are these steamers all foreign? For the same reason that we cannot have a Reciprocity Treaty. Simply because foreign labor is cheap and foreign materials cheap in comparison with ours. They can build their steamboats cheaper in Europe than here; they can furnish them with all their supplies, provisions, and everything cheaper in Europe than here; they can man them cheaper in Europe, and therefore they have them. They can obtain lumber for almost nothing in the Provinces, their labor is cheaper, and, therefore, we could not live and carry on the business with free trade. The two cases are precisely alike, and it is utterly inconsistent for a man to complain that we cannot have any American steamers, and, at the same time, talk about having a Reciprocity Treaty.

In regard to this report, there is one clause in it which struck me as a little singular. It says it is a mistake to suppose that the farmer is to be injured by a Reciprocity Treaty, and that, so far as regards the lumber-men, they will not have the sympathy of the American people. Why not? Because they are a minority. It is supposed they can be trampled under foot because they can be outvoted.

There remains but one other subject, and that is the fisheries. It is said that the fisheries are a fruitful source of discord, and that it is necessary for us to make a treaty about the fisheries, for the benefit of our fishermen. Now, the fishermen do not want a Reciprocity Treaty any more than the lumber-men do, and for the same reason,—because it lets into the United

States more fish, and knocks down the price of their product. Therefore, they hate it as badly as we do. If anybody speaks for the fisheries, he speaks for the buyers and not the sellers of fish.

Again, it is said that there will be trouble among the captains of fishing vessels about bounds. By the treaty of 1818, we have a right to fish off the Banks of Newfoundland, the coast of Labrador, and Magdalen Island. With regard to the other Provinces of Great Britain, we have only the same right that other nations have—to fish until we come within three miles of the shore. I say that there is no danger growing out of that, if there ever was. When Great Britain acknowledged our independence, somewhat reluctantly, we were a weak nation, and it was difficult to vindicate our rights; but we have ceased to be weak, we are strong, and all the nations of the world recognize the fact, and know that we can maintain and defend our rights. There is no danger from that quarter now. They respect our rights and our power, and if any difficulty arises about the fisheries, it will be settled as we have settled other difficulties—by negotiation.

Mr. Chairman, I have occupied some little time, I do not know how much, but, I believe, not more than the gentlemen have occupied on the other side. I am the only person who has spoken on this side, while several have been heard upon the other. I will not, at this late hour, detain the Convention, although, under other circumstances, I should feel it proper to make some few further remarks.

SPEECH OF EUGENE PRINGLE, OF JACKSON, MICHIGAN.

Mr. Chairman,—Though this is not the subject which I came here particularly to present to the Convention, though this matter of reciprocity is not a matter with which I am especially familiar, yet, as I happened to act as secretary of the committee who made the report, and inasmuch as several gentlemen have requested me to do so, I will endeavor to say a few words in justification of the report which has been made, answering, perhaps, incidentally, the remarks which have been made by the gentleman from this State who has just taken his seat.

If gentlemen will take the pains to look at the report again, they will find the considerations there adduced to be mostly general considerations. Here is a great valley,—it was described yesterday as the Mediterranean of this continent,—extending back two or three thousand miles into the interior; one great valley, having upon it a people speaking the same language as ourselves, having like laws, paying the same sums for their labor, and having like interests, except for the line which divides them from us,—a line as arbitrary as would be one which should divide this city and its trade by the street railroad. (Loud applause.) These people who live on the north side of the St. Lawrence and on the south side, are not merely neighbors, they are residents of the same valley, their interests are alike, and will continue to be alike so long as the St. Lawrence flows. (Ap-

plause.) What ought we to do with reference to people so situated? I might cite several facts, but perhaps one relating to railroads will illustrate better than any other.

A census of the United States was taken in 1850, and another in 1860. The law prescribing the manner in which the census should be taken was the same in these two years; the currency of the country was the same—upon a gold basis—in those years, and yet, when they figured up, in 1860, the aggregate wealth of the country, they found a striking difference. In those ten years, the railroads of the United States had increased from 10,000 to 31,000 miles, and the aggregate wealth of the country had increased from \$7,000,000,000 to over \$16,000,000,000. In other words, the commerce of the country, which was opened by its railroads, in those ten years, aided by the labor of the people for those ten years, had added two thousand millions more to the wealth of the United States than had been added to it, as it was in a state of nature, during the two hundred and forty years that it had been inhabited by civilized man, before it was opened to commerce. Now, what commerce did for the United States in those years,—a free commerce, a commerce untrammelled,—commerce might do for the Northern States, aye, for the Southern States with the rest, and for the Canadas, if it could be free and unrestricted between them.

It was this broad, general consideration which influenced the committee, more than anything else, in reporting as they did. The fact that the field for commercial enterprise would be enlarged, and the market both for manufactured goods and agricultural products would be enlarged, is the reasons, the self-evident reasons, why there ought to be unrestricted commercial intercourse between these countries. And yet it would be very strange if, under the circumstances in which we have been placed in the various branches of industry that have grown up upon the one side and the other, this interest or that interest might not be detrimentally affected. The gentleman from this State has had much to say about the lumber interest. I do not live precisely in a lumber district, but I live in a State which manufactures three, four, or five times as much lumber as is now manufactured in the State of Maine. I refer to Michigan. I know some of these manufacturers pretty well. I might classify them. I believe a large share of the lands there are owned by the men who manufacture the lumber. They get out the logs, they build the mills, they manufacture the lumber. Some of these men are among the first in the State. One of them is the present governor of the State. Some of them have large investments in enterprises in which their towns are interested, as well as in their business. I know one firm that has invested, within the last three years, \$250,000 in railroad enterprises, and in building up the village in which they do business; and I know other firms that have made similar investments. Now, although I have not talked with them on the subject, I venture to say that these men who are interested in building up their towns, in building up their counties, and in promoting the general prosperity of

the State, if they were consulted, would say, "we are content, for the general good, for the benefit of the general business of the country, that there should be free trade and reciprocity between the United States and the British Provinces; we shall share in the general prosperity with the rest." (Applause.)

There is another class of men in our State—there may be fifty or a hundred of them—who are mere adventurers in our lumber region. They have some investments in the land; they build a mill, perhaps; and they go on with the manufacture of lumber; but if you talk about public enterprises, you are answered with a sneer. If you look at the income returns, you find they are reported as having incomes of \$10,000, \$30,000, or \$40,000, and yet many of these men are doing nothing for the neighborhoods in which they live, doing nothing to build up the towns or cities or counties in which they reside. They are merely adventurers, speculators in this business of producing lumber.

These men number in my State, as I have said, perhaps fifty or a hundred, as against a million who are interested in buying lumber and the articles manufactured from lumber. (Applause.) These men,—why, their talk is about lumber; their thoughts are about lumber; when they write, they write about lumber, and when they dream, their dreams are about the consistency of the sawdust which they sell to their towns and villages for ten cents a load, to make streets with. (Laughter.) From that class of lumber-men I should expect, under any circumstances, opposition to free trade.

Mr. Chairman, I am one of those who will go as far as any man in the protection of American labor. Make it honorable. Make the condition of the laborer happy. Help him to rise and build himself up. That is the idea, I believe, of those who favor the system of protection which has prevailed, to some extent, in this country. I would build them up; I would help them build themselves up. But this report points out the fact, that, substantially, there is no difference in the price of labor in the Canadas and the United States, or, if there is a difference, it is only temporary, and will soon be adjusted. I do not know how it is in Maine and over the border, but if there is not free trade in labor, in cutting trees, I am very much mistaken. It is certainly so between Michigan and the western Provinces. The men who cut our logs come from Canada; I know not but that there are men who go from Michigan to Canada to cut timber. There is certainly free trade in this respect, that the laborers alternate from one side to the other. So that upon this ground I think there is no occasion to find fault with this policy. If there is any reason in particular which has induced our government to favor the protective system, it has been, not so much to protect manufactures, as to protect American labor; and the fact shows, that that is not a question as between the United States and Canada; and it not being a question, the protectionist, as well as the free-trade men, may go for free trade upon this continent. (Applause.)

Mr. Chairman, I did not hear, although I know a great many lumbermen in my State, that during the last ten years between 1856 and 1866, when the Reciprocity Treaty was in operation, the lumber business was depressed. It was a great and growing interest during all that time.

I do not apprehend,—to refer to another thing to which the gentleman alluded,—I do not apprehend that there is any difficulty in bringing about this reciprocity, growing out of our treaties with foreign governments, because our government has made a treaty which brought it about for ten years, and there was no complaint from any quarter. Our government may, if both parties should be agreed, do this again.

But why was that treaty abolished? Why was it that a policy which worked so well for both parties, which brought the exports and imports between the United States and the Canadas up, in the ten years, from sixteen millions to thirty-eight millions,—why was it that that policy was abandoned? I shall say nothing as to the position of foreign nations toward us during the war. I do not think it necessary or proper to advert to the sympathy or want of sympathy between our people and our neighbors during that time. But there was this fact: our government was driven to make such efforts as it might to sustain its credit and to carry on the war. The price of gold had risen until it took 290 cents in greenbacks to buy a gold dollar; taxes had been put on in one shape and another until they attached to everything; there was even an extra income-tax of ten per cent put on one year, in addition to the regular five per cent tax. Every branch of business was affected by these taxes; the man who made wagons, or farming implements, or furniture, or anything that is sold in this country, necessarily felt their effect. He could not pay these taxes and send his goods into Canada, as he had done before the war, under the Reciprocity Treaty, and compete with the Canadian manufacturer. He would labor under a disadvantage, and it was felt that if the Reciprocity Treaty continued, something might be done on the other side the line that would be injurious to the American manufacturer. It was upon this ground, as hinted in the report, that the treaty was repealed. The opinion is advanced in the report, that these things must be made substantially equal by the two governments, and it is suggested that there will be no difficulty in making them substantially equal at the present time, inasmuch as all these taxes have been lifted, and put upon whiskey and tobacco, and a few other luxuries; that inasmuch as this is so, and these things can be made substantially equal, so that there shall be no material difference in these respects, and inasmuch as the occasion for abrogating this treaty has passed away, we had better renew it again.

The government does not often have to meet, as it did then, the feeling of the people. Every American will sympathize with me when I state what it was. Drafts had been made, calling upon our young men to help fight the battles of the country; taxes had been imposed to carry on the war, first one and then another, until they made a mountain, as it were;

we were determined, with the blessings of Providence, to finish it, at any cost. It was felt that our relations with the Canadas better be suspended for a time, rather than that we should give up the fight. (Applause.) That was the feeling. It was no ill-feeling towards the Canadas which induced our legislators to give the notice which was given in 1865, and which terminated the treaty in April of the succeeding year.

This is, substantially, the history of the beginning and end of the treaty. It worked well. It built up a great trade, which was of material benefit to all concerned. Now, here is the lumber business. In Bangor, in the State of Maine, perhaps in the Saginaw, Muskegan, Manistee, and Alpena districts in Michigan, there are a few men who would oppose a reciprocity treaty. They consider that it would work to their disadvantage, and would feel some interest in opposing it. Take the figures. The gentleman [Mr. Prentiss] says, they manufacture 400,000,000 in Maine, worth \$6,000,000, and that we manufacture 1,400,000,000 in Michigan, worth \$20,000,000. That makes \$26,000,000. That, I fancy, is about one and a half per cent of the real wealth of the country. No, it is less than that; it would not represent, I suppose, one and a half per cent, or not more than fifteen dollars in a thousand, of the combined capital invested in the various interests of the American union.

There are other things that might be said in connection with this subject. I might say that it is wrong here in Maine, wrong in Michigan, wrong everywhere where lumber is standing, that it should be held, generation after generation, by men as monopolizers. (Applause.) It is wrong in regard to any of the lands which the good God meant men should cultivate. I know not the character of the Maine timber-lands, but the lands of Michigan upon which the pines stand are about as good as any lands, capable of producing all the cereal crops, and with everything to make them good farms, and much more profitable to humanity when the pines are cut off of them, than while they stand upon them. This may be the case in Maine, and men should not hold these lands, generation after generation, as monopolizers, and keep them from the men who desire to cultivate them. If there are any men in Maine who hold thousands of acres, and transmit them from father to son for generation after generation, I can say this about it, that the sympathies of the people of my State are not with them in their monopoly; nor, I fancy, are the sympathies of the people of this State.

The lumber-man has no vested right in the business which he has built up. There was no guaranty, when the government sold him the land, that he should be protected from Canadian or any other competition in the sale of the lumber which grew upon that land. He has no vested rights, no guaranty or agreement from the government, and can plead nothing of the kind. Reciprocity has existed for ten years, and those ten years of reciprocity ought to give him notice, by the way it worked, that there will be reciprocity again. (Applause.)

Again; it is two hundred miles, I suppose, more or less, from here to Canada. It is considerable protection, I fancy, to the Maine lumber-men, that the Canadian lumber must be brought two hundred miles, when that of this State may be brought fifty, a hundred, or a hundred and fifty miles, as the case may be. Distance is in favor of the American, if he will sell in the American market. I fancy that, if this whole subject of lumber were considered, if we should go to the bottom of it, and consider all the interests involved, not only of those dealing in lumber, but of those employed by them, selling them goods, and making their little livings in the towns and villages, it would be clearly proved that it is for the interest of the cities and townships that there should be free trade in all things, lumber included, rather than that the present policy should continue. I think this would be found to be the case, and so feeling, not wishing to misrepresent the interests of my own State, having no objection to the prosperity of the lumber business, but wishing to promote every interest in the country generally, and looking to general considerations, and these alone, I, with the rest of the Committee, came to the conclusion to say what we did.

This claim to a monopoly, this claim to special protection, on the part of lumber-men, is one in which, as the Committee say, the American people do not sympathize. There are a thousand consumers of lumber where there is one producer. We are all interested in building up our towns, villages, and cities. The lumber-man, unless he belongs to the class of adventurers of whom I have spoken, will have interests of that kind which will be subserved by the treaty, and he will thus be benefited in that direction as much as he will lose in the other. But, as I said at first, it was no part of the Committee's duty to undertake to prove that there was no little interest, or even large interest, taken by itself, but little as compared with the aggregate throughout the country, which might not, in a particular point of view, be injuriously affected by reciprocity; but we believed, that, in a broad, general view, the interests of the country required reciprocity, and hence we were in favor of it.

SPEECH OF HON. E. H. DERBY.

The gentleman from Maine has been most happily answered by the gentleman from Michigan; the great lumber State of the West has administered a very proper rebuke to the little lumber State of the East. I would not venture to speak again, having already been favored by this Convention with an audience of some duration, did I not find in the fact that I have been employed by the government in making some investigations on this subject, and been consulted by the committee, a reason for offering some suggestions in this discussion.

I am reminded of a little incident that happened to a friend of mine, a Mr. Walker,—not the gentleman from Massachusetts who so ably addressed us, but a gentleman who went out to England as an agent of the

Treasury Department. He gave me an account of his visit and said, among other things, that one day he was invited to a dinner party, at which there were many English gentlemen, bankers, and others. In the course of the dinner, there was a discussion as to American affairs, and the suggestion was made that we had a very high tariff, while in Europe they are for free trade. My friend listened some time to the views of the different gentlemen who spoke on the subject of free trade, but at length, having an opportunity to reply, he said, "You speak of your free trade as though we had none in America. Permit me to say, that we have a free trade infinitely more extensive than yours. We have a free trade that nearly pervades the continent. There is a circle purged by the tariff, but inside of that, we have a commerce eight times as large as our foreign trade, which extends from the Atlantic to the Pacific, from the St. Lawrence to the Gulf, while you on this little Isle are hemmed in by the tariffs that fetter the coast of Europe." Now the wish I have in regard to the subject is, that we may have free trade over the entire continent, and that the Provinces may be brought in to participate in the benefits which we enjoy. (Applause.)

Something has been said here with regard to a protective tariff, and gentlemen have arrayed themselves more or less on one side or the other. Though the tone of the meeting would seem to favor free trade as against the protective system, I venture to say we have no protective system, *per se*, established in the United States of America. Before the war, the average duties of the United States of America did not exceed fifteen per cent. We raised upon imports less than \$400,000,000, a revenue of \$60,000,000, or fifteen per cent, at the commencement of the war. How stands it to-day? Did we create the tariff for the purposes of protection? We created the tariff for the purposes of revenue, and we decided to place the duties upon the luxuries of the country and not upon its necessities. We imposed taxes upon our manufactures—we taxed air, light, locomotion, we taxed everything, not to secure a protective system, but to obtain means to carry on the government; and now, having ended the war, do we require this revenue system in time of peace? Having ended the war, having caught Jeff. Davis (if we have not hung him, we have overthrown him), having marched our army to Richmond and taken it, are we bound to continue the revenue system forever?

What has Congress done at the last and the preceding sessions? They have repealed \$200,000,000 of domestic taxes. Is it not time to take off the foreign duties which were put on to counteract this domestic taxation? Are we to go on forever as we do now? What is the condition of the country to-day? I have great pleasure and satisfaction in speaking a moment upon that point. We have reduced the appropriations for the government of the United States the coming year, under the advisement of your representative, Mr. Blaine, who acted as chairman of the Committee on Appropriations, to \$289,000,000, and of this, \$40,000,000 are for

bounties, and I understand that but \$13,000,000 are required for that purpose, which will reduce the \$289,000,000 to about \$260,000,000. The coming year, with the reduction of interest, and its cessation on the compound interest notes, we shall bring the expenses of the government down to \$230,000,000 or \$240,000,000. And how are we going to raise that money? Is it by a tax upon lumber? We are going to raise it, in part, by a tax on spirits and tobacco. We intend to pay,—I say it to you, gentlemen of the Provinces, who come here on this occasion to aid us in our deliberations,—we intend to pay the whole interest of the debt, within two years' time, by a tax on distilled and fermented liquors and tobacco. That will relieve the government from the necessity of imposing a tax upon lumber, to which the gentleman has adverted, for the purposes of revenue. We have, then, the whole revenue from customs to meet the ordinary expenses of the government. What has it yielded? It has yielded \$163,000,000 directly, and some \$46,000,000 in addition, derived from incidental receipts, the sale of gold, &c. Over \$200,000,000 have been derived from that source. Now gentlemen, if we require but \$250,000,000 in the aggregate, and if we can derive \$100,000,000 from spirits and tobacco, ale and beer, as we can, why do we require more than \$130,000,000 or \$140,000,000 from the tariff? We have other taxes; we have a small tax on incomes, we have licences, we have stamps, and I venture to say that we may reduce our entire tariff one-third, may repeal the tax on incomes, do away with stamps, take off the tax on licences, and place ourselves in a more favorable position than either Great Britain herself or any one of her Provinces to-morrow. (Applause.) We do not require the taxes to which the gentleman alludes. (Renewed applause.) We are in a position of great strength; we are in a position, sir, to dispense with the duty on lumber.

And now permit me to say one word for a class in this country which has been adverted to by the gentleman from Michigan—the consumers. What is the effect, gentlemen, of the tariff which is imposed upon Canadian lumber? We draw one-third of our lumber from the Provinces, the other two-thirds from the United States. We impose a tax upon the foreign lumber. What is the effect of it? Is it not to add the whole amount, twenty per cent, to the cost of all the lumber to the American who purchases, to triple the tax on lumber?

We are told that the government of the United States has parted with all its timber lands, and that they have gone into private hands, but that the English Government have not parted with theirs. But is it not the fact that in both cases the lands have gone into private hands? What is the difference in title? One holds in fee, the other holds by license,—a license to cut, which cannot be revoked, as I understand, or which, in practice, is not revoked. It is equivalent to a title, and the holder can prevent all other parties from cutting on the land. The British land is held by private individuals, and the point the gentleman makes, that here the land is in the hands of private proprietors, and on the other side it is not in the hands of

private proprietors, falls to the ground. The truth is, that the private parties stand on the same footing on each side of the border.

The gentleman has undertaken to give us an idea of the legislation of the Pope. I have had the pleasure of travelling through Europe, as I infer he has done. I traveled through the territories of the Popes over the patrimony of St. Peter, and found it governed very much upon the principle the gentleman would have us adopt in regard to lumber. There are all sorts of restraints upon the people. I saw no new houses. I have no doubt the Pope has a duty on lumber. I did not find that his people had lumber enough to repair the old houses, much less to build new ones. When the gentleman drew his picture of the harsh regulations of the pleasant and agreeable old gentleman, I felt that with his pleasant face and harsh doctrine he was personifying the Pope.

The gentleman made some allusion to the fisheries. I do not understand that the fishermen have delegated the lumber-men to represent their views in this Convention. I have some acquaintance with the fishermen of Gloucester and other towns in Massachusetts, and so far as I know, they were in favor of a renewal of the treaty, if they could be put on an equality with British fishermen. What they desired was, to be liberated from taxes and duties, and that relief, I trust, will be given by Congress at its next session. They wish to be protected simply by being placed in the same position as British fishermen, by being freed from the restraints of taxes and duties, as far as the government can possibly free them; because upon the ocean, they enter into a free competition, where no protective law can help them. The fishermen go for the treaty; they are for it to-day, and in their behalf I ask this assembly to go for the revival of the treaty.

Now, gentlemen, if the fishermen favor the renewal of the treaty, why should it not be renewed? Look at the configuration of the country. Glance for a moment at the position of the different sections of the country and of the Canadas. On the one side of the St. Lawrence is a moist climate, favorable to the growth of lumber. From the Gulf of St. Lawrence, along the banks of the great river, along the western shores of the great lakes, onward to the Slave Lake, to the Peace River, to the Assiniboine, and the Saskatchewan, to the head-quarters of the Columbia River and Frazer's River, away on to the north, the country is full of lumber. Glance at our own country. A little lumber remains in Maine. The pine trees, I understand from the gentleman himself, are nearly exhausted. The little pine that remains is enhanced in value by the duty of twenty per cent, perhaps ten dollars per thousand, and away in the British territory are these interminable forests, these inexhaustible stocks of lumber. Why should we not use of them? Why should we not have the benefit of them when we put up the cottage, or the church, or lay the roof of the shanty for the Irishman who is to work on your railroads? Has not nature given us the forests? Has not nature designed that we should draw on the forests for the support of the prairies? Are we not doing it, in

spite of the duty? I believe it is a bountiful provision of nature, that one portion of this continent should produce the lumber and the other consume it, and I believe there should be free trade between them.

Upon what principle of political economy does the gentleman stand when he goes for a tax upon an article of prime necessity like lumber? Is that the policy of the government? The policy of the government to-day is, to tax the luxuries of the rich, not the shanty of the poor man. That is not the policy of the United States. When we deal with spirits, we impose the highest duty we can enforce; when we deal with tobacco, we impose the highest duty we can collect; but when we deal with an article of prime necessity, like lumber, there is no American principle which will warrant us in imposing a tax upon it. Lumber is an essential article. It enters into the barn and house of the farmer, it enters into the shed erected upon the prairie, it enters into the construction of the railroad, it enters into the ship, it enters into almost everything. How are we to restore the commercial marine of this great nation, if we put a tax of twenty per cent upon the lumber used in the building of vessels? I believe we should have no duty of that kind. I believe that the gentleman and his associates in this State—not numerous—are now sufficiently protected, as was suggested by my friend from Michigan by the element of distance. It may be that they must float the few remaining pine and spruce trees in the State two hundred miles down the Penobscot or Kennebec, but they are protected, even then; for the Canadian, instead of going two hundred miles, as my friend suggested, has to go four, five, or six hundred miles. Pushing to the upper waters of the Ottawa, to the upper lakes, even to the borders of Huron and Superior, he floats his lumber down five hundred or one thousand miles, in many instances, to enter into competition with the lumber-men of Maine. The gentleman and his friends are protected by distance; and it is a protection growing daily higher and higher: for as tree after tree is cut, the forest is removed from the borders of the lakes, and the lumber-man goes back further and further into the interior; his lumber becomes more and more remote every year, and higher and higher grows the protection to his American competitor.

Let me ask if the gentleman and his associates have not already been unduly protected? Let me ask him whether, when the five per cent tax was put on all other manufactures, it was put on sawed lumber? No answer? It was not taxed. By the sagacity of the lumber-men, they escaped the five per cent tax that was put on clothing and cotton, and the thousand other manufactured articles.

Mr. PRENTISS. I am not aware that lumber is exempted. We pay our income-tax upon lumber, as well as upon other things.

Mr. DERBY. I understand that; but I ask if the five per cent tax upon manufactured articles was collected upon lumber?

Mr. PRENTISS. I don't know that it was.

Mr. DERBY. If the gentleman had paid it, I think he would have known it. (Applause and laughter.)

I will detain you but a few moments longer, but I wish to make a few general remarks in regard to the treaty. The only objection made to this treaty, which affects a great many commodities, comes from the lumber interest. The gentleman suggests that we are not to make any distinction between nations, or, if we make any distinction, it should be in favor of Russia. I believe we should "love our neighbors as ourselves," and that our first arrangement should be made with those who live beside our own waters, in our own vicinity.

But the gentleman has suggested that the newspapers of Canada spoke unkindly of us during the war. I wish to ask who wrote the articles, who prompted them, who paid for them? Were they not paid for by the agents of Jeff. Davis over the Canadian border? Did they not come from them? If the gentleman thinks the sympathies of the Canadians were against us, let me ask him how it happens that at this very moment large sums of money are paid by our government to the widows and orphans of the volunteers from Prince Edward Island, Nova Scotia, and Canada, who shed their blood in the service of the United States, in its great contest with secession? That is an off-set for all the agents of secession may have said in the papers of Canada, and for any aid they may have received across the border. The answer to the gentleman's argument is, they shed their blood in defence of the rights of this great Republic, for the preservation of the integrity of this Republic, the great hope of the nations. By the shedding of their blood and the sacrifice of their lives, they have cancelled any amount of injury this country may have received, growing out of the sympathy manifested for the South during our great contest. (Applause.)

I will notice but one other point, and that is, the point the gentleman makes, that we are to treat other nations as we treat Canada,—that we are to treat all other nations as the most favored nations are treated. What difficulty is there with regard to that? Does agriculture require protection? What the Provinces require is, that the ruder products of agriculture should be free from tax or from duty. We will liberate wheat, we will liberate oats, we will liberate lumber, as we have done before; we will liberate the ox, the horse, and the mule. We drew upon Canada for the horses and mules to carry on our war. I know not what we should have done without the aid we had from Canada. We will liberate them all, and then if Russia says, "We wish you to liberate our horses and oxen and cattle, and our corn and oats," we will do it. Who will suffer? Is there any objection to having these products of the earth come in here free of duty? Have we arrived at such a pass that we require the protection of our agriculture, of our horses, and our forests against Canadian competition? We give away our land; we charge no rent, we charge nothing for the fee, we give the actual settler his homestead, after we have incurred the expense of the survey, and is it necessary for the protection of that settler in the sale of his products, is it necessary for the protection of the

forests, that we shall interdict all other lands and forests from contributing to our comfort and convenience? Have we come to that? Is that the condition of the affairs of this great nation? For one, sir, I believe that the position of this nation is stronger to-day than it ever was. I believe we are in the strongest position of any nation whatever. Look at the revenue we collect. We are requiring but \$250,000,000 or \$260,000,000. Convert that, in the present state of our currency, into pounds sterling, and what does it amount to? It amounts to about one-half the tax levied by England. It is levied upon forty millions of people; the taxes of England are levied upon thirty millions. Look at the income of the people of this country, and compare it with that of the people of foreign countries. The gentleman has alluded to Italy, and has cited the condition of the laborer of Florence. Let me make a comparison between this country, England, and Italy. By recent statistics published in the English papers, it is shown that one-half the families of Italy have an average revenue of from ten to fifteen pounds per annum. That is to say, the average revenue of half the families of Italy is from \$50 to \$75 a year, on which to sustain, not only the male, but the female and the children. How is it in England? The average revenue in England is £100 for the family (\$500). How is it in my State, Massachusetts, to-day? With 1,300,000 people, and with a wealth, if you count everything omitted by the assessor, equal to at least \$2,000,000,000—holding, as she does, \$200,000,000 in railroads, \$200,000,000 or \$300,000,000 more in United States bonds, and a vast amount in factories, in commerce in navigation, and in floating wealth,—how is it with Massachusetts to-day? The average revenue of the families of Massachusetts, instead of being \$60, amounts to over one thousand dollars in gold (loud applause), twice the average revenue of English families, with all the wealth of England, and much more equitably distributed, and ten or fifteen times the revenue of the family in Italy.

Inasmuch as the gentleman has made that allusion to the rate of compensation for labor in Italy, let me ask you, sir, if the rate of labor in England, or the rate of labor in Canada, or in Nova Scotia, is ten cents a day? Can you, Mr. Chairman, procure labor in Halifax for ten cents a day? I understand that if I want to hire there, I must pay \$1.10 or \$1.20, in gold, not ten cents. What does the gentleman mean by ten cents? Are they hewing wood or drawing water in Canada for ten cents a day?

MR. PRENTISS. I did not say so. I did not speak of Canada, I spoke of Italy.

MR. DERBY. You spoke of Italy. I ask why it was introduced into the discussion at all? The question is as to the price of labor on this continent, not of hammering stone in Italy. Let me ask you if the Canadian laborer does not cross the boundary? Do not the laborers of Canada come up the waters of Champlain and over the railroads, and toil on the farms and in the forests of Vermont and New Hampshire; and, although we do not work for ten cents a day, do we not get labor as cheap as in Canada,—

the only difference being the cost of transportation, and a little increase on account of the higher cost of living on this side the boundary? The analogies of the gentleman are not to be relied upon. The truth is, there is no great diversity in the price of labor on the different sides of the line.

But, gentlemen, I have trespassed too long upon your patience in this desultory discussion. There are other gentlemen present conversant with this question. All I would say upon this subject is, that this important treaty, affecting a great variety of articles, largely affecting the commerce in the products of the country,—a treaty which, if renewed, will extend the role of our manufactures over a great part of Canada,—is not to be defeated by the opposition of gentlemen who have been unusually favored by the government during the war, and who are not entitled to charge us twenty per cent advance on an article of necessity, and compel us to pay twenty per cent more, or twice that amount, for lumber purchased in this country, compared with that purchased abroad.

Hon. JOHN A. POOR moved that the Convention adjourn to ten o'clock to-morrow, and spoke briefly in support of the motion.

Mr. HAMILTON A. HILL, of Boston, and Mr. JONES, of Salem, opposed it, and Hon. JOHN NEAL, of Portland, spoke in its favor; when it was, on motion, laid on the table.

Mr. JONES, of Salem, moved the adoption of the Report of the Committee on Reciprocity.

Mr. POOR expressed the hope that before the question was put, the Convention might hear from the delegation from Prince Edward Island.

SPEECH OF HON. MR. BRECKEN, OF PRINCE EDWARD ISLAND.

As a representative of the smallest, and, I must say, the most insignificant of the British Provinces, I feel a very great degree of diffidence in arising to address an assembly of this character; but I am unwilling to see this conference close without acknowledging the kind reception which we have received from the citizens of Portland and the members of this great Convention. We have abstained from entering into the discussion of the various important and momentous questions which have engaged the attention of this Conference, and which have been dealt with in such

a courageous, such a manly spirit; but coming from a little Province, it has been a very great treat to me to listen to the debate. I must say, that the sentiments which have been expressed here have, in the main, commanded my approval and admiration.

Although we on the island are not directly interested in some of the questions which have been discussed here, yet I hope we are sufficiently cosmopolitan in spirit to see that we are interested to a certain extent, because I hold that no line of steamers or railroad can be established which does not, to a greater or less extent, confer benefits upon mankind in general. (Applause.)

I have not the good fortune to be a commercial man, consequently I do not feel qualified to attempt anything like a speech upon these great commercial questions; but I should be very obtuse indeed if I failed to perceive the important results which will inevitably flow from these great undertakings, which I have no doubt will be carried forward to completion. When I look at this great country, and consider how young it is, how many years must elapse before it can celebrate its centenary, when I look upon the vast wealth that has already been gathered, and then look upon these great undertakings which have been alluded to, I feel assured that, within a very short time, they will be accomplished.

The little Province in which I live had the good fortune, for ten years, to hold more intimate commercial relations with this country than at present exist. As I said, I am not a business man, and I do not intend to go into any details; but this I can say, that while the treaty existed, it afforded satisfaction and pleasure to the inhabitants of Prince Edward Island, and we were aware that the chief cause of the abrogation of that treaty was, as has been stated by the Hon. Mr. Derby and the gentleman from Michigan (Mr. Pringle) who preceded him. You had to pass through a severe ordeal, and I have no doubt that the policy pursued was necessary. But, as the gentleman (Mr. Derby) has stated, these troubles have passed away, you have passed through the trying ordeal, and I suppose those necessities no longer exist.

Not being a commercial man, as I have said, it does not become me to enter into details, or to specify, or attempt to specify, what the arrangements ought to be; but I can say this, in behalf of the people of Prince Edward Island, that as soon as arrangements are made for the renewal of the treaty, by the people having authority to deal with it, it will afford very great satisfaction to us. We are your neighbors; we fully appreciate the liberality and frankness of spirit which characterize the merchants of America, as far as we have dealt with them. Our trade has not been extensive, for our resources are small; but what we have is of consequence to us, because it is our all, and we wish to increase the facilities of the the country as fast as possible. Since the abrogation of the treaty, we have sent our grain to the northern country, and I can say that we have not suffered much from the change. The fact is, that last year our grain commanded higher prices than ever before.

I am not prepared with any statistics with regard to the fisheries. I believe that the mackerel fishery round Prince Edward Island is the most valuable mackerel fishery that American fishermen engage in, and I believe, as Mr. Derby has said, that the American fishermen are willing and desirous that their relations with us should be restored to the same footing as they were during the existence of the treaty. I listened with some interest, for I like to hear both sides of a question, to the arguments which were advanced by the gentleman from Maine. We all look at subjects in the light of our own interest, and he looked at this question from that point of view. But I must say that I could not see the force of his argument when he spoke of the three miles. I am not aware that the right to fish within three miles of the coast is any great advantage. Last year, it is true, the fishermen were able to take their fish outside of that limit, but generally speaking, it is necessary to follow the fish in, and strike them within that distance. I could not understand the argument of the gentleman. He did not attempt to say whether the privilege to fish within three miles was of consequence or not, but he said that America was a more powerful nation now than when the treaty was brought about in 1818. There is no doubt you are. Your growth has been most extraordinary, and it commands the admiration of every British citizen. But in the next breath, he said that you respected treaties. I suppose he would not be willing to say that "might makes right." If a treaty is in existence, I expect it will be carried out, and that we shall be dealt with upon the principles of international law; that our interests will be respected. I do not think the gentleman meant much when he said that the treaty was weaker now on account of the great strength of this country.

However, we are getting along. We would be happy to renew our commercial relations with our neighbors. God and nature intended, I believe, that we should live on the most intimate terms with you. You are our nearest neighbors; and we do not forget (as we are reminded on every occasion when we meet a citizen of the United States) the oneness of our origin, the oneness of our language and literature, and, I might almost say, the oneness of our political institutions; for while you pride yourselves upon your admirable constitution and republican form of government, and while our constitution and institutions, in some respects, may differ from yours, still, we recognize the one great principle which underlies the institutions of both countries, and that is, that the people are the real source of the governing power. (Applause.) In that principle we are one, and we ought to be one in other things. I believe we are; and while we all properly look to the protection of our own interests, still, we have but one object. Surely, this great and powerful country, a country which has been endowed by God with richer gifts than any other country in the world, a country of which we have been told, correctly, that its material resources are of such an extent that you cannot build your railroads speedily enough to keep pace with its developments,—surely, I say, such a country as this

can afford, notwithstanding the arguments adduced by the gentleman from Maine, to deal liberally with the countries that surround her. (Applause.) What terms the Colonial authorities would require, I am not prepared to say, but I believe they are ready to deal in the fairest and most liberal spirit with this great country. Of course, as this is a subject-matter affecting England, any arrangement that is made must be with the approbation of the mother country.

I wish again to return my thanks for the kindness which has been extended to us, and to acknowledge the very great privilege I feel it to be, to have been allowed to attend the Convention. Whatever the material results may be, whatever the commercial results may be, the kindness and good-feeling which have been exhibited here cannot fail to have important results in strengthening the bonds of friendship and amity between the two countries.

SPEECH OF HON. H. E. PRENTISS.

As there seems to be a disposition to close this discussion to-night, I will ask for two minutes to reply to each of the gentlemen on the other side, and two minutes on the general subject, making eight minutes in all.

In regard to the last gentleman, he did not understand what I said about the three miles. I say, that by the law of nations, the ocean belongs to mankind, and they have the right to fish in it or do anything else in it, subject to the right of each nation, within a marine league of its own shore; there we have no right to fish. What I meant to say was this, that if any difficulty arose between two fishermen, as to whether a vessel was two or three miles from shore, the two nations are too powerful, and have too much respect for each other's rights and power, to go to war about it; that they would settle it by negotiation. I do not mean to say that "might is right," but when we took Mason and Slidell from under the British flag, with the intense feeling that existed in this country, the government could not have given them up if the nation had not known that England was right as well as strong. A similar feeling may exist in the Provinces. Knowing that the Provinces are right and strong, we shall respect each other's rights better because we respect each other's strength.

Mr. Derby says lumber is a prime necessity of life, and therefore ought not to be protected. He forgets that his coat, and every other garment he wears, is an article of prime necessity; but the manufacturers of Massachusetts have secured protection for their cotton and woolen goods, and in consequence of that protection, they are enabled to levy upon us lumbermen a tax of fifty per cent more than they otherwise would; and I say, if they are entitled to that protection, we are entitled to a similar protection upon lumber, if it does raise the prices to them. That replies to his whole speech, in substance.

In regard to the gentleman from Michigan, he complains of the owners

of timber land, and appeals to popular sympathies and popular passions against them, because they choose to manage their property according to their judgment of what is best for them and for the country. I do not hold anybody responsible for words spoken in the heat of debate, but I say that the spirit of that speech is the same as that of the speech which Caius Gracchus made in the streets of Rome twenty centuries ago; and if he is the man I think he is, he is ashamed of it now.

Again; his argument that it is the duty of the owners of the timber land of Michigan to sell it to the farmers, for agricultural purposes, to cut down the timber and burn it (for that is the argument, and that is what he contends for), shows that he knows nothing about his own State, so far as lumber is concerned, nothing of the relation of supply and demand, nothing of the supply of lumber. I beg leave to suggest that the forest is given by God for the benefit of mankind, and it will all be needed for those houses for the poor, those churches and other buildings that the gentleman from Massachusetts has so eloquently talked about; and he who wastes the lumber of Michigan or of Maine by cutting it down, twenty thousand to the acre, and burning it upon the land, is a bad economist. He commits a sin against man and against God, destroys one of the best gifts of God to man, and one of the great sources of wealth to this country; and if the gentleman lives to the common age of man, he will lament that so much timber has been cut down and wasted. He will want it, and his children will want it.

Now, a word upon the general subject. The circumstances under which I closed [the audience manifesting some impatience] prevented me from referring to the free navigation of the St. Lawrence, which is one of the great arguments always brought forward in favor of reciprocity. That argument was worth something before the experiment was tried; but we have had the right to the free navigation of the St. Lawrence for ten years, and we never used it. The number of vessels that went down the river was so small that they have not dared to give it in their statistics; but, they say, that when the West grows and attains its fullest development, it will want the St. Lawrence as well as the railroads. My reply is, that the railroads will always be sufficient,—always be the nearest and most direct way from the great Lakes of the West to the old world; and Mr. Poor and a thousand other railroad heroes have found out how to build railroads,—have found out that railroads pay, both in money and fame; and they will find new chances for railroads from the great West to the Atlantic coast wherever they ought to be; and they have the capacity to show where it is important they should be built, and they will be built. That is the way the great West is to communicate with the Atlantic seaboard and Europe. The St. Lawrence is frozen up six months in the year; it is too far north; emptying into dangerous and tempestuous seas, where losses are frequent, and insurance consequently high; it is too far out of the way of Europe, and time is money in this business. For these reasons,

I say that geography is against the St. Lawrence being of any value to the West,—climate is against it,—time is against it, and it is of no weight in the matter. The free navigation of the St. Lawrence is practically worth nothing, for it will never be used. The business of the West will come by railroad.

Gentlemen, as I said when I commenced, I was perfectly aware of the unfavorable circumstances under which I spoke. I knew then perfectly well, and know now,—I knew before I left home,—those who sent me here knew, how the vote would be upon reciprocity, at a meeting held in Portland, called by Portland folks, who invited whom they pleased from the Canadas, and invited men known to be in favor of the treaty (laughter and applause); but the lumber-men, my fellow citizens, at Bangor, have so much regard and admiration for Portland, so much regard for the people of the Provinces, that they thought it was only showing proper respect for them to come here and talk a little on the other side. You may do what you please on the subject. There is one thing which consoles me, in some degree, for the reception which my remarks have met, and that is, that I consider it somewhat local. I think the question has got to be settled by Congress. I believe that the State of Maine generally is with me. Although this fine city of Portland happens to be against me, and this particular crowd happens to be against me, there are people enough in Maine who are with me, and I believe that the Congress of the United States, if they hear of this Convention at all, will not care much what it said, or what anybody else said, but will dispose of the matter about as they think proper. (Applause and laughter.)

The Secretary then read the following letter from
 Hon. CHAS. FRANCIS ADAMS :

QUINCY, July 30, 1868.

JOHN A. POOR, Esq.:

Dear Sir,—It would give me great pleasure to attend the proposed Commercial Convention to which you have invited me, if I could do so with convenience to myself; but my long absence from home renders it imperatively necessary for me to devote a few months exclusively to my private affairs.

I always regretted the manner in which the Reciprocity Treaty was terminated, as you may perceive in my printed official correspondence. It might easily have been modified in its defective part, as I knew that the disposition of the British Government was favorable. To make a new one will be attended with more difficulty.

I am, very truly,

C. F. ADAMS.

The question was then put, and the report of the Committee adopted.

On motion of JOHN A. POOR, Esq.,

Resolved, That Hon. Frederick Robie, of Gorham, Maine, one of the secretaries of this Convention, be authorized to publish the records of the proceedings of the Convention; and

Resolved, That members of the Convention and invited guests be respectfully requested, on account of the limited time allowed for discussion, to place in the hands of the Secretary for publication among the proceedings of the Convention, such communications as they may be pleased to make, containing facts, arguments, and suggestions upon the various subjects discussed by the Convention; and that the Secretary cause the same to be inserted in their appropriate place, and printed as a part of the doings of the Convention, with such documents and other information as he may thus receive.

In pursuance of the foregoing vote, the following papers are here inserted, selected from the many communications received in reply to invitations to attend the Convention :

Letter from the Chief Engineer of Northern Pacific Railroad.

MIDDLETOWN, CONN., July 27, 1868.

To Hon. JOHN A. POOR, and others:

Gentlemen,—As it will not be possible to meet with you on the 4th proximo, I comply with your request so far as to give in writing the views I entertain in relation to one of the objects of your Convention, that of adopting measures for securing railway communication across the continent, a subject to which I have given much attention.

When, in 1834, I was intrusted with the survey and report of what was termed the Ontario and Hudson Steamboat Canal, a project which may yet be revived in connection with the Niagara Canal, and which resulted in the enlargement of the Erie Canal throughout to Lake Erie, I had occasion to examine into the character of the country north and west of the great lakes.

In this investigation the gradual amelioration of the climate in proceeding west particularly attracted my attention, and its importance in connection with the future commerce of the lakes induced me, from such facts as I then could gather in regard to it, to trace the course of the isothermal lines on the map of the lake region which accompanied my report. The position of these lines, in the vicinity of the lakes, was evidently much influenced by the lakes themselves, but to the west of them their northerly trend in their course west was still more marked, and this tendency, I subsequently ascertained, extended all the way to the Pacific. This fact

was obvious from such few meteorological observations as I could gather from the military posts on the Upper Mississippi, the settlements on the Red River, and on the Lower Columbia and at Puget Sound, and also from the character of the vegetation of the intermediate country so carefully and truthfully described by McKenzie, Harmon, Governor Simpson, Lewis and Clark, Des Smet, Douglass, Dunn, Culbertson, Bonneville, and others.

The evidences all conspired to show, that, beginning with what is now Minnesota and proceeding west, the climate becomes gradually milder; this gradual change, although interrupted in part by the mountain region, attaining on Puget Sound, in the latitude of Quebec, to a mean annual temperature corresponding with that of the upper portion of Chesapeake Bay. I found, also, that the mountain range, or main divide of the Atlantic and Pacific waters, was greatly depressed, and for a long distance, where the sources of the Missouri and of Clark's branch of the Columbia interlock, affording many practicable and easy passes, three of which were traversed by Lewis and Clark.

I found, also, that the snows in these passes were not heavy, but the reverse; that the range where Lewis and Clark encountered deep snows, was not the Rocky Mountain range proper, but the Blue or Bitterroot Mountains, further west, which would not be passed by a railroad properly located, and I was able to construct, from the very accurate descriptions of Lewis and Clark, a map much more full and accurate than was given in the published narrative of those explorers, because, probably, of the decease of Captain Lewis, the principal man of the expedition, before its publication.

I also extended my researches into the topography and climate of the entire region south to the southern limit of the Union. When, therefore, the advance of our railway system from the Atlantic sea-board west, rendered it evident that it must soon pass the Mississippi, and ultimately stretch on to the Pacific, I was quite well prepared to form a judgment as to the eligible routes to be pursued, and to see clearly that the projectors of some of the routes proposed were not masters of the subject, or they would not have made the mistake of placing their routes in impracticable directions.

None of them, however, selected what is now known as the Northern Route, for as late even as 1851 or 1852, no one save myself, so far as my knowledge extended, believed such a route possible, because of the supposed great elevation of the mountains, the severity of the cold, and the depth of the snows.

My own convictions, derived from my researches, as above stated, were so strong, not only as to the feasibility of a route in that direction, but as to its superiority, that I then determined to devote such time as I could spare, from the active duties of my profession, to getting upon paper the knowledge I had gathered. This was done, and not long after it was given to the public, in the columns of the American Railroad Journal, of

which your chairman, Hon. John A. Poor, was then the proprietor, and his brother the editor, both of whom were early and most able and efficient pioneers in advancing the cause of railways throughout the Union.

Subsequently, in January 7, 1854, the articles thus published in the *Railroad Journal* were republished in book form, with maps and a profile, the elevations upon the latter being mostly deduced from the flow of the streams, and such other evidence as I was able to collect, and early in the same month I received the first gratifying confirmation of the correctness of my deductions in a letter from Lieutenant,—now General Rufus Saxton,—who was despatched with supplies from the Pacific coast to meet Governor Stevens, who was then on his way west from St. Paul to the mountains. Lieutenant Saxton crossed the main divide of the waters at what is now called Cadet's Pass, and joined Governor Stevens at Fort Benton.

I had sent to Lieutenant Saxton some numbers of the "*Journal*," and on the first of January, 1854, he wrote to me as follows:

"I have been very much pleased and interested with the portion of your writings on the Northern Pacific Railroad route, which is now being explored by Governor Stevens, that I have had an opportunity to peruse, and surprised at the coincidence existing between your conclusions and my own personal observations. I have not had the pleasure of reading all of your articles, and would esteem it a favor if you would send me one of your books. I think I can discover some errors in location of different points in your sketch, but these do not affect the great principles upon which your work is founded, so long as the main facts remain. The highest point I passed, I think, is south of Lewis Pass, but it is possible that they may be identical. My barometer, an aneroid, and of course liable to error, gave the pass an elevation of 4,674 feet above the sea."

This measurement was the first made of the Rocky Mountain range in that direction, or north of the south pass, and was to me the more gratifying, as a letter received from Governor Simpson, of the Hudson Bay Company, was not encouraging as to my estimate (5,000 to 6,000 feet) of the elevation, but he added "that wherever my authority is cited, you have fairly represented my opinions, and your descriptions of the soil, productions, and general features of the territory, with which I am personally acquainted, are in accordance with my own observations." Governor Simpson, in conclusion, assured me that he felt a deep interest in the undertaking, appreciating as he did "the vast advantages that must arise to the United States and adjoining Provinces in the event of this magnificent scheme of a railroad being carried into execution."

The aneroid, which Lieutenant Saxton deemed unreliable, was subsequently found to have given a result considerably at variance with the truth. The profile prepared by me, because of the confidence in its general correctness, was copied into an *Essay on the Canadas*, which received the prize at the Paris Exhibition of 1855. The elevations of principal points

upon it, as compared with the most reliable measurements since made, are as follows:

| | Profile. | Measurement. |
|---|----------------|--------------|
| Take Superior above sea level in feet..... | 630 | 600 |
| Divide between Lake Superior and Mississippi..... | 1,334 | 1,332 |
| Crossing of Mississippi..... | 1,150 | 1,152 |
| Divide between Mississippi and Red River..... | 1,706 | 1,479 |
| Red River..... | 1 000 | 985 |
| Plateau du Coteau du Missouri..... | 2,300 | about 2,500 |
| Missouri River, mouth of Yellowstone..... | 2,040 | 2,010 |
| Fort Benton..... | 2,790 | 2,780 |
| Main Summit..... | 5,000 to 6,000 | 5,400 |
| Mouth of Hellgate River, at Clark's River..... | 2,800 | 3,000 |
| Col. River, mouth of Yakima..... | | 400 |
| Cascade Range, north of Mount Ranier..... | 4,000 | 3,030 |

Upon the large map accompanying my Memoir was traced the isothermal line, of the mean annual temperature nearly of New England, conforming to the latest observations. Its position in the Saskatchewan valley, as since ascertained, was too far to the south by two or three degrees. The descriptions of Harmon and McKenzie, of the vegetation of the Unjigale, or Peace River, justified a more northern location, but, in the absence of positive thermometrical observations, it was placed as described.

On the publication of the Memoir, letters were received from gentlemen who were acquainted with the country from personal observations,—if not of the whole, of large portions of it,—and from others whose researches had made them acquainted with it; also from men of high standing in science, and from gentlemen of my own profession, all confirming the accuracy of the facts and the justness of the conclusions.

Minnesota was then a territory extending west nearly to what is now the eastern limit of Montana. Dr. Thomas S. Williamson, then a resident in it, at Pejutazee, thus wrote in regard to it, May 17, 1854:

“So far as I am capable of judging, the conclusions at which you have arrived are correct. This country is not inferior for the production of grain or vegetables to any in the United States. The impediments from snow on the northern route will not be found greater, but, so far as Minnesota is concerned, less than you have supposed. It now lacks a few days of twenty years since I first came to this territory.”

The Rev. Samuel Parker, for some time missionary to the Spokane Indians, near Fort Colville, Oregon, now Washington Territory, under date of March 9, 1854, confirmed all that was stated in the Memoir as to the mildness of the climate of that region. Then the people of that section (lat. 48° N.) were “making their gardens and sowing their fields, and grass was up some inches high.”

Governor James Duane Doty, of Wisconsin, since Governor of Utah, wrote on the 29th of March, the same year, having just heard from his son, who was making explorations between Fort Benton and Clark's branch of the Columbia, as follows: “I have read with deep interest your Memoir on the railroad routes to the Pacific, and deem your statements and arguments in favor of the northern route conclusive. My son enters warmly into these views.”

Hon. H. R. Schoolcraft, who had visited and was familiar with the country west of Lake Superior to the Red River and beyond, and who had made the character of the country and the climate westward to the Pacific a particular study, thus wrote, March 13, 1854: "A road built from Lake Superior or St. Anthony's Falls to the Missouri, and by Lewis' Pass, through the Rocky Mountains, to the Clark's Fork of the Columbia, and down the Columbia, through the Cascade Range, will pass through tracts which are capable of continuous settlement. Much of the soil is first-rate farming lands, which will bear corn and all the cereals, and these lands can be cultivated without irrigation. It abounds in flowing streams which will sustain arts and manufactures, and no part of the world is better suited to grazing."

From Professor Silliman, sen., of Connecticut; Professor Renwick, of New York; Professor Lathrop, of Wisconsin; Professor Thompson, of Vermont; W. C. Redfield, of New York, and other learned and intelligent gentlemen, letters were received, all of them concurring in the truth of the facts as given in the Memoir, and conceding that the arguments advanced as to the superiority of the northern route were unanswerable.

From members of the profession of Civil Engineers, many letters were also received of similar import to the following, which is selected for its brevity, written by a gentleman who, for several years, was superintendent of the Boston and Providence Railroads, but who, at the time, was president of one of the leading railroads of New England:

BOSTON, March 18, 1854.

My Dear Sir,—I have received the copy of your "Railroad to the Pacific," kindly forwarded to me by yourself. Permit me to express the great satisfaction which its perusal has afforded. You have performed a most important service to the country, in presenting to it a case of such vital interest, in a manner so conclusive and intelligent. As one of the nation, I desire to thank you for the service, and, as one having some interest in the profession, to congratulate you upon having executed it so well.

With great respect,

WM. RAYMOND LEE.

I will add one more, of a more recent date, for the reason that the writer, who, for many years, had charge of the department of Civil Engineering in Union College, New York, and was author of a valuable treatise on Engineering, was at first inclined to favor a more southern route. It is as follows:

UNION COLLEGE, NEW YORK, March 7, 1866.

Dear Sir,—My attention has recently been earnestly directed to the Pacific Railroad routes, and I have just been re-reading, with great interest, your report of 1853. You were in advance of the times. I could not appreciate *then* the depth and breadth of your views. I am now disposed to indorse them fully, so far as my knowledge extends. A visit from a friend and former pupil, resident for the last ten years *all over* the ground in question, has cleared up to me many doubtful points. He thinks the northern route decidedly the best, except for the importance of San Francisco; but you have answered that.

I am, very respectfully, yours truly,

W. M. GILLESPIE.

These opinions are presented to show the estimate put upon the northern route by men competent to judge of its merits, and to show, also, how thorough was the investigation made into the character of the country by myself prior to 1853. At that time, and before the commencement of the government surveys, the facts were ample, as stated in my Memoir, for pronouncing upon the superiority of the northern route as a great trans-continental thoroughfare. Since then, I have lost no opportunity of adding to my knowledge of the country between the Mississippi and the Pacific, and for the last two years have been in the service of the Northern Pacific Railroad Company, as Engineer-in-Chief, directing the surveys, and in that period have seen a large portion of the route, and have received reliable reports from assistants upon other portions; and, so far, my confidence in its superiority has not been impaired, but, on the contrary, greatly strengthened.

At the risk of being considered inimical to a rival project, which I am not, and to exhibit the superiority of the northern route in the most satisfactory manner, I shall make a brief comparison with the route to San Francisco, now occupied by the Union and Central Pacific Railway lines from Omaha, and which is now being rapidly constructed under the very liberal patronage bestowed upon it by the government and the public. A comparison with this route is the more appropriate, as it is not probable that any intermediate line between it and the northern one will, for many years, be attempted.

1. In actual distance, estimating from Chicago in each case, the northern route to the Pacific is between two and three hundred miles the shortest.

2. It has much less rise and fall, which, converted into equivalent horizontal distance, practically doubles the difference in its favor from the amount above stated.

3. It connects with the cheap navigation of the lakes at Lake Superior at a point as near to the Atlantic sea-board, by navigation, as is Chicago, and this connection is nearer to the Pacific at Puget Sound than Chicago is to San Francisco by over six hundred miles actual distance, making no allowance for extra rise and fall and heavier gradients.

4. From Lake Superior to Puget Sound, the northern route has a mean elevation 1,900 to 2,000 feet. For the same distance from Omaha west, upon the other line, the mean elevation is over 5,000 feet, and for five hundred miles of the distance it exceeds 6,000 feet. This difference in elevation is equivalent, in its effect upon climate, to a difference of latitude of ten or twelve degrees, and, coupled with the fact that the more elevated portion of the northern route is nearer to the Pacific, where it is influenced by the warm winds from that region, makes the climate milder by five or six degrees of latitude, probably, than upon the route by Salt Lake.

5. The more elevated portions of the Salt Lake route, as has been fully proved, is subject to deep snows in winter, rendering that route unreliable at that season. During the last winter a portion of the Central Pacific was

rendered useless from this cause, and San Francisco papers report the snows to be a failure. The northern route is singularly exempt from any such obstruction, and from causes now well understood and explained.

6. There is no portion of the northern route which will require gradients so high, combined with curvature so sharp, as on the Central Pacific, in making the ascent of the Nevada Mountains from Sacramento, and at some other points. At these points, it has been estimated that it will require six to eight locomotives to do the ordinary duty of one on a level track, and to secure ultimately a double-track free from all danger of obstruction and injury from the heavy snow-slides will be attended with an enormous expense.

7. The northern route is strictly a *valley* route traversing the great valleys of the Missouri and Columbia, and passing through a region well adapted from soil and climate for settlement for almost the entire distance. The other route is over a mountain region studded with summits, snow-capped the entire year, sterile and naked of timber, and in general unfit for settlement, and will afford in consequence very much less local business for a railway. For these reasons, also, it will probably be a more costly route to operate and maintain. Its dry and sandy character during the summer months must add greatly to the wear and tear of car and engine machinery.

8. Puget Sound is distinguished for its numerous and excellent harbors. Its waters are navigable at all seasons and free from hidden danger. Timber and coal are both abundant on its borders, and it is in a most favorable position for the Pacific trade, being nearer to the principal cities of Asia than San Francisco, by several hundred miles, and has an extensive and productive back country, watered by the Columbia and its branches, upon the principal of which, and upon the Columbia itself, steamers are now running.

9. The northern route intersects at some half a dozen points very important river navigations which extend for long distances into the interior of the country, on either side, and which will form most important tributaries to the business of the road when constructed. These navigable rivers are the Mississippi, the Red River of the North, the Missouri and Yellow Stone, Clark's and Lewis' branches of the Columbia, and the Columbia. Upon the other route, on the similar distance from Omaha to Sacramento, no navigable rivers are intersected, and from this cause, aside from the great elevation, sterility, and nakedness of the country, as already stated, will have comparatively less local business.

10. The northern route to the Pacific is the best and most convenient route for two thirds of the population of the Union, or for all that portion situated to the north of a line drawn from St. Louis to Charleston, South Carolina, the portion which produces relatively, according to its number the most exchangeable wealth. It is the best route for the large and growing population of Canada, and the best and most convenient for the trans-continental travel and trade between Europe and Asia.

It is, in fine, a route lying in a latitude where the greatest strength and intelligence have hitherto been found, and where the race has achieved most and attained its highest phase of civilization.

In thus setting forth the superior merits of the northern route, I don't wish to be understood as asserting or intimating even that the Salt Lake route will not fulfil the reasonable expectations of its friends and those interested in it. It is removed some four hundred to six hundred miles from the northern route, and should have in consequence a business of its own that will sustain it. But whether this be true or not, it has already become the recipient of the patronage of the government and the public to a degree which will insure its early completion. While the northern route, having far more merit, and vastly more important in a national and world-wide view, is languishing under the poor favor of a land-grant which can have no value until the road is built, and then most valuable, if rightly used, by being made a free gift to actual settlers to bring in a population that will furnish business for the road.

While, therefore, the government may not be the loser in bestowing its bounty upon the Salt Lake route, as I trust it will not be, it is not wise to withhold similar needful support to a route far more deserving—one which is sure not to be a burden upon the public treasury and the country, and equally sure to aid materially in developing the resources of a region capable of contributing largely to the general wealth of the country, and relieving it from a portion of the burden already resting upon it.

If I have been as successful in my exposition of the merits of the northern route to the Pacific as from its character it deserves, your Convention will see that they have, in pursuance of the objects for which they are convened, a duty to perform in urging the claims of the northern route upon the attention of the public and the government in the strongest manner; and in doing this they will not consider it simply as a line, or portion of a line, spanning the continent in the best place for accommodating the world's commerce, or the commerce between the most populous portion of our own continent and Eastern Asia; but as a highway occupying the very best position for developing the richest portion of the interior of our own continent lying to the west and north-west of the great lakes between the latitudes of forty-five and fifty-five degrees north, a portion which when thus accommodated, will swell our channels of inter-communication with its surplus products, and pour into the laps of our inland and maritime cities incalculable wealth.

EDWIN F. JOHNSON, *Civil Engineer.*

Letter from the Board of Trade of Troy, New York.

TROY, N. Y., July 28, 1868.

To JOHN A. POOR, and others:

Gentlemen,—The undersigned, a committee appointed by the Board of Trade of Troy, in response to your circular and call for an "International

Commercial Convention" to be held at Portland on the fourth of August, to appear as delegates at said Convention; or if unable to attend in person, to present their views in writing to the Convention, would respectfully say, that the Board of Trade of Troy, which they have the honor to represent, as well as the business community of this city, are in full sympathy with the objects the Convention have in view, and desire to co-operate in every feasible plan for the enlargement and extension of railroad transit across the continent, as well as the facilities for trade and intercourse between the great West and the Atlantic sea-ports.

Although this city is south of the parallel over which you propose to stretch your line of railroad from Portland to the West, still we do not fail to see our own great common benefit with the whole country in the success of your enterprise.

Regretting our inability to attend the Convention, and with the highest anticipations for the result of your deliberations in promoting the great objects you have taken up, we respectfully subscribe ourselves

Your obedient servants,

JAMES FORSYTH,
JAMES R. PRENTICE,
E. THOMPSON GALE.

Letter from the City Council of Oswego, New York.

CITY OF OSWEGO, CITY CLERK'S OFFICE, July 28, 1868.

Gentlemen,—Your communication under date of June 29, 1868, inviting the mayor and common council of the city of Oswego to take part in an "International Commercial Convention" to be held at Portland, Maine, on Tuesday, August 4, 1868, to take into consideration the various measures and plans now before the country to increase facilities for intercourse in trade between the Atlantic sea-board and the interior of the continent, was duly received and contents noted; and I am directed by said mayor and common council to assure you, gentlemen, that the objects for which the proposed convention is called, as set forth in your communication, is fully approved by them.

The prospect of an early completion of a railroad to the Pacific, together with the great probability that other lines will soon follow, make it highly important that the best and most direct routes connecting therewith and terminating in the East at the most favorable points of embarkation and shipment should be sought out and opened. The great increase of business which may be anticipated from the opening of the Pacific Railway, together with the rapidly expanding productions of the Mississippi Valley, will fully employ all the lines of communication and transit which can be brought into use, and the best interests of the country can in no manner be better promoted than devising ways by which the thoroughfares of busi-

ness will be opened which will fully develop the wealth and vast resources of the nation.

I am directed by the mayor and common council to assure you that all measures to complete connecting links in lines of communication between your city and the West, and in establishing new and more favorable ones, if they can be devised, will meet with their earliest co-operation. To one subject I am directed to call your attention as worthy the serious consideration of your Convention, a ship canal around the Falls of Niagara during the entire season at lake navigation, some eight months. Such a work, when constructed, would let the bulk of the commerce of the lakes down into the basin of Lake Ontario, bringing the point of transshipment several hundred miles nearer the sea-board, and thus greatly cheapening the cost of transit upon all the products of the West, or supplies of nearly every nature going to the producers of the West. It is a measure demanded by the best interests of both East and West. A bill is now pending in Congress which makes provisions for this great national work.

A full discussion and enlargement of the importance of this work by your honorable convention will have its due weight with the national legislature.

I am also directed to say, that it will not be possible for the mayor and common council, in a corporate capacity, to meet with your Convention; but they feel a pleasure in stating, that the "Board of Trade of Oswego" will be duly represented by committees.

I am directed, gentlemen, to thank you for the remembrance as well as for the consideration and courtesy extended to citizens of Oswego on previous occasions of great interest.

Trusting, gentlemen, that your efforts will lead to the opening of the best possible avenues of trade across the American continent, by direction of the mayor and common council,

I remain yours, truly,

ROBERT S. KELSEY, *City Clerk.*

Letter from City Council of Milwaukee.

CITY CLERK'S OFFICE,

MILWAUKEE, WIS., July 29, 1868.

REPORT OF COMMITTEE ON FINANCE.—Your Committee, in behalf of the Common Council, respectfully acknowledge the receipt of invitation to attend the International Commercial Convention to be held at Portland, Maine, Aug. 4, 1868, and fully approve and commend the object, and regret that the subject had not been presented to your Committee at an earlier moment, to make arrangements to represent our city in such Convention, which we are unable to perfect at this late moment.

(Signed)

M. KEENAN,
AUG. GRENLECH,
JACOB VELTEN,
JOHN BENTLEY,

} *Committee.*

Letter from the Board of Trade of Chicago.

SECRETARY'S OFFICE,

CHICAGO, July 30, 1868.

Hon. JOHN A. POOR:

Sir.—The call for the International Commercial Convention to be held in the city of Portland on the 4th of August proximo, reached us at a time when many of our members are absent for recreation, and those who remain are so much occupied with business, that it is difficult to form a committee to attend said Convention.

A resolution of the Board, however, directs me to assure you of the hearty sympathy of the Board in all efforts tending to increase railway communication between the sea-board and the interior of the country.

Your obedient servant,

E. V. ROBBINS, *President*.*Letter from the Board of Trade of Wilmington, Delaware.*

WILMINGTON, DEL., July 23, 1868.

JOHN A. POOR, Esq., and others:

Gentlemen.—Your invitation to the International Commercial Convention received, and considered by our Board. In the absence of our secretary, I reply. While it would give us much pleasure to send a delegation to such a live and enterprising city as yours, we shall hardly be able to arrange it at this season, while so many of our members are from home; if it can, however, be arranged, I will have you duly notified. Wishing you every success in your great enterprise, and that the deliberations of the Convention may be harmonious and useful,

I am truly yours,

EDWARD BETTS, *President*.*Letter from the Chamber of Commerce of Halifax.*

HALIFAX, July 24, 1868.

JOHN A. POOR, Esq., and others:

Gentlemen.—I have to acknowledge receipt of your circular announcing the intention of holding a convention at Portland, on the 4th proximo, for the purpose of promoting facilities of intercourse and trade between the Atlantic sea-board and the interior of the continent, etc., and inviting this Chamber to appoint representatives thereto.

And I am instructed to state in reply, that at a meeting held this day, the Chamber has requested their President, Mr. William Pryor, and Secretary, Mr. J. H. Harvey, to act as delegates to the Convention.

It is not yet decided whether these gentlemen will be able to leave Halifax, but I am permitted to avail of this opportunity to convey to you the very great interest your circular has excited in our Chamber of Commerce

and among business men generally, and to assure you that their earnest exertions will be used to promote the objects of your Convention, and that their sincere sympathies are enlisted in its success.

I have the honor to be, gentlemen,

Your obedient servant,

JOHN H. HARVEY, *Clerk.*

Letter from the Chamber of Commerce of New York.

NEW YORK, July 21, 1868.

Messrs. JOHN A. POOR, and others:

Gentlemen,—Your communication of the 29th ult., inviting the participation of the Chamber of Commerce in the "International Commercial Convention," to be held in your city on the 4th of August next, has been received, and I have been directed by the President to inform you that in consequence of the absence of many of the members from the city during the summer months, no session of the Chamber can be held for the consideration of this subject before September next.

Very respectfully your obedient servant,

GEO. WILSON, *Secretary.*

Letter from the Board of Trade of Toronto.

OFFICE OF THE BOARD OF TRADE,

TORONTO, July 25, 1868.

Hon. JOHN A. POOR, and others:

Gentlemen,—On behalf of the Board of Trade of Toronto, I have the honor to acknowledge receipt of your circular 29th June, giving details of the several schemes for facilitating trade and intercourse with the East by transit across this continent; and requesting the appointment of a delegation to a Convention to be held at Portland, on 4th August, for the consideration of the various measures proposed for obtaining the above object.

The Board are deeply impressed with the importance of the results which would attend the realization of these projects, and desire me to express their entire concurrence therein.

Circumstances prevent the sending hence of a delegation (I may observe that your circular was received but a few days since, although dated in June); but you may confidently rely upon our moral support and co-operation when necessary, in any project for advancing the interests of international commerce.

I have the honor to be, gentlemen,

Yours most respectfully,

CHAS. ROBERTSON, *Secretary.*

Letter from the Board of Trade of Ottawa.

BOARD OF TRADE,

OTTAWA, CANADA, July 29, 1868.

Hon. JOHN A. POOR:

Sir,—The Board of Trade of the city of Ottawa, having received an invitation to attend the "International Commercial Convention," to be held in Portland on 4th August, regret that, owing to the short time allowed by the notice (having received it on 24th inst.), they were unable to comply with the invitation by sending delegates.

Wishing this Convention every success, and sympathizing with the motives which have called it together, they forward fifty copies of a pamphlet for distribution amongst the members, in which their views are expressed.

I am, Sir, respectfully,

G. H. PERRY, *Sec'y pro tem.**Letter from Admiral Davis.*

U. S. FLAG-SHIP GUERRIERE,

BAHIA, BRAZIL, Aug. 29, 1868.

Hon. JOHN A. POOR:

My Dear Sir,—Your invitation of July 11th to attend the meeting of the International Commercial Convention in Portland, on the 4th inst., was received by the last steamer. My absence from the United States, on professional duty, will account for my not replying sooner to your kind invitation.

There are several periods in the history of the world when international intercourse, especially that of a commercial character, has exercised a commanding influence upon the welfare and progress of mankind.

These periods are so linked with each other, and the influences belonging to them are so uniform, steady, and beneficial; they have, moreover, each one of them, been marked by such signal benefits, that it would be a difficult task to contrast them in respect to their results.

And yet, while my mind rapidly recurs to some of the most conspicuous of these periods, and endeavors to form a just estimate of their importance, I feel persuaded that there never has been an era of international and commercial intercourse more promising in the great *variety*, as well as in the real value, of its issues than the present.

If I ventured to indulge in even a hasty reference to the details of this comprehensive question, I should be betrayed into writing an essay, instead of an acknowledgment of your kind remembrance.

But I must add this much, that the manner in which the abilities and energies recently devoted in a great war to the duty of national self-preservation, are now turned into the channels of commerce, the chief instrument of human advancement, and are employed in promoting international

peace and good-will, presents a most interesting spectacle to the friends of humanity.

If I had enjoyed the privilege of being present at your Convention, I should, perhaps, have ventured to ask it to take into its favorable consideration and recommendation the interoceanic canal through the Isthmus of Darien. This is one of the grand projects of the century; and it is one which will tend as much as any to create and extend the Christian spirit of unity and bond of peace.

I am, with high respect, very truly yours,

C. H. DAVIS, *Rear-Admiral*.

Commanding U. S. Naval Forces in the South Atlantic.

Letter from Dr. Lieber.

NEW YORK, August 10, 1868.

HON. JOHN A. POOR, and others:

Gentlemen,—On my return to this city, the evening before last, I found your invitation, of June 29th, to attend an International Commercial Convention on August 4th, at Portland. I regret very much that the invitation was sent to me so late. Everything of an international character has a deep interest for me, and I should undoubtedly have attended your meeting, had the invitation arrived in proper season.

I am, with great regard, gentlemen,

Your very obedient,

FRANCIS LIEBER.

Letter from Hon. David Wilder.

STATE HOUSE, BOSTON, July 28, 1868.

HON. JOHN A. POOR:

Dear Sir,—I have your interesting circular of June 29th, received yesterday, and should, without hesitation, accept the invitation it gives us to be present and discuss the important subject of which it treats, if I could see my way clear to do so.

I need not say to you, I believe, how much I have always been interested in all legitimate projects for improving communications between different portions of the world, though I may add, that I sympathize with you more than most persons do, as to the importance of making provision for the communications in advance, just as we prepare our tools, or instruments for any other work, before it commences, rather than wait and then have to do it hastily and imperfectly.

But the world generally prefers to *wait* and let others be at all the trouble and expense of preparing the way, while they go on with their own private affairs, ready at any moment to seize your work out of your hands as soon as it has become profitable or creditable.

Is not that true, and very provoking too? And still, you must keep at work.

If only a few of our leading capitalists could but forget their selfish, personal purposes, and learn that the general good is greater, and better than their own, not only should you have your railroads constructed, and your dreams realized; but I would have honest, equitable resumption of specie payments, and both national and international banking and currency before we are many years older.

I have faith that we shall both live to accomplish the work we are set to do, and then, perhaps, be allowed to rest a little from our labors.

I shall pray for your success, and come and meet with you if I possibly can.

Truly yours,
DAVID WILDER.

Letter from A. H. Hoyt, Esq.

OFFICE OF THE NATIONAL R. R. TRANSPORTATION CO.,
BOSTON, July 31, 1868.

Hon. JOHN A. POOR, and others:

Gentlemen,—I am honored with your invitation to be present at the International Commercial Convention, called to meet in Portland, on the 4th proximo, and I exceedingly regret that previous engagements will prevent my attendance.

It would be especially gratifying to me to meet such a body of men as will undoubtedly constitute that Convention,—*representative* men, actively interested in the development of the commerce of this country; *live* men, who see with prophetic eye the great changes and national progress immediately before us, and, profiting by long observation and experience are, with their quick intelligence, prepared and determined to avail themselves of the vast resources, natural and artificial, now at hand, and such as may be possible in the future, for the development and control of the commerce of this part of the world.

We, here in Massachusetts, have long looked with admiration upon the enterprise and zeal that have characterized the capitalists of Portland, and of Maine generally, and we regret (I speak as a humble member of this community) that we here have hitherto failed to adopt and unitedly carry forward a general scheme of railroad or commercial policy, designed to open to us a direct and cheap means of communication between this seaboard and the West, through the lakes.

Through the energetic labors of a few public-spirited and sagacious men, our last legislature was induced to lend its sanction to measures which it is hoped are to lead to this result. But I fear that we shall be far behind you in this enterprise.

That city, or section of country, which shall first carry forward to com-

pletion such a railroad and inland water communication between the Atlantic coast and the West, will obtain the earliest and greatest benefits arising from the vast traffic between this country and Europe,—and, when the Pacific railroads are complete, the lion's share of the commerce to and fro between the extremes of the old world across this continent.

I have carefully read your circular, and have tested most of its statements by data at hand. I do not see that you have exaggerated the facts, or erred in the conclusions you have drawn from them. Startling as they may seem to some men, they will be found, I am confident, short of the truth.

All New England is, and ought to be, interested in your plans; for, certainly, whatever shall benefit Portland and Maine, must directly benefit the rest of the Eastern States.

I am sure every patriotic and every business man will rejoice in the success of your projects, and will hope that your Convention will open our eyes to the importance of a prompt, intelligent, and zealous co-operation in efforts to the same end.

I have the honor to be, gentlemen,

Your obedient servant,

A. H. HOYT.

Letter from Hon. J. A. Sanborn.

EAST READFIELD, July 28, 1868.

Hon. JOHN A. POOR, and others:

Gentlemen,—I have the pleasure to acknowledge the receipt of your invitation to be present at the International Commercial Convention to be held at Portland, Maine, on Tuesday, August 4, 1868. To be present during the deliberations of the Convention would afford me pleasure, but my engagements are such as to forbid it. The measures to be acted on mainly, how best “to increase facilities of intercourse and trade between the Atlantic sea-board and the interior of the continent; to adopt measures to secure a line of railway across the continent at its widest part, and the adjustment, on liberal terms, of the regulations of trade on the continent of North America,” etc., are projects of such vital consequence to our State and country, I shall feel a deep interest in the deliberations of the Convention, believing as I do, that if carried into effect, the result will be the uniting the people of our country and those of our neighboring Provinces in closer bonds of sympathy and interest than at present exist, and, consequently, the more rapid development of the material resources of all sections of the country than otherwise can be effected. I trust the result of its action will be to harmonize and unite all interests represented in aid of the great objects aimed at. No one that desires to see our country occupying the position in the family of nations that Providence has made possible for her, can fail, it appears to me, to feel a deep interest in whatever

is calculated to accomplish the results it will be the object of the Convention to secure.

I have the honor to be your obedient servant,

JOSEPH A. SANBORN.

Letter from Hon. F. W. Bird.

EAST WALPOLE, July 27, 1868.

Hon. JOHN A. POOR:

My dear Sir,—I suppose I am indebted to your kind personal recollection of me for the invitation to attend the Convention, to be held for the purpose of increasing railroad communications between Portland and the West; not to any expectation that a Boston man will assist in such enterprise. Is not Massachusetts “pegging away” at the Hoosac Mountain, having already squandered millions in the fruitless job, and determined, if we are forever to follow the lobby, to squander other millions, and find herself at the end, even if the “tunnel” should be completed, with no better facilities for Western traffic, and with no larger share of that traffic, than she has with her present railroad system! It is very humiliating, but true,—“true ’tis pity, and pity ’tis ’tis true.” While Massachusetts is thus postponing for years all increase of communication with the West, Maine is outstripping her in the race, simply because you propose the practical, she the chimerical.

But, whether you expect us or not, I shall try to visit you, though it is very doubtful. Now I give you my humble but hearty God-speed in your work. I rejoice in any feasible enterprise which aims to develop the resources of any portion of the American continent. Go ahead, and if you beat us, it won’t be the first time nor the last when the child distances the parent; and as a parent, I shall rejoice if my boys get ahead of me.

Very truly yours,

F. W. BIRD.

Letter from Cyrus W. Field.

LONDON, ENGLAND, August 5, 1868.

Hon. JOHN A. POOR:

My dear Sir,—I received your letter of the 29th June on my return from Switzerland, and regret that, owing to my absence from America, it was quite impossible for me to attend your meeting. Had I been at home, it would have given me great pleasure to attend.

I remain, my dear Mr. Poor, very truly your friend,

CYRUS W. FIELD.

Letter from Hon. Josiah Crosby.

DEXTER, Aug. 1, 1868.

Hon. JOHN A. POOR, and others:

Gentlemen,—I regret exceedingly that I shall be unable to attend the International Commercial Convention at Portland on the 4th inst. I have read the printed call with much attention, and heartily sympathize with the general purpose of the Convention. Whatever tends to shorten distances, tends to the material and spiritual welfare of the human race. No more effective means of civilization, with perhaps the exception of the art of printing, were ever invented by man, than steam and telegraphic communication.

I shall look for the published proceedings of the Convention with great interest.

I have the honor to be, gentlemen, your most obedient servant,
 JOSIAH CROSBY.

Letter from William Atkinson, Esq.

EMDEN, July 27, 1868.

Hon. JOHN A. POOR:

Sir,—I am in receipt of an invitation "to take part" in an International Commercial Convention to be held in Portland, Maine, Aug. 4, 1868. The *objects* of that Convention, as stated in the call, are as broad as the continent, in keeping with the spirit and enterprise of the age, in harmony with the demands of commerce, and the necessities of a high civilization.

It is meet that the sons of the great Republic should come together and take counsel for the consummation of enterprises so vast in their nature, and so comprehensive in its beneficent results, as the construction of the Northern Pacific Railway.

The Central Pacific Railway, through the enterprise and energy of its projectors, and the wise and liberal aid of the Federal Government, has become a fixed fact, and will shortly span the continent,—will magnify the great Republic in the eyes of the civilized world, and aid in rendering permanent and perpetual our government with its free institutions; and will make San Francisco the entry-port and gateway of the rich commerce of the East, not only for this continent, but, to some extent, for Western Europe, as ancient Venice was before the Cape of Good Hope route to India.

The Northern Pacific Railway route has many advantages, as a highway of commerce and a pathway of nations, not only in point of gradients and ease of construction, but from the fact that it will lie nearly in the shortest path from China to the British Channel, reducing that route by natural causes, and four thousand miles of land conveyance, proximately, to the well-known principles of great circle sailing, and confining it to a temperate zone.

It needs no prophet's eye to see, that first-class passengers, the mails, bills of exchange on China or the commercial marts of Western Europe, gold and silver, and the more portable and valuable articles of merchandise, will cross this continent by rail on the completion of the routes of travel contemplated in your call, instead of seeking their destination by routes twenty or thirty days longer in point of time, and through torrid climes and dangerous seas. Much of the commerce of the East is destined to reach the Atlantic coast by seeking its debarkation at Puget Sound,—distance, grades, climate, and the Pacific harbors, all point to this result.

This Northern Pacific route is of such importance to Portland and to the State of Maine, and to the Maine Central and European and North American Railroads, that I trust you will pardon me for making an additional statement, namely, five hundred miles of its line east of the Rocky Mountains will pass through one of the best grain-growing districts in the habitable globe, and the minerals and timber lying adjacent to its line will afford an inexhaustible mine of wealth for generations to come. So go on and render *sure* the construction of your line from Portland to Rutland,—the line from Portland to Halifax is secure,—and bend the vast influence and energy that I know your Convention will contain towards devising ways and means for the construction of the great Northern Pacific Railway, and you will give it an impetus that will only stop with its final completion.

Memorialize Congress for the same aid they have given to the Central Pacific Railroad, and choose a committee to request of our next President, in behalf of your Convention and of this greatest enterprise of modern times connecting the great highways of nations, and cementing in closer brotherhood the two great families of the Anglo-Saxon race, to aid this great work to an extent commensurate with its national, political, and commercial importance, and you will get the remaining aid you deserve and need. The regulations of trade between us and the British Provinces should be liberal and reciprocal.

Truly yours,

WILLIAM ATKINSON.

Letter from E. P. Weston, Esq.

MOUNT BLUE, AVON, July 30, 1868.

Hon. JOHN A. POOR, and others:

Gentlemen,—Your circular invitation to “take part in the International Convention” was duly received. No citizen of Maine, however private his position or unimportant his influence, can fail to be interested in the great object of the proposed Convention,—the completion of a line of railway across the continent in its widest part; a line that will traverse nearly three hundred miles of our own territory, and bring our own State directly into the pathway of nations.

Gentlemen of eminent ability, from other States as well as our own, will be at your Convention to give this grand enterprise a new impulse toward its accomplishment. I will only assure you of the sympathy and approval of hundreds of citizens, like myself unable to attend the Convention, but who will be ready to second, by all means within their reach, those measures which your wisdom shall devise, toward securing so grand a purpose.

Very respectfully, your obedient servant,

EDW. P. WESTON.

Letter from Ira Gould, Esq., President of Montreal Corn Exchange.

MONTREAL, July 30, 1868.

JOHN A. POOR, Esq.:

My dear Sir,—I had hoped to have the pleasure of being with you at the Convention, but the infirmities of age and my business engagements seem to forbid it. I venture, however, to make a few suggestions, such as occur to my mind, as being suitable subjects for the consideration of the delegates present.

Reciprocity. First and foremost this should have your most earnest attention, and by *reciprocity* I don't mean any half-way or one-sided measure. Assuming that the principle itself is right, the nearer you come in practice to the true definition of the term, the better for both parties. I particularize as follows:

Complete free trade in bread-stuffs, no matter in which country grown. The same in all other kinds of food for man and beast. Also coal and iron ore, and, perhaps, pig iron and puddle bars, these being considered raw material for purposes of manufacture, and, finally, wool, hemp, flax, and cotton. For all *manufactures* made on either side of the line, from material grown or produced in either country, a small duty, say five per cent *ad valorem*. The same duty applied to furs, and all kinds of oils, lumber, and many kindred articles.

Free navigation of the St. Lawrence and the lakes, and no distinction in the use of our canals, the same to apply to your canal, should one be built around the Falls of Niagara. In fact, remove all restrictions and distinctions on these waters; use them as one people; give to every ship-owner a fair field and no favor.

The Fisheries. I do not feel competent to go into details on this subject, but on the general principles I have assumed, I do not see why a man having a fishing vessel with the full right of both countries to use these waters and land at any port on the same, might not have the same common right to take their fish and cure and dry them ashore, provided he obtained the right of the party owning the shore, when, by the measures contemplated, his fish would be free of duty.

I regard anything short of what I have so roughly sketched as not worthy the name of reciprocity. For instance, you have no coal nor iron on

your eastern coast. We have a plenty of both on ours; we can give them, especially coal, to the consumer in your eastern ports, at one-half the expense for carriage it costs from Pennsylvania or Ohio.

Again, we have no coal in the old Provinces of Canada; you have them all along our border-line of near a thousand miles in length. Why should either party be debarred the nearest and cheapest market?

We want your cotton, you want our coarse wool. It is true, here you would seem to have the advantage of us, as we are so wanting in factories to work your cotton. But never mind; we have room and water-power in great abundance, and if we don't use them hereafter, no doubt with the freedom of action here marked out, your people will; at any rate we (at least I am) willing to take the risk.

Again, you are the *great nation*; we are the *new dominion*—not to say small, for that would not be true. If you wish to sell to us your manufactured articles under a low rate of duties, you must make the advance; we are not as free, under our peculiar circumstances, to make the offer as you are; but once made, it doubtless would be duly considered, notwithstanding "the old gent on the other side might make wry faces at us for a time," as Mr. Cobden once said to me, "but they would soon get over it."

I have one subject more and I have done. Twenty-five years' experience in the milling business and grain trade on the St. Lawrence, with a general knowledge of the canal and railroads of New York, and their mode of doing business there, has demonstrated to my mind, that the great highway of the lakes and the St. Lawrence is the natural and least expensive route for carrying the products of the West to the Atlantic and the Eastern States and British Provinces. But I am free to confess that this route has not, as yet, practically realized the advantages which belongs to it, nor have we realized our anticipations concerning the railroads from Montreal to the New England States generally,—nor has Montreal become the point of distribution that her natural position would indicate, and what she really should be.

So long and so far as this great highway of waters leads in the direction you wish to carry your cargo, it is clearly the route to be followed. I therefore still maintain that Montreal is the point of departure and distribution for supplying the States of Maine, New Hampshire, Vermont and most of Massachusetts, besides all the lower Provinces, with Canadian and Western produce.

As the medium of this supply, I hold that the Grand Trunk Railroad has most signally failed; and I hold further that this failure is attributable to one general cause, and that no management, however skillful or effective, could avert this failure so long as the cause remained.

This cause is the wide gauge of the track which has no affinity or conjunction with the roads of New England. It is a lifeless monopoly; it plays completely the part of the dog in the manger. Instead of being a feeder to your roads, it winds its slow length along to and from Allan's steam-ships, at Portland, calling its duty done.

The remedy for this, in my opinion, is simple if it can be brought about, namely, that instead of your renting your road from Portland to Island Pond to the Grand Trunk, you should rent or purchase of them their trade from Island Pond to the wharves and ware-houses at Montreal, and change the gauge to that of your other roads.

Suppose this were done, which might be accomplished in one season, the Grand Trunk, ending at Montreal would, with the rolling stock now in use east of Montreal, make a very complete equipment for her road west, and what would be of great interest to the bond, and perhaps shareholders, it would become a paying concern.

We should then witness the beautiful spectacle of the cars and locomotives of all the New England and lower Province roads loading at the wharves and ware-houses at which the Grand Trunk and shipping from all points west were unloading, and without change of cars, distributing their freight where it is wanted in the above-named States and Provinces.

As for our road to Quebec and northward, if our people were silly enough to continue the use of the wide gauge (which I do not believe they would be), it would require the third rail only from Montreal to Richmond, some seventy-five miles.

As regards our great international or political road, if we are ever fools enough to build it, commercially it would be of little account what its breadth of gauge might be, for as to business purposes it has none.

Touching the improvements of our canals, I can say that instead of spending money in enlarging our present ones, I would prefer making the Ottawa and Georgian Bay routes navigable; and in this I think I shall have the concurrence of your Western delegates. But we now have the facilities of doing ten times the business offered to us. Why talk of spending more money in canals until we have fully used what we have.

Permit me to refer to any contemplated extension of your New England roads having reference to the western trade. Lay aside, I beseech you, all local or jealous feeling, and act from one great patriotic idea, the good of the whole country, and this will result in the gréatest good to all. Don't make a mile of new road where the roads already made can do the work, nor go a mile further than the nearest point to intersect this great western high-way of waters.

Thus, my dear sir, I have in a hasty and crude way stated what, in my opinion, are some of the objects that should receive the consideration of the Convention, and which, if I were present, I should endeavor to enforce. Please make my acknowledgment to the Convention, if they should have the patience to listen to the reading of this letter, and assure them that I shall be but too happy in uniting with them in the furtherance of any of the objects here presented, or kindred ones which may originate at the present meeting.

Faithfully yours,

IRA GOULD.

Letter from Mr. Simpson, of the Portland Dry Dock Company.

NEW YORK, Sept. 10, 1868.

JOHN A. POOR, Esq.:

Sir,—I intended to be present at the International Commercial Convention, August 4th, and to respond in person to your invitation to make some statements and explanations with reference to the objects and prospects of the Portland Dry Dock and Warehouse Company, but I am prevented from so doing by business which called me away from Portland at that time.

The resolutions which were passed at the Convention, upon the subjects of railroad, lake, and harbor improvements, and trade with foreign countries and the adjacent provinces, I have examined and approve, and consider them as a great advance step in the direction of true progress in the material interests of our whole country. The city of Portland, from her geographical position, is one of the most important points in the whole country, and with reference to an extended and through line of railroad from Nova Scotia to the Pacific Ocean, assumes an importance which cannot well be estimated. The European and North American Railway, now in process of construction, will soon be completed, and the line will thus be complete from Halifax to Portland, and this line must, in a few years, from the necessities of commerce, be so extended as to connect with other roads leading to the granaries of the West, and thence, by the Northern Pacific Railroad to the Pacific Ocean.

Convinced of the great natural advantages of Portland, believing that these would insure her certain future growth, I was led to examine into her capabilities in a direction to which I have given my especial attention for many years in different parts of the country. On examination, I found a location and facilities for a dry dock, which induced me to make a purchase and commence the work at once. The land and flats which I purchased for this purpose, in the summer of 1867, is situated on the southerly side of Portland harbor, and borders the main channel for the space of 3,255 feet, measuring from the Portland bridge easterly, and thence extending back to upland in Cape Elizabeth, embracing an area of about sixty acres. A charter was granted by the legislature of Maine in February, 1868, and the company has been organized, and the work is in full progress, and we hope to be able to finish the dry dock, engine house, and piers by the first of April next.

The plan of the company contemplates not only the completion of the dock, but piers, wharves, ware-houses, elevators, machine-shops, and dwelling-houses for those who may be connected with the work.

This dock is to be built under the "Simpson Patent," and will be similar to those I built for the "Erie Basin Dock Company," in Brooklyn, N. Y.

This dock is four hundred feet long, one hundred feet wide, and twenty-seven feet deep, with a draft of water over the gate-sill of not less than

twenty-two feet, and will be the largest dry dock on the continent, save those at Brooklyn, above alluded to.

The dock and its pier border the main channel, which has thirty feet of water at low tide, and therefore it has advantages over any other dock in the country, as disabled ships can be taken in with their entire cargo on board, or the cargo can be transferred to the ware-houses adjoining the dock, and re-transferred from ware-house to the ship, without the expense of trucking.

Another point I must be permitted to refer to in connection with this work of the Portland Dry Dock Company. I cannot believe the time is far distant when the line of railroad will be completed from Portland to the West, and when this is done, it is certain that the grains and products of that portion of our country can be taken to Portland at a less price than to any other port on the Atlantic, and if this be so, all such commodities intended for shipment to Europe, or distributed throughout New England, must be brought to Portland. For the same reason, it is also equally certain that all the lighter articles imported into this country from Asia, by the way of California, and intended for European markets, or even for many portions of this country, must be brought over the line of the Northern Pacific Railroad, and thence by other roads eastward to Portland.

Now, when this time arrives, facilities must be found in Portland for the storage, shipment, or distribution by railroad, of all such articles of commerce as may be brought here. To meet all these requirements, in my judgment, the Portland Dry Dock has advantages which are unequalled by any other place.

The lands owned by the Company, and which border the harbor channel, are sufficient not only for the dry dock, but for piers, wharves, grain elevators, store-houses, and freight depots, which can be easily approached by railroad. Merchandise can therefore be transferred direct from ships to cars, or from cars to ships, or from cars and ships to elevators, and thence re-transferred to cars and ships with little or no expence of truckage.

This statement I have prepared hurriedly, but I trust it is sufficiently full to convey my confidence in the success of the company whose organization I have initiated, and also my belief in the advantages which Portland possesses over most other places as the connecting port between this country and Europe.

Yours, truly,

JAMES E. SIMPSON.

TRADE OF PRINCE EDWARD ISLAND.

MEMORANDUM FURNISHED BY HON. MR. HEARD.

The nature of the trade between the United States and Prince Edward Island may be gathered from the following data:

Imports and Exports. For ten years preceding the treaty—from 1844 to 1853—the total value of imports and exports amounted to \$1,220,910, averaging \$122,090 per year. For the next ten years, during the operation of the treaty, the imports and exports reached \$5,157,391, averaging \$515,739 per year. During 1865, the last year of the treaty, the amount reached \$1,108,820, or very nearly as much as the whole value of the ten years immediately preceding the treaty. But in 1867, when the full effect of the treaty was felt, the amount had dwindled down to \$428,550, a reduction of nearly two-thirds.

Fisheries. Before the treaty the number of United States vessels employed in the mackerel fishery of the British Provinces, was estimated at 250, employing 2,750 men. Averaging the value of the catch at \$2,500, gives a total value of \$625,000. In 1865 the fleet had increased to 600 sail, employing 9,000 men, with a tonnage of about 45,000 tons, valued at \$6,000,000. Averaging the value of the catch at \$8,000, we have the value of mackerel caught by the United States fishermen alone swollen to nearly \$5,000,000.

Fishing Licenses. The amount received by Prince Edward Island for fishing licenses in 1867, was \$1,415, at a tonnage duty of \$1 per ton; but in consequence of the increase of the duty to \$2 per ton for this year, only four or five vessels have taken out license thus far, evidently implying a determination to evade the duty, or run the risk of being caught inside the lines by a British cruiser.

 MINES AND MINERALS OF NOVA SCOTIA.

ABSTRACT OF A REPORT BY P. S. HAMILTON, ESQ.

The abstracts, on the following pages, of the results of gold mining operations from 1863 to 1867, inclusive, show the progress that has been made and the aggregate products, so far as official returns can show them.

ABSTRACT OF GOLD MINING STATISTICS—1863.

| DISTRICTS. | Average men em- ployed. | Crushing Mills in Dist. | Steam-power. | Water-power. | Quartz, sand, and gravel crushed. | Yield per ton. | Gold from alluvial mines. | Total yield of gold. | Maximum yield per ton. | Average annual yield per man engaged in mining. |
|-----------------|----------------------------|-------------------------|--------------|--------------|--------------------------------------|----------------|------------------------------|----------------------|---------------------------|---|
| | | | | | Tons Crvt. Lbs | Oz. Dwt. Gr | Oz. Dwt. Gr | Oz. Dwt. Gr. | Oz. Dwt. Gr | |
| Isaac's Harbor, | 50 | 1 | 1 | 0 | 526 11 0 | 3 0 7 | | 1,587 13 12 | 8 0 0 | \$587 30 |
| Wine Harbor, | 124 | 4 | 3 | 1 | 3,644 10 0 | 1 0 10 | | 3,718 2 19 | 66 0 0 | 555 00 |
| Sherbrooke, | 100 | 9 | 4 | 1 | 3,454 1 68 | 19 0 0 | 28 0 0 | 3,304 14 12 | 12 0 0 | 611 40 |
| Tangier, | 120 | 9 | 3 | 3 | 655 9 40 | 15 2 2 | | 494 8 21 | 4 0 0 | 76 20 |
| Lawrencetown, | 6 | 1 | 1 | 0 | 123 10 0 | 10 11 | | 64 17 12 | Unkn ⁿ wn. | 200 00 |
| Montagu, | 124 | 0 | 0 | 0 | 139 18 0 | 2 16 2 | | 366 14 16 | 5 9 8 | 55 50 |
| Waverley, | 187 | 9 | 5 | 0 | 6,754 19 15 | 7 1 1 | | 2,380 6 3 | 17 14 0 | 258 40 |
| Oldham, | 83 | 8 | 5 | 3 | 1,025 16 33 | 1 4 6 | | 1,223 3 21 | 43 13 6 | 272 60 |
| Renfrew, | 68 | 4 | 2 | 2 | 574 17 0 | 1 7 7 | | 785 7 7 | 6 6 0 | 203 90 |
| Ovens, | 15 | 1 | 1 | 0 | 102 1 59 | 4 13 23 | | 76 5 14 | 9 0 0 | 89 40 |
| Total, | 877 | 35 | 25 | 10 | 17,001 14 15 | 16 12 | 28 0 0 | 14,001 14 17 | 66 0 0 | \$296 00 |

ABSTRACT OF GOLD MINING STATISTICS—1864.

| DISTRICTS. | Average men em- ployed. | Crushing Mills em- ployed, Sept. 30, '64. | Steam-power. | Water-power. | Quartz, sand, and gravel crushed. | Yield per ton. | Gold from alluvial mines. | Total yield of gold. | Maximum yield per ton. | Average yield for nine months per man en- gaged in mining gold, \$18.50 per oz. |
|--|----------------------------|--|--------------|--------------|--------------------------------------|----------------|------------------------------|----------------------|---------------------------|--|
| | | | | | Tons Crut. Lbs | Oz. Dwt. Gr | Oz. Dwt. Gr | Oz. Dwt. Gr. | Oz. Dwt. Gr | |
| Stormont, Isaac's Harbor, | 78 | 2 | 1 | 1 | 391 10 0 | 2 14 21 | | 1,049 4 21 | 8 10 0 | \$248 80 |
| Wine Harbor, | 77 | 4 | 3 | 1 | 2,738 0 0 | 1 2 18 | | 3,120 9 5 | 16 0 0 | 749 73 |
| Sherbrooke, | 113 | 4 | 3 | 1 | 1,909 12 0 | 1 7 8 | | 2,611 22 22 | 20 0 0 | 427 51 |
| Tangier, | 51 | 6 | 3 | 3 | 468 17 0 | 15 11 | | 363 2 0 | 2 7 20 | 131 67 |
| Montagu, | 37 | | | | 304 15 0 | 2 2 15 | | 649 8 23 | 3 10 0 | 324 50 |
| Waverley, | 279 | 6 | 5 | 1 | 6,979 14 0 | 12 17 | | 4,491 3 0 | 20 0 0 | 297 80 |
| Oldham, | 134 | 7 | 4 | 3 | 1,757 0 0 | 15 12 | | 1,362 15 8 | 103 14 0 | 188 14 |
| Renfrew, | 42 | 5 | 3 | 2 | 750 6 0 | 1 3 7 | | 874 5 6 | 6 1 0 | 385 00 |
| Other and unproclaimed dis- tricts, | 19 | 1 | 1 | | 17 0 0 | 6 1 | 38 11 3 | 43 13 19 | . | 42 54 |
| Total, | 830 | 35 | 23 | 12 | 15,316 14 0 | 19 0 | 38 11 3 | 14,565 9 8 | 103 14 0 | \$324 66 |

4 cwt. fr'm
small lode.

ABSTRACT OF GOLD MINING STATISTICS—1865.

| Districts. | Average men employed. | Crushing Mills employed, Sept. 30, '65. | Steam-power. | Water-power. | Quartz, sand, and gravel, crushed. | Yield per ton. | Gold from alluvial mines. | Total yield of gold. | Maximum yield per ton | Average yield per man for twelve months, at \$18.50 per oz. |
|---|-----------------------|---|--------------|--------------|------------------------------------|----------------|---------------------------|----------------------|-----------------------|---|
| | | | | | Tons Cwt. Lbs. | Oz. Dwt. Gr. | Oz. Dwt. Gr. | Oz. Dwt. Gr. | Oz. Dwt. Gr. | |
| Stormont, Isaac's Harbor, | 94 | 3 | 2 | 1 | 1,122 2 0 | 1 15 15 | | 1,999 0 2 | 8 10 18 | \$394 47 |
| Wine Harbor, | 51 | 4 | 1 | 1 | 4,363 17 0 | 12 2 | | 2,664 3 11 | 16 10 0 | 946 80 |
| Sherbrooke, | 83 | 4 | 4 | 3 | 2,637 3 0 | 1 3 19 | | 3,137 9 5 | 8 3 0 | 699 27 |
| Tangier, | 50 | 5 | 2 | 3 | 681 10 0 | 18 7 | 117 9 0 | 741 7 15 | 9 6 21 | 274 00 |
| Montagu, | 38 | 1 | 1 | 1 | 675 4 0 | 1 12 10 | | 1,095 17 13 | 3 18 9 | 533 50 |
| Waverley, | 270 | 5 | 4 | 1 | 10,709 2 0 | 1 4 11 | | 13,102 0 21 | 3 13 10 | 895 87 |
| Oldham, | 65 | 5 | 4 | 1 | 2,409 15 0 | 10 7 | | 1,242 6 21 | 10 15 3 | 353 52 |
| Renfrew, | 35 | 5 | 3 | 2 | 1,114 10 0 | 14 17 | | 820 12 23 | 7 17 12 | 436 60 |
| Other and unproclaimed districts, | 6 | 1 | 1 | 1 | 122 8 0 | 10 10 | 23 18 0 | 64 6 21 | 1 17 6 | |
| Total, | 692 | 33 | 23 | 10 | 23,835 11 0 | 1 0 21 | 141 7 0 | 24,867 5 22 | 16 10 0 | \$664 80 |

ABSTRACT OF GOLD MINING STATISTICS—1866.

| DISTRICTS. | Average men em- ployed. | Crushing Mills em- ployed, Sept. 30, '66. | Steam-power. | Water-power. | Quartz, sand, and gravel crushed. | Yield per ton. | Gold from alluvial mines. | Total yield of gold. | Maximum yield per ton. | Average yield per man for twelve months, at \$18.50 per oz. |
|--|----------------------------|--|--------------|--------------|--------------------------------------|----------------|------------------------------|----------------------|---------------------------|---|
| | | | | | Tons Cwt. Lbs. | Oz. Dwt. Gr. | Oz. Dwt. Gr. | Oz. Dwt. Gr. | Oz. Dwt. Gr. | |
| Stormont, Isaac's Harbor, | 34½ | 3 | 2 | 1 | 1,956 7 0 | 0 10 18 | | 1,055 7 13 | 3 0 0 | \$565 91 |
| Wine Harbor, | 35 | 4 | 3 | 1 | 2,192 8 0 | 11 4 | | 1,224 13 1 | 87 0 0 | 647 27 |
| Sherbrooke, | 69 | 4 | 4 | 4 | 2,684 1 0 | 1 22 0 | | 5,157 14 17 | 16 6 16 | 1,382 86 |
| Tangier, | 28 | 4 | 1 | 3 | 956 2 0 | 8 19 | 11 17 4 | 420 0 3 | 4 18 0 | 277 50 |
| Montagu, | 26¾ | 1 | 1 | 1 | 563 5 0 | 1 6 0 | | 707 1 1 | 3 12 0 | 488 95 |
| Waverley, | 332 | 7 | 6 | 1 | 17,286 0 0 | 12 1 | | 10,486 0 21 | 3 7 0 | 584 31 |
| Oldham, | 36 | 7 | 5 | 2 | 964 2 0 | 16 2 | | 776 12 4 | 6 3 19 | 399 6 |
| Renfrew, | 94 | 7 | 5 | 2 | 4,181 7 0 | 19 23 | | 4,176 3 17 | 9 18 0 | 821 90 |
| Unproclaimed and other dis- tricts, | 12½ | 1 | 1 | 1 | 179 10 0 | 17 15 | 24 17 11 | 158 11 8 | 12 0 0 | 234 65 |
| Total, | 667¾ | 38 | 27 | 11 | 30,963 2 0 | 15 14 | 36 14 15 | 24,162 4 13 | 87 0 0 | \$669 41 |

ABSTRACT OF GOLD MINING STATISTICS—1867.

| DISTRICTS. | Average men em- ployed. | Crushing Mill in Dist. | Steam-power. | Water-power. | Quartz, sand, and gravel crushed. | Yield per ton. | | Gold from alluvial mines. | Total yield of gold. | Maximum yield per ton. | Average annual yield per man engaged in mining. |
|--|----------------------------|------------------------|--------------|--------------|--------------------------------------|----------------|-------------|------------------------------|----------------------|---------------------------|---|
| | | | | | | Tons Cwt..Lbs. | Oz..Dwt..Gr | | | | |
| Isaac's Harbor, | 45 | 2 | 2 | 0 | 1,149 0 0 | 1 5 8 | | 1,505 2 11 | 4 10 0 | \$618 73 | |
| Wine Harbor, | 33 | 4 | 3 | 1 | 1,667 0 0 | 1 8 13 | | 764 9 9 | 26 13 8 | 428 60 | |
| Sherbrooke, | 99 | 5 | 5 | 0 | 5,809 0 0 | 1 9 8 | | 8,522 8 11 | 11 13 5 | 1,599 58 | |
| Tangier, | 19 | 4 | 2 | 2 | 486 0 0 | 16 7 7 | 20 6 0 | 395 16 10 | 4 6 16 | 385 50 | |
| Montagu, | 19 | 1 | 1 | 0 | 214 0 0 | 1 19 0 | | 417 13 21 | 2 9 20 | 406 60 | |
| Waverley, | 181 | 5 | 4 | 1 | 11,289 0 0 | 7 7 7 | | 4,134 18 17 | 1 12 18 | 422 63 | |
| Oldham, | 52 | 4 | 3 | 1 | 960 0 0 | 1 8 7 | | 1,359 12 2 | 4 0 20 | 483 88 | |
| Renfrew, | 189 | 5 | 3 | 2 | 7,770 0 0 | 1 4 4 | | 9,401 2 10 | 3 8 1 | 895 30 | |
| Uniacke, | 30 | 3 | 3 | 0 | 1,212 0 0 | 15 15 | | 947 1 17 | 14 10 0 | 584 00 | |
| Unproclaimed and other dis- tricts, | 9 | 2 | 1 | 1 | 117 0 0 | 1 3 4 | 28 15 15 | 135 0 21 | 2 0 0 | 278 55 | |
| Total, | 676 | 35 | 27 | 8 | 30,673 0 0 | 17 23 | 49 1 15 | 27,583 6 9 | 26 13 8 | 765 00 | |

The following figures showing the total amount of coal raised and shipped, in Nova Scotia, in tons and hundred weights, from 1827 to 1867, inclusive, will exhibit the progress of its trade in this particular:

| Years. | Tons. | Cwt. | Years. | Tons. | Cwt. |
|-----------|---------|-------|----------------------|---------|------|
| 1827..... | 11,491 | | 1848..... | 170,518 | 1 |
| 1828..... | 19,429 | 17 | 1849..... | 158,955 | 10 |
| 1829..... | 20,252 | 12 | 1850..... | 163,728 | 8 |
| 1830..... | 25,240 | 6 | 1851..... | 139,976 | 13 |
| 1831..... | 34,424 | 8 | 1852..... | 171,821 | 18 |
| 1832..... | 46,585 | 6 | 1853..... | 196,935 | 17 |
| 1833..... | 59,497 | 4 | 1854..... | 213,250 | 16 |
| 1834..... | 46,677 | 12 | 1855..... | 216,338 | 3 |
| 1835..... | 51,813 | 5 | 1856..... | 231,934 | 7 |
| 1836..... | 98,427 | 3 | 1857..... | 267,808 | 17 |
| 1837..... | 109,347 | 12 | 1858..... | 289,618 | .. |
| 1838..... | 97,938 | 14 | 1859..... | 267,496 | .. |
| 1839..... | 133,928 | 11 | 1860..... | 304,129 | .. |
| 1840..... | 98,267 | 17 | 1861..... | 334,545 | 15 |
| 1841..... | 136,110 | 9 | 1862..... | 393,631 | 5 |
| 1842..... | 119,478 | 12 | 1863..... | 424,425 | 2 |
| 1843..... | 97,200 | 12 | 1864 (9 months)..... | 406,699 | .. |
| 1844..... | 99,993 | 14 | 1865..... | 651,256 | 14 |
| 1845..... | 137,908 | 13 | 1866..... | 601,302 | 2 |
| 1846..... | 134,393 | 12 | 1867..... | 542,127 | .. |
| 1847..... | 183,099 | 13 | | | |

The slight falling off during the last two years is to be attributed to the abrogation of the "Reciprocity Treaty" between the Provinces and the United States.

The only other useful mineral known to exist in quantity in Nova Scotia, of which mention need be made, is iron. A work entitled "Nova Scotia considered as a field for emigration," published in 1858, said:

The most western deposit of any extent yet discovered occurs at Clements, on the south side of Annapolis basin. The outcrop of the vein may be traced on the surface for the distance of a mile, with an average thickness of nine feet six inches. The ore consists of scales of specular iron, firmly cemented together and mixed with silicious and calcareous matter, and it has been in part converted by heat into magnetic iron ore. It yields from thirty-three to forty per cent of cast iron, the quality of which is said to very superior. * * * * * A bed of iron ore occurs at Nictau, also in the county of Annapolis, and is similar to that found at Clements. There are several parallel veins at this place, varying from four to ten feet in thickness. Six of these have been examined and accurately defined, and the ore contains 55.3 per cent of iron of excellent quality. * * * * *

The next great deposit of iron ore which we will mention is found on the southern slope of the Cobequid hills. This deposit, considering its extent and the variety and quality of its ores, may be pronounced the most important in the Province. That part of it to which attention has been more particularly directed lies between the Debert River and a point some two miles westward of the Great Village River, a distance, in all, of about ten miles. Between these points the vein extends nearly east and west,

and at a distance of from five to eight miles from the shore of Cobequid bay. It consists of a veinstone of the species of ore called *ankerite*, associated with *spathose iron*, surrounding and including a number of other varieties of ore. * * The whole vein is of very irregular width. At one spot on the bank of the Great Village River it is 120 feet wide, whilst at another, not far from the most eastern point to which the vein has been traced, it attains a breadth of over 500 feet. Its breadth is unequal at various intermediate points where measurements have been made. The length of this vein is not yet ascertained; its continuation may be seen near Five Islands, twenty miles westward of Great Village River, so that the vein is *known* to extend a distance of about thirty miles in length. It is not at all improbable that upon continued examination, it will be found to extend along the whole length of the Cobequid range of hills. * * * The iron made from these ores is found to be equal to any in the world in the rare properties requisite for making good steel. * * *

A very extensive deposit of iron ore, of a description similar to that of Nictau, is found at East River, Pictou, and within ten miles distance of the Albion coal-mines on that river. The vein at this place is sixteen feet in thickness. The situation of this deposit, like that of the Cobequid hills, affords every facility for the profitable manufacture of iron.

Iron ore, in the forms of red ochre, red hematite, and brown hematite, is found on the Shubenacadie near its mouth. It has also been found in small quantities in several other places, affording good reason to believe that further extensive deposits of that valuable mineral will be discovered upon a more general research into the mineral wealth of Nova Scotia.

Recent explorations have fully verified this prediction; yet Londonderry, on the southern flank of the Cobequids, is the only place in the Province where an iron mine is worked. At this place, known as the "Acadian mines," blast furnaces were erected about seventeen years since, and the manufacture of charcoal iron has continued ever since.

By far the largest proportion of the surface of Nova Scotia, taken as a whole, is yet an unexplored territory. From what has already been discovered, it is only reasonable to believe that the country abounds to an almost singular degree in mineral wealth.

HON. ERASTUS BROOKS, of New York. Before this Convention separates, as I suppose it will in a few moments, I desire to offer a resolution, which, I am sure, will receive the support of every member not a citizen of Portland.

Resolved, That the sincere thanks of this Convention be tendered to the citizens of Portland for the courtesy and kindness extended to its members.

The resolution was adopted with great heartiness.

On motion of Mr. HAMILTON A. HILL, of Boston, the thanks of the Convention were tendered to the Mayor of Halifax for presiding at this evening session.

The Chairman, in responding to the vote of thanks, said :

I wish merely to thank you, gentlemen, for this compliment, and to assure you that it has given me very great pleasure to preside over this meeting,—a duty which has not been attended with any great difficulty. It has given me infinite pleasure to come to the city of Portland, at the invitation of the Committee of Arrangements. I have enjoyed the trip very much, and intend to extend it further. When I think, that, two years ago, this fine city was almost destroyed by fire, and see, that, by the enterprise of its people, it has risen, Phoenix-like, from its ashes; that such buildings as this in which we are assembled, and others that adorn these streets, have arisen, I look upon it as an example to the world. I do not know that I have seen anything like it. A few years ago Halifax was the victim of a great fire, and some of our finest squares were laid low by that element; but I am happy to say that handsome buildings have since been erected in those portions of the city that were destroyed. I congratulate the citizens of Portland upon the enterprise they have exhibited, and the taste they have shown in the new buildings they have erected.

I thank you, gentlemen, for myself and for the gentlemen with whom I am associated, and, I think I may add, for all the gentlemen from the Provinces, for the courteous reception you have extended to us.

Mr. JOHN A. POOR then said :

I am reminded by a gentleman at my side, who served with me upon the committee that called this Convention, and from whom it should have heard (Hon. L. D. M. Sweat), that we ought not to allow it to dissolve without some expression of regard to the many eminent gentlemen of other States, and more especially to friends from the British Provinces, for the distinguished honor they have conferred upon it by their presence in this Convention. I know I speak the sentiment of every citizen of the United States present, when I say, that the fact that so many of the public men of British North America have felt interest in a convention like this, to give it not only their attendance, but their hearty co-operation, is one of the hopeful signs of the times.

It was with a feeling of pride that I saw representative men from so many sections of this broad land, the best portion of the continent, stretching from the Empire of Mexico to the Northern Ocean, occupied

by one race,—now that the Russian has retired from North America,—covering seven million square miles of territory, occupied by more than forty millions of people, speaking a common language, inheriting the same history, language, literature, and traditions,—I might almost say, the same religion,—members of this great family of English-speaking people in America,—coming together, as brethren, to take part in a convention designed to promote the material welfare of all, regardless of political relations or national boundaries. This Convention itself is a significant fact.

We are accustomed to public gatherings,—to conventions for political objects, for the promotion of public ends, usually confined to some class or profession; but international commerce embraces the world. A convention called in the interest of international commerce is a comparative novelty. Eighteen years ago, in this city, we held a convention not unlike the present, and its purpose was to establish more intimate relations with our immediate neighbors, to carry out the European and North American Railway—the great International Railway—not in opposition to the Intercolonial Railway, but as a vastly more important work than that.

Both these undertakings are now secured. The Intercolonial Railway, aided by the Imperial Government, will follow the northern route, known as Major Robinson line, looking only to imperial necessity, regardless of the demands of commerce,—while the European and North American Railway supplies the wants of the Maritime Provinces and brings them in connection with the business of the United States, and makes these Provinces a portion of that commercial union which is hereafter to give law to the world.

The Portland Convention of 1850 gave us not only the European and North American Railway, but bore other and more ample fruits in the Grand Trunk Railway of Canada, and the Reciprocity Treaty of 1854.

This Convention will be regarded as an initial point in the commercial revolution about to take place in the business affairs of the world.

The railway across the continent, in the direct line from London to Hong Kong, will work as great a change in the ideas and habits of mankind, as that produced by the discovery of America, and the circumnavigation of the globe.

The Portland Convention of 1850 was the first friendly reunion or family gathering after seventy-four years of separation. The present Convention, embracing still larger purposes and composed of delegates from still larger portions of the continent than were then in council, has greater aims, seeking to promote railways across the continent, regardless of political boundaries, and such improvements of lakes and rivers, and such regulations of trade, as shall make commerce FREE upon the continent of North America,—not to erect barriers along the frontiers, or encourage hostilities of any sort on this continent, but contrarywise,—those who dwell

under the government of the United States, now that civil war is over, and the necessities which led to the repeal of the reciprocity treaty of 1854 have ceased, hold out the hand of fellowship, in commercial sympathy and fraternal feeling to those whose fortune it is to live alongside us, under the protection of a foreign power,—that great government from which we sprang, and to whose people the world is indebted more than to any other, for the great results of human civilization, protection of life and property.

The protection which Great Britain extends to the people of her colonies, leaving to every citizen the enjoyment of personal liberty and the acquisition of property, makes them strong and resolute, and while obedient to the demands of law, free to seek new avenues of commerce and trade.

The people of British North America, sharing the same traditions, cherishing the same sentiments, and enjoying that large measure of liberty which has always characterized the rule of the mother country, have sent their representative men here to unite in this Convention in affirming the universality of the laws of commerce, and the duty of promoting, in every possible way, material development, and the permanent establishment, on the most enlarged basis, of the principle of unrestricted trade upon this continent. (Applause.) Fortunately, the doings of this Convention have been in harmony with that sentiment, whatever differences of opinion have arisen, have been harmonized in committee, or fairly considered in debate, and the record of its doings will go forth to receive the approval or disapproval of that larger tribunal, the commercial public,—the public sentiment of the world.

No one can read the doings of this Convention without being impressed with the grandeur of the topics considered, and the remarkable combination of favorable circumstances that has made it a success.

When I saw upon this platform, as its chief presiding officer, the distinguished Governor of the State of Iowa, the great central State of the American Union, midway between the Atlantic and Pacific,—at his right hand his worship, the Mayor of Halifax, the chief commercial city of that most eastern Province, Nova Scotia, the outpost of the continent,—on his left hand the representative of the city of Portland, on the Pacific, in the person of the able Senator of the new and rising State of Oregon, upon the farthest Pacific shore, four thousand miles apart,—with the long array of eminent men along the line between them,—all sharing a common sentiment, an earnest desire to promote the welfare of all,—I could not help feeling that the spectacle presented, almost reached the moral sublime. And when our friend, the representative of the great North West, residing in the center of the continent (Hon. J. W. Taylor, of St. Paul, Minnesota), spoke yesterday of the duties of the governments and the people of this common country, and of the mother country to whom we all owe a common homage, no man who had any respect for the land in which he lived, and the race to which he belonged, could fail to feel a

noble pride in this exhibition of human sympathy and generous co-operation.

Rival races originally contended for the dominion of this broad land. Across the border, over which delegates have now come in the spirit of fraternal feeling, once moved hostile men in arms. In later days, those of one race, under unwise counsels, made war upon each other, and crossed the frontier in hostile array. The grass grows rank on more than one battlefield whose soil had been moistened with fraternal blood. This spirit, we trust, has passed away, and passed away forever, and that the only strife which shall hereafter be known among those who speak a common language, and are striving for a common destiny upon this continent, shall be, who can achieve the most for the welfare of all.

Sir, I will not detain you; I was almost afraid, when I got up to say a word, that I should make a speech, but that would not now become me. whatever might have been the case at an earlier period of the Convention. Had the motion prevailed to adjourn till to-morrow, I might have felt at liberty to speak upon the practical questions concerning the proposed trans-continental railway, the details of its line, the means for its accomplishment, and the still more interesting questions of railway management, as affecting its probable success. But I cheerfully yield to the desire of those who prefer to terminate our labors to-night. I rose to say, that I think it is due from us, who are citizens of the United States, that we should give three cheers for our friends and neighbors of British North America, and bid them God-speed in all their efforts for the civilization, the advancement, and the highest welfare of the race. (Loud applause, and three rousing cheers.)

The CHAIRMAN. I can only say, in reply to that, that I wish I had a thousand voices, to return the three cheers.

Hon. JOHN D. NASH, of Halifax, said :

I feel that I cannot allow this Convention to separate without returning thanks, in behalf of those I represent, for the handsome manner in which we have been received. We came here, we knew not for what. We came to learn. I confess that I have learned much by sitting here and listening to the broad and liberal views expressed by the various speakers, and I shall feel a pleasure in going back to my native place and making known, as far as possible, the character of the views that have been presented in this Convention.

This is the first time I have had the honor of listening to American statesmen; more especially, this is the first time I have had the honor of listening to men of such enlarged and expanded views as have been given to us from day to day since we have been together.

I will not attempt to make any lengthy remarks; there is not time, and I have not the ability. But I felt that we should not go away without thanking, with the greatest sincerity, the people of Portland for what they have done for us, and for the handsome manner in which they have treated us while we have been among them.

On motion of Hon. J. W. TAYLOR, the Convention then adjourned.

APPENDIX.

Bancroft Library

PROSPECTUS.

PORTLAND AND RUTLAND RAILROAD,

Incorporated by the Legislature of Maine, by an Act approved March 6, 1868.

CAPITAL, \$2,000,000. 20,000 SHARES, OF \$100 EACH.

The Portland and Rutland Railroad, to run nearly on the parallel of $43^{\circ} 39'$, or due west between $43\frac{1}{2}$ and 44 degrees of north latitude, will connect the rich and flourishing town of Rutland, Vt., with the unrivalled harbor of Portland, Maine, passing through a rich and populous country, by a most favorable route, crossing nearly at right angles the series of railroads running north and south in the direction to and from Boston and New York.

From Halifax, the present eastern outport of the continent, to Portland, a distance of 596 miles, the lines are completed, or in progress. From Rutland, a line extends west to Whitehall, from thence to Schenectady and all the West, so that, by completing the link from Portland to Rutland, a transcontinental line of railway is secured across the continent at its widest part, from the Atlantic to the Pacific Ocean.

The completion of the line from Rutland to Portland will connect the California Pacific coast with Portland and Halifax, by the most direct route, practicable or possible.

This line will be to the railways of this continent what the Suez Canal will be to the navigation of the Old World, avoiding circuitous routes around long-extended sections of the continent.

Under two charters, but in co-operative action, the citizens of Vermont are constructing their portion of the line from Rutland to White River Junction.

The Northern Railroad of New Hampshire runs due east from White River Junction; and thirty-one miles of its line can be used on the most direct line to Portland, which Company has agreed to form impartial connections with the lines between Portland and Rutland.

A charter for a line across Maine was approved March 6, 1868; that for a line across New Hampshire was approved July 3, 1868, authorizing the construction of a railway from the line of the Northern Railroad at Danbury, to the boundary of Maine, in the valley of the Ossipee River, so that

charters of the most liberal character are now provided for the entire route from Portland to Rutland. Authority is given in the Maine charter to lease, purchase, or connect with existing lines of railway, or any hereafter built, in this, or in either of said States of New Hampshire or Vermont, so as to form a consolidated line from Portland to Rutland.

In inviting subscriptions to the stock of the Portland and Rutland Railroad, the undersigned beg leave to call attention to the fact, that over the entire route from Portland to Rutland, the line passes through a well-populated country, many of the towns having thriving manufacturing villages, so that business, already developed, awaits the advent of the railway, which will enter upon a profitable business at the outset, not being compelled, like other lines of railway, to wait for business till the forests are subdued, and farms brought into cultivation, and that a population of 50,000 resided in Portland and in the towns immediately on its route in Maine, according to the census of 1860,—since increased by more than 20 per cent, making a population of over 60,000 in Maine, on its immediate route. The New Hampshire towns, from the State line to Danbury, had a population of 20,072, and a valuation of \$5,135,466, in 1860. With the exception of Portland, Westbrook, and Gorham, and four New Hampshire towns, they are all without railroad facilities.

There was a population of 71,321 persons, with a valuation of \$21,605,521, in 1860, in central New Hampshire, directly interested in this line from White River Junction to Portland, and very nearly an equal number lying north of it in Maine, who would, by this route, have their most direct outlet to the sea.

A major part of the territory of New Hampshire and Vermont lies north of the line of the proposed railroad to Rutland and Whitehall; the population of which will naturally seek Portland Harbor as the nearest and best outlet for their trade.

The building of railroads from Boston into New Hampshire and Vermont drew to her their trade. The building of the line now proposed will restore to Portland her lost advantage, and make her the centre of trade of a larger portion of New England than that now dependent upon any other Atlantic seaport.

By extending a line about forty-five miles, it will intersect with the proposed Great Falls and Conway road, already extended to Union village, in Wakefield,—which is to extend northward to Ossipee and Conway. From the proposed point of intersection of the two lines in Ossipee, the distance to Boston, the present market of that country, is 126 miles, so that an outlet at Portland for its products will be had in eighty miles less of distance than to Boston. On reaching Meredith, the line will connect with that of the Boston, Concord, and Montreal Railroad, at a point 113 miles distant from Boston, giving to the trade of that country an outlet to Portland, forty miles shorter than the line to Boston.

By this route, too, a more direct connection will be made between Port-

land and Concord, the capital of New Hampshire, than by any existing or proposed line, affording a most agreeable route to Boston, New York, and the West.

From Meredith Village, the line of the Boston, Concord, and Montreal Railroad already extends northward fifty-six miles to Wells River Junction, and twenty miles further to Littleton. This Company, it is understood, have raised the means for extending the line further northward, aiming to connect with the Grand Trunk Railway to Northumberland, a section of which line, from Littleton to Whitefield, is to be put under contract the present year.

At Wells River Junction, the line connects with the Passumpsic Railroad extending northward to St. Johnsbury, and to the boundary of Canada, aiming for a connection with the Grand Trunk Railway at Lennoxville. All the country lying north of the point of intersection of our line with that of the Boston, Concord, and Montreal Railroad at Meredith, will be brought forty or fifty miles nearer to Portland than to Boston, by the construction of the proposed line from Portland.

At Wells River Junction, the proposed line to Montpelier will extend over a favorable route, thirty-eight miles already chartered, giving a connection between Montpelier and Portland in about 155 miles, which, it is understood, will be undertaken as soon as an enabling Act is passed, authorizing the towns on its route to subscribe stock to the same extent as upon other lines in Vermont.* From Montpelier, the line of the Vermont and Canada Railroad extends to Rouse's Point, eighty miles, or a total of 235 miles from Portland; from Rouse's Point to Ogdensburg is 118 miles, or 353 miles from Portland,—the line from Rouse's Point to Montreal is forty-four miles,—making a total of 279 miles from Portland to Montreal, by way of Wells River and Montpelier.

On reaching Bristol, N. H., the line will connect with the branch to Franklin, fifteen miles, forming a new connection by the Northern Railroad of New Hampshire to Concord.

The line of the Northern Railroad of New Hampshire is reached at Danbury, thirty-one miles east of White River Junction, which will connect with lines running north and south, and with the Woodstock Railroad west, now in process of construction. From White River Junction to Rouse's Point is 144 miles, by the Vermont and Canada Railroad; so that from Portland to Rouse's Point, by this route, is 266 miles; to Montreal, 310 miles, and to Ogdensburg, 384 miles.

From White River Junction a line extends down the Connecticut valley to Bellows' Falls, where it embranches, one running to Boston by the Cheshire Railroad, the other continuing down the Connecticut valley to Springfield, thence to New York City, and by a line to Albany.

* Such an enabling Act has since been granted by the Legislature of Vermont, October Session, 1868, since the above was written.

On reaching Rutland, the natural terminus of the proposed line, it will afford the shortest and most available outlet to the sea for the accumulated business already attracted to this point by its advantageous position, and the center of a vast system of railroads converging to it from all directions.

Rutland is the center of a large manufacturing district, and the headquarters of the marble trade already grown into importance, which will be rapidly developed into a leading interest in Vermont.

This trade is especially interested in a line to Portland, and proposes to build a ship-canal from Whitehall to Rutland, thereby making Rutland the nearest port of Lake Champlain to tide-water. And it is not anticipating too much to expect that a ship-canal will, in a few years, connect Lake Champlain with the St. Lawrence, making Lake Champlain the inland basin for the accumulation and distribution of Western produce.

Probably no interior town of New England has greater elements for success than Rutland, already the largest town in Vermont.

A new line of communication from Rutland to the St. Lawrence and the West, by means of the steamer Oakes Ames, and the Plattsburg Railroad, has recently been successfully inaugurated. Additional lines of railway have been proposed to Lake Ontario, the completion of which, or any of them, will largely enhance the importance of Rutland as a point for the reception and distribution of trade; and the more recent movement to build a line from Saratoga to Ogdensburg, by a direct line, promises still greater results to the business of Rutland.

We have spoken of the Portland and Rutland road mainly as a local enterprise, serving as a spinal column, or Grand Trunk line, for the business of the country along its route, or brought to it on either side by connecting lines of railroad; and there seems to be no reasonable doubt, that this local business would be abundantly remunerative upon the cost of construction, running, as it does, over a favorable route that can be cheaply built.

From Portland to Danbury the reports of the Engineer show, that no heavy grades are encountered, and that the line can be built at a cost below the average of New England roads.

But to these local advantages already spoken of, must be added the importance of it, as a section of the through line across the continent connecting Portland and San Francisco.

The construction of the Portland and Rutland Railroad was recommended by the recent International Commercial Convention at Portland, as a necessary link in the great chain of communication around the globe, destined to connect Australia, China, and Japan with London, saving from twenty to thirty days' time over any other practicable or possible route.

Two facts are necessarily to be established to secure assent to the views embodied in the doings of the Portland Convention. 1st, The superiority in speed of railway transit over water transportation; and, 2d, That the widest part of the continent of North America lies in the direct line

between Hong Kong and London. These two propositions admitted, no one can doubt that the laws of commercial gravitation will force the construction of such lines of railway as will reduce the transit between the Orient and the Occident to its lowest possible limit of time and expense.

Believing that the line of railway from Portland to Rutland has all the advantages suggested; that it will become the channel of a vast trade between the seaboard and the interior; that its line will be a great emigrant route to the West, as it occupies the most important section of the Transcontinental Railway, and must command a large through travel; and that its construction will add largely to the trade and business of Portland, as the natural shipping port of the North-west, and to the country on its route,—the undersigned, Corporators in the Portland and Rutland Railroad, of Maine, respectfully invite to it the public support, especially of those interested in the prosperity of New England and the North-west.

JOHN A. POOR,
JOHN LYNCH.
H. J. LIBBY,
WILLIAM DEERING,
ALLEN HAINES,
JAMES L. FARMER,
L. DE M. SWEAT,
A. K. SHURTLEFF,
SAMUEL HANSON,
ENOCH KNIGHT,
H. J. SWASEY,
WM. W. WOODBURY,
CHARLES FOBES,
JOSEPH HOWARD,

JOHN MUSSEY,
WILLIAM WILLIS,
JOHN NEAL,
N. C. RICE,
GEORGE W. WOODMAN,
N. A. FOSTER,
FREDERICK ROBIE,
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R. M. RICHARDSON,
J. M. KIMBALL,
AUGUSTUS E. STEVENS.

| | |
|--|----------|
| Canal from Bay of Fundy to Gulf of St. Lawrence..... | 21 |
| Coal in Alaska..... | 21 |
| Committee on Order of Business..... | 27 |
| Chamberlain, J. L., Governor of Maine, Letter of..... | 28 |
| Colfax, Hon. Schuyler, Letter of..... | 32 |
| Chicago Board of Trade, Letter of..... | 116 |
| Crosby, Hon. Josiah, Letter of..... | 123 |
| Canal Policy of New York..... | 44 |
| China, her early Advancement in Art..... | 55 |
| Commerce, Value of the Inland Trade..... | 55 |
| Commerce of the Lakes, its extent..... | 56 |
| Commerce, its extent..... | 59 |
| Chinese Laborers on Pacific Railroad..... | 59 |
| Currency, its value..... | 67 |
| Climate, milder as you go west..... | 107 |
| Comparison of Northern and Central Routes to the Pacific.. | 111, 112 |
| Coal, Nova Scotia, quantity mined since 1827..... | 136 |
| Cain, John, Esq., Speech of..... | 69 |

D

| | |
|---|--------|
| Derby, Hon. E. H., Speech of..... | 17, 93 |
| Drake, Hon. C. D., Senator, Letter of..... | 31 |
| Dickey, Hon. R. B., M. L. C., Amherst, N. S., Letter of..... | 35 |
| Draper, Hon. John W., LL.D., University N. Y., Letter of..... | 37 |
| Davis, Admiral C. H., Letter of..... | 118 |
| Darien Canal..... | 119 |

E

| | |
|--|-------------|
| European & N. A. Railway, its International Character.. | 18, 35, 139 |
| Edmands, Hon. George F., Senator, Letter of..... | 31 |
| Eaton, Gen. A. B., Commis.-General of Subsistence, Letter of.. | 33 |

| | |
|--|-----|
| Exportation of Bread Stuff from Lake Superior..... | 45 |
| Erie Canal enlargement..... | 106 |
| English-speaking People, extent of Dominion in America.... | 139 |

F

| | |
|--|------------|
| Farmer, Mr. J. L., Report on Credentials..... | 23 |
| Farmer, Mr. J. L., Report on Organization..... | 26 |
| Forbes, Hon. J. F., M. P. Liverpool, N. S., Letter of..... | 34 |
| Fields, Cyrus W., Esq., Letter of..... | 122 |
| Fisheries, their importance..... | 87, 88, 96 |
| Free Trade upon the Continent, the great necessity..... | 139 |

G

| | |
|--|-----|
| Gould, Ira, Esq., Letter of..... | 125 |
| Green Mountains, Line across..... | 70 |
| Grand Trunk Railway, proposal to end it at Montreal..... | 127 |
| Gold Statistics of Nova Scotia from 1863 to 1867..... | 131 |

H

| | |
|--|---------|
| Harris, Rev. Samuel, D. D., Introductory Prayer..... | 12 |
| Harlan, Hon. James, Senator, Letter of..... | 32 |
| Harris, I. George, Paymaster, Letter of..... | 33 |
| Halifax Board of Trade, Letter of..... | 116 |
| Hoyt, A. H., Esq., Letter of..... | 120 |
| Hoosac Tunnel..... | 22, 122 |

I

| | |
|--|--------|
| Intermediate Distances across the Continent..... | 8 |
| Internal Improvements, their true character..... | 56, 57 |
| Immigration, Extent of, since 1790..... | 58 |
| Immigration from Germany..... | 58 |

| | |
|--|----------|
| Canal from Bay of Fundy to Gulf of St. Lawrence..... | 21 |
| Coal in Alaska..... | 21 |
| Committee on Order of Business..... | 27 |
| Chamberlain, J. L., Governor of Maine, Letter of..... | 28 |
| Colfax, Hon. Schuyler, Letter of..... | 32 |
| Chicago Board of Trade, Letter of..... | 116 |
| Crosby, Hon. Josiah, Letter of..... | 123 |
| Canal Policy of New York..... | 44 |
| China, her early Advancement in Art..... | 55 |
| Commerce, Value of the Inland Trade..... | 55 |
| Commerce of the Lakes, its extent..... | 56 |
| Commerce, its extent..... | 59 |
| Chinese Laborers on Pacific Railroad..... | 59 |
| Currency, its value..... | 67 |
| Climate, milder as you go west..... | 107 |
| Comparison of Northern and Central Routes to the Pacific.. | 111, 112 |
| Coal, Nova Scotia, quantity mined since 1827..... | 136 |
| Cain, John, Esq., Speech of..... | 69 |

D

| | |
|---|--------|
| Derby, Hon. E. H., Speech of..... | 17, 93 |
| Drake, Hon. C. D., Senator, Letter of..... | 31 |
| Dickey, Hon. R. B., M. L. C., Amherst, N. S., Letter of..... | 35 |
| Draper, Hon. John W., LL.D., University N. Y., Letter of..... | 37 |
| Davis, Admiral C. H., Letter of..... | 118 |
| Darien Canal..... | 119 |

E

| | |
|--|-------------|
| European & N. A. Railway, its International Character.. | 18, 35, 139 |
| Edmands, Hon. George F., Senator, Letter of..... | 31 |
| Eaton, Gen. A. B., Commis.-General of Subsistence, Letter of.. | 33 |

| | |
|--|-----|
| Exportation of Bread Stuff from Lake Superior..... | 45 |
| Erie Canal enlargement..... | 106 |
| English-speaking People, extent of Dominion in America.... | 139 |

F

| | |
|--|------------|
| Farmer, Mr. J. L., Report on Credentials..... | 23 |
| Farmer, Mr. J. L., Report on Organization..... | 26 |
| Forbes, Hon. J. F., M. P. Liverpool, N. S., Letter of..... | 34 |
| Fields, Cyrus W., Esq., Letter of..... | 122 |
| Fisheries, their importance..... | 87, 88, 96 |
| Free Trade upon the Continent, the great necessity..... | 139 |

G

| | |
|--|-----|
| Gould, Ira, Esq., Letter of..... | 125 |
| Green Mountains, Line across..... | 70 |
| Grand Trunk Railway, proposal to end it at Montreal..... | 127 |
| Gold Statistics of Nova Scotia from 1863 to 1867..... | 131 |

H

| | |
|--|---------|
| Harris, Rev. Samuel, D. D., Introductory Prayer..... | 12 |
| Harlan, Hon. James, Senator, Letter of..... | 32 |
| Harris, I. George, Paymaster, Letter of..... | 33 |
| Halifax Board of Trade, Letter of..... | 116 |
| Hoyt, A. H., Esq., Letter of..... | 120 |
| Hoosac Tunnel..... | 22, 122 |

I

| | |
|--|--------|
| Intermediate Distances across the Continent..... | 8 |
| Internal Improvements, their true character..... | 56, 57 |
| Immigration, Extent of, since 1790..... | 58 |
| Immigration from Germany..... | 58 |

| | |
|--|-----|
| Immigration from Great Britain..... | 58 |
| Immigration into New York..... | 58 |
| Interest of British America same as United States..... | 77 |
| Iron in Nova Scotia..... | 136 |
| Intercolonial Railway, Route of..... | 139 |

J

| | |
|---|-----|
| Jackson, Hon. M. M., Consulate of the United States, Letter of..... | 38 |
| Johnson, E. F., Esq., Letter of..... | 106 |

K

| | |
|--|----|
| Killam, Hon. Thomas, M. P. P., Yarmouth, N. S., Letter of..... | 34 |
| Kent, Hon. Henry O., Letter of..... | 40 |

L

| | |
|--|-----|
| Lyman, Hon. J. D., Sec. State of New Hampshire, Letter of..... | 37 |
| Letter of Atkinson, William..... | 123 |
| Letter of Adams, Hon. Charles Francis..... | 105 |
| Letter of Browning, Hon. O. H..... | 30 |
| Letter of Bross, Hon. William..... | 40 |
| Letter of Bird, Hon. F. W..... | 122 |
| Letter of Chamberlain, Hon. J. L..... | 28 |
| Letter of Colfax, Hon. Schuyler..... | 32 |
| Letter of Chicago Board of Trade..... | 116 |
| Letter of Crosby, Hon. Josiah..... | 123 |
| Letter of Drake, Hon. C. D..... | 31 |
| Letter of Dickey, Hon. R. B..... | 35 |
| Letter of Draper, John W., Esq..... | 37 |
| Letter of Davis, Admiral C. H..... | 118 |
| Letter of Edmands, Hon. George F..... | 31 |
| Letter of Eaton, General A. B..... | 33 |
| Letter of Forbes, Hon. J. F..... | 34 |

| | |
|---|-----|
| Letter of Fields, Cyrus W., Esq..... | 122 |
| Letter of Gould, Ira, Esq..... | 125 |
| Letter of Harlan, Hon. James..... | 32 |
| Letter of Harris, Hon. J. G..... | 33 |
| Letter of Halifax Board of Trade..... | 116 |
| Letter of Hoyt, A. H., Esq..... | 120 |
| Letter of Jackson, Hon. M. M..... | 38 |
| Letter of Johnson, E. F., Esq..... | 106 |
| Letter of Killam, Hon. Thomas..... | 34 |
| Letter of Kent, Henry O., Esq..... | 40 |
| Letter of Lyman, J. D., Esq..... | 37 |
| Letter of Lieber, Dr. Francis, LL.D..... | 119 |
| Letter of McCulloch, Hon. Hugh..... | 30 |
| Letter of New York City Board of Trade..... | 117 |
| Letter of Oswego City Council..... | 114 |
| Letter of Ottawa Board of Trade..... | 118 |
| Letter of Page, Hon. J. B..... | 29 |
| Letter of Ryerson, Hon. J. K..... | 36 |
| Letter of Seward, Hon. William H..... | 29 |
| Letter of Schofield, Hon. J. M..... | 30 |
| Letter of Sherman, Hon. John..... | 31 |
| Letter of Sanborn, Hon. J. A..... | 121 |
| Letter of Simpson, James E., Esq..... | 128 |
| Letter of Townsend, Hon. William H..... | 35 |
| Letter of Tilley, Hon. S. L..... | 36 |
| Letter of True, N. T., Esq..... | 40 |
| Letter of Troy Board of Trade..... | 113 |
| Letter of Toronto Board of Trade..... | 117 |
| Letter of Upson, Hon. Charles..... | 32 |
| Letter of Underwood, Hon. Levi..... | 38 |
| Letter of Walker, Hon. George..... | 39 |

| | |
|--|-----|
| Letter of Wilmington Board of Trade..... | 116 |
| Letter of Wilder, Hon. David..... | 119 |
| Letter of Weston, E. P., Esq..... | 124 |
| Lieber, Dr. Francis, LL.D., Letter of..... | 119 |
| Lands, extent of those belonging to United States..... | 57 |
| Lands, Public Sales of..... | 57 |
| Lumber, a prime necessity..... | 97 |

M

| | |
|---|-----|
| Massachusetts, amount invested in Railroads..... | 18 |
| Merrill, His Excellency Samuel, Governor of Iowa, Pres't...26, 27 | |
| McCulloch, Hon. Hugh, Sec. of the Treasury, Letter of..... | 30 |
| Maine to be developed by Railroads..... | 41 |
| Monopolizers of Timber Lands..... | 92 |
| Mackerel Fishery..... | 102 |
| Mines and Minerals, Nova Scotia..... | 130 |

N

| | |
|---|-----|
| Neal, John, Address of Welcome..... | 12 |
| New York City Board of Trade, Letter of..... | 117 |
| Nova Scotia and United States one People..... | 34 |
| Navigation of the St. Lawrence of no Value..... | 104 |
| Northern Pacific Railroad, First proposed..... | 107 |
| Niagara Ship Canal..... | 115 |
| Northern Pacific Route, Importance of..... | 124 |
| Neal, John, Speech of..... | 13 |
| Nash, Hon. John D., Speech of..... | 141 |

O

| | |
|---------------------------------------|----|
| Oregon, its greatness as a State..... | 15 |
| Oregon, extent in Square Miles..... | 16 |

| | |
|---------------------------------------|--------|
| Organization of the Convention..... | 26 |
| Officers of the Convention..... | 26 |
| Oswego City Council, Letter of..... | 114 |
| Ottawa Board of Trade, Letter of..... | 118 |
| Ocean Steam Marine..... | 53, 87 |

P

| | |
|---|---------|
| Portland Harbor, cheapest Port for exportation of Western Produce..... | 3 |
| Passengers across the Atlantic..... | 7 |
| Prayer by Rev. Dr. Harris..... | 12 |
| Puget Sound, excellence of its Harbor..... | 15 |
| Page, J. B., Governor of Vermont, Letter of..... | 29 |
| Progress of the United States from 1850 to 1860..... | 89 |
| Producers of Lumber, few in comparison with Consumers..... | 93 |
| Prince Edward Island, 'the sympathy of its People with U. S.... | 102 |
| Profile of Northern Pacific Railway..... | 109 |
| Portland Dry Dock, its capacity..... | 128 |
| Prince Edward Island, Trade of..... | 130 |
| Product of Nova Scotia Gold Mines..... | 131 |
| Portland, Maine, its enterprise..... | 138 |
| Portland Convention, 1850..... | 35, 139 |
| Prentiss, Hon. Henry E., Speech of..... | 79, 103 |
| Pringle, Hon. Eugene, Speech of..... | 88 |
| Poor, John A., Speech of..... | 138 |

R

| | |
|---|----|
| Report on Credentials..... | 22 |
| Report on Organization..... | 26 |
| Ryerson, Hon. John K., M. P. P., Yarmouth, N. S., Letter of... .. | 36 |

| | |
|--|--------|
| Reciprocity the true Policy of Nations..... | 54, 77 |
| Report on International Commercial Relations..... | 60 |
| Resolutions on Reciprocal Trade..... | 64 |
| Report on Railroads across the Continent..... | 64 |
| Resolutions on Railroads across the Continent..... | 65 |
| Restoration of the Currency, true method..... | 72 |
| Report of Committee on Lake, River, and Canal Navigation.... | 74 |
| Resolutions on Lake, River, and Canal Navigation..... | 74 |
| Reduction of Taxes..... | 94 |
| Reciprocity Treaty, its Abrogation unwise..... | 105 |
| Rice, Hon. Richard D., Speech of..... | 71 |

S

| | |
|---|---------|
| Seward, Hon. Wm. H., Secretary of State, Letter of..... | 29 |
| Schofield, Hon. J. M., Secretary of War, Letter of..... | 30 |
| Sherman, Hon. John, Senator, Letter of..... | 31 |
| Sanborn, Hon. J. D., Letter of..... | 121 |
| Simpson, James E., Esq..... | 128 |
| Speech of Blow, Hon. Henry T..... | 71 |
| Speech of Brooks, Hon. Erastus..... | 52 |
| Speech of Brown, Hon. John B..... | 70 |
| Speech of Breckin, Hon. Frederick..... | 100 |
| Speech of Corbett, Hon. H. W..... | 14 |
| Speech of Cain, Hon. John..... | 69 |
| Speech of Derby, Hon. E. H..... | 17, 93 |
| Speech of Merrill, Hon. Samuel..... | 27 |
| Speech of Neal, John, Esq..... | 13 |
| Speech of Nash, Hon. John D..... | 141 |
| Speech of Prentiss, Hon. Henry E..... | 79, 103 |
| Speech of Pringle, Hon. Eugene..... | 88 |
| Speech of Poor, John A., Esq..... | 138 |

| | |
|--|---------|
| Speech of Rice, Hon. Richard D. | 71 |
| Speech of Taylor, Hon. J. W. | 42 |
| Speech of Tobin, Hon. Stephen. | 76, 138 |
| Speech of Woodman, Hon. George W. | 11 |
| Speech of Walker, Hon. Amasa. | 66 |
| St. Lawrence and Champlain Canal. | 21, 38 |
| Spirit of Trade. | 85 |

T

| | |
|--|---------|
| Time saved between London and Hong Kong. | 6 |
| True Policy of States. | 22 |
| Townsend, Hon. W. H., M. P. P., Yarmouth, N. S., Letter of. ... | 35 |
| Tilley, Hon. S. L., Minister of Customs, Canada, Letter of. | 36 |
| True, N. T., Esq., Editor of the Maine Farmer, Letter of. | 40 |
| Troy Board of Trade, Letter of. | 113 |
| Toronto Board of Trade, Letter of. | 117 |
| Taylor, Hon. J. W., Speech of. | 42 |
| Transcontinental Railway. | 6, 33 |
| Timber Lands of Maine, Value of. | 80 |
| Timber Lands of Michigan, Value of. | 80 |
| Tariff on Lumber. | 83 |
| Timber Lands, Owners of, small Number of. | 90 |
| Tax on Lumber, Effect of. | 95 |
| Taxes in England. | 99 |
| Tobin, Hon. Stephen, Speech of. | 76, 138 |

U

| | |
|---|----|
| Upson, Hon. Charles, Senator, Letter of. | 32 |
| Underwood, Hon. Levi, Letter of. | 38 |

W

| | |
|---|-----|
| Width of the Continent..... | 4 |
| Woodman, Hon. George W., Speech of..... | 11 |
| Washburn, General Peter T., Remarks of..... | 17 |
| Walker, Hon. George, Letter of..... | 39 |
| Wilmington Board of Trade, Letter of..... | 116 |
| Wilder, Hon. David, Letter of..... | 119 |
| Weston, E. P., Esq., Letter of..... | 124 |
| Walker, Hon. Amasa, Speech of..... | 66 |

+
50

