

**THE BOSTON COMMITTEE
IN CANADA: A SERIES OF
EIGHT LETTERS REPRINTED
FROM THE BOSTON ATLAS**

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The Boston Committee in Canada: A Series of Eight Letters Reprinted from the Boston Atlas by Daniel Noyes Haskell

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DANIEL NOYES HASKELL

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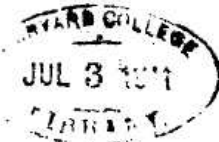
A SERIES OF EIGHT LETTERS REPRINTED FROM

THE BOSTON ATLAS.

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NOTE.

THE Letters here republished, were hastily jotted down from memory, upon the return of the writer from Canada.

The interest evinced by the public in the novel mission of the Committee, and a general desire of all to know something of the objects and results of this visit, seemed to the writer a sufficient reason for the composition of the few papers which have recently appeared in the columns of the Boston Atlas.

Of course, they comprise the *impressions* of but one member of the Committee, and for the opinions and views here given, he alone is responsible.

D. N. H.

BOSTON, SEPTEMBER, 1851.

LETTERS.

LETTER, No. I.

TO THE EDITORS OF THE ATLAS.

GENTLEMEN :—The interest evinced by the citizens of Boston, in the recent official visit of a Committee of the City Council to the cities of the Canadas, and the important results which it is hoped will follow from their mission, not only to the trade of our merchants, the freight upon the northern lines of railway, which centre in Boston—but also the cultivation of the social ties, and those innumerable influences which spring from friendly intercourse with persons who reside under different institutions—alike induce me to give through your columns, such facts connected with their tour and reception, as may be of public interest.

The telegraph has announced the prominent facts connected with their reception, but there are many interesting circumstances connected therewith, which are thought to be worthy to be mentioned in detail. There are many things however, which a proper regard for the laws of hospitality and propriety requires should not be made public, but which if communicated, would tend in the highest degree to cement those bonds of amity and kindness which at present seem to exist between the merchants and public men of the United States and the Canadas. The cordiality and heartiness of the reception of the Boston delegation, and the princely hospitality which was bestowed upon them, are an earnest, it is hoped, of a greater degree of intimacy and mercantile com-

munication, which will be mutually advantageous to the people of both countries.

It may be necessary, in this connection, to briefly allude to the circumstance under which the celebration was decided upon, and the reasons which have induced the City Government to move in this matter.

It is well known, that within the past twenty years, the subject of internal improvement has attracted, to a great extent, the attention of our citizens. The short, but very concise and clear statements, contained in the address to the people of Boston by the Mayor, have placed the results of the various enterprises prominently before the public.

The northern lines to Canada are now completed. Before the period of the celebration, Boston will be within twelve hours travel of Montreal, and during the next winter, the facilities for communication will be such, that a revolution in the trade between the Atlantic coast and the Canadas, will be effected.

After conference with many of our leading merchants, and persons connected with the great lines of travel, the members of our City Government thought that the importance of these means of communication, to the trade and commerce of Boston, was well worthy the attention of its Municipal Officers, and that the present period was a most favorable time to commemorate the completion and success of those vast schemes of internal communication, which our citizens had at great sacrifices been able to construct. It was thought that the commemorative services should be upon a scale commensurate with the magnitude of the enterprises they were designed to celebrate.

The officers of the various railway lines in New England, and those of our public spirited merchants and capitalists, to whose energy and sagacious foresight our city is mainly indebted for her high character, both in our own country and abroad, gave their warm approval of the measure, and pledged their aid and co-operation. The work was intrusted to a committee of twenty-three members of the City Government, and from the general committee, various sub-committees were

chosen. The Committee on Invitation consists of the Mayor, the President of the Common Council, two Aldermen, and seven members of the Common Council.

It was deemed advisable that a deputation from the General Committee should personally visit the Canadas, to seek the co-operation of the Provincial and Municipal Authorities, and by interviews with the principal business firms, and persons connected with, or interested in the lines of travel, to secure the attendance of those whose visit to Boston would be most conducive to give publicity, to the great mass of the people, of the completion of the lines of railway, the facilities now open for freight and travel, and the peculiar advantages our city enjoys as the great outlet, on the Atlantic coast, for the immense productions of the West and the Canadas; and also the facilities which are opened for the transit of merchandise from foreign ports, destined for Canadian Markets.

The Presidents of all the Northern lines of railway, from Boston, furnished the Committee with free passes over the various roads, our merchants and public men gave them letters of introduction to the Canadian merchants and authorities, and they left Boston upon their mission, with a determination that every proper effort should be made to render the Railroad Jubilee of 1851 worthy of the great event to be commemorated, and the character of the city whose representatives they were.

They left Boston on Saturday, August 9th, by way of the Boston and Maine Railroad to Lawrence, thence by the Manchester and Lawrence, Concord, Northern, and Vermont Central Railroads to Northfield, Vermont. At Northfield they had an interview with the Hon. Charles Paine, and his associates in the direction of the Vermont Central, and Vermont and Canada Roads. They obtained a great deal of valuable information from their intercourse with Ex-Governor Paine, and other gentlemen connected with the lines to Canada.

At Northfield they were most hospitably entertained. The public house at this place, erected to accommodate travellers who patronize the Vermont Central Railroad, is a model hotel. The scenery in its vicinity is very fine indeed, and strangers

can obtain excellent views of the Green Mountains from this point.

The route of the Committee through our own State and its neighbor, New Hampshire, was through a region which indicated in every direction the great influence which railways have exerted, in developing the resources and applying to practical use the water privileges of New England. The valley of the Merrimac, with its fine water-falls, its rich and extensive tracts of interval land, ornamented with the majestic and beautiful elms which abound throughout its vallies, the flourishing towns along its banks, which have been established by the enterprise of our citizens, are objects of interest to all travellers, to whom

"Custom cannot stale their infinite variety."

The farm of Mr. Webster, in Franklin, is one of the most beautiful objects along this route. His neat country residence with its ample fields, its fine lawns, and the high state of culture which his lands present, appears in marked contrast with the surrounding country.

The entire line of roads over which the delegation travelled, appears to be well built; there is no visible evidence that the work has been slighted, or that the price of the stock has affected the thorough character of the road bed, and all the fixtures or furniture of the lines. Every indication evinced that the stockholders were the only parties who had cause for complaint respecting the pecuniary difficulties under which the work had been executed.

At Northfield, a portion of the Committee passed over to Burlington to confer with the President and Officers of the Burlington and Rutland Railroad, to make such arrangements with them respecting the passage over their road, of such of our Canadian friends as might wish to travel by that route, as it was the design and purpose of the delegation, and of our city authorities, to make the celebration one of a general character, so that all the rival lines should be treated in the same manner. The celebration is to be of a popular charac-

ter, and no apprehension need be felt that any particular interest, or line, will be unduly prominent therein.

Having thus stated as clearly as is in my power, the objects and design of the celebration, and the early proceedings of the Committee having the subject in their hands, it is proposed, in the succeeding numbers, to give a detailed account of the movements of the delegation to Canada, and the impressions of one of the number, which have been obtained while engaged upon the mission.

LETTER, No. II.

It is proposed in this, and the succeeding articles of the series, to state the facts connected with the tour of the Boston Delegation to the Canadas, in chronological order.

The Committee left Northfield at 5 o'clock, A. M., on Monday, August 11th, and arrived at West Alburgh, a distance of 90 miles, in three and a half hours running time, or four hours, including stops. They crossed Lake Champlain in the steamer Ethan Allen, and found that arrangements had been made for their accommodation by the agents and officers of the Ogdensburg Railroad. A large and convenient hotel has been finished over the extensive station house of the Ogdensburgh Road, at Rouse's Point. This Road is known in the region through which it passes as the "Northern Road."

In crossing Lake Champlain, the steamer's course was parallel with the extensive structure which was authorized by the last session of the New York Legislature, by means of which the trains will pass across an opening between two piers, upon a long floating barge, propelled by steam, and which will be arranged to float into square sections at each end of the piers. This work is nearly completed. From the appearance of the premises, it would appear that but a