

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

SEVENTY-SIXTH LEGISLATURE

HOUSE NO. 720

House of Representatives, April 3, 1913.

Tabled pending passage, by Mr. Smith of Auburn, and ordered printed.

W. R. ROIX, Clerk.

STATE OF MAINE

Whereas, the policy adopted by the Boston and Maine and Maine Central Railroads, under their present management, for the development of their great resort business in the State of Maine, which under that policy might be made one of the most profitable industries of such a character on the continent to both state and railroad, has been made the subject of attack in a published and widely circulated Committee Report lately issued by the Boston Chamber of Commerce;

Whereas, this railroad policy has been approved and endorsed by men whose name is synonymous the country over with sound business judgment and far-sighted intelligence in financial matters, and has been followed with conspicuous success by one of the most profitable and extensive railroad lines upon the continent, the Canadian Pacific Railway;

And whereas the State grants the railway valuable franchises and rights of way in return for which it has the right to ask that what the railroad and the State unite in regarding as best in policy for the development of the business interests of both shall be pursued as rapidly as opportunity affords ;

Be it resolved, That this Legislature record its strong condemnation of this attack upon the railroad's present policy in Maine, and its full endorsement of that policy as wisely conceived with reference alike to the development of the business interests of the State and to the rapid and sound increase of profitable business for the railroad.

The Legislature wishes, in recording this resolve, to point out the fundamental misconception involved in the specific attack made in the Boston Chamber's report upon the wise and far-sighted policy adopted by Mr. Mellen and his associates in regard to the development of the great resort possibilities of the State through hotel construction at important points. The State of Maine has a wonderful coast line, longer in actual extent than that possessed by any other in the country owing to its picturesquely broken character and many sheltered waterways and bays; it has a vast network of beautiful inland waters, lakes and streams; and it has wild mountain and forest regions of great extent, rich in all wild life. These, combined with its proximity by land and sea to the great eastern centers of population in the United States, give it extraordinary opportunities for resort development, which cannot be taken advantage of, however—even partially—unless adequate provision be

made for taking care, in pleasant and attractive ways, of the rapidly increasing public which the railroad then could count upon with certainty; nor will private capital be expended upon investments whose success must be absolutely dependent upon railroad enterprise, railroad support, and the continuance of a management and policy favorable to them.

The railroad, on the other hand, not only can count with definite certainty upon its own support in furtherance of whatever enterprises of this kind it deems it necessary or best to undertake, but will draw a double profit from them—profit from the largely increased transportation which they lead to, both directly and indirectly, and profit from the hotels themselves. Nor will capital be ever wanting to it for enterprises whose profitable character is thus assured and has been amply shown by actual experience in Maine and elsewhere. Unlike the vast sums necessary for tunnelling under cities or for the electrification of existing lines, whatever sums—relatively small to these—are expended upon well planned resort development in a region of definitely assured value for the purpose, the investment returns will be direct, ample and quick.

A difficult problem of reconstruction has lain before the B. & M. Railroad under its present management; great expenses have had to be undertaken by it for new equipment, expenditure for which had been too long delayed, and it has had, besides, to initiate a policy of development with reference to neglected needs and opportunities in the territory served, whose great resort and allied agricultural and business possibilities

have been clearly recognized by it for the first time. This reorganization has involved of necessity some present sacrifice to soundness of condition, to efficiency of service, and to future growth. The need for this was evident at the start; what was not to be foreseen was the long series of bitter and persistent attacks upon the railroad management that has operated to temporarily injure the credit of one of the naturally soundest and strongest railway systems in the country.