

MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE,

DURING ITS SESSIONS

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1852.

THIRTY-FIRST LEGISLATURE.

No. 12.]

[HOUSE.]

STATE OF MAINE.

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HOUSE OF REPRESENTATIVES, }  
February 7, 1852. }

THE committee on railroads and bridges, to whom was referred the memorial of John A. Poor, Elijah L. Hamlin and Anson G. Chandler, executive committee for Maine, to promote the construction of the European and North American Railway,—praying for an expression of the legislature of Maine in support of their application to Congress,—asking assistance from the government of the United States in behalf of said railway,

### REPORT:

The European and North American Railway, when constructed, in connection with other railways built, or in progress, will connect the British Provinces of Canada, New Brunswick and Nova Scotia with each other, and the United States, over the easiest and natural routes of travel,—and at the same time, shorten to the lowest limit of time and cost, the transit of the mails between New York and London. It is proposed in concurrence with the British Provinces, to bring the two great lines, from New York, and from Montreal,

to a point of junction and connection in Maine,—either at the Kennebec or Penobscot river,—and crossing the Penobscot above the head of sea navigation, extend a single trunk line, to the shore of Nova Scotia or Cape Breton, at the nearest available point of this continent to Europe—so that between Galway in Ireland—the nearest and most accessible port for trans-atlantic navigation in Europe—and the American steamship terminus, the Atlantic ferry shall be crossed at its narrowest strait.

It is calculated that by shortening the sea voyage to the lowest limit, and dispensing with all unnecessary burden, the gain of two miles per hour at sea, may be made, and that the speed of the locomotive may be three times as great as that of the steamer. Comparing the present mail route between New York and London with that by the European and North American Railway through Maine, the result may be stated as follows:—

#### PRESENT ROUTE.

|                                                 |             |                |
|-------------------------------------------------|-------------|----------------|
| Steamer from New York to Liverpool, 3,100 miles |             |                |
| at 13 1-8 miles per hour, . . . . .             |             | 9 days 20 hrs. |
| Railway from Liverpool to London, . . . . .     | 211 miles   | 5 hrs.         |
|                                                 | <hr/>       | <hr/>          |
|                                                 | 3,311 miles | 10 dys. 1 hr.  |

#### PROPOSED OVERLAND ROUTE.

|                                                                                |             |                |
|--------------------------------------------------------------------------------|-------------|----------------|
| Railway from New York to Halifax, . . . . .                                    | 867 miles   | 2 days 22 hrs. |
| Steamer from Halifax to Galway, at<br>the rate of 15 miles per hour, . . . . . | 2,130 miles | 5 days 22 hrs. |
| Railway from Galway to Dublin, . . . . .                                       | 126 miles   | 3 hrs.         |
| Steamer from Dublin to Holyhead, . . . . .                                     | 63 miles    | 3 hrs.         |
| Railway from Holyhead to London, . . . . .                                     | 263 miles   | 6 hrs.         |
|                                                                                | <hr/>       | <hr/>          |
|                                                                                | 3,449 miles | 7 days 8 hrs.  |

The speed of the railway train being three times as great as the steamer, a gain of sixty-five hours time is made by the route proposed, adopting the highest speed yet attained in ocean navigation. If

we assume an increased speed in the future, the committee believe that the same advantage may still be maintained by the proposed route through Maine.

The memorial to Congress in behalf of this enterprise, presents this whole matter in so clear and forcible a light that it cannot fail to arrest attention, and secure for the enterprise the favorable regards of the country. Notice of two bills in aid of the European and North American Railway, have been given by the Honorable Mr. Washburn in the House of Representatives, designed to carry out the plan proposed, and to aid the friends of the enterprise in Maine, one entitled,

“*An act for shortening the transit of the mails between New York and London,*” the other, “*An act making a grant of land to the State of Maine, in aid of the construction of the European and North American Railway,*” copies of which bills, with the petition to Congress—the despatches of Earl Grey—and the laws passed in Canada and Nova Scotia—make a part of the memorial to the Legislature, accompanying which, is a copy also of the application to Massachusetts in its behalf.

The ability with which the claims of this enterprise upon Congress are presented by the committee in the papers before us, deserve the highest commendation, to all which we beg leave to ask the attention of the Legislature, more especially to that portion of the memorial to Congress which refers to the conduct of Maine in that long protracted dispute in regard to our Northeastern Boundary. If Texas was entitled to a *ten million* gratuity for quieting her doubtful claim to a comparatively worthless territory, how much ought Maine to receive for a far more valuable one, whose title had been fully recognized by Congress? Maine, by her concessions, succeeded thereby, in avoiding the horrors of a foreign war with the greatest maritime power of the world.

The memorial to Congress, after showing the commercial advantage of the European and North American Railway and its claims to support as a commercial undertaking, whereby the saving of time in the transit of the mails is fully shown, asks for a permanent mail

contract over this route, at the rates paid for similar service between London and Liverpool.

It also asks in behalf of Maine, a grant of two millions of acres of the ungranted public lands, for the reasons following, as stated in said memorial :

“ Our frontier position, with a foreign territory around us, retarded the growth of Maine till within the last few years. The settlement of our Northeastern Boundary dispute by the treaty of Washington, was a new era in our history. Our former enemies became friends and the people of Maine and the neighboring Provinces are anxiously desiring that the same freedom of intercourse shall exist with each other as with the people of different States of this Union.”

To secure the treaty of Washington, Maine surrendered for a merely nominal consideration, an undisputed territory of many thousand square miles, which is now worth a far greater sum than any grant we ask of Congress. While we take infinite pride in the settlement of that long disputed question and regard the advantages of peace and friendship with our neighbors as worth far more than any estimate of the value of territory lost, we think the time has come when Maine should ask and receive from the general government some equivalent for the concessions and sacrifices she then made for the general good, yielding up a territory equal in size and fertility to the commonwealth of Massachusetts.

Had the State of Maine insisted upon maintaining her title at all hazards, the position of the United States government at the time, would have enabled us to claim, and to insist upon twice the sum paid Texas under somewhat similar circumstances.

While therefore the enterprise itself has claims upon Congress for its inherent merits, sufficient to warrant the application for aid in the form proposed, it is right to insist upon a proper respect toward Maine for the honorable manner in which she placed her interests at the disposal of the general government. The committee, therefore, in view of the immense benefits its accomplishment will confer upon Maine, so fully, so ably and so satisfactorily set forth in the

EUROPEAN AND N. AMERICAN RAILWAY. 5

papers referred to the committee, the printing and circulation of which would be of value to the State, ask leave to recommend the printing of the memorial, without the accompanying papers, and to report the following resolutions.

H. CARTER, *per order.*

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## STATE OF MAINE.

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RESOLVES in support of the memorial to Congress, asking assistance from the United States government in behalf of the European and North American Railway.

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*Resolved,* That the commercial position of Maine  
2 authorizes her to aim at a leading share in all the  
3 great business movements of the age :—while Maine  
4 is the natural sea coast for the Canadas and of the  
5 larger part of New England, having the finest har-  
6 bors of the whole country, she is in the direct route  
7 of the principal commerce between Europe and Amer-  
8 ica, and the bringing together of two great lines which  
9 connect us with Canada and the whole of the United  
10 States to a point of junction in Maine,—one from  
11 Montreal on the north, and the other from New York  
12 on the south, when they shall form ONE GRAND TRUNK



13 line to be extended from the valley of the Kennebec to  
 14 the eastern shore of Nova Scotia, is the work that  
 15 shall make Maine known and felt as a leading State  
 16 in the confederacy.

*Resolved,* That while the movements toward carry-  
 2 ing out the plan of the European and North American  
 3 Railway have aroused the British Ministry to the  
 4 adoption of measures calculated to counteract the ex-  
 5 ertions in its behalf, by the proffers of assistance to-  
 6 ward building the Halifax and Quebec Railway entire-  
 7 ly through British Territory:—it is a source of sincere  
 8 gratification to know that the Provinces will not fore-  
 9 go the advantages of the European and North Ameri-  
 10 can Railway, for the sake of the Quebec line, and  
 11 that there is now every encouragement to prosecute  
 12 exertions in behalf of the enterprise we have in view,  
 13 in the assurance that the line will be met by the Pro-  
 14 vinces, at the river St. Croix.

*Resolved,* That a Trunk line of Railway from Hali-  
 2 fax to Montreal, through Maine, in connection with  
 3 the lines now built or in process of construction, is the  
 4 only measure that can offer proper inducements for  
 5 the employment of capital, or that can satisfy the

6 wants of the people of the Provinces. Over such a  
7 route the traffic and travel of Canada and the west,  
8 would find its easiest outlet, and the increasing tide  
9 of trans-atlantic travel seeking the shortest possible  
10 sea voyage, would give it advantages, ensuring cheap-  
11 er conveyance than over any other route between the  
12 commercial capitals of Europe and America.

*Resolved,* That the application made to the United  
2 States government in behalf of the European and  
3 North American Railway, through the Executive Com-  
4 mittee for Maine, deserves support from Congress,  
5 and the passage of the Bills presented by Hon. Mr.  
6 Washburn, one entitled "An act making a grant of  
7 land to the State of Maine to aid the construction of  
8 the European and North American Railway," the  
9 other entitled "An act for shortening the transit of  
10 the mails between New York and London," are earn-  
11 estly pressed upon the consideration of Congress.

*Resolved,* That our Senators and Representatives  
2 in Congress, are requested to urge the passage of the  
3 Bills before referred to, and that they ask such other  
4 assistance to the European and North American Rail-  
5 way, as it may be in the power of Congress to grant.

*Resolved,* That the interest of Massachusetts in this  
2 question, and the extent of her interest in public lands  
3 lying in Maine, justifies us in asking at the hands of  
4 that Commonwealth similar support, and that the  
5 legislature of Massachusetts, is hereby invited to unite  
6 with us in the foregoing request.

*Resolved,* That the Governor be requested to trans-  
2 mit these resolves to the President of the United  
3 States, and to each House of Congress, and to the  
4 Governor of Massachusetts.

*Resolved,* That the Governor be requested to trans-  
2 mit copies of the foregoing Resolves, to each of the  
3 Senators and Representatives of this State in the Con-  
4 gress of the United States.

# STATE OF MAINE.

HOUSE OF REPRESENTATIVES, Feb. 7, 1852.

ORDERED, That 500 copies of the foregoing Report of the Committee on railroads and bridges, on petition of John A. Poor and others, be printed for the use of the Legislature.

EDMUND W. FLAGG, *Clerk.*