

MAINE STATE LEGISLATURE

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THE LEGISLATURE

OF THE

STATE OF MAINE,

A. D. 1858.



AUGUSTA:

STEVENS & SAYWARD, PRINTERS TO THE STATE.

1858.

THIRTY-SEVENTH LEGISLATURE.

HOUSE.]

[No. 4.

MEMORIAL

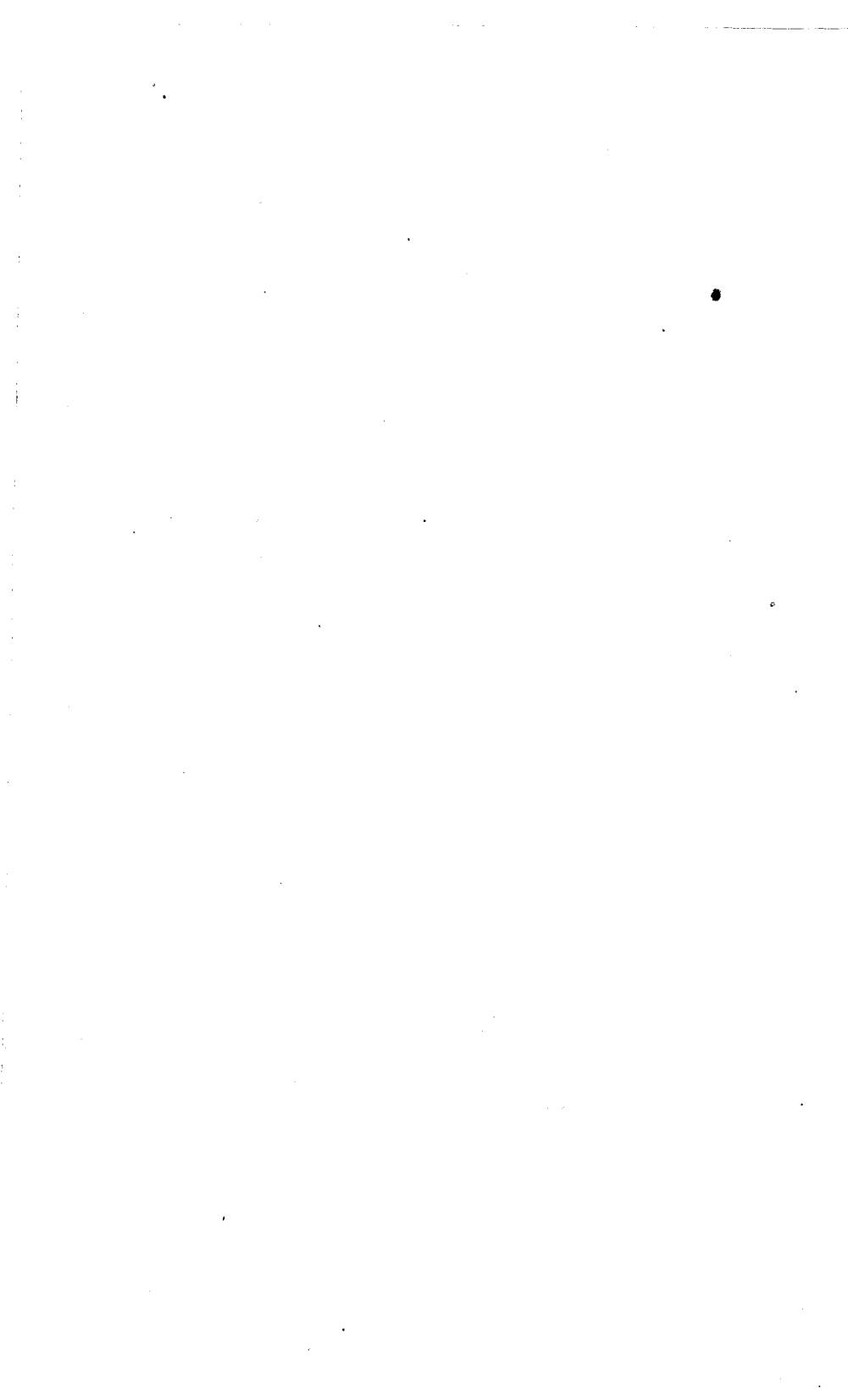
OF THE

Maine State Agricultural Society

FOR THE ADOPTION OF MEASURES FOR THE SETTLEMENT AND
SALE OF THE

PUBLIC LANDS OF MAINE.

Stevens & Sayward, Printers to the State.



MEMORIAL.

*To the Honorable the Senate and House of Representatives of
the State of Maine, in Legislature assembled:*

The Maine State Agricultural Society, by its Committee duly authorized, by vote passed at its meeting at Bangor on the first day of October 1857, respectfully ask of your honorable body, the adoption of such measures as will promote the settlement and sale of the public lands of Maine, and encourage Agriculture, Horticulture, the Mechanic Arts and Manufactures in this State.

Before setting forth the objects contemplated by the vote of the Society, we may remark, that the same subject matter will naturally come before the Legislature from the action of that, of last year, to whom a memorial of the same general character was addressed by a highly influential body of the citizens of this State, which memorial the Legislature caused to be printed, widely circulated, and referred to your honorable body for action thereon; and to which we ask leave to refer as a part of our application, expressive of the general views entertained by the Society.

All the facts, suggestions and reasonings therein set forth, have been verified and confirmed by the experience of the past year.

THE STATE OF MAINE from its geographical position and its physical geography, seems to be pointed out by nature for a rank among the most favored portions of the earth. Its soil, climate, mineral resources and geological formation, place Maine along side the Island of Great Britain in natural resources, while in commercial position, and in the capabilities for material success, few sections of the earth can claim superiority. With the single exception of the territory of England, where iron and coal are found with other mineral treasures, in convenient proximity to the navigable waters of the open sea, we look in vain for a territory of equal extent with

Maine, that presents so many and obvious advantages for the fullest development of the race, in all that constitutes physical superiority, or that ensures the possession and enjoyment of the more refined institutions of modern civilization. The favoring winds whose direction gave easier access and egress to the ports of Britain than to those of France and Holland, finally transferred to the shores of England the dominion of the sea, and the same physical causes from the direction of our line of sea coast, conspire to give to the unrivalled harbors of Maine, the same superiority over those of any American state, in the race for commercial supremacy. The branch of industry, known as ship building, has received full development already, among the people of Maine. Our ship-builders annually put to sea, and retain as owners, an amount of shipping greater in proportion to the population, than those of any other State or country, and the seamen of Maine have carried their keels into every sea and every port on the face of the globe, exciting everywhere admiration and regard. The ships of Maine are a type of her civilization. They are not more striking than the character of those that sail them. The ship-masters of Maine are equal to the more accomplished men of other callings or professions. Without undervaluing any class of our own citizens we may fairly urge upon the farmers of Maine, the example of our seamen, in their efforts to make the sons of Maine as preeminent on the land as on the sea. To do this, we must encourage the various branches of industry suited to the habits of our people, and the natural advantages of our position.

We have manufacturing facilities such as are no where else enjoyed, by the convenient proximity of inexhaustible water power to the sea coast, and from thence to the sources of our rivers, which, rising amid the mountains of the interior, drain their waters over a succession of cascades, through our own territory, to the ocean.

We have mineral wealth, in the form of Iron, Clay, Slate, Marble, Limestone and Granite, of inexhaustible extent and of the finest quality, sufficient to employ, in ordinary times, an amount of capital, nearly, if not quite, equal to that now engaged in the various branches of manufacturing industry in this State. But equally valuable, if not greater, are our agricultural resources.

We have a soil suited to agriculture and horticulture in all their

varied forms, with a salubrious climate,—one that especially favors the raising of hay and stock, and the cultivation of fruit—so that the more profitable forms of productive industry, agriculture, commerce, manufactures and mining, may be carried on in Maine to the best advantage.

In this enumeration we have omitted lumbering, heretofore one of the leading pursuits of our people. This is a branch of labor common to new countries only; rarely yielding steady profits, or contributing to the permanent wealth of the community.

The obvious tendency of lumbering pursuits is to create habits of over expenditure, which leave the bulk of all profit derived therefrom in the hands of the owners of the land, not in the pockets of the operator. The two interests must be united before the cutting and working of lumber can fairly be reckoned as a branch of productive industry.

If the physical and commercial advantages of Maine, viewed simply in their relations to the other States of the Union, are questioned, her superior advantages for European trade, are undeniable. In proof of this we might fairly content ourselves with a simple reference to the change of ideas, and of commercial policy since the inception of the railway from Portland to Montreal, in 1844. At that time, Great Britain protected colonial products, and thereby, forced the trade of Upper Canada through the St. Lawrence. This policy was abandoned in 1849, with the repeal of the British Corn Laws, under the influence of our drawback law of 1845; by which, after 1846, foreign goods were allowed to pass through our territory free of duty.

The trade of Upper Canada was at once diverted through the United States, and in 1849, 24,936 barrels of Canadian flour were admitted. In 1852, 466,912 barrels, and in 1854, the quantity reached 762,575 barrels. Reciprocal trade soon followed, and in 1854 the breadstuffs and raw material of British America and the United States were admitted into each country free. Since then, the extension of the Grand Trunk Railway, and the establishment of lines of Ocean Steamers have made the commercial interests of Canada and Maine, in many respects, identical, and it is now seen, that the trade of Maine, is to be indefinitely extended west.

The seat of Empire on this continent must at no distant day, be in

the grain growing regions of the West, included within the basins of the St. Lawrence and the Mississippi, where food is produced with a cheapness, and in an abundance unknown elsewhere, and the present supply could be quadrupled at an early day, if it could find a market. The home supply is already in excess of demand, and years are likely to elapse, before breadstuffs shall regain the prices of the last few years. The abundant crops of Europe in 1857, have reduced the price, to a lower point, than for many years, so as to check for a time, the export from America. But the surplus at the West must come to the sea board for export, and it is now seen, that the American farmers can undersell those of England.

A few years ago, or as late as 1827, wheat was raised in excess in Ohio, at the price of twenty-five cents per bushel, at Cincinnati; and it will be regarded as favorable to its exportation, when wheat commands no higher price throughout the West. At this rate, the lands in Ohio, even, will be better cultivated than now, and the export of breadstuffs be in a more healthy condition, than during the past few years.

The value of agricultural products, though somewhat affected by climate, is chiefly dependent on the comparative cost and productiveness of land, and the price of labor. Allowing the lands of the western States to be only as productive as those of England, the difference in the value of the land, would give the American farmer the advantage. In England, farming land is worth five times as much per acre as in Ohio, while labor is not worth in the western States more than twice its value in England. Looking forward therefore, to the proper adjustment of the laws of supply and demand on both continents, under this state of facts, we may expect a continued and increasing export of breadstuffs to Europe. In 1847, England imported 9,436,677 quarters, or 75,493,416 bushels of wheat, 8,633,991 cwt. of meal, and we may fairly expect, that at present prices in the United States, the quantity exported thither will be equal to former years. Our exports of food to England in 1856-7, exceeded those of 1847. There has been a falling off in this export trade, since June, 1857, consequent on the sudden fall of prices, but it is now recovering. Steamers from Portland to Liverpool, and other vessels have, during the present winter, carried out full cargoes of Canadian wheat and flour. Events of the past two years therefore, conclu-

sively show, that the idea on which the Montreal Railroad was undertaken, is a sound one, and that on the completion of the Victoria Bridge, the cheapest route to Europe from the West, will be through the St. Lawrence, and by the way of Portland, especially in the winter months, and that the return import trade will seek the same channel.

The enlargement of the canals above Montreal, and the completion of a ship canal from the St. Lawrence at Montreal into Lake Champlain, and to New York, works likely to be carried out in the next few years, will inevitably divert trade from the Erie Canal into the St. Lawrence, and make Montreal the great depot of western produce; and it was recently asserted by a leading Liverpool paper, that the maintenance of a line of steamers between it and Portland, will divert one-third at least of the trade between Liverpool and New York.

In 1856, 127,240 barrels of flour, and 66,224 bushels of grain came to Portland over the railway from Montreal; and in 1857, the quantity was 225,048 barrels of flour, and 79,354 bushels of wheat, by the same route; and in the months of November and December, 1857, 30,306 barrels of this flour was forwarded by this route to Boston. We may, therefore, fairly contend, that on the completion of the Victoria Bridge, the commercial advantages of Maine will be generally admitted.

No State or community has ever become rich or truly great that depended on any single branch of industry alone. Agricultural communities lack the quickness and force that characterize commercial ones, and a manufacturing population lacks the physical energy and the power of endurance that mark the men that till the earth and breathe the air of the country. That state of society is the most perfect, which develops most fully all the faculties of mind and body, and allows an intermixing of the various classes of population, so that the stronger sons of the farm may carry fresh vigor into city undertakings, and the refinements and appliances of the city workshops, enliven and relieve the drudgery of agricultural toil.

Much the largest portion of the population of Maine draw their support from agriculture, although the natural direction of its labor would seem to be in the line of manufactures and commerce. Of the 162,711 male persons above the age of 15 years in Maine,

according to the U. S. census of 1850, 77,082 were employed in agriculture, 38,247 in commerce, trade, manufactures, mechanic arts and mining, 26,833 in labor not agricultural, and 15,649 in navigation.

Experience tends to show that so large a preponderance of agricultural labor is not favorable to the highest development of the productive industry of a people. It is the proper relation of manufacturing labor to that of agriculture and commerce, that gives the highest development to industry, art, social economy and popular knowledge.

England is the richest country in the world. British statistics show that this state of things is due to the varied occupations of its people. Statistics have recently been published compiled from the British census of 1851, which give the following information as to the various employments of the people of England and Wales, arranged in classes, viz :

1. Persons engaged in the general or local government of the country,	65,330
2. Persons engaged in the defence of the country,	78,496
3. Persons in the learned professions, (with their immediate subordinates,) either filling offices, or in private practice,	87,422
4. Persons engaged in literature, the fine arts, and the sciences,	94,790
5. Persons engaged in the domestic offices, or duties of wives, mothers, mistresses of families, children relatives,	2,777,017
6. Persons engaged in entertaining, clothing and performing personal offices for man,	1,620,881
7. Persons who buy or sell, keep, let, or lend money, houses, or goods of various kinds,	162,265
8. Persons engaged in the conveyance of men, animals, goods, messages,	252,195
9. Persons possessing or working the land, and engaged in growing grain, fruits, grasses, animals, and other products,	1,576,081
10. Persons engaged about animals,	63,506

11. Persons engaged in art and animal productions, in which matters of various kinds are employed in combination,	554,878
12. Persons working or dealing in animal matters,	419,282
13. Persons working and dealing in matter derived from the vegetable kingdom,	789,314
14. Persons working and dealing in minerals,	623,171
15. Laborers and others—branches of labor undefined,	290,227
16. Persons of rank or property not returned under any office or occupation,	147,879
17. Persons supported by the community, and of no specified occupation,	103,453
18. Other persons of no stated occupations or conditions,	110,407
	<hr/>
Total of persons, aged 20 and upwards, in England and Wales,	9,816,507

In 1700, the population of Great Britain, numbering about five millions of people, was almost exclusively engaged in agriculture. It required a century to double its population. In 1801, the first systematic enumeration of its people took place, showing an aggregate of 10,578,956 persons.

The census of 1851, gives 20,959,477, showing a doubling of the population, in $52\frac{1}{2}$ years.

The growth of different sections was very unequal, showing a vast preponderance in the manufacturing districts, over the agricultural. Lancashire, Chester, West Riding of York, Staffordshire and Lanark, the heart of the manufacturing towns, gained from 150 to 250 *per cent.* from 1801 to 1851, while the purely agricultural districts, gained in about the same ratio as in the preceding century.

It may be of interest in this connection to compare the population of certain counties, showing the relative growth of the agricultural and of the manufacturing and commercial districts :

<i>Counties.</i>	<i>1801—Population.</i>	<i>1851.</i>	<i>Increase.</i>
Lancaster,	673,486	2,031,236	201 per cent.
Middlesex,	818,129	1,886,576	121
York, (W. Riding,)	572,168	1,325,495	131
Chester,	192,305	455,725	137
Staffordshire,	242,693	608,716	148
Lanark,	147,692	530,169	258
Devon,	340,308	567,098	66
Dorset,	114,452	184,207	61
Suffolk,	214,404	337,215	59
Somerset,	273,577	443,716	62
Wilts,	183,820	254,221	37
Hereford,	88,436	115,489	32

In Lancashire, are included Liverpool, Manchester, Oldham, Bolton, Preston, and other large manufacturing towns. In York, (West Riding,) are Leeds, Sheffield, Bradford, and Huddersfield, cities that have grown up rapidly by the progress of manufactures, while in those counties from which we derive our best specimens of stock, showing that agriculture has there been successfully cultivated, the increase of population has been comparatively slow.

In the United States, nearly one-half of the population is classed as agricultural. By the census of 1850, the proportion was 2,363,958 male persons above 15 years of age, engaged in agricultural pursuits, to 3,007,918 persons in the 323 other callings, professions or occupations. In Massachusetts, the number of males above 15 years of age, was 295,300; of these, only 55,699 were employed in agriculture, to 146,002 in trade and manufactures, and 92,599 in other callings, showing that in Massachusetts, one-half of its population were engaged in mechanical industry and commercial pursuits.

The following table shows the comparative employment of the male population, above the age of 15 years, in the New England States, in 1850 :

<i>States.</i>	<i>Agricultural.</i>	<i>Trade & Manufactures.</i>	<i>Miscellaneous.</i>	<i>Total.</i>
Maine,	77,082	38,247	47,382	162,711
N. Hampshire,	47,440	27,905	19,219	94,564
Vermont,	48,327	17,063	22,836	92,226
Massachusetts,	55,699	146,002	92,599	295,300
Rhode Island,	8,482	21,004	13,985	43,471
Connecticut,	31,881	38,653	26,476	97,010

The occupations of the people of New England in 1820, as given in the United States Census, appear in the following table :

<i>States.</i>	<i>Agriculture.</i>	<i>Manufactures.</i>	<i>Commerce.</i>
Maine,	55,041	7,643	4,297
New Hampshire,	52,384	8,699	1,068
Vermont,	50,591	8,484	776
Massachusetts,	63,441	33,466	13,301
Rhode Island,	12,559	6,091	1,162
Connecticut,	50,518	17,541	3,582

It is a striking fact that the agricultural population of Maine, largely increased, while in every other New England State, during this period of thirty years, there was a falling off. The explanation of this will be found in the change from agricultural to manufacturing pursuits, as the following table will show, giving the comparative population and the value of manufactures in the New England States, in 1820 and 1850 :

<i>States.</i>	<i>Population in 1820.</i>	<i>Value of Man. in 1820.</i>	<i>Population in 1850.</i>	<i>Value of Man. in 1850.</i>
Maine,	298,335	486,473	583,169	24,664,135
New Hampshire,	244,161	747,959	317,976	23,164,503
Vermont,	235,764	890,353	314,120	8,570,920
Massachusetts,	523,287	2,523,614	994,514	151,137,145
Rhode Island,	83,059	1,617,221	147,845	22,093,258
Connecticut,	275,302	2,413,029	370,792	45,110,102

In Great Britain, the proportions engaged in the leading occupations, given for several periods, are as follows :

<i>Years.</i>	<i>Agriculture.</i>	<i>Com. and Man.</i>	<i>Miscellaneous.</i>
1811,	35	44	21
1821,	33	46	21
1831,	28	42	30
1841,	22	46	32

The improvements in agriculture from 1841 to 1851, led to a relative increase of agricultural labor, so that in 1851, it embraced 25 per cent. of the entire population.

The facts thus presented are striking ones, showing the tendency of a people in possession of increasing wealth, toward mechanical, rather than agricultural pursuits. The contrast between the occu-

pations of the people of Great Britain and the United States, given in classes, is shown in the following table :

<i>States.</i>	<i>Ag'r. Pursuits.</i>	<i>Trade & Man.</i>	<i>Miscellaneous.</i>
United States,	44.69	29.12	25.59
Great Britain,	22.00	46.00	32.00
New England,	34.50	37.00	28.50
Massachusetts,	18.17	49.72	32.11

Looking at the individual States of the Union, we find that in proportion to the increase of wealth, is the comparative increase of the numbers engaged in other than agricultural pursuits.

The products of industry are greater in Massachusetts in proportion to population, than in any other State of the Union, and this is due to her policy for the last thirty years, turning her capital and labor into manufacturing pursuits. In 1815, according to the valuation for the United States Direct Tax, the value of land in Vermont, was \$39 per acre, greater on average than that of Massachusetts, or any other State of the Union. In 1850, the value of lands in Massachusetts, was greater than in Vermont or any other State, except New Jersey. The industrial statistics of Massachusetts, first collected in 1837, exhibited an annual product, amounting in that year, to \$86,282,616. In 1845, the aggregate was \$124,749,457. In 1855, this had reached \$295,820,681. These figures sufficiently show the tendency of a high degree of civilization, and indicate that state of society which gives the greatest reward to labor.

It is found that in proportion as you introduce manufactures, you enhance the interests of agriculture.

The realized wealth of England is far greater than that of any country on earth; and there the ownership of land confers the highest political and social advantages. In no other country has agriculture been carried to so high a degree of perfection, as a science or profession, and in no other have the products of the earth obtained so high a price. With the growth of manufactures, and the accumulation of capital, the price of land has constantly, and with slight alternations, steadily advanced, notwithstanding she now admits the breadstuffs of all other nations free.

We would not be understood as undervaluing our agricultural advantages. The soil of Maine, like that of England, is very largely

of a clayey, retentive character, capable of high cultivation, and a rotation of crops, to a far greater extent than the residue of New England. It will profitably employ a larger proportion of the population than the average of the New England States. Yet Maine has but a small portion of its land under cultivation. The area of the State is 20,330,240 acres, but of this vast domain, only 4,555,393 acres are included within farm limits, in 1850, and of this amount only 2,039,596 acres, or about one tenth of the whole, are improved land. Massachusetts, (less than a fifth of the size of Maine,) had more land under cultivation in 1850, than Maine.

England and Wales, in 1841, were estimated to contain 37,006,400 acres, but had only about 29,000,000 acres under cultivation, and of this, three fifths in quantity were in meadow, pasture, &c., not under tillage; and it was estimated, at that time, that under proper cultivation, the soil of England could maintain twice its existing population. The average yield of grain in England in 1847, was estimated at 40 bushels to the acre. In 1839, it was only 26 bushels to the acre.

This improvement in the husbandry of England has continued, by the extended use of drainage, sub-soiling, irrigation, the application of guano and chemical manures, and the greater use of town refuse and sewage, made available in later years, by the cheapness of railway transit. The filth and offal of cities transported to the fields of the agriculturalist, become the instruments of increased fertility, while relieving them of the fruitful sources of pestilence and death. In Aberdeen, Scotland, the cleaning of the streets, costs £1,400 per annum, and the refuse sells at £2,000, yielding a profit of \$3,000 a year, and similar results are given in other European cities.

It has been questioned by some, whether under-ground drainage is suited to the agriculture of New England. Though having more rain, our climate is not so moist as that of England, from the greater extremes of heat and cold here experienced, and the more rapid evaporation. But it is found that in the clayey soils, so common to our sea-board, and in many of the vallies of our rivers, the value of drainage has not been overstated. In proof of this, we need only to refer to the Report of the Secretary of the Maine Board of Agriculture for 1856. In England, it has almost revolutionized its

agriculture. The government, after its value was tested, interposed its aid,—granting it in the form of a loan, at 3 per cent., reimbursable in 22½ years, at the rate of 6½ per cent. per annum.

Since the first movement in England, in 1842, the policy has been there extended, and in 1846, a similar act was passed for Ireland, in which, from statistics recently published, greater improvements have been made in agriculture within the last five years, than in any other country known to us.

There has been an increase of land under tillage, and of cereal and green crops, notwithstanding the diminution of population from 6,552,335 in 1851, to 6,015,768 Sept. 1, 1857, simply from the fact of an advance in the price of labor.

The policy of Maine may be safely guided by that of our British neighbors, as was that of Massachusetts, from whose experience we derive the most valuable lessons.

The climate of Maine is more like that of the British Isles than any other portion of the United States—our people have the high physical development of their British ancestors—they have the same intellectual activity and fondness for exertion. If there is less power of endurance and a diminution of physical strength, this is more than made up to us, by the increased susceptibilities, mechanical improvements, and greater ingenuity of our people. The skillful artisan, mechanic and laborer of Maine, with the aids and helps of mechanical art and skill, can now accomplish as much, in any given time, as his colaborer in England, Belgium or Germany.

The inquiry naturally arises, why does not Maine enter more largely into mechanical industry, and manufacture, at home, the various articles that go into domestic consumption? She has all raw materials as cheaply as found elsewhere, and could produce with the same ease and to the same extent, those articles that are manufactured in other States of the Union. The causes can undoubtedly be traced to the legislation of former years, and its influence upon the opinions and habits of the people. The progress of Maine was sufficiently rapid from 1790 to 1836, but the law of 1836, known as the *Anti-Manufacturing Law* of that year, struck a blow at manufactures, from which they have not yet recovered. Instead of inviting capital into the State, and giving it opportunities for employment, the State subjected it to risks and dangers unknown in

other States, and practically prohibited its introduction into Maine. The effect was instantaneous—manufactures of all kinds declined, agriculture languished, real estate, and water power especially, became less valuable, and the tide of population which formerly set strongly into Maine, was turned into other channels.

During the year in which Maine struck a blow at manufactures, Massachusetts increased her efforts for their encouragement, and entered upon her great State work, the Western Railway. The result is shown, in the comparative progress of the two States, during the subsequent period, with their former relative increase. Maine stood still, or made but little progress from 1836 to 1844, or until the partial modification of that law, in the latter year, followed by a move, in the same year, to establish a railway policy for Maine. In this connection, we quote a few passages from the memorial of John A. Poor and others, before referred to :

“Up to 1835, the progress of Maine in population and wealth was about equal to that of the whole country, and far greater than that of Massachusetts. Our valuable water-power, the superior quality of our soil, our immense tracts of valuable timber, the numerous, safe and accessible harbors upon our coast, the cheap price of lands, with its many valuable mineral resources, and above all the salubrity of our climate, invited the emigration of the most valuable classes of persons from all parts of New England, including many from Massachusetts.

The following tables show the comparative progress of Maine, Massachusetts and the United States for the periods named :—

PROGRESS OF POPULATION.

States.	1790.	1800.	1810.	1820.	1830.	1840.	1850.	1856.
Maine,	96,520	153,719	228,705	298,335	399,445	501,793	583,669	660,000
Massach'ts,	378,717	423,245	472,040	523,287	610,408	737,699	994,449	1,133,123
U. States,	3,929,326	5,305,952	7,239,814	9,638,134	12,866,920	17,063,353	23,191,074	26,694,312

RATIO OF DECENNIAL INCREASE.

States.	1800.	1810.	1820.	1830.	1840.	1850.	1856.
Maine,	57.1	50.7	30.4	33.9	26.2	16.6	13.
Massachusetts,	11.7	11.5	10.9	16.6	20.8	34.8	13.9
United States,	35.01	36.45	33.35	33.25	32.67	35.50	15.10

The year 1835 was the turning point in the history of New England. Massachusetts opened three of her great lines of railway in

that year—to Providence, to Worcester, and to Lowell; and the railway system of Massachusetts became firmly implanted upon her soil. Industry was thereby quickened, enterprise stimulated, and the price of labor enhanced. The tide of emigration throughout all New England was immediately turned upon Massachusetts. The financial and commercial revulsion which swept over Maine, and most other parts of the Union, with such disastrous consequences, from 1835 to 1840, was scarcely felt in Boston or in Massachusetts, except by indirect results from losses by debt. The price of real estate, the great criterion of value, was but slightly affected in Massachusetts, while in every portion of Maine it was vastly depressed.

The census of 1850 disclosed the astounding fact that Massachusetts, from 1840 to 1850, increased at the rate of 34.8 per cent., showing a density of population equal to 132 persons to the square mile; while Maine had only increased at the rate of 16.6 per cent., showing a population of only 17.8 persons to the square mile. The results of the census of 1850 were not generally anticipated by our own people, though many had perceived the silent but gradual withdrawal of much of the wealth and business talent of Maine to Massachusetts. There was also a strong tendency among the farming interests to emigrate to the West, and the agricultural portions of our State were making very little, if any progress, and some of them were diminishing in population.”

It is gratifying to be able to say, that the erroneous legislation of 1836 has been corrected, and that obnoxious law repealed, by the legislature of 1857.

But unfortunately, this relief comes too late, or is too recent to show any results at this time. The capital which formerly sought our water-power, under the favorable tariff of 1842, was driven into other States where it has raised up flourishing towns and cities, and the people of Maine, wearied and discouraged by the blind fanaticism, or self-destroying policy of party leaders, sought homes in other States, where better influences and wiser counsels prevailed. Men will not now live for any great length of time, in communities that blindly, or wrongfully, impose unjust restraints upon industry, or refuse to give proper encouragement for the employment of capital.

The prejudice against Maine, in the minds of foreign emigrants,

does not grow out of any natural cause ; but is due to the illiberal policy of our legislation ; and the discontent that has so affected our native population as to lead them to emigrate West, is owing to the prevailing opinion that the holders of property in Maine are less public spirited than elsewhere.

In all communities that are regarded as stationary or decaying ones, wealth is found in the hands of men lacking the enterprise to give it its highest value, or ensure for it the greatest return of profit. Instead of taking the lead in public improvements, as is the characteristic habit of rich men in other communities in the United States, the property holders in Maine, as a general thing, have not contributed to the same extent, toward the public service. If they have not sought to restrain enterprise, they have not readily aided the more valuable ones of the day.

The condition of Maine is, in many respects, not unlike that of Massachusetts thirty years ago, or soon after the opening of the Erie Canal, from 1825 to 1830.

The State of New York, under the guidance of De Witt Clinton, was the first that successfully carried out a system of internal improvements.

The completion of the Erie Canal, in 1825, gave a start to every branch of industry in that State. Massachusetts felt an immediate drain on her business and her population, and in 1830, she took the first decisive steps to carry out a State policy of her own, from a feeling akin to that of self-preservation, which was developed in 1835, by the completion in that year, of three of her leading lines of railway, the commencement of the Western Railway, from Boston to Albany, and by the enactment of laws for the collection and publication of the statistics of its industry.

The drain which New York made on Massachusetts was gradually checked, but the latter State made a similar one on Maine and the other States of New England, from 1837 to 1850. This is shown in the returns of the census of 1850, when it was found that of the population of Massachusetts, 29,507 persons were natives of Maine, while only 16,535 natives of Massachusetts were residents of this State. At the taking of every previous census, the balance was largely the other way,—natives of Massachusetts making up, relatively, a much larger proportion of the population of Maine, than

those of Maine did of Massachusetts. And there can be at this time, no reasonable doubt, had Maine remained till this day, a part of Massachusetts, or been governed, by an equally wise and liberal State policy, as that of the parent Commonwealth, since the separation, Maine would have surpassed Massachusetts in population.

The enterprise and public spirit of Massachusetts and other States, form a striking contrast with the lack of it in Maine. We allow the surplus earnings of our people to be used by those of other States, and pay tribute to them without any effort for a metropolis of our own. The railroads of Maine are run in subordination to a plan to carry trade to Boston, as completely as if that city owned the entire State of Maine in fee simple. A public domain, more valuable than all the lands granted by Congress to aid the building of the Illinois Central Railroad, lies neglected at home, while every public office, hotel, and counting-room in Maine is placarded with the advertisements of that company. Our agricultural exhibitions are made the occasion for the distribution of their publications, holding out golden promises to every adventurer,—and every steamboat and railroad train, in the season of travel, carries off men from Maine to the West, who would remain at home, if we would exhibit any thing like the enterprise of our less favored neighbors, in the western States.

The report of the Illinois Central Railroad, just published, states that that company has already received, up to December 31st, 1857, 15,311,440 dollars as the proceeds of the sale of 1,293,378 acres of land, or more than 10 dollars per acre, which lands had for years previous been in the market for sale at $1\frac{1}{4}$ dollar per acre, the minimum price of the government.

Maine owns at this time, 2,073,665 acres of land, and holds securities to the amount of \$234,496.75 given for land sold; much of which is secured by a lien, or mortgage on the same lands. The net revenue of the Land Office, for the last 10 years, paid into the State Treasury, after satisfying the various appropriations for roads, bridges, &c., has been as follows: 1848, \$81,749; 1849, \$86,796; 1850, \$132,340; 1851, \$137,341; 1852, \$102,038; 1853, \$105,017; 1854, \$74,882; 1855, \$24,623; 1856, \$94,236; 1857, \$54,251; making a total of \$893,778, or an average of about \$90,000 per annum.

The interests of Maine demand a legislative policy suited to her peculiar position and the wants of her people; one that shall meet the just expectations founded upon her natural advantages. With every facility for the attainment of commercial success,—with manufacturing facilities beyond those of any other people, we have only to develop these, to make agriculture more profitable in Maine than in the western States. The high price of breadstuffs, from 1853 to 1857, caused by the foreign demand, led to a vast emigration to the territories and new states. But with the fall of prices in Europe, this tendency is checked, and the disastrous speculations in western lands arrested.

It is now perceived, and admitted, that the pursuits of agriculture would be more remunerative in Maine than in any western State, if there was a market for the farm products of the Aroostook region. It has long been known as the best agricultural district of New England, of equal extent, and is now beginning to attract attention throughout the northern and the middle States, but never till this time was it regarded within the easy reach of agricultural settlers. Our railways are extended to Bangor, and have brought the eastern sections of Maine into connection with its mid-land and western portions, and the conviction is forced upon the minds of all, for the first time, that this country can now be laid open to settlers. The earnest advocacy of some judicious plan, to this end, in the recent message of His Excellency the Governor, and the facts concerning it just given to the public in the able and interesting Report of the Secretary of the Board of Agriculture, cannot fail to arouse the attention of the whole State in favor of a policy that shall open up that region for settlement.

To say nothing of the impolicy of allowing the trade of that region to be drawn from Bangor and Calais, by our New Brunswick neighbors, who are already pushing a line of railways to Woodstock, such an enterprise is demanded by the most obvious principles of State policy. We must resort to similar means and avail ourselves of the same agencies as other communities, if we would desire success. With our facilities for the creation of wealth at home, and for the attainment of industrial and mechanical skill, all admit that these have, in a great measure, been overlooked or neglected. Instead of being the leading manufacturing and commercial State

of the confederacy, as far-seeing men of other States have predicted, our State has of late been chiefly known as a nursery of emigrants to supply the augmenting tide of western adventure. The enterprise that has reclaimed Iowa, Wisconsin and Minnesota from the savage races, and raised Ohio and Illinois to the highest rank in the scale of States, is largely due to the men of New England, conspicuous among whom are the hardy and enterprising sons of Maine, thousands of whom have left it annually within the last few years. In point of fact, a condition of things not unlike that known as "the Irish Exodus," has marked the history of Maine at two distinct periods, from 1837 to 1844, and from 1853 to 1857. This emigration from Maine has been due to that feeling of discontent growing out of the same or similar causes as that which depopulated Ireland, the incongruity of allowing the realized capital of the community to be unemployed; or if not hoarded, spent and enjoyed away from the place of its production. Our capitalists have shown but little, if any attachment to the State, and bestowed too little thought and regard upon the means for its development. Labor has only maintained its price by the scarcity of hands remaining as residents—not from the opening of new branches of industry as in Rhode Island and Massachusetts. And in the gratification of our social habits and tastes we have looked more abroad than at home. A feeling of dependence on other States, and an imputation of being in a condition of inferiority, instead of arousing a feeling of State pride, has rather contributed than otherwise, to lead the younger portion of our population to seek their pleasures and amusements abroad rather than at home.

While the people of other states have been busy in plans of public prosperity, Maine has been idle. The State as such, has done nothing to encourage immigration by any form of public enterprise. The State of Tennessee has encouraged the building of the most successful railway system that any State in the Union can show, without embarrassment to its finances by the granting of a moderate sum, in aid of every line of railway, sanctioned by the proper authorities, constructed by private enterprise in that State. By this liberal policy opening up the mountain districts of the interior, and making them known abroad, she has invited from the mountains of Wales, colonies of hardy, industrious families, that seek the port

of Portland, in our own State, as their best route to their far distant homes, at the head of the Cumberland river;—while Maine owning lands equally accessible and better suited to the tastes and habits of the same emigrants, lacks the enterprise to advertise these lands, or in any way have them opened for settlement.

Canada has made cheap grants of land to actual settlers, and encouraged emigration from all parts of Europe, from the coasts of Norway, from the interior of Germany, and from the British Isles, inviting their occupancy, and through our own ports, emigrants in possession of the first specimens of stock, pass on to Canada, to find a home, while Maine has never published or even paid for publishing, a map of her own public lands.

These facts, and others of a like character, are known and read of all men, and form the subject of reflection among the young men of Maine, and they have influenced the public feeling. Our young men have looked in vain for any such signs of encouragement to industry at home. Farms in the interior of the State have diminished in value from the want of hands to cultivate them, because our young men have felt that they could improve their condition by going into communities that had more enterprise, where lands and property was more likely to increase in value. In this way, by the withdrawal from Maine of so many of its active, enterprising young men, a feeling of discontent has been excited in the minds of those that remain, while all admit that our resident population is strikingly deficient in that liberality of sentiment and enlargement of purpose which follow thrift and the rapid accumulation of wealth.

What Maine requires is the more rapid development of its material interests, inducing pecuniary prosperity. Beyond this she has scarcely any thing to desire. Every natural advantage we already possess, and only require the united action of our people to give them their full value. A hardy race, a rich soil, a healthful climate, access to the open sea, institutions of learning of a high order, from the common school to the college, give to our young men an excess of intellectual activity, with the blessings of moral and religious culture. These energies waste themselves in separate action, for want of a union of effort toward a common end; and the experience of the past year has taught us, that something is requisite in the form of legislation, if we would maintain our rank in the

sisterhood of states, or retain even the natural increase of our native population.

These remarks do not equally apply to all sections of the State, but chiefly to those larger portions of it not reached by railroads. The eastern and midland portions of Maine formerly increased far more rapidly than those lying west of the Kennebec, but the chief growth of the State, for the past ten years, has been along the lines of the railways and in the seaboard towns, engaged in ship-building and lumbering, or in the few districts engaged in some branch of manufactures. The three western counties which formerly sent emigrants east, have, within the last few years, drawn population thence, from their more rapid increase under the influence of railways. The city of Portland has in this period doubled its population and quadrupled its wealth, and the farms of Oxford county doubled in value, while those of Hancock, Washington, Piscataquis and Aroostook have only slightly advanced in price.

In view of the foregoing facts, it becomes our duty to call attention to the means of our advancement. Before doing this, it is proper to say that we regard all genuine public prosperity to be evidenced by individual success. We are opposed to all state undertakings, except those which are strictly necessary to the well-being of each individual. The wealth of a state does not consist in its public works, but in the equal and general distribution of intelligence and the means of subsistence among its people; and that form of government is best, which most effectually protects the rights of the citizen at the cheapest rate; or in other words, that allows each individual to the fullest enjoyment of his earnings with the fewest and the least contributions to the public burdens.

But there are duties which the government of every state owes to its members, and among the first and most obvious of these, is that of making known the true and exact condition of its affairs. This can never be accomplished without the direct and specific action of the government itself.

Maine wants full and reliable statistics of its territory, population, agriculture, industry, foreign and domestic trade and commerce, public lands, public and private charities, religion, education, justice, the means of internal and external transit, and the various facts necessary to a just and successful administration of public

affairs. These are among the first necessities of a government, and without a thorough acquaintance with the social condition and industrial wealth of a community, it is impossible, by legislation, to improve the one or increase the other. A merchant who should, from year to year, carry on business without taking an account of his stock, or the lawyer who should conduct a cause in court in ignorance of the facts of his case, would be no more guilty of a culpable disregard of the first duty of his profession, than the Legislature that attempts to frame laws for a people, without a thorough and minute acquaintance with the facts and data on which they are founded.

The direction of industry, the various plans of local or sectional interest, the expediency or risk of investment of private or associated capital, can only be safely determined by a knowledge of existing facts. The United States censuses, are from the nature of the case, inadequate and incomplete, on many branches of industry, and of social economy which can only be obtained through the local authorities of the several cities and towns. The collection and publication by Massachusetts, of the statistics of the industry of that State, have done more to raise Massachusetts in the estimation of her own citizens and strangers, than any thing she has ever attempted, and it has drawn thousands of the young men of Maine, into her stores, workshops and factories, simply because they could appreciate the creative effect of industry, thus guided and directed, in giving wealth and refinement to her people.

Our public lands should be thoroughly explored, and their value especially for the purposes of agriculture, ascertained. The whole State should be surveyed for a similar purpose, in connection with its water power, its mineralogy, and its geology, and more liberal grants might be made to the various agricultural societies of the State, to be expended not only in aid of agriculture, but for encouragement of manufactures.

The Report of the Secretary of the Board of Agriculture, has invited the attention of the Legislature, to the importance of opening up the great agricultural district of the Aroostook and St. John, and completing the railway system of the State. Private enterprise has exhausted all its available resources, by the carrying it out so far; expending nearly eighteen millions of dollars, within the last

twelve years, in the construction of railways. The railways of Maine, at this time, amounting to 543½ miles, have cost \$17,365,-225. This expenditure has added largely to the wealth of the State, though bearing hard upon individuals.

Such is the peculiar configuration of our State, that by constructing a line of railway from Bangor to the Aroostook, with a line to Calais, all parts of our extended territory would be brought into easy and direct communication with the others, and the Lower Provinces, by the line of the European and North American Railway in rapid progress between St. John and Halifax;—retaining our present business, and attracting across the breadth of the State, the travel and traffic between the Upper and Lower British Provinces.

These lines seem to be required to make the existing ones valuable, and it is confidently asserted that no expenditure of money in the construction of railways can elsewhere accomplish so much, as the ones proposed. Cheap of construction, and in the direct line of the trade and travel of the country, their completion would be like the last spans of a bridge that should connect in friendly alliance, two continents hitherto separated and estranged.

The argument in favor of State aid towards these lines is greatly strengthened by observing the effect of the policy of the general government in the grant of alternate sections of land in aid of lines of railways at the west. This policy has brought private economy in aid of, and in connection with public credit, given wealth to individuals, increased public prosperity, and vastly enhanced the value of the lands still retained by the government. The grant of alternate sections to aid the construction of railways, has proved in practice a prudent and conservative policy. This policy has been proposed for Maine, and were it not for the fact that our public lands are at this time too much separated by the sale of intermediate portions on the routes of the proposed railway, the grant of alternate sections might accomplish all we desire. If the lands now held by the State are so situated that this policy cannot be safely relied upon to this end, the entire body of them might be pledged for the repayment of the sums granted, or as security of the loan of the credit of the State in aid.

In this way, it is contended the value of the lands would be enhanced to a far greater extent, than the amount of aid required for

the opening of the proposed lines. If, in this way, the railroads could be built, the lands opened for settlement and sold at good prices, no burden whatever could be imposed on the public.

We are aware of the objection to a public debt, and are clearly of opinion, that one should never be created for the ordinary expenses of government, or the discharge of its usual functions. Such expenses belong to the present, and should not be allowed to accumulate as a burden for posterity to discharge.

But all wise governments practice upon the policy of distributing the expense of permanent and substantial improvement over a succession of years or generations. Towns, cities, counties and states, are not only justified in creating debts for these purposes, but without this policy it would be impossible in new communities to have suitable school houses, highways, court houses, and other works of a like character, indispensable to every civilized community. The burden is too great for a single season or a short term of years to discharge. But though cities, towns and counties should not be allowed to build railroads and canals, they have often loaned their credit to railways, and in some of the States and foreign countries, works of this character have been carried out as public undertakings at the expense of the State. In those cases where the net revenue from such works is equal to the interest on the debt incurred for their construction, there is virtually no debt contracted;—or if the public lands are enhanced in value equal to the amount of this cost, not only do the States realize the advantage of the railway without debt, but they have created a vast capital, performing all the uses of money in advancing the public welfare.

In this way the community have the benefit of a vast public improvement without its costing them anything, because the improvement pays for itself, and confers great benefit on the people. Other States have profited at our expense, by the carrying out of undertakings of this character.

Massachusetts had less than our present population when she commenced her great railway to Albany, and even New York had but few more, when her great statesman marked out the line of the Erie Canal. Since that time, the entire cost of the canal has thereby been added annually, to the wealth of the State of New York;—and the arid plains of Massachusetts have been changed into fertile fields

since the connection by railroad was completed, between the Hudson river and Massachusetts bay; and the waters of the Merrimac, which once flowed over barren sands have turned more treasure into the pockets of her people, than has ever been gathered from the golden plains of California. Similar results to Maine, will follow the carrying out of the plans herein proposed.

The Maine State Agricultural Society was established to improve the condition of agriculture, horticulture, mechanic, domestic arts and manufactures in this State. In approaching your honorable body in its corporate capacity at this time, it has sought to present such facts and suggestions as would tend to promote the objects of the society;—and they would respectfully ask the Legislature to regard the objects in view, irrespective of any personal, partizan or sectional bias, and to merge all private interests in an earnest effort to promote the public welfare.

JOHN A. POOR,
E. HOLMES,
L. P. RAND,
SAML. F. PERLEY,
THOS. S. LANG,
SETH SCAMMAN,
DANIEL LANCASTER,
JOB PRINCE.

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, Jan. 29, 1858.

On motion of Mr. MILLER of Portland, laid on the table, and
3,000 copies ordered to be printed for the use of the Legislature.

GEO. W. WILCOX, *Clerk.*