

# MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE.

1864.



AUGUSTA:

STEVENS & SAYWARD, PRINTERS TO THE STATE.

1864.

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# FORTY-THIRD LEGISLATURE.

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HOUSE.

No. 12.

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## REPORT.

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The Joint Standing Committee on Frontier and Coast Defences, to whom was referred so much of the Governor's message as relates to the frontier and coast defences of Maine, the memorial of the European and North American Railway Company, asking aid of the State in extending a military railroad from Bangor to the St. John river, and numerous petitions from citizens of Maine in aid of said memorial, having considered the same with all the care and attention they could bestow, consistent with their other duties, and in view of the importance of the question to the people of this State, and of the United States, respectfully ask leave to Report :

That in the language of the Resolves of the Legislature of 1863, "Maine earnestly demands that measures be taken at once by the General Government for the protection of the north-eastern frontier, and that this only can be accomplished by a military railroad from Bangor to the St. John river." To accomplish this object Maine must herself be ready to do all that is possible towards securing such a result. Her commercial interests demand the opening of a line of communication by railway, from her remote frontier on the St. John, to the central and seaboard towns of the State. But the building of such a line is a work beyond what is deemed prudent to incur in view of the present ability of the State and the demand of the present civil war. The carrying out of such a line of railroad, can best be achieved by "bringing private enterprise and government aid, State and national, into concert and coöperation," as suggested in the address of his Excellency the Governor, at the opening of the present session of the Legislature.

This suggestion of the Governor the Committee have sought to

carry into effect. The Legislature having extended the chartered powers of the European and North American Railway Company for this purpose, the Committee have agreed to recommend the grant of all the aid the State can reasonably apply to this object: to invite the coöperation of the Commonwealth of Massachusetts in extending aid to this enterprise, and to appeal to the General Government, for such further assistance, as will enable the company in question to carry out this work, and to construct its line to the New Brunswick frontier, there to connect with the European and North American Railway Company of that Province. From information before your Committee, no doubt is entertained of the ability and readiness of New Brunswick and Nova Scotia, to meet our line at the frontier, thus forming a connected line of railway from Bangor to Halifax, completing the chain of railways from the city of Halifax to New York.

It appeared to your Committee that the disputed claims of Maine on the General Government might be a means of aid to this road, especially, if the coöperation of Massachusetts could be secured. From the former intimacy and present friendly relations of the two States, it is believed that that Commonwealth will take a pride in thus aiding us, and affording assistance, in obtaining justice at the hands of the General Government. Massachusetts valued her lands in Maine, after the separation in 1820, at \$100,000 to \$150,000, and would have sold her interest to Maine, at that time, at that price. She has since realized from two to three millions of money to her treasury, as the proceeds of the sales of these lands, for the greater portion of which proceeds, she is indebted to the watchfulness, fidelity and careful oversight, extended over them by the government of Maine, the lands being free of taxation, while the fee remained in that State.

The Committee, in view of these facts, have reported resolutions, inviting the Commonwealth of Massachusetts to coöperate with Maine in extending aid to the railway from Bangor to the St. John river, and the lower British Provinces.

Military necessity calls for a line of railway from Bangor to the St. John river; for it is obvious to the most common observer, that in the event of a war with England, Maine will be the first point of attack and the chief object of the struggle. To realize in full measure the importance of the question, it is needful to recur to the history of this portion of the continent both civil and military.

The history of Maine embraces the chief points of interest in the history of French and English colonization in America. The superior sagacity and activity of the French gave them title to all of North America from the 40th to the 46th parallel of north latitude, under the charter to Du Monts of November 8, 1603, and nothing but the jealousy and cupidity of the Jesuits, forced Henry the 4th to revoke his great charter to a Protestant nobleman, by which act the country south of the 45th parallel fell into the hands of Protestant England, under the charter of April 10th, 1606. The French under Champlain retired above the 45th parallel, which became the boundary line between New England and New France, from the Connecticut to the St. Lawrence. From the Connecticut river to the line of Nova Scotia on the east, the interior of the country remained unoccupied and the title of England extended northward to the crest of the dividing ridge or rain-shed that separated the waters of the St. Lawrence from those flowing southward into the Atlantic Ocean. By the charter of New England of November 3, 1620, its boundaries extended north to the 48th° of north latitude. At the fall of Quebec in 1759, New England east of the Connecticut river extended without question to the dividing ridge that separated the waters of the St. John river from those of the St. Lawrence, where the boundaries were established by the District of Quebec in 1763. The war of the Revolution left England nothing in America but Nova Scotia and her new acquisitions from France.

The boundaries of New England remained unquestioned till after the war of 1812. The value for military purposes of the St. John valley then became apparent as a means of communication between the Upper and Lower British Provinces. This changed the policy of the British Ministry, which was followed by the assumption of its claim to the St. John basin, ending in a disgraceful surrender of a portion of our State in 1842, for the sake of peace, with our more sagacious and persistent neighbor.

Time and knowledge have changed the opinions of our own people; and probably there is not a man in Maine to-day, who would consent to the Treaty of Washington, if it was an open question. Taking facts as we now find them, our duty is a plain one: place that portion of Maine most essential to the maintenance of the military power of this nation, in a condition to meet any emergency that may arise. A railroad from Bangor to St. John would be better as a measure of defence than an impregnable fortress oppo-

site the mouth of the Madawaska river; for a force sent forward by rail in case of war, could intercept all communication between the Upper and Lower British Provinces,—connected as the railway would be with the lines of railway to Portland, Boston and New York.

As long as Maine shall remain a part of the Federal Union, the British North American Provinces must from the configuration and physical geography of the country forever be in a great measure commercially dependent upon us. If Maine was a portion of that great domain known as British North America, the future of this continent might become a matter of doubt.

Commerce is the solvent of national antipathies, and with the change of commercial relations, the British North American Provinces have become friendly neighbors. The people of Canada united with those of Maine, to open a line of communication from their chief commercial cities to the open sea at Portland. And New Brunswick and Nova Scotia have shown an earnest desire to unite with us in establishing the European and North American Railway.

This line of railway is the greatest possible enterprise for Maine. It will commercially unite the Lower Provinces with the United States and Canada, and attract across the breadth of our great State, that stream of European travel and traffic, that once set in motion, shall forever increase in volume and value.

In considering the means at our disposal, we are met by the suggestion, that it is the duty of the General Government to initiate and carry out this measure. The truth of this is readily admitted, but under our form of government, the Federal authorities are only or chiefly moved through the influence of local communities or States. No State has any considerable influence in the Federal Government, that lies supinely by and allows more enterprising communities to seize upon her advantages, and surpass her in the race of Empire.

The Committee therefore, believe, that Maine has only to move at this time in the right direction to secure that commercial importance and political consideration, that from her position, her resources and her enterprise, she is fairly entitled to attain.

With this view they ask leave to report the accompanying bill and resolves.

Per order.

J. DRUMMOND.

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

The European and North American Railway Company, a corporation established by the laws of the State of Maine, with authority to construct a line of railway from the city of Bangor to the eastern boundary of the State, there to connect with the line of the European and North American Railway of New Brunswick, to be constructed from the city of St. John to said boundary line, with the right, further, to purchase, unite and consolidate into one company the lines of railway between the city of Portland and the city of Halifax, Nova Scotia, respectfully represent, that having acquired the rights, franchises, track and property of the Penobscot railroad company, extending from Bangor to Milford, and having located the line of its road from the depot of the Maine Central railroad in the city of Bangor, connecting its line at Bangor with the line of the Maine Central railroad company, in pursuance of the authority of the act of the Legislature of Maine approved March twenty-ninth, eighteen hundred and fifty-three, entitled "An act to provide for certain railroad connections for the European and North American Railway Company," and having entered upon the construction of the same over and across the Kenduskeag stream, across tide water at Bangor, and thence on the west side of the Penobscot river to Oldtown, and thence onward to the mouth of the Mattawamkeag river, and to the mouth of the Baskahegan river, and to the boundary line of New Brunswick in the most direct line to St. John city, as set forth in their charter; and having made application to the Legislature of Maine at its present session for certain amendments of its charter, and for State aid, respectfully represent, that in view of the military importance of the enterprise to the whole country for the protection of the eastern and northeastern frontier of the State of Maine, it has presented a memorial to Congress under the advice and approval of the officer in command of the United States Military Department of the East, asking aid from the government of the United States, a copy of which memorial is herewith submitted as a part of this application.

They therefore most respectfully ask the Legislature to pass the

needful laws to carry out the plan proposed in their memorial to Congress, and to make such other and further provisions for the carrying out of said railway as will bring private enterprise and government aid, State and National, into coöperation and combination, so as to insure its early completion.

By order of the Directors.

JOHN A. POOR, *President.*

JANUARY 16, 1864.

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*To the Honorable the Senate and the House of Representatives of the United States of America, in Congress assembled:*

The European and North American Railway Company, a corporation established by the laws of the State of Maine, with authority to construct a line of railway from the city of Bangor in Maine, to the New Brunswick frontier, with authority to unite and consolidate into one company, the lines of railway between the city of Portland and the city of Halifax, Nova Scotia, forming when built, in connection with existing lines of railway, an uninterrupted line of track from the city of New York to Halifax, a distance of nine hundred and twenty-seven miles, shortening the transit between New York and London by means of ocean steamers connecting Halifax and Galway, at the narrowest strait of the Atlantic ferry, respectfully asks Congress to render such aid to this undertaking as the importance of the enterprise to the military resources and the business interests of the country seem justly to demand.

Of the nine hundred and twenty-seven miles of distance by railway from New York to Halifax, only two hundred and eighty-two miles of line remain unfinished. Trains pass from New York to Bangor, a distance of four hundred and eighty-three miles, in twenty-four hours time, and by the building of one hundred and five additional miles in Maine; one hundred and eight miles in New Brunswick, and sixty-nine miles in Nova Scotia, there would be a continuous line of railway from Bangor to Halifax, a distance of four hundred and forty-four miles, completing the entire chain from Halifax to New York. Of this distance from Bangor to Halifax, one hundred and one miles in New Brunswick and sixty-one miles in Nova Scotia are now in successful operation, built in the respective Provinces as public provincial works, at the expense of each Province. The line from Bangor east is now in such a con-



dition of forwardness as to insure its extension to Oldtown, a distance of fifteen miles, the coming season.

It is now proposed, in concurrence with the governments of said Provinces of New Brunswick and Nova Scotia, to form a single company under the charter of the European and North American Railway Company of Maine, or by some satisfactory mode fill in the links in the chain,—working simultaneously from Truro, the northernmost limit of the extension from Halifax towards the New Brunswick frontier, and from the Shediac line, one hundred and one miles from St. John, towards Truro, and from St. John west, towards Bangor, and from Bangor east, towards the New Brunswick frontier. The line of the location of the European and North American Railway Company passes from the present terminus of the line reaching east to Bangor, up the Penobscot river sixty-one miles, to the mouth of the Mattawamkeag river, thence eastward to the boundary of New Brunswick in the most direct line to St. John, passing within thirty miles of Houlton, a former military post of the United States, to which place it has asked leave of the Legislature of Maine at its coming session to extend a branch line of its road, and thence to the St. John River at Woodstock, and to the northeastern boundary of the State.

The military and commercial advantages of this International railway are readily admitted, and the repeated applications of the State of Maine to Congress to carry out this line from Bangor to the northeastern frontier of the State, at the St. John river, as a military work, have made the subject of this application familiar to the minds of members of Congress and of the people of the whole country. The favorable opportunity to carry out this work now pressing upon us, makes it our duty to present its claims to the attention of the Congress of the United States.

Maine has a just and an admitted claim to a large amount on the government of the United States for the value of the timber unlawfully cut on the territory now held by her while under the assumed protection of the United States government. The application of this money now due to the State toward the construction of a line of railway toward its northeastern boundary, will probably better satisfy the government and people of Maine than any other form of payment, while it will in a still more eminent degree advance the highest interests of the general government.

The application of this money toward aiding the construction of

this line of railway,—with the consent of the State government,—and the grant of a small sum annually for the carrying of the mails, will enable this company to carry out its purposes, and insure the completion of the entire line from Bangor to Halifax.

We therefore respectfully ask Congress to make the appropriations suggested, and grant such other and further aid as it may deem just and wise, in view of the importance of the European and North American Railway Company.

By order of the Directors.

JOHN A. POOR, *President*.

JANUARY 8, 1864.

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HEADQUARTERS, DEPARTMENT OF THE EAST, }  
New York city, 10th Jan., 1864. }

I consider the enterprise set forth in the foregoing memorial as one of great importance for the protection of the northeastern frontier of the State of Maine, and earnestly hope it may be speedily accomplished.

JOHN A. DIX, *Major General*.

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A true copy of the original application of the European and North American Railway Company to Congress, and of the indorsement of Major General Dix thereon.

JOHN A. POOR, *President*.

# STATE OF MAINE.

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

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AN ACT to provide means for the defence of the northeastern frontier.

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

SECTION 1. Whereas, the legislature of Maine by  
2 resolves unanimously adopted, and approved by the  
3 governor on the thirty-first day of January, A. D.  
4 eighteen hundred and sixty-three, asked protection of  
5 the United States government in the language follow-  
6 ing: "Maine expects and earnestly demands, that  
7 "measures be taken at once by the general govern-  
8 "ment for the protection of its northeastern frontier,  
9 "and that this can be accomplished only by a military  
10 "railroad from Bangor to the St. John river," it  
11 is hereby enacted, that to aid in the construction of  
12 such a line of railway, the proceeds of the sale of tim-  
13 ber on ten townships of the public lands of this state,

14 which townships shall be designated under the direc-  
15 tion of the governor, state treasurer and land agent,  
16 who are constituted a board for this purpose, shall be  
17 paid into the treasury of the state for the use of the  
18 European and North American Railway Company,  
19 upon the terms and conditions hereinafter expressed,  
20 and all moneys, securities, or lands received on ac-  
21 count of the claims of Maine, upon the United States  
22 government which accrued prior to eighteen hundred  
23 and sixty, viz: The claims for interest on moneys  
24 heretofore received from the United States; for the  
25 value of lands assigned to occupants under the fourth  
26 article of the treaty of Washington, and for timber cut  
27 on the territory formerly in dispute between the United  
28 States and Great Britain, after deducting the expenses  
29 of obtaining the same, shall be paid into the treasury  
30 of the state for the use of the European and North  
31 American Railway Company, on the terms and condi-  
32 tions hereinafter expressed.

SECT. 2. As soon as said railway company shall  
2 have constructed and completed its line by the run-  
3 ning of cars from Bangor to Lincoln, and have notified  
4 the governor of the state of that fact, and that said  
5 company has located its line to the boundary of New  
6 Brunswick, and is ready to proceed with the further

7 construction of said railway, it shall be lawful for the  
8 governor to approve of said location, and to notify said  
9 company of the same, and thereupon the said com-  
10 pany shall be entitled to the benefit of the provisions  
11 of this act ; and thereafter as soon as said company  
12 shall construct and complete by the running of cars,  
13 ten additional miles of railway from Lincoln toward  
14 the mouth of the Mattawamkeag, the governor shall  
15 pay over to said company such sum as may then be in  
16 the hands of the treasurer derived from the proceeds  
17 of such sales of timber, and of such claims, at the rate  
18 of ten thousand dollars per mile for said ten miles, or  
19 *pro rata* for any sum then in hand, less than at the  
20 rate of two thousand dollars per mile, and so on from  
21 time to time, at the same rate of ten thousand dollars  
22 per mile, or *pro rata*, as fast as an additional ten  
23 miles is completed, until the line shall be completed  
24 from Bangor to the boundary line of New Brunswick ;  
25 and as soon as said railway company shall locate a line  
26 from some point in embranchment thereof in a north-  
27 erly direction toward the Aroostook river, and com-  
28 plete ten miles from said main line, by the running of  
29 cars thereon, the governor shall pay to said company  
30 at the rate of ten thousand dollars per mile, or *pro*  
31 *rata*, for each mile of railway so built and completed

32 from their main line in a northerly direction, from the  
33 proceeds of the lands and claims hereinbefore set forth,  
34 and so on from time to time, as an additional ten miles  
35 shall be completed, by the running of cars, until the  
36 entire line of said railway shall be completed to the  
37 northern boundary of the state, with a branch line to  
38 the St. John river at Woodstock.

SECT. 3. In case the Commonwealth of Massachu-  
2 setts shall assign and transfer to the European and  
3 North American Railway Company, or to the State of  
4 Maine in trust for said company, the claims jointly  
5 held by her with Maine against the general govern-  
6 ment, to aid the construction of said railroad ; and al-  
7 so release and discharge or assign and transfer the  
8 balance due from the State of Maine, for the purchase  
9 of her interests in the public lands lying in Maine,  
10 under date October fifth, eighteen hundred and fifty-  
11 three, it shall be lawful for the governor, state treas-  
12 urer and land agent, to transfer to said company all  
13 the public lands lying on waters of the Penobscot and  
14 St. John river for the uses and purposes set forth in  
15 this act.

## STATE OF MAINE.

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RESOLVES asking the United States government to provide proper defences for the northeastern frontier of Maine.

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*Whereas*, it is made the duty of the federal government, under the constitution of the United States, to protect and preserve the integrity of the union, and defend each state in the maintenance of its sovereignty over its lawful territory; and

*Whereas*, the original boundary of Maine extended northward to the dividing ridge that separates the St. Lawrence waters from those of the St. John river,—the title to which was clear and unquestionable; and

*Whereas*, the United States government neglected and refused to maintain and enforce the rights of this state to the upper basin of the St. John river, permitting British troops to march across said territory in the war of eighteen hundred and twelve, and at the time of the Canadian rebellion in eighteen hundred and

16 thirty-seven, and afterwards to hold military possession  
17 of the country ; and

18 *Whereas*, the State of Maine in eighteen hundred and  
19 thirty-eight and eighteen hundred and thirty-nine,  
20 attempted to repossess herself of her lawful territory,  
21 and to protect her soil from spoliation by provincial  
22 trespassers ; and

23 *Whereas*, the United States government interposed  
24 its paramount authority, calling on Maine to with-  
25 draw all armed forces detailed for the protection of its  
26 territory, and assumed the duty, and insisted on its  
27 right, to exclusive control over all matters of needful  
28 defence of the same ; and

29 *Whereas*, this duty of defending the territory of  
30 Maine was so imperfectly performed by the United  
31 States Government, that the territory was stripped of  
32 its most valuable timber, before Maine could get pos-  
33 session of what remained to her, after the ratification  
34 of the treaty of Washington, whereby a just and valid  
35 claim now exists against the general government,  
36 which has been practically recognized by the federal  
37 authorities at Washington ; and

38 *Whereas*, the State of Maine is anxious to have a  
39 military railroad from Bangor to the St. John river,  
40 and has by resolutions, adopted by the legislature of



41 Maine, approved January thirty-one, eighteen hundred  
42 and sixty-three, called upon the general government  
43 to carry out such a work ; and this state is now ready  
44 to co-operate with the general government in affording  
45 aid to the parties who will undertake to build such a  
46 line of railway, and offers to assign its claims on the  
47 general government to aid said enterprise, and to  
48 render other and further aid thereto ; therefore

*Resolved*, That Maine reiterates and renews her de-  
2 mands on the general government in the language of  
3 the resolves of the legislature, approved by the gov-  
4 ernor January thirty-first, eighteen hundred and sixty-  
5 three, “That Maine expects and earnestly demands,  
6 “that measures be taken at once by the general govern-  
7 ment “for the protection of its northeast frontier ; that  
8 “this can be accomplished only by a military railroad  
9 “from Bangor to the St. John river.”

*Resolved*, That the people of Maine, zealously at-  
2 tached to the principles of the constitution and loyal  
3 to the government of the United States, surrounded  
4 on three sides by the territory of a foreign power, its  
5 other side fronting the ocean, where it is at all times  
6 exposed to attack by a superior naval power,—by  
7 force of its position, of incalculable importance to,  
8 and steadily coveted by, the people of the British

9 North American Provinces, cannot fail to perceive  
10 their danger in case of war with any one of the  
11 great powers of Europe ; and they appeal to congress  
12 for such aid and support as will enable them to protect  
13 their territory from foreign invasion, and secure them  
14 against further diminution of their ancient domain.

*Resolved*, That the government of the United States  
2 having forced a reluctant assent from the State of  
3 Maine to the treaty of Washington, by which treaty  
4 the most valuable portion of the territory of the  
5 United States for military purposes was surrendered  
6 to Great Britain, securing to her a military route in  
7 the St. John valley, between Canada and New Bruns-  
8 wick ; and the only adequate measure of compensa-  
9 tion that can be awarded to Maine is, the construction  
10 by the federal government, or through its aid, of a  
11 military railway from Bangor to the St. John river,  
12 as suggested in the resolutions of Maine of January  
13 thirty-first, eighteen hundred and sixty-three ; that in  
14 order to secure this result, the state releases and assigns  
15 to the European and North American Railway Com-  
16 pany of Maine, all claims on the federal government  
17 accruing prior to the year eighteen hundred and sixty,  
18 in case the United States government affords such aid  
19 to said railway company as will enable it to carry out

20 its line of railway from the city of Bangor to the St.  
21 John river, or to such point in the northern part of  
22 Maine as may accomplish the objects and purposes  
23 sought for by the government of this state and of the  
24 United States.

*Resolved*, That the governor is authorized to prepare  
2 or cause to be prepared and printed, such documents  
3 and evidence as may be needful to show the character,  
4 extent and value of the claims before mentioned.

*Resolved*, That the governor be requested to transmit  
2 these resolutions to the president of the United States,  
3 and to each house of congress, and to the members of  
4 the senate and house from Maine.

*Resolved*, That our senators and representatives in  
2 congress be requested and instructed to use their  
3 utmost efforts to secure a recognition of the claims of  
4 Maine, and the application of the proceeds thereof to  
5 the uses and purposes above set forth.

## STATE OF MAINE.

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RESOLVE inviting the Commonwealth of Massachusetts to co-operate with Maine in extending aid to a military road from Bangor to the St. John river.

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*Whereas*, by the act of separation of Maine from  
2 Massachusetts, approved June nineteenth, A. D.  
3 eighteen hundred and nineteen, the Commonwealth of  
4 Massachusetts retained one half of all the public lands,  
5 lying within the then District of Maine, which had  
6 merely a nominal value, at the time Maine became an  
7 independent state, — which lands from the care, over-  
8 sight and guardianship of the same by the State of  
9 Maine, became of great value, — from the proceeds of  
10 the sales of which, to individual purchasers, large  
11 sums of money accrued to the treasury of Massachu-  
12 setts, before the sale of her interests therein to the  
13 State of Maine; and

14 *Whereas*, the State of Maine, did, on the fifth day of  
15 October, in the year of our Lord eighteen hundred  
16 and fifty-three, purchase all the remaining rights

17 of the state of Massachusetts in and to the lands  
18 to her belonging, lying in the State of Maine, for the  
19 sum of one hundred and twelve thousand, five hun-  
20 dred dollars in money and two hundred and fifty  
21 thousand dollars in five per cent. bonds of the State  
22 of Maine ; and

23 *Whereas*, the people of the Commonwealth of Massa-  
24 chusetts, especially those of the eastern part of said  
25 state, and of the city of Boston, have a great, if not  
26 an equal interest with the people of Maine, in the  
27 settlement of the northern, eastern, and northeastern  
28 sections of Maine, and in the growth and prosperity of  
29 this state, and will be directly benefitted by the ex-  
30 tension of railways to the northeastern frontier, and to  
31 the Lower British Provinces ; and

32 *Whereas*, the people of the State of Maine are desir-  
33 ous of securing a military railroad, from the city of  
34 Bangor to the northeastern boundary, and of obtaining  
35 aid from congress toward the accomplishment of said  
36 undertaking, and the State of Maine proposes to grant  
37 all the aid in its power, to the parties who shall carry  
38 out said work, and assign to the European and North  
39 American Railway Company all its claim on the  
40 United States government which accrued prior to the  
41 year of our Lord, eighteen hundred and sixty ; and

42 *Whereas*, these claims are of little or no value in the  
43 present aspect of public affairs, but may be made use-  
44 ful as an inducement to aid a work of military neces-  
45 sity ; and

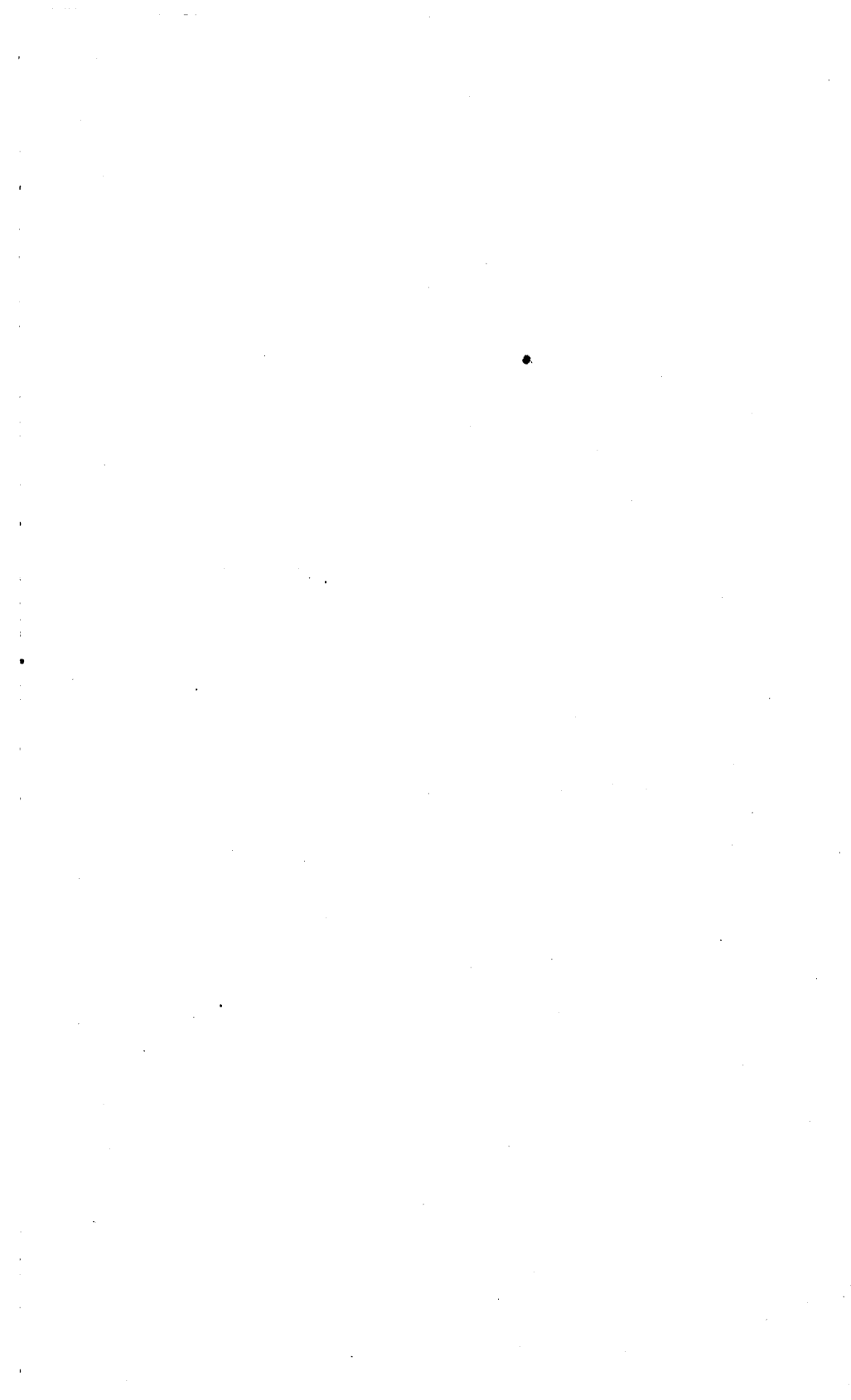
46 *Whereas*, the military necessities of the country now  
47 call for a railroad from Bangor to the St. John river,  
48 and the general government, through the officer in  
49 charge of the military department of the east, has  
50 expressed an earnest opinion in favor of this measure,  
51 therefore

*Resolved*, That the Commonwealth of Massachusetts  
2 be respectfully invited to co-operate with Maine in  
3 its efforts to construct said railroad ; and for this pur-  
4 pose to assign and transfer the claims jointly held by  
5 her, with Maine on the government of the United  
6 States to aid the construction of the European and  
7 North American Railway from the city of Bangor to  
8 the St. John river and to the boundary of New Bruns-  
9 wick ; and also the unpaid balance of the bonds or  
10 certificates of indebtedness given by the State of Maine  
11 as the consideration of the purchase of said lands dated  
12 October fifth, eighteen hundred and fifty-three, now  
13 amounting to two hundred and twenty-five thousand  
14 dollars and interest.

*Resolved*, That the governor be authorized and

2 requested to appoint a commissioner for this state, to  
3 present this application to the authorities of Massa-  
4 chusetts.

*Resolved, That* a copy of the foregoing preamble and  
2 resolutions be transmitted by his excellency the gover-  
3 nor of Maine to the governor of the Commonwealth of  
4 Massachusetts.





STATE OF MAINE.

IN HOUSE OF REPRESENTATIVES, }  
February 26, 1864. }

On motion of Mr. DRUMMOND of Bath, laid on the table and  
350 copies ordered to be printed for the use of the Legislature.

HORACE STILSON, *Clerk.*