

# MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE.

1864.



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1864.

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# FORTY-THIRD LEGISLATURE.

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SENATE.

No. 1.

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*To the Honorable the Senate and the 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 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 represents, 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 29th, 1863, 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, 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 portion

of the State of Maine, it has presented a memorial to Congress under the advice and approval of the officers 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 provision 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 ensure 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 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 condition of forwardness as to ensure 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 ensure 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.

By order of the Directors.

JOHN A. POOR, *President*.

JANUARY 8, 1864.

HEAD-QUARTERS DEPARTMENT OF THE EAST, }  
New York City, 10th January, 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 that it may be speedily accomplished.

JOHN A. DIX, *Major General*.

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

JOHN A. POOR, *President*.

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## STATE OF MAINE.

IN SENATE, January 19, 1864.

Presented by Mr. MANSON of Penobscot, and on his motion laid on the table and 350 copies ordered to be printed for the use of the Legislature.

EZRA C. BRETT, *Secretary*.