
FORTY-SEVENTH LEGISLATURE.

HOUSE.

No. 30.

SHIPPING INTEREST OF MAINE.

To the Senate and House of Representatives :

Your Committee to which was referred that part of the Governor's Address, relating to the shipping interest, ask leave to submit the following report of facts and accompanying resolves :

The importance and value of this interest to the State and to the Nation, the accompanying statistics will show.

Your Committee in the limited time, and the difficulty of obtaining the desired information, could not get the amount of tonnage built and owned in other States, so as to show the state of the shipping interest for the whole country, but with full reports from every district in our own State, an approximation may be had as it is conceded that Maine builds fully one-third of the tonnage in the United States.

Your Committee find by reference to the reports of the Secretary of the Treasury and other official documents, that there were registered in the several districts of this State in the year 1859, 739,840 tons of shipping, as follows :

District of Passamaquoddy,	25,485
“ “ Machias,	33,501
“ “ Frenchman's Bay,	35,905
“ “ Penobscot,	56,899
“ “ Belfast,	65,152
“ “ Bangor,	36,099
“ “ Waldoborough,	151,995
“ “ Wiscasset,	28,152
“ “ Bath,	167,044
“ “ Portland,	115,098
“ “ Saco,	5,899
“ “ Kennebunk,	17,012
“ “ York,	1,599

739,840

And we find the State held on the last day of June, 1866, as per returns of the Secretary of the Treasury, which are the latest we have, 274,468 tons of shipping, and it was registered in the several districts, as follows :

District of Passamaquoddy,	17,241
“ “ Machias,	18,344
“ “ Frenchman’s Bay,	15,472
“ “ Penobscot,	19,610
“ “ Belfast,	30,241
“ “ Bangor,	21,705
“ “ Waldoborough,	39,185
“ “ Wiscasset,	9,191
“ “ Bath,	37,334
“ “ Portland,	63,249
“ “ Saco,	272
“ “ Kennebunk,	1,840
“ “ York,	784
	274,468

These statistics show that the tonnage of the State of Maine has decreased from 30th of June, 1859, to 30th of June, 1866, a period of seven years, 465,372 tons.

If we estimate the amount of tonnage held in 1859, in excess of that in 1866, at thirty dollars (\$30) per ton, we find that the State of Maine in round numbers is nearly \$14,000,000 short in navigation. This amount would yield a tax at 2 per cent. of \$280,000 annually, and if now held by the State would contribute largely towards liquidating our obligations.

Your Committee have carefully investigated the expense of building for the years 1859, 1860 and 1861, and find the average cost for those years per registered ton, when rigged and ready for sea, not to have exceeded \$48, and the cost of the same class vessels in the years 1865 and 1866, was not less than \$75 per ton. Making a difference in favor of the first named period in building and fitting for sea a ship of one thousand tons of \$27,000, and the extra expense of insurance, taxes and interest would amount to more than \$6,000. To illustrate this we will quote the cost of a few ships built in Rockland under the immediate observation of some of the members of this Committee.

The ship “Jennie Beals,” built in 1859, of white oak and hard pine, 1,092 tons, rated A 1, cost ready for sea, \$48,000 or \$44 per

ton. Ship "Martha Cobb," built in 1861, all white oak, 1,192 tons, rated A 1, cost ready for sea, \$58,000 or about \$47 per ton. Ship "Otago," built in 1865, white oak and hack, cost ready for sea, \$76,000 or nearly \$90 per ton. All the above mentioned ships were built by the same party, and as much care bestowed upon one (as to economy) as upon the others. Owing to decrease in price of labor and materials a ship can be built at less cost this year than it could a year ago, and by consulting with prominent ship-builders we find a ship can now be built for \$68 per ton.

By a careful investigation of the duties upon materials entering into the construction of a ship we find that they would amount in round numbers, to \$7 per ton in gold, reducing the cost of building a ship at present time \$68 in currency to a gold basis and in round numbers, it would be \$41, deducting duties \$7 per ton it would be \$34 per ton, which is as cheap as a spruce and hack ship could be bought for in the Provinces.

The value of our merchant marine in supplying our navy with mechanics and men to man our ships of war cannot be over estimated. An army may be created in a day, not so a navy. It requires years of experience to build a ship, and years of experience to man and sail them. The results we accomplished in building and manning a navy during the rebellion is truly astonishing. By the report of the Secretary of the Navy in 1859, there were 88 vessels of all classes (including steamers) belonging to our navy. By same report there were in 1864, 678 vessels of all classes. Tonnage 510,396. Number of guns 4,610, the above does not include picket boats and small craft for special purpose. The Secretary of the Navy, in his able report, acknowledges the important services rendered by our merchant marine and says truly, that the position and influence of a nation among the great commercial and maritime powers of the world are to a great extent, dependent upon its naval ability, and adds, that it has contributed much in aiding and bringing to successful issue a series of naval enterprises and achievements, wholly without precedent or parallel. Then as a question of national importance, we can with confidence ask Congress to adopt such legislation as shall place this great interest upon an equal footing with that of other nations.

E. K. O'BRIEN, }
G. C. GOSS, } *Chairmen.*

STATE OF MAINE.

RESOLVES relating to the shipping interest of Maine.

WHEREAS, it has been shown by the committee appointed by the senate and house of representatives in legislature assembled to take into consideration so much of the governor's address as relates to the shipping interest, that the ships in this state have decreased over one half since the year eighteen hundred sixty, and that foreign tonnage has taken their place, carrying that proportion of our exports and imports, and that owing to the heavy duties and impositions on ships, and materials entering into their construction, thereby enhancing their value, so that we cannot successfully compete in the carrying trade with ships of other nations, and feeling that if we would retain our commercial importance, and our prestige as a first class naval power, our shipbuilders must be placed on an equal footing with those of other nations; therefore,

Resolved, That we deem it a duty we owe to the state and to the nation, to urge upon congress the ne-

3 cessity of so legislating as to relieve the shipping
4 interest of some of the burdens under which it is labor-
5 ing.

Resolved, That our senators and representatives in
2 congress are hereby respectfully requested to procure
3 if possible a drawback of all revenue and protective
4 tariffs, including excise taxes paid upon materials
5 entering into the construction and equipment of ships,
6 together with tonnage dues.

Resolved, That we are opposed to any legislation that
2 would permit foreign built ships to be registered with
3 same privileges as American built ships, driving as it
4 would our ship mechanics from the country, or compel
5 them to seek other employment, when if the tax was
6 removed, ships could be built here (on a gold basis) as
7 cheaply as in other countries.

Resolved, That we do not consider it expedient to
2 discriminate between goods imported in our own ships
3 and those of other nations, with whom we have treaties
4 of reciprocity; equality is all our shipping interest
5 requires, and discrimination would produce retalia-
6 tion.

Resolved, That while some of our ship owners and
2 masters complain of the excessive amount of pilotage
3 levied by the pilots of some of our ports, we would
4 suggest while the navigation laws are under consider-

5 ation, whether an act could not be framed regulating
6 our pilotage so that no more than a fair and just com-
7 pensation could be exacted ; also,

Resolved, That the present system of shipping seamen
2 and the impositions practiced by sailor landlords and
3 runners, is oppressive both to sailor and master, and
4 legislation is much needed to regulate their treatment
5 and to protect master and owner from their gross
6 impositions.

Resolved, That we deem the cotton tax an obstacle
2 to a successful competition with other countries, who
3 turned their attention to its cultivation during the
4 war. Therefore if we would again supply the manu-
5 facturers of the world with this staple, the tax must
6 be removed and encouragement given to its cultiva-
7 tion, which would give employment to our ships.

Resolved, That the governor be requested to send a
2 copy of these resolves and accompanying statement of
3 facts to each of our senators and representatives in
4 congress.

STATE OF MAINE.

IN HOUSE OF REPRESENTATIVES, }
January 30, 1868. }

Reported from the Joint Special Committee on so much of the
Governor's Address as relates to the shipping interest, by Mr.
GOSS of Bath.

S. J. CHADBOURNE, *Clerk.*