

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

PASSED BY THE

THIRTY-FIRST LEGISLATURE

OF THE

STATE OF MAINE,

A. D. 1852.

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Published by the Secretary of State, agreeably to resolves of June 28, 1820, February  
26, 1840, and March 16, 1842.  
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Augusta:
WILLIAM T. JOHNSON, PRINTER TO THE STATE.

1852.

RESOLVES

OF THE

STATE OF MAINE.

1852.

CHAP. 403.

Chapter 403.

Resolves in relation to the binding of the acts and resolves of this state.

Sixth volume private acts and resolves.

Resolved, That the special or private acts and resolves passed since eighteen hundred and forty-six, shall constitute the sixth volume of each, and that the public acts passed since eighteen hundred and forty-two shall also constitute a volume.

Title page, binding, &c.

Resolved, That the secretary of state shall cause a title page, table of contents and general index, to be prepared for each volume; and that he cause thirty sets of said acts and resolves to be substantially bound and properly lettered for the use of the executive and legislative departments of the government.

Appropriation.

Resolved, That a sum not exceeding one hundred and fifty dollars be appropriated to defray the expense of preparing said title page, table of contents and general index, to be paid under the direction of the governor and council.

[*Approved March 27, 1852.*]

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, }
February 7, 1852. }

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

R E P O R T :

The European and North American Railway, when constructed, in connection with other railways built, or in progress, will connect the British Provinces of Canada, New Brunswick and Nova Scotia with each other, and the United States, over the easiest and natural routes of travel,—and at the same time, shorten to the lowest limit of time and cost, the transit of the mails between New York and London. It is proposed in concurrence with the British Provinces, to bring the two great lines, from New York, and from Montreal, to a point of junction and connection in Maine,—either at the Kennebec or Penobscot river,—and crossing the Penobscot above the head of sea navigation extend a single trunk line, to the shore of Nova Scotia or Cape Breton, at the nearest available point of this continent to Europe—so that between Galway in Ireland—the nearest and most accessible port