

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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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

for trans-atlantic navigation to Europe—and the American steamship terminus, the Atlantic ferry shall be crossed at its narrowest strait.

It is calculated that by shortening the sea voyage to the lowest limit, and dispensing with all unnecessary burden, the gain of two miles per hour at sea, may be made, and that the speed of the locomotive may be three times as great as that of the steamer. Comparing the present mail route between New York and London with that by the European and North American Railway through Maine, the result may be stated as follows :

PRESENT ROUTE.

Steamer from New York to Liverpool, 3,100 miles		
at 13 1-8 miles per hour,		9 days 20 hours.
Railway from Liverpool to London,	211 miles	5 hours.
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	3,311 miles	10 dys. 1 hr.

PROPOSED OVERLAND ROUTE.

Railway from New York to Halifax,	867 miles	2 days 22 hours.
Steamer from Halifax to Galway, at the		
rate of 15 miles per hour,	2,130 miles	5 days 22 hours.
Railway from Galway to Dublin,	126 miles	3 hours.
Steamer from Dublin to Holyhead,	63 miles	3 hours.
Railway from Holyhead to London,	263 miles	6 hours.
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	3,449 miles	7 days 8 hours.

The speed of the railway train being three times as great as the steamer, a gain of sixty-five hours time is made by the route proposed, adopting the highest speed yet attained in ocean navigation. If we assume an increased speed in the future, the committee believe that the same advantage may still be maintained by the proposed route through Maine.

The memorial to congress in behalf of this enterprise, presents this whole matter in so clear and forcible a light that it cannot fail to arrest attention, and secure for the enterprise the favorable regards of the country. Notice of two bills in aid of the European and North American Railway, have been given by the honorable Mr. Washburn in the house of representatives, designed to carry out the plan proposed, and to aid the friends of the enterprise in Maine, one entitled,

“*An act for shortening the transit of the mails between New York and London,*” the other “*an act making a grant of land to the State of Maine, in aid of the construction of the European and North American Railway,*” copies of which bills, with the petition to congress—the despatches of Earl Grey—and the laws passed in Canada and Nova Scotia—make a part of the memorial to the legislature, accompanying which, is a copy also of the application to Massachusetts in its behalf.

The memorial, after showing the commercial advantages of the European and North American Railway and its claims to support as a

CHAP. 404. commercial undertaking, whereby the saving of time in the transit of mails is fully shown, asks for a permanent mail contract over this route at the rates paid between New York and Liverpool.

It also asks, in behalf of Maine, a grant of two millions of acres of the ungranted land.

While therefore the enterprize itself has claims upon congress for its intrinsic merit sufficient to warrant the application for aid in the form proposed, it is right to insist upon a proper respect towards Maine on account of the sacrifice of her interests in the settlement of the North Eastern Boundary dispute by the treaty of Washington.

If Texas was entitled to ten millions gratuity for yielding her doubtful claim to a comparatively worthless territory how much ought Maine to receive for a more valuable one whose title has been fully recognized by congress?

In view of the foregoing, the committee ask leave to report the following resolutions.

H. CARTER, *Per order.*

Chapter 404.

Resolve in support of the memorial to congress, asking assistance from the United States government in behalf of the European and North American Railway.

Resolved, That the commercial position of Maine authorizes her to aim at a leading share in all the great business movements of the age:—while Maine is the natural sea-coast for the Canadas and of the larger part of New England, having the finest harbors of the whole country, she is in the direct route of the Canadas and of the larger part of New England, having the finest harbor of the whole country, she is in the direct route of the principal commerce between Europe and America, and the bringing together of two great lines, which connect us with Canada and the whole of the United States to a point of junction in Maine,—one from Montreal on the north, and the other from New York on the south, when they shall form one grand trunk line to be extended from the valley of the Kennebec to the eastern shore of Nova Scotia, is the work that shall make Maine known and felt as a leading state in the confederacy.

Resolved, That while the movements toward carrying out the plan of the European and North American Railway have aroused the British ministry to the adoption of measures calculated to counteract the exertions in its behalf, by the profers of assistance toward building the Halifax and Quebec Railway entirely through British territory:—it is a source of

Commercial position of Maine.

Provinces in favor of railway through Maine.

sincere gratification to know that the provinces will not forego the advantages of the European and North American Railway, for the sake of the Quebec line, and that there is now every encouragement to prosecute exertions in behalf of the enterprise we have in view, in the assurance that the line will be met by the provinces, at the river St. Croix.

Resolved, That a trunk line of railway from Halifax to Montreal, through Maine, in connection with the lines now built or in process of construction, is the only measure that can offer proper inducements for the employment of capital, or that can satisfy the wants of the people of the Provinces. Over such a route the traffic and travel of Canada and the west, would find its easiest outlet, and the increasing tide of transatlantic travel seeking the shortest possible sea voyage, would give it advantages, ensuring cheaper conveyance than over any other route between the commercial capitals of Europe and America.

Advantages of
railroad, &c.

Resolved, That the application made to the United States government in behalf of the European and North American Railway through the executive committee for Maine, deserves support from congress, and the passage of the bills presented by honorable Mr. Washburn, one entitled "an act making a grant of land to the State of Maine to aid the construction of the European and North American Railway," the other entitled "an act for shortening the transit of the mails between New York and London," are earnestly pressed upon the consideration of congress.

Congress to
aid in con-
struction of
railway, &c.

Resolved, That our senators and representatives in congress, are requested to urge the passage of the bills before referred to, and that they ask such other assistance to the European and North American Railway, as it may be in the power of congress to grant.

Senators and
representa-
tives in
congress
requested to
support same.

Resolved, That the interest of Massachusetts in this question, and the extent of her interest in public lands lying in Maine, justifies us in asking at the hands of that commonwealth similar support, and that the legislature of Massachusetts is hereby invited to unite with us in the foregoing request.

Resolved, That the governor be requested to transmit these resolves to the president of the United States, and to each house of congress and the governor of Massachusetts.

Governor
authorized
to distribute
copies of these
resolves, &c.

Resolved, That the governor be requested to transmit copies of the foregoing resolves to each of the senators and representatives of this state in the congress of the United States.

[Approved March 27, 1852.]