

sure the maintenance of their relative importance, and that feeling of independence among her people, so essential to their success. From 1825 to 1845, a period of twenty years, the relative growth of Canada was equal to that of the United States; and from 1825 to 1835, the British North American Colonies received a greater number of immigrants from the United Kingdom than those arriving in the United States; while from 1835 to 1850, there was an increasing tide settling to our shores, and in 1850 seven-eighths of the entire emigration from the British Isles to America, arrived at our own ports.

Not only has the tide of transatlantic emigration turned upon us, but Canada and the Lower Provinces have contributed their full quota of emigrants to swell the stream of population, that is now pressing onward, in its resistless march across the Mississippi, to the Pacific shores.

The relative importance of the British nation as compared with these United States, has sensibly changed in the last ten years. In 1841 the population of the British Isles was 27,019,555. In 1851 it amounted to 27,452,262, an increase in ten years of only 432,707. From 1831 to 1841 the population of the British Isles increased 2,668,572.

It is believed that the disclosures made by the returns of the late census of the United States, compared with the results of the census of the British Empire, has changed and will change still more, the policy of that Government toward her Colonies. While in ten years the British Islands have gained in population but 432,707 persons, the United States increased 6,204,139, which, after deducting the population found in the newly acquired territories, would give the United States an increase, in ten years, equal to 6,000,000 of persons, against the 432,707 gained in all the British Islands.

It is quite apparent that the former policy of the British Government towards her North American Colonies cannot continue to give satisfaction; and that the stimulants which abundant capital and official countenance can give to the material progress of the country, will in future be furnished. We were slow to believe, for a long time, that the proffers of Imperial assistance to Railways in the Provinces had any other significance than the ordinary expressions of official courtesy. But from the recent evidence furnished in the proceedings of the Legislatures of Canada and Nova Scotia, and from the refusal of Earl Grey to allow the Facility Bill of New Brunswick, in aid of the construction of the European and North American Railway, as a private undertaking, to become a law, it is apparent that the Colonial Railways in North America, are to be built as Public Provincial works, from funds advanced from the Imperial Treasury, at the risk and expense of the several Colonies.

All the doubts that have heretofore or now hang over these matters, are soon to be dispelled by the action of the Legislature of New Brunswick, in accordance with Earl Grey's wishes; for, with all the

boasted independence of opinion in the British Provinces, under their system of responsible government, it has never yet been able to resist the seductive charms of ministerial promises, much less to encounter the hazards of an imperial frown.

Regarding the means for building the European and North American Railway from Halifax to the frontier of Maine, as now secured by the efforts of the British Government, we earnestly, but most respectfully appeal to Congress for assistance, toward that portion of the work within the State of Maine.

Our frontier position, with a foreign territory around us, retarded the growth of Maine, till within the last few years. The settlement of our North Eastern Boundary dispute, by the treaty of Washington, was the dawn of a new era in our history. Our former enemies became friends, and the people of Maine and the neighboring Provinces are anxiously desiring that the same freedom of intercourse shall exist with each other, as with the people of different States of this Union.

To secure the Treaty of Washington, Maine surrendered for a merely nominal consideration, an undisputed territory of many thousand square miles, which is now worth a far greater sum than any grant we ask of Congress. While we take infinite pride in the settlement of that long disputed question, and regard the advantages of peace and friendship with our neighbors, as worth far more than any estimate of the value of the territory lost,—we think the time has come when Maine should ask and receive from the general government some equivalent for the concessions and sacrifices she then made for the general good; yielding up a territory, equal in size and fertility to the Commonwealth of Massachusetts.

But independent of all these considerations, the enterprise we present has claims upon Congress, for its inherent merits as a commercial undertaking far beyond any statement we are able to give, and for the reasons set forth in this petition, and for the many other reasons and inducements which will occur to the minds of all the enlightened statesmen of the country, we earnestly, but most respectfully ask, that congress will pass a law authorizing a permanent contract for the carrying of the mail between New York and Galway, over the European and North American Railway at remunerating rates, and that a portion of the public lands may be granted to the State of Maine, in trust, for the purpose of aiding the construction of the same, and that Congress will render such other and further aid in the premises as shall enable Maine to build her portion of the line, at the same time that the work shall be finished in the Provinces of New Brunswick and Nova Scotia.

And as in duty bound will ever pray.

[Signed]

JOHN A. POOR,  
ELIJAH L. HAMLIN,  
ANSON G. CHANDLER.

January 20, 1852.