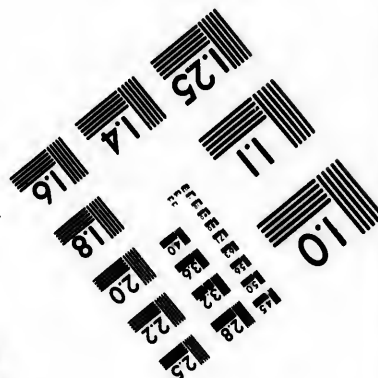
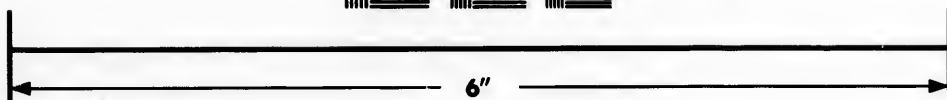
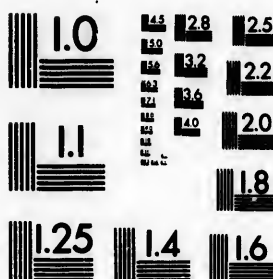


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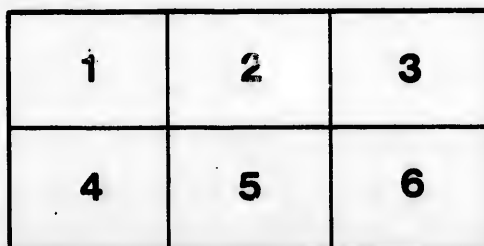
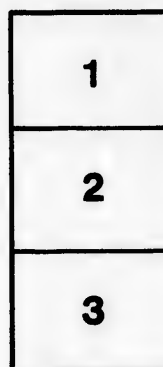
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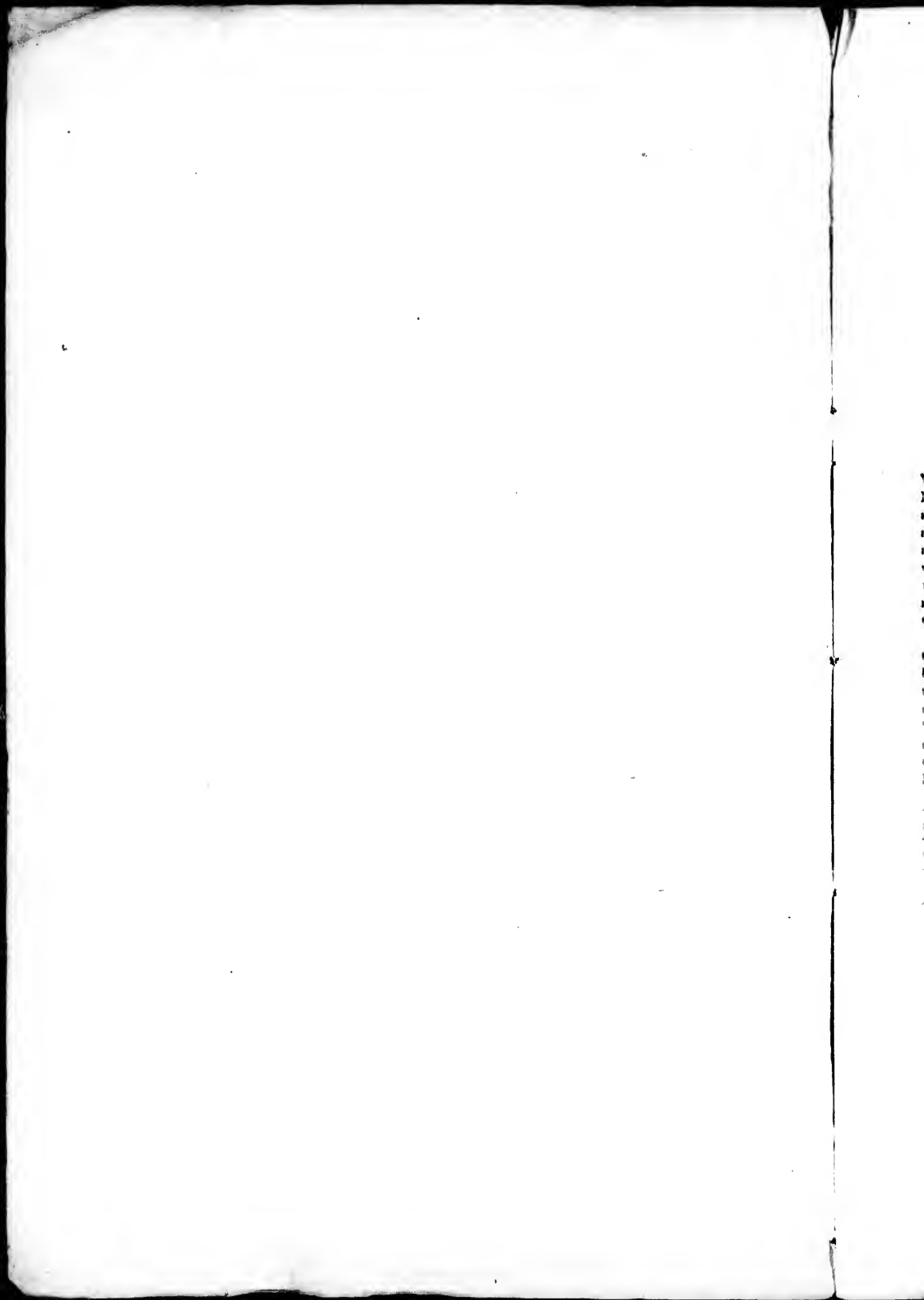
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THE
EUROPEAN AND NORTH AMERICAN
RAILWAY.

REPORT
TO THE SENATE OF MAINE,
AND
MEMORIAL TO CONGRESS.

N 84
5058



THE EUROPEAN AND NORTH AMERICAN RAILWAY.

[From the Boston Daily Advertiser of April 14, 1852.]

We insert below, the petition of the European and North American Railway Company for aid in the promotion of their enterprise. The memorial contains an interesting exposition of the nature of the project and its prospects, with a statement of the measures which have been already adopted and which are anticipated for ensuring the co-operation of the three neighboring British Provinces aided by the British Government for carrying out the design.

The prospect of the actual undertaking of this enterprise by the Province, by the aid of the guarantee by the Mother country of the bonds to be issued by the Provincial Legislature for the necessary funds, seems to be more favorable than at any former period. The Quebec Morning Chronicle of the 9th inst., remarks upon the prospects of the delegation appointed to appeal to the new ministry on the subject, as follows:—

"That Mr. Hincks will be successful in obtaining the necessary funds to carry out one of the grandest road schemes ever contemplated, seems pretty certain; viz.: a road without change of gauge, or break of any kind, from Halifax to the western extremity of Canada."

The Lieutenant Governor of New Brunswick, in a speech to the Provincial Parliament on closing the session on the 7th inst., congratulated the two Houses on the passage of the acts for the construction of a railway from Halifax to Quebec, as measures likely to have great influence on the future destinies of the Province, and of British North America generally.

The Legislature of Maine has passed resolutions in support of the Memorial to Congress above referred to, and a petition has been presented to our Legislature for a like co-operation on their part, and the proceedings on this petition are now pending. The following is the substance of the report of the committee of the Maine Legislature, and of the resolutions reported to that body:—

HOUSE OF REPRESENTATIVES, }
February 7, 1852.

The committee on rail roads 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,

REPORT:

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 in Europe—and the American steam ship 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 12½ miles per hour.....	9 days 20 hrs.
Railway from Liverpool to London...211 miles	5 hrs.
	3,311 miles 10 dya. 1 hr.

PROPOSED OVERLAND ROUTE.

Railway from New York to Halifax	867 miles	22 hrs.
Steamer from Halifax to Gaiway, at the rate of 15 miles per hour....	2,180 miles	5 days 22 hrs.
Railway from Gaiway to Dublin....	128 miles	3 hrs.
Steamer from Dublin to Holyhead....	63 miles	8 hrs.
Railway from Holyhead to London.	263 miles	6 hrs.

3,449 miles 7 days 8 hrs.

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 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 enterprise 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 toward Maine on account of the sacrifice of her interests in the settlement of the Northeastern boundary dispute by the treaty of Washington.

If Texe was entitled to ten millions gratuitously for yielding her doubtful claim to a comparatively worthless territory, how much ought Maine to receive for a more valuable one, whose title had been fully recognized by Congress.

In view of the foregoing the committee ask leave to report the following resolutions:—

Resolved, That the commercial position of Maine authorize her to aim at a leading shore in all the great business movements of the age;—while Maine is the natural 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 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 our *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 proffers of assistance toward building the Halifax and Quebec Railway entirely through British Territory:—It is a source of 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.

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 Hon. 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.

Resolved, That our Senators and Representatives in Congress, are requested to urge the passage of the bills here 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.

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 to the Governor of Massachusetts.

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.

PETITION

TO THE

SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES.

The following petition to Congress has been presented in the House of Representatives, and notice has been given of two bills in conformity with the prayer therein:—

To the Honorable, the Senate and House of Representatives of the United States of America, in Congress assembled:—

The undersigned, Executive Committee for the State of Maine, to promote the construction of the European and North American Railway, and Corporators named in an Act passed by the Legislature of Maine, and approved August 20th, 1850, incorporating said company, ask leave to present the claims of that enterprise to the Congress of the United States, and to respectfully invite their aid, assistance, and encouragement to the undertaking in such manner, and to such extent, as in the wisdom of Congress, it may be thought worthy to receive.

The plan of the European and North American Railway is based upon the simplest principles of physical geography and of commercial convenience. When constructed, it completes the chain of rail roads from the City of New York to the nearest available point of this Continent to Europe, and will reduce the sea voyage, across the Atlantic Ocean, to the lowest possible limit, and shorten the transit between New York and London, to six and one-half days time, under ordinary circumstances, and to an average of seven days, during the year.

From Arranmore Light in Galway Bay, to Capo Race in Newfoundland, the distance of the arc of a great circle is 1694 miles, and to Louisburgh harbor about 1950 miles, and to Halifax, Nova Scotia the entire distance from Galway, is estimated to be 2200 miles. From Halifax to New York City the distance is 867 miles, but will be finally reduced to about 850 miles in all;—over the entire line of which route, railway trains can pass, without the interruption of a ferry, a break of the line, or the labor of encountering severe grades, or any engineering difficulty whatever.

Experience has now established as a general rule, the fact, that the useful speed of railway trains, may, under all possible circumstances, be three times as great as that of a steam ship, or sailing vessel. The advantage gained and the time saved, in the passage of the mails between New York and London by adopting the plan proposed, over the present international postal system, may be illustrated as follows:

	miles.	days	hours.
From New York to London,			
Railway from New York to Halifax....	876	17	5
Steamer from Halifax to Galway.....	2130	5	5
Railway from Galway to Dublin.....	126	2½	3
Steamer from Dublin to Holyhead....	63	3	5
Railway from Holyhead to London....	263	5	5
	3149	6	6½

In the foregoing estimate, a speed of railway transit is assumed, such as is employed on the English express trains, and the speed of the steamer is taken at one-third the time allowed for the passage of the railway train. Allowing 3½ hours for shifting of mails and baggage, and the time occupied in the transmission of the mails from New York to London is 6½ days, employing the present rates of speed on the most approved and best constructed railways in England.

Applying the same rates of speed to the present route from New York to London, and the result is as follows:

	miles.	days.	hours.
Steamer from New York to Liverpool....	3100	7	14
Railway from Liverpool to London.....	211	—	5
	3311	7	19

Difference in favor of the European and North American Railway route, 1 day 10½ hours.

But this comparison by no means does justice to the relative advantages of the two routes. Steamboats, like race-horses, go with increased speed as you reduce the unnecessary load, and by the shorter sea route, the difference in speed may undoubtedly be increased equal to two miles per hour for the entire voyage. Assuming the correctness of the foregoing statement, the following result is shown:

	days.	hours.
Steamer from New York to Liverpool.....	8	14½
Railway from Liverpool to London.....	—	5
	8	19½

Difference in favor of the European and Galway route 2 days 11 hours, equal to 59 hours time saved.

The chances would be in favor of the longest land route and the short sea voyage. The certainty attainable in Railway transit, the facilities for repairing accidents, and supplying improved Engines to make up for detentions, on the one side; and the increased risks of a long sea voyage on the other; accumulating almost with geometric progression with the distance; significantly urge the adoption of the proposed plan.

The greatest speed yet attained, in an Atlantic sea voyage, was by the American steam ship Pacific, during the past year, averaging a speed of 13½ miles per hour, for the entire distance; having made the run from Liverpool to New York in 9 days, 20 hours and 15 minutes.

The speed of ocean steamers has increased very much in the ratio of their size, and it is not hazardous much to say, that within the next five years an uniform speed of 17 miles an hour may be reached in ocean steam navigation, by the adoption of the shortest route across the Atlantic.

We have assumed a speed of Railway transit beyond any uniform attainment in this country, but those least informed in the practical workings of Railway machinery, know that at present, the question

of speed, is a mere question of cost, and has no reference to the absolute capacity for speed of the Locomotive Engine, employed in Railway transit. The only limit to the speed of a Railway train is the strength of material, and increased attention to the construction of Railway machinery, will enable the Locomotive Engine, in due time, to measure speed with the wind.

The application of steam power to the purposes of locomotion has within the last quarter of a century, revolutionized the laws of physical proportion, subjected the powers of nature to the easy control of man,—changed the established laws of trade,—and introduced new relations into every department of business. The differences of political and social condition are rapidly giving way under the influence of the same inevitable law, and national animosities are forgotten, in the more grateful exchange of international civilities,—already taking the place of the former fierce encounters of hostile and opposing forces.

On this Continent, we are destined soon to see the entire population, descended from a common origin; and speaking a common language, subject to one commercial law, if not sharing in common, the same institutions, the same political and social advantages.

Actuated by this common sentiment, a convention of delegates from the different British North American Colonies, and the Northern States of the Union, assembled at Portland, on the 31st of July 1850, and succeeding days, adopted a plan, and agreed upon a system of measures, by which the means of communication between the remote portions of this extended region, should be brought into easy communication with each other, regardless alike of artificial or political lines of boundary. National prejudices and ideas were alike disregarded, in the common desire to promote the physical, commercial and social advantages of all.

In addition to these considerations, a conviction in favor of the plan of shortening the transit between New York and London, was shared in equal measure by each, and its advantages appeared at once to the commercial necessities of the age. It was clearly demonstrated, that by reducing the sea voyage to the shortest possible limit, and availing ourselves of the superior speed of Railway transit upon land, over water carriage, that the commercial Capitals of Europe and America might be brought within six days time, under favorable circumstances and ordinarily to seven days at furthest.

The attainment of this result might be regarded as of very questionable value if it were purchased by any sacrifice of comfort, or of business advantage. But the whole movement itself is in accordance with the most obvious necessities of business, the natural laws of trade, and in the line of all the great commercial tendencies of the age.

The commerce of the world is daily becoming more and more concentrated upon the Atlantic Ocean. The soil, climate and natural productions of the Northern Hemisphere mark it out as the home of the highest civilization, the region of continued progress, in all the arts of life; and the enterprise that shall bring the European and the North American Continents into closest intimacy, is the most promising effort of the age.

The European and North American Railway, has, therefore, a double purpose, while it seeks in conjunction with other rail roads to bring the remote por-

tions of the British Provinces into easiest communication with each other and the United States, it also seeks at the same time to bring the business interests of Europe and America into the closest possible intimacy.

The great effort of this age is to speed communication, to shorten and cheapen to the lowest limit of time and cost, the transit between the commercial centres of each Continent. To this point the great agencies of business tend, and the world will never rest satisfied with any thing short of its actual attainment.

It would be as wise, to send the great mail between New York and St. Louis on a sea voyage by the way of New Orleans and the Mississippi River, instead of, by the Railway across the continent, as it will be, to continue to send the mail by water, all the way from New York to Liverpool, on the completion of the European and North American Railway.

No one supposes that the ordinary traffic between the two cities of New York and Liverpool, is to be diverted from the circuitous route by sea. The cheaper conveyance of heavy goods by water, overland carriage, must always send ordinary merchandise in slow vessels, by the same routes as heretofore. But with the passage of the mails, and valuable packages, time is the great element, and the shortening of the time, is the great purpose for which mail facilities are supplied.

It may be argued that the inconveniences arising from the transfer of baggage, shifting alternately from Railway to steamer, required by the proposed line, will more than counterbalance the advantages, resulting from the saving of time.

It is only necessary in answer to this suggestion, to appeal to the experience of the past. Once establish the fact, that passengers and mails can gain an advantage in the time of arrival, and no inconvenience or annoyance even, can prevent the bulk of passengers, from taking that route, which secures this result. The gain of a single day, will often be worth, to a business man, more, than the expense of a voyage, and the fact of being able to anticipate others in the time of arrival, as all experience shows, will, by securing for such line, the most valuable travel and traffic, enable it, to carry for less cost. By this route too, the dangers of the sea are lessened, accidents mainly occur, inside Cape Sable, or within St. George's Channel and the Irish sea.

The increase of business has always gone on in a greater ratio than the growth of population within the United States. In the year 1830, with a population of 12,866,920, the value of Imports into the United States reached \$70,876,920, and the exports to \$73,849,508, making a total of foreign trade of \$144,726,428 in that year.

In the year ending June 30, 1851, with a population of 23,965,512, the imports of the United States were \$215,725,995; the exports during the same period were \$217,517,130, making an aggregate of foreign trade for 1851 of \$433,243,125.

The consumption of foreign goods in 1830 was equal to \$5½ to each individual, and the exports held nearly the same ratio, making the extent of foreign trade in 1830 equal to \$11 to each person.

In 1851 the consumption of foreign goods had reached \$9 to each inhabitant, and the entire foreign trade to an amount equal to \$18 to each person in the United States.

The progress of the material interests of this country, as exhibited by the foregoing comparison, is far from presenting the whole truth of the case.

A great change has taken place in the last twenty years in the relations between money and labor.—With our increased powers of production, by the introduction of steam and mechanical aids, it is now found that the relative quantity of labor required for the production of any commodity has been greatly reduced, and that prices have been cheapened to a great extent for all commodities, the price of which is measured by a fixed value, like the precious metals, and it may be safely asserted that the actual quantity of goods annually consumed by each individual in the United States has more than doubled in the last 20 years.

Extraordinary as the statement may appear to the people of other lands, we safely calculate upon a more rapid increase for the future.

The unlocked for supply of gold from California, and the rapid extension of Railway facilities throughout the country, must in the next 20 years give a new and still more extraordinary development to the productive powers of our people, which will be more and more felt in every branch of industry, more especially in the cheapening of navigation and locomotion, and the economy of time. The most marked effect of all these changes in the physical condition of our people will be witnessed in the rapidly increasing travel across the Atlantic Ocean, and the greater interchange of the more valuable commodities and articles of trade. Let the next ten years only equal the past in expanding and unfolding our commerce with Europe, and a daily line of steamers, sailing between the ports of the two continents in closest proximity cannot afford the necessary accommodation for travel.

If therefore we satisfy Congress, that the saving of a single day in the arrival of the mails from London and Paris, will be secured by the European and North American Railway, it will be entitled to their support, a support commensurate, with the advantages proposed.

A contract for carrying a daily mail between New York and Halifax, at the highest desirable speed, now attained, paying therefor only the prices now given between London and Liverpool, \$600 per mile, would secure the entire line within the next five years, and a contract for carrying the mails from Galway to New York by the overland route through Maine, at the same price as paid by the English Government for the same service between Liverpool and the United States, will enable us to complete the entire line in two years from the present time.

Able parties are ready to place the required steamers on the route.

A careful survey of the whole line from Bangor to Halifax has been made by order of the Governments of Maine, New Brunswick and Nova Scotia. A brief, but able and very satisfactory Report, showing the characteristics of the line, by A. C. Morton, Esq., a distinguished practical Engineer, made under the authority of the Governor of Maine is herewith submitted, (No. 1) together with the charters granted in Maine, (No. 2) and in New Brunswick (No. 3).

We have also submitted herewith copies of the correspondence of Earl Grey, in relation to this question: (marked A) and the Bill passed in Canada (marked B) and in Nova Scotia, (marked C) making provision for a Main Trunk Line from Halifax to Detroit with a provision for a branch line across the whole breadth of New Brunswick to the boundary of Maine.

It will be perceived by reference to Earl Grey's despatch of the 19th of June, 1850, that all hope of assistance from the British Government to the Halifax and Quebec Railway was thereby apparently cut off; and the project was thereafter regarded by all its friends as abandoned. Under this belief, the plan for the European and North American Railway was matured.

The proceedings of the Convention, herewith submitted (No. 4) were laid before the Imperial Cabinet together with the proceedings of the Committee.

The Government of Nova Scotia, instead of firmly adhering to the plans of the Portland convention, made direct application to the Imperial Government, for assistance, in building that portion of the European and North American Railway lying within its own Province.

The subsequent despatches of Earl Grey, disclose the most extraordinary change of opinion, between the 19th of June, 1850, and the 14th of March, 1851, as will be seen by the copies of which herewith submitted, by which it will be perceived, that an offer is made to advance from the Imperial Treasury, the money required to construct a line through British Territory from Halifax to Quebec, on a pledge of the colonial revenues, from the Provinces, while the Branch line to our frontier is to be built to a point of connection with the Railways of the United States; and it will be seen, by referring to the law of Nova Scotia, that it cannot go into operation "unless provision is made in New Brunswick for building a line from some convenient point of intersection with the Trunk Line, to the River St. Croix."

We regard the recent proceedings of the British ministry, in reference to Railways in British North America, as an entire departure from her former policy, the consequences of which cannot at the present time be clearly or fully foreseen.

As long ago as 1846, the principle of responsible Governments or in other words, of self government, was conceded to all the North American Colonies, and the regulation of their own postal, international and commercial affairs, left for their own adjustment.

The course of the British ministry upon this Railway question, has been a striking departure from that rule, and a recent despatch of Earl Grey to Sir Edmund Head, Lieut. Governor of New Brunswick, gives information that the Facility Bills passed by New Brunswick in aid of the construction of the European and North American Railway "are still retained by Her Majesty's government and will not receive the Royal assent till the Legislature of New Brunswick shall have had an opportunity to reconsider the whole question."

On the 5th of April, 1851, the Legislature of New Brunswick, by nearly an unanimous vote of both branches, adopted resolutions, strongly condemning the plan of Earl Grey, and asserted the British Government that the Legislature "is not prepared to pledge the public credit, or the future resources of the Province toward building the great Trunk Line from Halifax to Quebec," a copy of which resolutions are herewith submitted, (marked D.)

The change of opinion from June, 1850, to March, 1851, in the counsels of the British Government in regard to the North American Provinces, must be ascribed to their better knowledge of the condition and resources of the Colonies; with the conviction, that a feeling of discontent would grow up in the Colonies, on a failure on the part of the Imperial Government to supply the "material aid," which, in the growing importance of the Colonies, would en-

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 crown.

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.

