

MAINE STATE LEGISLATURE

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DOCUMENTS

PRINTED BY ORDER OF

THE LEGISLATURE

OF THE

STATE OF MAINE,

DURING THE

EXTRA SESSION OF 1853, AND SESSION OF 1854.



Augusta:

WILLIAM T. JOHNSON, PRINTER TO THE STATE.

1854.

THIRTY-THIRD LEGISLATURE.

HOUSE.

No. 29.

MINORITY REPORT

Of the Committee on Interior Waters, on the petition of the Penobscot Boom Corporation for regulation of toll.

WE, the undersigned, members of the committee on Interior Waters, having been unable to concur with a majority of that committee in a report and bill, presented by them, for the regulation of the toll to be paid the Penobscot Boom Corporation for the next ensuing eight years, ask your careful, and candid consideration to the following reasons for our non-concurrence :

We are not unmindful of the delicacy of our position, in thus placing ourselves in antagonism to so large a majority of gentlemen in whose intelligence and integrity we have the fullest confidence ; but the highest degree of intelligence and integrity, and honesty of purpose, are no certain barriers against error in judgment. If false premises are assumed in the investigation of any subject, false conclusions must be the inevitable result ; and in the absence of any statistics, which to our minds form a reliable basis upon which to found a safe calculation, and in the midst of a mass of loose and conflicting testimony, drawn out before your committee during twenty long and wearisome sessions, we think our associates have been led into error, by basing their calculations upon erroneous statements.

We are the more encouraged to present this minority report,

from the consideration that we have much practical knowledge of the various branches of the lumbering business, including that of rafting logs, as carried on upon the Penobscot waters. We have often visited the Penobscot Boom, are acquainted with its locality, and have witnessed the operation of rafting out logs. In this we have an advantage over every other member of the committee.

We do not deem it necessary, as have the majority of your committee, to rehearse the early history of the "Penobscot Boom Corporation," or its subsequent transactions previous to the autumn of 1847; at which time the Hon. David Pingree, of Salem, Mass., and his associates, became the proprietors.

Its history, since its first construction, is fraught with numerous instances of troublesome and expensive litigation, not only to its proprietors, and to the lumbermen on the Penobscot waters, but to the State also. And it is a matter of most serious regret to the undersigned, that a mutual and amicable arrangement cannot be entered into by all parties interested, that would close the door against further contention and strife in all future time.

Of its importance to the great lumbering interest carried on upon the Penobscot river, and its numerous tributaries and great lakes, equaling in amount, the present season, by estimation, about two and one-half millions of dollars, there is but one opinion. It is identical with the lumbering interest; and so far as the undersigned have been able to ascertain the sentiments of men engaged in the lumbering business, from the testimony before your committee, there appears to be no desire that a toll be established below a point which shall yield to its present highly respectable proprietors a liberal compensation for their investment.

It was in testimony before your committee, that the present proprietors paid, after the close of the rafting season in 1847, the sum of \$55,000 to General Samuel Veazie of Bangor, for the boom and its appurtenances, and the remaining thirteen years of its franchise. Since the ownership of the present

proprietors, sundry improvements and additions have been made by them, but the amount of which the undersigned have not been able to ascertain by any statistics presented before your committee, which seemed to us safely reliable. It appeared from testimony, that valuable improvements have been added, and some quite recently, which will greatly facilitate the rafting of logs hereafter, and lessen the expense to a considerable degree by lessening the number of marks to be rafted at any one gap in the boom at the same time. No construction account has been kept by the corporation, or if such an account has been kept, it was not presented before your committee, and hence the utter impossibility of arriving at any satisfactory conclusion as to the present amount of capital invested.

To show the present amount of capital invested by the Penobscot Boom Corporation, Mr. David Norton, who had been employed as clerk for the corporation for many years, both under its present and former proprietors, was called by the petitioners. It may not be improper here to state, that none of the witnesses before the committee were examined under oath.

Norton acted as clerk for the commissioners, who were sent down to appraise the property of the corporation in the year 1842; and exhibited to the committee a detailed account of their estimate, from which we have condensed the following items:

1,817½ cords of rocks in piers, at \$10,	.	\$18,175 00
102,319 pounds iron, at 10 cents,	. . .	10,231 90
1,147,257 feet hemlock, at \$8,	. . .	9,178 05
		<hr/>
		\$37,584 95

The prices affixed to the above items appear to us to be so exorbitantly high, that we made particular inquiries, out of as well as in the committee room, as to the value of these articles.

We learned from Mr. Reed, of the firm of Reed & Page of Hallowell, that within the last three years they had had stone hauled

the distance of half a mile and deposited in piers at \$1.25 per cord. This price was evidently below the value of such labor, and was probably performed by farmers, at a leisure season of the year, who desired to remove the stones from their land. From other parties, we learn that \$3 per cord, where the stone are near by, would be a fair compensation for delivering in the piers. It was in evidence that stones used for the piers at Penobscot Boom were in near proximity to them.

The concurrent testimony also was that the price of hemlock logs delivered on the ice at the piers did not exceed, prior to 1842, \$2.50 per M feet. It appeared in evidence also, that the cost of such iron as was used in the construction of these works, was 4½ cents, and that the smith work cost 2½ cents per pound. Hence, the following is the result of our investigation:

1,817½ cords of rock, at \$3,	\$5,452 50
102,319 pounds of iron, at 7 cents,	7,162 33
1,147,257 feet hemlock, at \$2½,	2,868 14

\$15,482 97

Showing the difference between the two estimates of \$22,101 98

In view of this great difference between the estimated value of these articles by the commissioners, and what we believe to be their true value, is it uncharitable to suppose that they may have been equally erroneous in their estimate of labor and other materials expended on these works?

The total amount of the commissioners' estimate is \$65,573.77, of which \$8,048 is for 1,250 acres of land. The commissioners state that they estimate the works and property of the corporation at this time at \$48,000, by which it appears that they reduce their first estimate in the sum of \$17,573.77. They further state that \$3,000 of this deduction is for depreciation. We presume that a part of the remaining deduction of \$14,573.77 was for surplus land, as only the shores of the river are taken for the use of the boom. But if no deduction was made for surplus of land not necessary and not used for

the boom, still the deduction for over estimate can be but \$14,573.77 on the whole estimate of \$65,573.77, while the over estimate is \$22,101.98.

We also present a condensed statement of some of the items of Mr. Norton's estimate of the additions to the works from 1842 to the present time. Mr. Norton stated that his estimate was made by a survey of the works, and not from any accounts kept by the corporation. It will be noted that he affixes the same prices to stone and iron as did the commissioners in 1842, to wit:

869 cords of rocks for piers, at \$10,	.	.	\$8,690 00
54,130 pounds of iron, at 10 cents,	.	.	5,413 00
354,550 feet hemlock timber, at \$8,	.	.	2,836 40
330,000 feet hemlock round logs, at \$4-4 $\frac{3}{4}$ -5,	.	.	1,418 93
			<hr/>
			\$18,358 33

For which we substitute the following—

869 cords rocks for piers, at \$3,	.	.	\$2,607 00
54,130 pounds iron, at 7 cents,	.	.	3,789 10
354,550 feet hemlock timber, at \$5,	.	.	1,772 50
330,000 feet hemlock round logs, at \$3,	.	.	990 00
			<hr/>
			\$9,158 60

Giving in these items a difference of \$9,199.73. Is it not quite possible that Mr. Norton's estimate of quantities, and of the prices of other items, may be equally erroneous?

We refer the foregoing comparisons to the candid judgment of legislators, and allow each to draw his own inference, as to the value of the structure or the reliability of such estimates. In connection with this estimate of the cost of the corporation property, by the commissioners of 1842, and by Mr. Norton from that date up to the present time, the respondents presented to the committee the recent appraisal or estimate of Rufus Davenport of Bangor, and of Mark Pettingill and David Getchell of Oldtown, of what it would now cost to construct the works of the corporation. It appeared in evidence that

these gentlemen were not interested in the lumbering business, and that they had all been employed at various times by the corporation in building piers. They went upon the premises, spending some four days, and went into a careful survey and examination of all the works. The size of the piers and quantity of timber and stone in each, were carefully measured—the size of the iron was taken and the weight calculated by tables used by mechanics for that purpose. The labor was estimated from their practical knowledge of the amount it would take to construct such works. The result of this estimate is about \$34,000, and is hereunto affixed. And while we do not endorse it as correct in all particulars, we ask for it a respectful attention, in connection with the other estimates. The petitioners charge in their account of investment the sum of \$4,500 paid for the Campbell or Birch Island Boom. This does not appear to us to be a legitimate charge to this account or an investment for which the lumbering interest should be taxed to pay. The purchase of this boom was not included within the limits of the original proprietors, and is no way necessary to the present proprietors for the security and rafting of logs. And in fact there is no boom there. When the Penobscot boom was owned by General Veazie, a Mr. Campbell erected a boom at this place, he then owning the shore. For such log owners as requested, he would boom and raft out their logs, and deliver them usually earlier and at a lower price than they could be obtained if suffered to pass through the Penobscot boom. No boom has been kept there since the property passed into the hands of the present proprietors, and the design of the purchase appears to have been to prevent competition in the business of booming and rafting logs on the Penobscot river. It was stated by the petitioners' witnesses that the increase of logs increased the expense of rafting. Why then close up this avenue against the public?

In the year 1844, the Legislature established the rate of toll at 36½ cents per M feet for the next ensuing ten years; that time expired with the close of the rafting season last autumn,

and the petitioners now pray that a higher rate be established; urging as reasons for their petition, the increased number of logs it takes to make a M feet, in consequence of a gradual reduction in size, since the establishment of the present rate of toll—increased number of marks to be separated, and the advanced price of raft-rope, provisions, and labor—all of which reasons the undersigned have duly considered.

The respondents, on the other hand, who represent the great lumbering interest on the Penobscot, state that the toll has always been too high. It was in evidence from statistics before your committee, that in 1842, it took about about 3 logs to the M feet, and at that time the toll was 38 cents per M feet, thus giving $12\frac{2}{3}$ cents per log. It was also given in evidence, that under this administration of the boom, a Mr. Rogers was employed by General Veazie, under contract, to raft out the logs for $2\frac{1}{2}$ cents each, equal to $7\frac{1}{2}$ cents per M feet; leaving to proprietor for cost of raft-ropes, wedges, and use of boom, $30\frac{1}{2}$ cents per thousand feet. Mr. Rogers further stated, that he made on the operation, a profit of \$12 a day. This consideration appears to the undersigned to confirm, to a certain extent, the statement of respondents, that the toll had hitherto been too high. This also appears from the fact in evidence, that the original proprietor of the boom, shortly after it was built, sold out for a net profit of \$20,000. And we also refer to the general understanding as to the profits made on it since.

At this period, however, but about 24,000,000 feet came into the boom annually; and from 1832 to 1842 an average of 43,000,000; thus rendering it necessary that a larger net profit be realized per M feet to pay a suitable remuneration for the investment, than at the present time, when, as last year, 200,000,000 were deposited in the boom. It will be readily perceived, that 20 cents, net profit, per M feet on 50,000,000, will make no larger aggregate than 5 cents net profit on 200,000,000. It will be replied that the investment of capital is now larger than at that time. This is undoubtedly true; but in what ratio the investment has increased, the undersigned

have not the means of ascertaining, other than by Norton's estimates.

It was in evidence before your committee, that logs averaging about four to the thousand, were most profitable to raft, and it was also in evidence, that of all the logs which came in last year, it would take about five to the thousand feet.

No evidence could, from the nature of the case, be adduced on the part of the log owners to show the actual cost of rafting at the boom, or the number of logs rafted in a day. Mr. Davis, an overseer of the men employed by the corporation, thought they could raft 6,000 pieces per day.—Had known them raft as much as 2,500,000 feet in a day.

Mr. Norton stated to the committee, that it cost in 1853, 44½ cents per M feet, to raft out the logs, and exhibited the books and accounts of the corporation to establish this statement—said that this included men, tools, ropes, wedges and provisions. But upon an examination of these accounts, from which Mr. Norton made his estimate, and arrived at the conclusion of 44½ cents per M feet as the cost of rafting, it was found that it embraced all the accounts of the corporation, including many thousand dollars expended last year in additions, and permanent improvements, and also legislative expenses amounting to \$696. It was found impossible to substantiate Mr. Norton's statement of the cost of rafting by these accounts. It was further stated by Mr. Norton that it took a pound of raft-rope to raft a thousand feet of logs, and that it was worth 16 cents per pound. Mr. Jameson, on the part of the respondents, stated that he weighed a piece of rope, which came from the boom, which when he picked it up, had seven wedges in it, thus indicating that seven logs had been rafted with it, and that it weighed six ounces. Other testimony was introduced upon this point, which went to show that by actual experiment, by placing five logs together on the ice and rafting them with the boom warp and wedges, it took less than half the quantity estimated by Mr. Norton. Some allowance should, however, undoubtedly be made for waste.

PENOBSCOT BOOM CORPORATION.

9

Your committee took the following basis upon which to found their calculation, and by which they came to the result of 53 cents per M feet :

Average amount rafted per day at the lower boom, 735,000 feet.

112 men engaged in rafting, at \$1.25,	.	.	\$140 00
10 men to tend trips, &c.,	.	.	12 50
Board of 122 men at 42 cents per day,	.	.	51 24
Wedges for 735,000 feet,	.	.	8 00
Raft rope at 8 cents per M,	.	.	59 00
Loss and use of tools,	.	.	4 00
Extra price for log agent,	.	.	1 75
			<hr/>
			\$276 49
This divided by 735,000, gives,	.	.	37.6
Extra expense for rafting at Cuba, Mexico, &c., and contingencies,	.	.	2.5
			<hr/>
			40.1
Salary of general agent,	.	.	\$1,000 00
Salary of clerk,	.	.	700 00
Salary of boom committee,	.	.	100 00
Commissions for collecting,	.	.	1,478 04
Commissions for disbursing,	.	.	1,617 18
Interest on advances,	.	.	150 00
Rent of Islands,	.	.	80 00
Hanging and taking in boom,	.	.	300 00
Use of boom for one year,	.	.	14,000 00
			<hr/>
			\$19,425 22

This amount divided by 150,000,000 feet, the amount the committee assumed as an average, gives 12.9 cents, which added to the 40.1 cents gives the 53 cents recommended in the report of your committee.

And now we have arrived at the point in this report, wherein we desire to show to the Legislature, the great points of differ-

ence between ourselves and our respected associates, who form the majority of your committee; and we ask your most careful attention to this part of our report.

Our great point of non-concurrence, is in the assumption that it takes 122 men in all, to raft out the small day's work of 735 M feet. Taking the estimate of five sticks to the thousand feet, which is in conformity to the evidence before the committee, and it gives 3,675 sticks per day. Divide this number of sticks by 122, the number of men employed, and it gives for a day's work per man, 30 sticks only. Take the extreme point and reckon six sticks to the thousand feet, and the average per man is a fraction over 36 sticks per day. We could not for a moment think of taking so fallacious a basis for calculation. It would be certain to lead to most erroneous and unjust results. In this connection, we wish to call your attention to an abstract and calculation from the printed returns of Mr. Norton, for the year 1842, of the expense of rafting logs. House document No. 23—public documents for the year 1843. By this report, there was rafted from the boom that year 213,516 logs, making 74,331,630 feet. There was expended on all departments of the boom, 4,433 days labor. This gives a fraction over 48 logs per day to the man, making 16,704 feet. The basis for calculation by which your committee reached the result of 53 cents per M feet, was that 122 men would raft 735,000 feet, calling these five *sticks* to the thousand, as was given in evidence, and the result for a day's labor per man is about 30 *sticks*, making 6,025 feet. There does not appear to the undersigned, any reason why as many *sticks* should not be rafted to the man in 1853 as in 1842, if not as many thousand. It is indeed quite apparent to us from the evidence, and from our practical knowledge of the business, that a larger number of sticks taking five to the thousand, can be rafted by each man per day, than of those taking three to the thousand. An increased number of marks to be separated, was strongly urged upon the committee, as the cause of great increase of expense, by occasioning waste of labor. If each mark was to be rafted separately there would

be some force in this statement. But it was in evidence that the same owner has several marks put into the same raft. It does not appear that the parties paying boomage have increased, but rather that they have decreased. The books of the corporation show that in 1853, when it was said by petitioners that they had more marks to contend with than at any previous year, the number of accounts to be collected for boomage amounted to 117, while the printed report of Mr. Norton for 1842, shows 153 accounts to be collected.

It was in evidence before your committee, that at some other places on the Penobscot, the labor of rafting had been done as low as from 5 to 8 cents per M feet. There was also before your committee, depositions of the directors of the boom company on the St. Croix, above Calais, stating that the whole expense of rafting, including labor and all materials, and repairs on boom, did not, the past year, exceed 15 cents per M feet. One of which is hereunto annexed.

It is proper to state, in this connection, however, that the raft-rope is returned to the boom master, and is used for rafting until it is worn up or lost. This will materially lessen the cost of rope, and account for a part of the difference in expense between the two booms; but where the great balance of difference is to be looked for, the undersigned are not able to determine. In the Calais Boom they had, last year, about 100,000,000 feet of logs, taking about 6 sticks to the thousand; and we think it fair to presume, as many marks in proportion to the quantity of logs as upon this river.

The undersigned have also had the statement of Mr. Adams, member of the House from Cherryfield, and clerk of the boom on the Narraguagus river, that the price of boomage and rafting there, as fixed by the charter, is $3\frac{1}{2}$ cents per stick; averaging about 7 sticks to the thousand, making $24\frac{1}{2}$ cents per M feet. At this boom the raft-rope is also returned and used on other logs.

It appears from accounts of the corporation that the profits

of the boom, after deducting all expenses for permanent additions and repairs, &c., were—

In the year 1849,	.	.	.	.	\$2,868	46
“ 1850,	.	.	.	.	15,938	77
“ 1851,	.	.	.	.	12,899	38
“ 1852,	.	.	.	.	5,577	66
And that in 1853, they lost	.	.	.	.	\$10,432	92

The majority of your committee took the statistics of 1853 as a basis of calculation to adjust the toll for the next ensuing eight years. In this the undersigned believe they made a very material error. Had they taken the extreme year of 1850, when the corporation realized a profit of nearly \$16,000, after deducting all the expenses of every kind, as a basis for calculation, how different would have been the result. The injustice of such a basis for calculation, to the lumbering interest, cannot fail to be apparent to the minds of all candid and calculating men. More particularly glaring will this injustice appear when the facts as given in evidence are considered, viz: That the past was a very unfavorable year for rafting, not only on account of the high price of labor and raft rope, but from the unusual manner in which the logs came into the boom and the consequent extra cost of taking care of them—the interruption by freshets when the water was too high to raft, and by drouths when it was too low.

The commissioners of 1842, as appears by their printed report—House document, No. 11, year 1843—estimated the average quantity of logs which would come into the boom for the next ten years at forty-four millions feet, and the toll for the last ten years seems to have been based upon that estimate so far as it has reference to quantity. But in this estimate they fall far short of the facts in the case.

The books of the corporation show that from 1843 to 1853, the quantity rafted out averages nearly one hundred and twenty-seven millions feet per year, or not far short of three times the amount estimated. They estimate the cost of rafting,

including all expenses, at 21 cents per thousand feet, which deducted from the toll of 36½ cents afterwards fixed, leaves a profit of 15½ cents per thousand feet to pay for the investment, and hence it follows that the corporation have received nearly three times as much for their investment, the last ten years, as was intended by the commissioners, and this mistake in favor of the corporation, more than balances any rise that has since taken place in labor and material. Hence if, as is shown, the commissioners made a great error in their estimate for the future, and established the toll too high, it does not follow, that because labor and materials have advanced in price the toll is not high enough now; especially as it appears by the report of the committee to whom the commissioners' report was referred that they made allowance for the gradual diminution in the size of logs, and that the price of provisions, as shown by Norton's report of the expenses of 1842, were as high then as in 1853. Flour being charged at \$7.50 to \$8 per barrel, and pork \$13 to \$18 per barrel, molasses 30 to 33 cents per gallon, tea 75 cents per pound, saleratus 10 cents per pound, potatoes 50 cents per bushel, &c. These facts do not seem to justify the statement in the majority report, that "the price of provisions had materially advanced."

The proprietors of the boom are liable for those losses only which occur in consequence of their carelessness or neglect. It is no unfrequent occurrence for logs to pass through the boom and go down into tide water; but this is usually attributed to unavoidable circumstances, and no evidence was offered before your committee, showing that the present proprietors had ever been called upon to pay for any losses of this kind. The language of the charter does not justify the statement in the majority report, that "the corporation is liable for the loss of any timber that floats into its booms."

No testimony was offered before your committee showing that very extraordinary risks or damage attended this boom property, either by freshets or other ways, and the undersigned

are inclined to the opinion that it is about as safe as ordinary investments. Of the annual expense of keeping in repair this whole structure, including buildings, aside from permanent improvements, we have no means of knowing. The commissioners reported in 1842, annual expenses for repairs and right of occupation, \$1,000, which is about two per cent. on the capital as then estimated. Insurance or risk, two per cent. on capital. Annual losses from decay, damages and incidents, not covered by annual charges for repairs, three per cent. on capital. The net profits to be allowed the boom they estimated at seven and three-tenths per cent.

At the commencement of this investigation, and during several stages of its progress, attempts have been made between the lumbermen and the proprietors to come to some amicable adjustment. Among other proposals which have been made to and from the parties, is one from the lumbermen proposing to hire the boom of the proprietors for the remaining eight years of its charter at \$10,000 per annum, and keep the same in repair and continue to raft the logs during that period at the present fixed rate of toll, 36½ cents per M feet. This proposal is hereunto annexed, and we refer to it as a part of our report. The undersigned being personally acquainted with most of the signers of that proposition, and knowing them to be gentlemen of integrity and of large and undoubted pecuniary ability, believe that it was made in good faith, and that it would be perfected in the same spirit.

It would seem unjust to us to make the present high prices of labor, raft rope and other materials, the basis of calculation for the next eight years. A revulsion in the commercial affairs of our country may be looked for sooner or later, which, when it comes, will be likely to produce an entire change of things.

It is not improbable to suppose that if our country continues to prosper, the present large amount of mill logs, estimated for the present season at two hundred millions of feet, will continue to be the annual product of our forests for years to come.

Should this be the case, you will note that one cent. per M feet additional toll, will make the aggregate sum of \$2,000 per annum.

The advance toll, recommended by the majority report, of $16\frac{1}{2}$ cents, being more than 45 per cent. on the present rate, will amount to at least \$33,000 the coming season. This is a very heavy additional tax upon the labor of the Penobscot valley.

If it is objected to the proposition made by the lumbermen, that \$10,000 is not a sufficient compensation for the capital invested, then you have but to raise the toll 1 cent, and you add \$2,000 to the \$10,000, giving to the proprietors \$12,000. And so for every additional cent you raise the toll, you give the proprietors of the boom \$2,000.

In view of the fact, that the lumbermen can have their work done for $36\frac{1}{2}$ cents per M feet, and the proprietors have what we consider an adequate compensation for their investment, for the remaining eight years of the charter—and in the absence of all reliable data, showing that the present toll is not adequate, under prudent and effective management, to meet all contingent and other expenses, and leave a large margin for profits to the proprietors, we could not feel justified in recommending any advance upon the present rate of toll.

But if after fully and fairly investigating this subject, the Legislature come to the conclusion that the toll, in justice to all parties, should be raised, then we recommend that a section be added to the bill presented by the committee, providing that if the net proceeds exceed a certain per centage on the capital invested, the surplus shall be repaid to the parties having paid it into the corporation, pro rata to their several payments. And also that a clerk be appointed by the governor and council to ascertain this fact by keeping the accounts of the corporation.

While we believe it to be the interest, as well as the universal desire, of the lumbermen of the Penobscot valley to pursue a most liberal policy toward the proprietors of the

boom, still justice demands that they be protected against any excessive tax upon their industry. Without their industry the capital of the corporation would be valueless. Their relation to each other is a mutual one. To be separated from one's family for months, and to be buried in the deep solitudes of the forest, enduring the inclemency of our rigorous winters, and the most unremitted and severe toil, suffering the hardships and privations of a camp life until spring arrives, and then following the fruits of their hardy toil, through streams, across lakes, and down the river into this boom, is no pleasant pastime or effeminate labor. If any class of men in this State are entitled to legislative protection, it is this class. To you, gentlemen, their representatives in the Senate and in the House, they look, and in you they confide for this protection.

Respectfully submitted.

T. CUSHING, *Chairman on the part of the House.*
EDWIN EDDY.

GATES' STATEMENT.

I, the undersigned, of Calais, in the county of Washington, hereby state that I have been operating in hauling and manufacturing lumber on the St. Croix river for the last thirteen years, and am a member of the Calais Boom Corporation—that during most of said time I have been one of the directors of said corporation. Since I have been operating on said river, until within three years past, we were in the habit of receiving sealed proposals from different individuals, to raft the logs out of the boom, and hitch them on the stringers convenient to the mills. When our logs were rafted in this manner, we finding all the rigging, the expense was from three cents to three and a half cents for each piece. For the last three years, the directors of the corporation have hired their own men, and rafted the logs, and the whole expense of labor, rigging, tools, wedges, and everything necessary for the business, has not exceeded two and a half cents for each piece; the number of pieces to a thousand feet has averaged about six. The amount of lumber driven down our river by the Log Driving Corporation, has gradually increased, and more than doubled since I commenced the business; and the amount driven last year into our boom was about one hundred million feet.

E. C. GATES.

Augusta, March 20, 1854.

I have been acquainted with Mr. E. C. Gates for the last twenty years. He is one of the most intelligent and enterprising business men of Calais, and of unimpeachable character and integrity, and his statements are entitled to the fullest credit.

NOAH SMITH, JR.

PROPOSITION OF LUMBERMEN.

The undersigned, being lumbermen on the Penobscot, now propose to enter into a contract to raft out all the logs which come into the Penobscot Boom during the ensuing eight years, for the compensation of thirty-six and one-half cents ($36\frac{1}{2}$) per thousand, including warp and wedges. Also to keep the boom in repair, and do all in fine for the protection, security and safe keeping of logs which it is possible to do. They will agree to pay the owners and proprietors of Penobscot Boom Corporation, ten thousand dollars per annum for eight years, for the rent of the booms and all the shores and appurtenances pertaining to said boom and structures.

WALTER BROWN,
BRAGG & MOORE,
GULLIFER & GILMAN,
FRANKLIN ADAMS,
EDDY, MURPHY, & CO.,
SAM'L F. HERSEY,
MOSES BUCK,
RUFUS DWINEL,
A. C. & C. BUFFUM,
SARGENT & STERNS,
EBEN WEBSTER, JR.,
HENRY E. PRENTISS,
J. J. COLBURN.

Witness:—J. A. PETERS.

March 24, 1854.

SURVEY AND ESTIMATE OF DAVENPORT.
ARGYLE BOOM.

No. Piers.	Estimated cost.	Discount for decay.	Remarks.	Total amount.
1,	\$493 48	-	New.	
2,	493 48	-	New.	
3,	364 64	-	New.	
4,	102 72	\$25 00	Old.	
5,	71 22	25 00	Old.	
6,	468 48	-	New.	
7,	247 38	-	Old—good.	
8,	247 38	-	Old—good.	
9,	468 48	-	New—Jam Pier.	
10,	216 60	15 00	Old.	
11,	216 60	15 00	Old.	
12,	216 60	15 00	Old.	
13,	216 60	15 00	Old.	
14,	216 60	15 00	Old.	
15,	216 60	15 00	Old.	
16,	216 60	15 00	Old.	
17,	55 94	30 00	On head White Squaw Island.	
18,	555 54	-	Good—Jam Pier.	
19,	523 68	-	Good—Jam Pier.	
20,	523 68	50 00	Old.	
21,	523 68	50 00	Old.	
22,	519 21	-	Old—new top—good.	
23,	66 40	10 00	Old.	
	\$7,241 59	\$295 00		\$6,946 59

Estimate cost for making boom and buoys,	209 50
Estimate cost of iron on boom,	2,174 57
Boom house and stable,	575 00
Boom sticks and buoys,	554 83
Buoys at rafting place,	96 00
	\$10,556 49

Three piers at head of Argyle boom above where new boom connects with Argyle boom. Estimated at \$200 each; but not reckoned in this account, as we consider them of no material benefit to the boom.

RUFUS DAVENPORT,
 DAVID GATCHELL,
 MARK PETTENGILL.

Bangor, March 1, 1854.

FREESE ISLAND BOOM.

No. Piers.	Estimated cost.	Discount for decay.	Remarks.	Total amount.
1,	\$510 08	-	New.	
2,	510 08	-	New.	
3,	231 96	-	New.	
	\$1,252 12			\$1,252 12
				\$35 50
				325 98
				106 87
				\$1,720 47

Estimate cost for making boom and buoys,
 Estimate cost of iron for boom and buoys,
 Boom sticks and buoys,

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Bangor, March 1, 1854.

SUNKHAZE RIPS SHEAR BOOM.

1,	299 90	30 00	Old.	
2,	611 23	-	Old—good—new top.	
3,	546 15	-	Old—good.	
4,	679 44	25 00	Old.	
5,	569 03	-	Old—good.	
6,	732 98	-	New top—good.	
	\$3,438 73	\$55 00		\$3,383 73

Estimate cost of making booms and buoys,
 Estimate cost of iron for booms and buoys,
 Boom sticks and buoys,
 Thirteen sunken piers on said boom,
 Two dams at Sunkhaze rips,

364 25
 2,194 08
 1,088 35
 1,300 00
 398 58
 \$8,728 99

RUFUS DAVENPORT,
 DAVID GATCHELL,
 MARK PETTINGILL,

Bangor, March 1, 1854.

MAIN BOOM, FROM NEW TRIP TO RAFTING PLACE.

No. Pier.	Estimated cost.	Discount for decay.	Remarks.	Total amount.
1,	\$236 26	-	Good.	
2,	236 26	-	Good.	
3,	257 28	-	Good.	
4,	235 19	-	Good.	
5,	242 20	-	Good.	
6,	235 19	-	Good.	
7,	163 44	-	Good.	
8,	163 44	-	Good.	
9,	163 44	-	Good.	
10,	197 65	-	Good.	
11,	232 16	\$25 00	Old.	
12,	134 76	50 00	Old.	
13,	146 99	25 00	Old.	
14,	153 90	50 00	Old.	
15,	251 50	50 00	Old.	
16,	266 09	-	Good.	
17,	244 40	20 00	Old—new top.	
18,	137 32	-	Old—new top—good.	
19,	198 44	-	Good—at Mexico Isl.,	
20,	197 82	-	Old—new top—good.	
21,	98 40	25 00	Old.	
22,	155 31	40 00	Old.	
23,	155 31	40 00	Old.	
24,	178 38	-	Old—good.	
25,	166 12	-	Old—good.	
26,	100 96	25 00	Old.	
27,	438 04	-	Good—Jam Pier.	
28,	352 18	25 00	Old—new top.	
29,	205 05	25 00	Old.	
30,	280 92	25 00	Old.	
31,	318 92	25 00	Old.	
32,	318 92	25 00	Old.	
33,	346 60	25 00	Old.	
34,	293 92	25 00	Old.	
Total cost,	\$7,502 76	less \$525 00	present value of piers,	\$6,977 76

Estimate cost of making booms and buoys,	\$354 75
Estimate cost of iron for boom and buoys,	2,951 37
Estimate cost of two small houses at Sunkhaze rips,	50 00
Estimate cost of store house at Reed's eddy,	50 00
Estimate cost of house at Mexico,	100 00
Estimate cost of store house at Main boom,	90 00

	Total amount.
Estimate cost of stable at Main boom,	150 00
Estimate cost of boom house at Main boom,	200 00
Estimate cost of office at Main boom,	150 00
Estimate cost of shed for wedges,	15 00
Boom sticks and buoys from New Trip to rafting place,	899 78
Buoys at rafting place,	240 00
Wharf at rafting place,	363 20
	\$12,591 86
Estimate value at the present time of Main boom and fixtures,	12,591 86
Sunkhaze Shear boom,	8,728 99
Freese Island boom,	1,720 47
Argyle boom,	10,556 49
	\$33,597 81

We estimated nothing above where the new boom is attached to Jo Merry Island, knowing of nothing of any value above.

RUFUS DAVENPORT,
DAVID GATCHELL,
MARK PETTINGILL.

Bangor, March 1, 1854.

ABSTRACT.

Much stress was laid by petitioners on the advanced price of labor since the toll of 38 cents per M feet was affixed in 1842, as a reason why there should be an advance on the present rate of toll. To show that this position is entirely untenable, we affix the following abstract from Mr. Norton's return of that year to the Legislature.

Prices paid for labor by Penobscot Boom Corporation in 1842:

General S. Veazie, per day,	\$7 00
Levi Young, per day,	5 00
J. K. Gilmore, per day,	5 00
T. C. Burleigh, per day,	3 00
David Norton, per day,	1 86
A. Nelson, per day,	2 00
S. Staples, per day,	2 00
W. Burnham, per day,	2 00
C. Fisk, per day,	2 00
R. Burnham, per day,	2 00
J. Rowel, per day,	2 00
J. Twitchel, per day,	2 00
G. H. Davis, per day,	2 00
W. Moore, per day,	1 50
R. Rines, per day,	1 50
D. Gatchell, per day,	1 50
A. Nelson, per day,	2 50
G. Wallace, per day,	1 75

These prices are exclusive of board.

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, }
March 30, 1854. }

ORDERED, That 350 copies of the minority report of the committee on Interior Waters, on petition of Penobscot Boom Company, be printed.

BENJAMIN FREEMAN, *Clerk pro tem.*