

# MAINE STATE LEGISLATURE

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# DOCUMENTS

PUBLISHED BY ORDER OF

# THE LEGISLATURE

OF THE

STATE OF MAINE.

1866.



AUGUSTA:  
STEVENS & SAYWARD, PRINTERS TO THE STATE.  
1866.

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# FORTY-FIFTH LEGISLATURE.

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SENATE.

No. 5.

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## STATE OF MAINE.

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RESOLVES making appropriation in aid of the construction of the Milford and Princeton Turnpike.

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*Resolved*, That an appropriation be made in aid of  
2 the construction of the Milford and Princeton Turn-  
3 pike, to be located and constructed in accordance with  
4 an act of the legislature, approved the ninth day of  
5 March, eighteen hundred and sixty-three, of a suffi-  
6 cient tract or tracts of the public lands and timber not  
7 otherwise appropriated, to produce when sold the net  
8 sum of thirty thousand dollars; said land and timber  
9 to be designated, advertised and sold by the land  
10 agent under the advice and direction of the governor,  
11 and the proceeds shall constitute a special fund for the  
12 purpose designated in this resolve.

*Resolved*, That the governor is hereby authorized to  
2 draw his warrant on said fund for the sum of thirty

3 thousand dollars, in favor of the Milford and Princeton  
4 Turnpike Company, in manner following, to wit:—  
5 Upon being furnished with evidence satisfactory to the  
6 governor and council that said corporation has actually  
7 expended thirteen thousand dollars in the construction  
8 of said road, the governor shall draw his warrant in  
9 favor of said corporation, upon said fund, for the sum  
10 of ten thousand dollars; and upon evidence satisfac-  
11 tory to the governor and council of the expenditure of  
12 a further sum of thirteen thousand dollars, the gov-  
13 ernor shall draw his warrant for a further sum of ten  
14 thousand dollars; and upon the completion of said  
15 road to the acceptance of a committee of three men to  
16 be appointed by the governor and council, the gov-  
17 ernor shall draw his warrant in favor of said corpora-  
18 tion for the further sum of ten thousand dollars.

STATEMENT OF FACTS.

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There are two through routes of travel between Calais on the St. Croix river, and Bangor on the Penobscot: one called "The Shore Route," very circuitous, passing through the towns of Machias, Cherryfield and Ellsworth; the other, called the "Air Line Route," passing through the towns of Baileyville, Alexander, Beddington, Aurora, and other towns, to Bangor. On the first named route, the mail conveyance leaves Calais at ten o'clock, A. M., travelling most of the following night, arrives at Bangor the second day, at from four to eight o'clock, P. M. On the "air line" route, it leaves Calais at the same hour, travels all night, and reaches Bangor at from six to ten o'clock the next day. Failing to arrive at Bangor at seven, misses the railroad train from Bangor west, and on Saturdays is detained until Monday in that city.

The mails from the eastern British Provinces pass over the air line route, the distributing office being at Calais.

There are several long and precipitous hills on the air line road, which render it unsuitable for transportation of heavy articles. The principal travel in the winter season from the eastern British Provinces is over this road, and more or less of it during the whole year. The number of passengers passing between Calais and Bangor daily, in the mail conveyances, is estimated at fifteen both ways. This number would be much increased if there were an easier and better road. The present cost of transporting the mails between Calais and Bangor on this route is about \$4,700.

There is now in operation a railroad from Calais to Princeton, a distance of twenty-one miles, and one from Bangor to Milford, a distance of thirteen miles. The distance from the depot in Milford to the depot in Princeton is fifty-nine miles, fourteen of which, through Milford and part of Greenfield, are now travelled to a

point where the location of the Milford and Princeton Turnpike commences, near Mr. White's house, in Greenfield. The distance of the line of the turnpike to be made to connect the Milford and Princeton Railroads is forty-five miles.

The Milford and Princeton Turnpike Company was chartered by the forty-second Legislature. The charter contains a provision that "*the State of Maine shall at all times have the free use of the road for military transportation ;*" and one, that "proprietors lumbering on the towns through which the road runs, may cross and travel upon the same during the winter season, for the necessary purposes of their business, free of toll."

A small toll only is proposed to be laid to raise a sufficient fund to pay expenses and keep the road in repair.

The length of the turnpike to be built is forty-five miles. The estimated cost of making the road and building the bridges is \$40,000.

If the aid provided for in the accompanying resolve should be granted, the road can be made and opened for travel the next winter, and it is the intention of the corporation to accomplish that object.

With the use of the proposed turnpike, the time required for travelling between Bangor and Calais will be lessened from twenty hours on an average to ten hours, saving ten hours' time to every traveller on this great thoroughfare from the eastern British Provinces to Bangor, Portland and Boston, and the great western section of our country. The United States mails may, on this route, be conveyed between Calais and Bangor for \$2,000 a year, thus saving to the general government \$2,700 a year.

The present mail route, the "air line," passes over many long and precipitous hills, and through a considerable territory where the road has never been properly made, and is never kept in suitable repair, the burden of repairing resting on the proprietors of the townships (unincorporated) through which it passes.

The route of the turnpike is mostly very level, with no precipitous hills, and mostly through land suitable for settling, furnishing excellent facilities for the lumbermen to transport their supplies in spring and fall, and opening up a fertile section of the State for farming purposes.

The turnpike would save in travelling between Bangor and Calais ten hours in time, which if reckoned at the average value of two

dollars for each traveller, would pay the whole cost of the turnpike in less than four years. The proportional amount to be saved in transportation power, in conveying troops and munition of war to the eastern frontier, would be equally great.

## STATE OF MAINE.

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IN SENATE, January 26, 1866.

Reported by Mr. PEIRCE, from the Committee on State Lands and State Roads, and on motion of Mr. SMITH, laid on the table and 350 copies of the same, together with the statement of facts accompanying, ordered to be printed for the use of the Legislature.

THOMAS P. CLEAVES, *Secretary.*