

MAINE STATE LEGISLATURE

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FORTY-EIGHTH LEGISLATURE.

SENATE.

No. 1.

STATE OF MAINE.

EXECUTIVE DEPARTMENT, }
Augusta, January 16, 1869. }

To the Senate and House of Representatives:

I have the honor to lay before you a Report of General Statistics in regard to this State, furnished by Hon. John A. Poor, to enable me to comply with a request to this effect from the Department of the Interior at Washington.

This paper contains valuable matter, and I respectfully suggest that it be printed for general use.

J. L. CHAMBERLAIN.

REPORT.

DEPARTMENT OF THE INTERIOR,
General Land Office, August 11, 1868. }

His Excellency the Governor of Maine:

Sir:—In preparing materials for the Annual Report of the general Land Office for the ensuing session, it is proposed to embody an article on the progress of population, manufactures, agriculture and commerce, thus exhibiting the development in these particulars, not only in the public land States and Territories, but also in all the States, in order to increase its value and importance; I take the liberty therefore of addressing your Excellency the following inquiries, feeling assured that a readiness to contribute to a common purpose, will commend the matter to your consideration.

1st. What was the population of the State of Maine on the first of July, 1868, according to the most reliable data on estimates?

2d. What was the aggregate true value of real and personal property respectively?

3d. What amount of capital is invested in manufactures, what species of manufactures does it represent, and what is the annual value of manufactured articles?

4th. What is the extent in miles of the railroad system of your State, finished and in progress, each separately; and what amount of capital is devoted to this enterprise?

5th. What is the character and extent of your commercial facilities, embracing rivers, canals, &c.?

6th. What is the number of cities and towns in Maine, and how many have a population of three thousand and over?

Please acknowledge the receipt of this communication, and inform me whether it will receive your favorable attention at an early day, as it is desirable to have returns from all the States prior to the first of October next ensuing.

I have the honor to be, with great respect,

Your obedient servant,

JOS. S. WILSON, *Commissioner.*

PORTLAND, September 15, 1868.

His Excellency J. L. CHAMBERLAIN, Governor of Maine:

Sir:—In reply to your note of 20th of August last, transmitting a communication from the Commissioner of the General Land Office, asking information as to the progress of population, manufactures, agriculture and commerce in Maine, since the census of 1860, with a series of inquiries as to the population, value of property, manufacturing capital employed, railroads in operation, the extent of our commercial facilities and other statistics as to the industry and resources of Maine,—I have the honor to state, that we have no reliable data which will enable us to give with entire accuracy, answers to the several inquiries proposed.

I will however proceed to give you the best results I have been able to reach in complying with the request of your note.

1st. As to the population of Maine, it may be proper to refer to the ratio of increase at each decade from 1790 to 1860, as follows:

Years.	Population.	Increase.	Ratio of Increase.
1790,	96,520		
1800,	153,719	57,199	57
1810,	228,705	74,986	50
1820,	298,335	69,630	30
1830,	399,995	101,660	33
1840,*	499,920	99,925	26
1850,	583,190	83,270	16
1860,	628,279	45,365	07.8

The following table shows the population of each county in Maine, according to the United States census of 1860, and the number in the territory embraced by the present county lines, at the several periods of enumeration, from 1830 to 1860:

Counties.	1830.	1840.	1850.	1860.
Androscoggin,	19,850	22,532	25,748	29,726
Aroostook,	3,712	9,265	13,196	22,479
Cumberland,	52,429	59,620	68,783	75,591
Franklin,	15,938	20,800	20,027	20,403
Hancock,	22,553	28,225	34,372	37,757

* The United States census of 1840, gives 501,796, as the population of Maine, but this included 1,876 persons residing on the north bank of the St. John, which territory and population, fell to New Brunswick by the Treaty of Washington of 1842.

This reduces the actual population to 499,920.

Counties.	1830.	1840.	1850.	1860.
Kennebec,	38,829	51,384	57,908	55,655
Knox,	18,421	23,248	28,355	32,716
Lincoln,	25,705	25,791	27,002	27,860
Oxford,	27,528	32,115	35,463	36,698
Penobscot,	22,963	46,470	63,089	72,731
Piscataquis,	8,499	13,138	14,735	15,032
Sagadahoc,	14,943	17,169	21,669	21,790
Somerset,	29,666	33,912	35,581	36,753
Waldo,	27,108	33,919	38,332	38,447
Washington,	20,140	28,309	38,811	42,534
York,	51,710	54,023	60,098	62,107
	<u>399,995</u>	<u>499,920</u>	<u>583,190</u>	<u>628,279</u>

The nearest approach to accuracy in estimating the population of Maine will be found by comparing the relative vote for Governor in 1868 with that of 1860. The interest which was concentrated upon the election of Governor in 1860, led to an unusually full vote, showing an aggregate of 124,125 votes. The number of polls returned in that year, for purposes of State valuation, gave an aggregate of 130,307 polls, showing a difference of only 6,182 between the vote actually thrown and the number of polls returned by the municipal authorities. In 1868 a comparatively full vote was thrown, giving an aggregate of 133,039 votes, or 8,904 votes more than were thrown in 1860. It is believed that a comparatively greater vote was thrown in 1860 than in 1868. The city of Portland returned 4,244 polls in 1860, and threw 5,158 votes at the Gubernatorial election of that year. In 1868 the city of Portland returned 7,737 polls, and threw an aggregate of 5,736 votes. The town of Westbrook, in 1860, returned 1,099 polls, and threw in that year 1,046 votes. In 1863 Westbrook returned 1,563 polls and threw 1,374 votes, indicating a closer vote in 1860 than in 1868; indicating in both instances a fuller vote.

The following table shows the aggregate vote, by counties, in the years 1860 and 1868:

Counties.	AGGREGATE VOTE BY COUNTIES.			
	1860.	1868.	Increase.	Decrease.
Androscoggin,	6,351	7,386	1,035	
Aroostook,	3,239	4,526	1,287	
Cumberland,	15,977	17,453	1,476	
Franklin,	4,604	4,298	-	306

GENERAL STATISTICS.

Counties.	1860.	1868.	Increase.	Decrease.
Hancock,	6,363	6,917	554	
Kennebec,	11,538	12,324	786	
Knox,	6,225	6,214	—	11
Lincoln,	5,473	5,318	—	55
Oxford,	8,301	8,451	151	
Penobscot,	13,432	15,305	1,873	
Piscataquis,	2,975	3,258	283	
Sagadahoc,	3,579	4,021	442	
Somerset,	7,662	8,212	550	
Waldo,	7,787	7,763	—	24
Washington,	7,311	7,680	369	
York,	13,308	13,915	607	
	<u>124,125</u>	<u>133,039</u>		

The population of Maine, according to the census of 1860, was 628,279. Dividing this population by the aggregate vote of that year, 124,125, it would allow 100 votes to every 506 of the population.

Applying that rule to the vote of 1868, it would give a population of 673,177 persons as the population of 1868, an increase of 44,577, or about 7 per cent. over the census of 1860,—an estimate obviously under than in excess of the truth for reasons which will subsequently appear.

The following table gives the actual population in 1860, in each County with the estimated population in 1868, on the basis of 506 persons to every 100 votes thrown for Governor in 1868 :

	Actual population 1860.	Estimated population 1868.	Increase.	Decrease.
Androscoggin,	29,743	37,373	7,630	
Aroostook,	22,489	22,901	412	
Cumberland,	75,609	88,312	12,703	
Franklin,	20,574	21,747	1,173	
Hancock,	37,728	35,000	—	2,728
Kennebec,	55,660	62,359	6,699	
Knox,	33,122	31,443	—	1,679
Lincoln,	27,866	26,909	—	957
Oxford,	36,700	42,762	6,020	
Penobscot,	72,737	77,443	4,706	
Piscataquis,	15,054	16,485	1,439	
Sagadahoc,	21,685	20,346	—	1,339

	Actual population 1860.	Estimated population 1868.	Increase.	Decrease.
Somerset,	36,547	41,553	5,006	
Waldo,	38,449	39,281	832	
Washington,	42,555	38,861	—	3,694
York,	62,242	70,410	8,168	
	<u>628,279</u>	<u>673,177</u>	<u>54,788</u>	<u>10,397</u>

Comparing the figures in the foregoing table with those in the previous one, we are led to believe, there was a falling off of the vote in the five counties of Hancock, Knox, Lincoln, Sagadahoc and Washington in 1868, as compared with the vote of 1860,—and that the population of each of these counties has not diminished, or at any rate beyond that indicated by the falling off of 393 votes in 1868, equal to 2003 persons as above shown.

Much of the population of Aroostook is spread over a large surface and in new settlements, without enjoying the right of suffrage to its full extent, and there can be no doubt that the increase of population of that county from 1860 to 1868, is fully equal to the number indicated by the increase of votes in 1868, over 1860, equal to 6,512 persons,—so that it is fair to estimate the increase of the population of Maine from 1860 to 1868, at 59,471 persons, more than 9 per cent. with an aggregate population of 688,071 on the first of July, 1868. A large part of this increase has taken place since the close of the civil war,—due mainly to a greater attention to manufactures, and a lively interest in new railway undertakings.

2d. As to the second inquiry,—the aggregate true value of the real and personal property of the State, it may be worth while to give by way of explanation the following tables.

The following table shows the polls and valuation of Maine, at the several periods named :

Years.	Polls.	Estates.
1810,	51,938	\$1,443,138
1820,	59,368	20,962,778
1830,	66,986	28,807,687
1840,	86,544	69,246,288
1845,	89,054	67,219,356
1850,	105,490	100,037,969
1860,	130,307	164,714,168

GENERAL STATISTICS.

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Valuation 1810.	Polls.	Estates.
York,	9,293	\$288,522
Cumberland,	9,577	338,495
Lincoln,	10,093	253,464
Kennebec,	7,398	174,538
Hancock,	6,852	168,973
Washington,	1,984	47,611
Somerset,	2,611	69,181
Oxford,	4,130	102,354
	<hr/> 51,938	<hr/> \$1,443,138

The polls included all free males persons between the ages of 16 and 70, in accordance with the provisions of the statutes of Massachusetts then in force.

The following table shows the comparative number of Polls and the valuation of Estates within the territory of each County for the years 1850 and 1860. County lines having been changed from 1850 to 1860.

Counties.	Polls 1850.	Estates 1850.	Polls 1860.	Estates 1860.
Androscoggin,	4,447	\$4,152,502	6,551	\$8,230,892
Aroostook,	743	537,483	3,506	2,196,612
Cumberland,	11,578	16,777,054	15,098	36,361,035
Franklin,	3,605	2,798,133	4,380	4,285,843
Hancock,	6,487	4,886,368	7,810	6,520,694
Kennebec,	10,277	12,143,980	11,684	15,273,355
Knox,	5,346	4,813,021	7,271	9,212,324
Lincoln,	5,385	4,521,480	6,127	6,177,241
Oxford,	6,560	4,658,875	8,286	7,834,162
Penobscot,	12,624	9,107,660	14,438	14,524,937
Piscataquis,	2,844	1,841,083	3,266	2,705,228
Sagadahoc,	4,074	5,576,365	4,560	10,054,434
Somerset,	6,454	4,935,697	7,507	7,136,994
Waldo,	7,100	5,645,673	8,443	7,740,729
Washington,	7,277	5,252,301	8,342	7,663,945
York,	10,509	12,390,335	13,038	19,135,618
	<hr/> 105,490	<hr/> 100,037,969	<hr/> 130,307	<hr/> 165,334,543

The following table gives the increase of Polls and increase of Estates in each County from 1850 to 1860, and the ratio of increase of Polls and Estates for the same period.

Counties.	Increase of Polls.	Increase of Estates.	Ratio of Increase of Polls.	Ratio of Increase of Estates.
Androscoggin,	2,104	4,078,390	47 per ct.	98 per ct.
Aroostook,	1,355	1,318,754	182 "	264 "
Cumberland,	3,340	19,583,981	28 "	116 "
Franklin,	775	1,577,710	21 "	56 "
Hancock,	1,383	1,634,236	21 "	33 "
Kennebec,	1,407	3,129,375	13 "	25 "
Knox,	1,925	4,680,005	34 "	97 "
Lincoln,	742	1,375,655	13 "	30 "
Oxford,	1,727	3,175,287	26 "	68 "
Penobscot,	1,743	5,417,277	14 "	59 "
Piscataquis,	444	864,145	15 "	46 "
Sagadahoc,	490	4,478,069	12 "	80 "
Somerset,	1,053	2,201,297	16 "	44 "
Waldo,	1,342	2,094,756	16 "	36 "
Washington,	1,128	2,411,644	15 "	45 "
York,	2,529	6,745,283	26 "	54 "
	<u>23,409</u>	<u>64,676,199</u>	<u>22 per ct.</u>	<u>64 per ct.</u>

These valuations are approximate estimates. The actual value of the property in the State has undoubtedly been at each period far beyond the estimates agreed upon for taxation purposes, having for its principal object the equalizing of taxes between cities and towns. The valuation of Maine was in 1860 equal to \$262 for each inhabitant. In New York the ratio was \$400, in Massachusetts \$720,—in England \$1,000.

Proof of the low estimates in Maine is shown by reference to the valuation of ships. Freighting ships have the same intrinsic, and the same marketable value in each State. Ships are valued less in Maine than in New York, Massachusetts and other States, and the fact is obvious that valuation returns made for the purposes of taxation, present but an inadequate idea of the actual property of a community or State. But if the valuation is uniform no injustice is suffered.

According to the census of 1850, the value of ships built in Maine for that year was only \$2,146,380; those of Massachusetts, \$2,711,885; those of New York, \$6,150,185. But on looking at the statistics of commerce and navigation for 1850, it appears that Maine built 91,211 tons of ships; in the same year Massachusetts built 35,836 tons, New York 58,342 tons.

The Maine ships were superior to those of New York in size, about the same as those of Massachusetts in average tonnage.

The Maine ships built in 1860, 326 in number, averaged 280 tons per vessels, those of Massachusetts 296 tons, and those of New York 264 tons. In 1851 the Maine ships averaged 304 tons each, those of Massachusetts 310 tons each, those of New York 335 tons each. In 1852 the Maine ships averaged 310 tons each, those of Massachusetts 298 tons, of New York 402 tons. In 1855 Maine built 396 vessels, averaging 545 tons each, an aggregate of 215,904 tons. Massachusetts built 144 ships, averaging 553 tons, or an aggregate of 79,609 tons. New York built 554 vessels, averaging 208 tons each, or 115,231 tons in all.

In 1859 the Maine ships averaged 327 tons each, those of Massachusetts 348 tons, those of New York 152 tons. These facts conclusively show that the true value of the ships of Maine was not stated in the returns of the census of 1850. In 1859 Maine owned 739,846 tons of ships, worth near \$40,000,000. But the returns for the State valuation of 1860, made as of the year 1859, only gave 380,325 tons of ships owned, valued in the returns at \$9,657,699, less than one-fourth the true value of the shipping of Maine in that year.

Without going more into detail as to the valuation of the real and personal property, I deem it safe to assume an actual valuation of real and personal property on the 1st of July, 1868, as equal to \$500 to each person, or an aggregate of \$344,035,000, on the basis of the valuation of 1860, or the gold standard, to be increased to an amount equal to the difference between the present currency and gold.

Adding one-third for difference in valuation, will give \$458,-713,330 as the true value of the real and personal property of Maine July 1, 1868.

3d. As to the amount of capital invested in manufactures, what species of manufactures and the annual value thereof, it may be well, in order to understand the statement hereafter given, to give the comparative aggregates of the capital invested in manufactures and the value of the products thereof as returned in the census of 1850 and 1860.

Years.	Capital Invested.	Value of Products.
1850,	\$14,599,152	\$24,661,057
1860,	22,044,020	38,193,234

The following table gives the value of the productions of industry for the years 1850 and 1860 :

Value of Manufactures.	1850.	1860.
Agricultural implements,	\$259,787	\$210,414
Boots and shoes,	961,556	1,910,666
Bricks,	116,016	233,157
Cabinet ware,	164,112	237,239
Clothiers,	917,311	1,679,829
Coaches and carriages,	183,854	511,612
Cottons,	2,630,606	6,235,623
Fisheries,	569,876	1,008,689
Gunpowder,	50,240	227,500
Hats and caps,	120,475	14,400
Iron foundries,	309,671	437,246
Iron rolling,	154,000	658,450
Lime,	374,173	658,450
Lumber,	5,872,573	6,598,565
Oil cloths,	259,040	526,966
Paper,	179,520	949,675
Saddles and harnesses,	87,573	171,276
Plaster,	59,283	69,149
Sails,	251,710	177,989
Shingles,	430,656	186,597
Staves and shooks,	438,794	382,600
Stone and marble,	329,401	295,280
Tanners and curriers,	1,701,299	2,283,094
Tin and sheet iron,	234,405	264,639
Tobacconists,	34,350	19,800
Woollen,	935,833	1,717,007
Unenumerated manufactures,	8,231,933	10,526,322
Total,	22,044,020	38,193,234

There has been a large increase in the production of boots and shoes, bricks, clothing, cotton goods, leather, lime, lumber, oil-cloth, paper, sugar and woollen goods, and a moderate increase of other manufactures. The production of cotton goods has increased equal to 125 per cent., of woollen goods and paper nearly 200 per cent., of sugar 100 per cent., and of many of the unenumerated articles, a still greater increase. Many new branches of industry, such as the manufacturing of glass, the preservation of canned meats, have been introduced into the State since 1860.

From information obtained through the officers of the United States Revenue, and a variety of private sources from among the leading manufacturers, I estimate the capital of Maine employed in manufactures July 1st, 1868, at \$40,000,000, and the annual value of the products of the manufactures of Maine for the year ending July 1, 1868, at \$81,287,695.

The greatest increase in the aggregate has been in the production of cotton goods. At Lewiston the number of mills has increased from 4 to 9. The capital employed from \$1,881,000 in 1860, to \$5,000,000 July 1st, 1868, and the products from \$1,638,123 in 1860, to over \$6,632,000 for the year ending July 1st, 1868. At Saco and Biddeford without any considerable increase of capital, the value of the products of cotton goods increased from \$3,592,000, in 1860 to \$4,447,500, the product of the year 1868.

4th. As to the fourth inquiry, the extent in miles of the railroad system of our State finished and in progress, I beg leave to say, that on the first of January 1837, Maine had 11 miles of railroad in operation; January 1st, 1842, 51 miles of new line had been added, making a total of 62 miles of railroad in operation. To the first of January, 1848, 28 additional miles had been constructed; 78 miles more to January 1st, 1849; 77 miles more added in that year, make a total of 245 miles of railroad in operation January 1st, 1850; 48 miles were added during 1850, 30 miles in 1851, 9 miles in 1842, 26 miles in 1853, making a total of 334 miles January 1st, 1853. The mileage increased 26 miles to January 1st, 1855; 69 miles of addition to the first of January, 1856, 22 miles more to January 1st, 1857, 17 miles more to January 1st, 1858, and 4 miles additional to the first of January, 1859, making a total of 472 miles to January 1st, 1860, without including 71 additional miles of the Atlantic and St. Lawrence Railroad, lying in the State of New Hampshire and Vermont, built by the capital of Maine, as a portion of her trunk line from Portland to Island Pond, making a total of 544 miles belonging to the railroad system of Maine on the first of July, 1860, costing \$19,600,985.

The following table gives the existing railroads of Maine, not counting those in progress, with the cost of each to July 1st, 1868, including the 71 miles of the Atlantic and St. Lawrence Railroad, 52 miles of which, lie in the State of New Hampshire, and 19 miles in the State of Vermont:

Androscoggin, (Brunswick to Farmington,) 69 miles, cost

\$1,252,677

Atlantic and St. Lawrence, (Portland to Island Pond,)	
149 miles, cost	7,645,089
Bangor and Oldtown,* 13 miles, cost	640,604
Calais and Baring, 6 " "	226,160
Great Falls and South Berwick, 6 miles, cost	96,000
Portland and Kennebec, 110. miles, cost	4,000,000
Lewey's Island, (Baring to Princeton,) 16 miles, cost	345,000
Machiasport, 8 miles, cost	120,000
Oxford Central, (Mechanic Falls to Sumner,) 21½ miles,	
cost	423,000
Portland, Saco and Portsmouth, 51 miles, cost	1,500,000
Portland and Rochester,† 18 miles, cost	1,090,317
Maine Central, (Danville Junction to Bangor,) 110	
miles, cost	416,594
	<hr/>
577½ miles, cost	\$21,499,441

The following is a list of new enterprises now in progress.

	Miles.	City Bonds and Capital subscribed.
European and North American, (Bangor to Boundary,)	110	\$4,000,000
Piscataquis, (Bangor to Dover,)	40	950,000
Belfast and Moosehead, (Belfast to Newport)	38	906,000
Newport and Dexter,	15	300,000
Somerset, (Waterville to Solon,)	34	680,000
Knox and Lincoln, (Bath to Rockland,)	46½	1,640,000
Portland and Rochester, (Saco River to N. H. Line,)	31	800,000
	<hr/>	<hr/>
	314½	\$9,276,000

There is a large number of additional enterprises in contemplation, and for which charters are granted, the most promising of which are as follows :

	Miles.
Portland and Ogdensburg, (Portland to State line at Conway, N. H.)	48
Portland and Rutland, (Portland to State line at Freedom, N. H.)	38
Maine Central Extension, (Danville to Portland,)	28
Winterport, (Winterport to Bangor,)	13
Penobscot River, (Rockland to Winterport,)	60

* Cost to present company, \$247,412. † Cost to present company, \$570,000.

	Miles.
Portland and Oxford Central Extension,	7
International R. R., (Milford to Princeton,)	65
Houlton Branch R. R.,	6

5th. In answer to the fifth inquiry as to the character and extent of our commercial facilities, embracing rivers, canals, &c., it will be necessary to a proper understanding of these matters to examine somewhat in detail the physical characteristics of the Gulf of Maine; one of the marked features of the Atlantic coast of North America, and one of the first distinctive characteristics of the ancient charts or maps, delineating the new world. Between Cape Cod and Cape Sable,—the outlet of the Gulf of Maine, the distance is about 230 miles; and from a base line drawn between these two points, this gulf has an average depth of over 100 miles, and at the head of the tide of the Penobscot, it is 170 miles to the outlet of the gulf. By extending the side lines of Maine as far as Cape Cod and Cape Sable, the true value of the coast of Maine can best be understood. The explorations of the coast survey show a well defined shoal or bank between Nantucket and Cape Sable, whose highest point terminating at the George's banks, has led geologists to suppose that the Gulf of Maine has been formed by the action of the sea, gnawing its way from that ancient barrier to its present limits.

Inside of George's banks, the whole gulf is free from dangerous shoals, and deep water is carried almost to the shores, more especially at the north and east of Cape Elizabeth; so that the navigable waters of the Atlantic Ocean, open at all seasons of the year at Portland, reach inland to a point distant but 202 miles from the navigable waters of the St. Lawrence at Montreal.

Within the Gulf of Maine, between the Piscataqua, the western boundary of Maine, and the St. Croix waters, its eastern boundary, there is a highly serrated coast line with innumerable bays, harbors, inlets, coves and river estuaries, as favorable for commerce as any in the known world, on account of the depth of water, ease of access and completeness of shelter.

Three navigable rivers, the Kennebec, Penobscot and the St. Croix, enter this gulf, the former being navigable more than 40 miles inland, the Penobscot over 60 miles from the sea, and the St. Croix a distance of over 35 miles from west Quoddy head, to the head of navigation at Calais. These rivers afford admirable advantages for navigation for both steam and sailing vessels, and

large commercial towns, Augusta, Bangor and Calais are found at the head of navigation on their respective rivers, and flourishing towns are now situated on these rivers, between the head of navigation and the sea.

The southern boundary line of Maine, fronting upon the gulf of Maine from Kittery point to Quoddy head, has a direct distance of 210 miles. Eleven distinct bays are formed between these points along the outline of which, without penetrating their indentations, the distance is 227 miles, and the shore line of these bays gives an outline of 593 miles, while the actual shore line, including the bays, harbors, inlets, coves and deep river estuaries as far as the ebb and flow of the tide, will exceed 3000 miles by actual measurement.

Over 100 towns and villages of sufficient importance, to build, own and sail ships, are found along this coast and on its rivers within the State of Maine, between Kittery point and Quoddy head. There is an ebb and flow of the tide, in no case less than 8 feet, gradually increasing eastward, with an average of 8 feet 9 inches at Portland, 16 feet upon the Penobscot waters, and 25 feet upon the waters of the St. Croix.

The only canal navigation of any considerable extent, is that afforded by the Cumberland and Oxford Canal, extending from the tide water at Portland to Sebago Lake, a distance of 20 miles, 34 feet wide, and 4 feet deep, overcoming a rise of 247 feet by 25 locks. The navigation is prolonged by a lock in Songo river 30 miles into Brandy and Long Ponds. This canal serves as an outlet for wood, lumber and other products of the upper Presumpscot waters.

The chief commercial facilities of Maine however, are her railroads already referred to. A railway from the navigable waters of the Atlantic at Portland, to the navigable waters of the St. Lawrence at Montreal, was projected in 1844, completed to Montreal in 1853, as a part of the Grand Trunk Railway of Canada, forming an unbroken line of uniform guage from Portland harbor to Lake Huron, a distance of 800 miles, by means of the Victoria Bridge at Montreal. This railway, serves as an outlet for Western produce,—its trains running 24 weeks of the year in connection with the ocean steamers of the Montreal line from Portland to Liverpool. A line to London, and another to Glasgow, runs less frequently in the winter months.

To this time, this line of railway has been the chief facility in

augmenting the business of Portland, increasing its population from 15,000 to 30,000, its importations from \$500,000 to more than \$16,000,000 in 1868, and its exports in a similar ratio, and the valuation for purposes of taxation, from less than \$5,000,000 in 1844 to \$28,000,000 in 1868, notwithstanding the loss of \$10,000,000 by the great fire of 1866.

A new line from Portland to Ogdensburg has been projected, and active measures adopted to carry it forward.

A direct line of railway due west from Portland by the way of Rutland to Chicago, has also been entered upon and its construction recommended by an International Commercial Convention, held at Portland on the 4th of August, 1868. In connection with the line of the European and North American Railway, from Portland to Halifax, a distance of 596 miles, the new line in question will form a portion of the trans-continental railway, spanning the continent at its widest part, and by the most direct practicable route, from the Atlantic to the Pacific,—forming with ocean steamers a line of communication round the globe, between Hong Kong and London,—destined to become the great highway of the world.

The completion of this system of railroads will confer greater advantages upon Maine than upon any other portion of the country, securing to her commercial facilities adequate to her development in population, and wealth equal to any other section of the globe.

6th. As to the sixth inquiry, the cities and towns of Maine with their population exceeding 3000.

The area of the State as originally bounded, was equal to 36,778 square miles, the loss of territory by the treaty of Washington was 5,012 square miles, leaving 31,766 square miles as its present dimensions. This territory is subdivided into 16 counties and into 879 townships averaging 23,128 acres each, 416 cities and towns of the 879 laid out are incorporated. 463 townships remain unorganized, most of them destitute of any population. Of the 416 municipalities, 12 are incorporated cities, and 404 incorporated towns.

In 1860, 30 cities and towns had a population of more than 3,000 each, the aggregate of which was 178,847 or 35 per cent. of the population of the State, given, in the order of their numerical power as follows :

SENATE No. 1.

	Population 1860.	Estimated population, based on vote of 1868.	Valuation 1860.
Portland,	26,341	29,357	\$21,866,000
Bangor,	16,407	19,934	6,015,601
Biddeford,	9,349	9,708	4,593,047
Bath,	8,076	9,275	5,876,993
Augusta,	7,609	9,582	2,460,004
Lewiston,	7,424	11,052	2,426,374
Rockland,	7,316	8,100	2,614,861
Saco,	6,223	6,683	2,991,564
Calais,	5,621	6,871	1,170,338
Belfast,	5,520	5,727	1,802,307
Auburn,	5,358	6,274	923,077
Westbrook,	5,113	6,773	1,834,050
Brunswick,	4,723	5,128	1,761,904
Ellsworth,	4,658	5,488	896,299
Camden,	4,588	5,018	1,062,228
Waldoboro',	4,568	4,576	1,010,447
Gardiner,	4,487	4,386	1,723,561
Waterville,	4,390	4,795	1,348,330
Oldtown,	3,860	3,415	556,903
Eastport,	3,850	4,067	897,898
Skowhegan,	3,665	4,520	664,230
Deer Isle,	3,592	4,012	362,520
Bucksport,	3,554	3,562	975,137
Gorham,	3,352	3,473	1,086,704
Bristol,	3,335	3,305	422,580
Cape Elizabeth,	3,278	4,952	757,632
Thomaston,	3,218	3,079	2,053,573
Vassalboro',	3,181	3,277	737,920
Farmington,	3,106	3,369	998,814
Hampden,	3,085	3,469	587,718

According to the vote thrown in 1868, the following towns had a population of 3,000 or upwards, as follows :

Bridgton,	2,558	3,461	703,223
Buxton,	2,853	3,501	686,353
Fairfield,	2,753	3,340	674,890
Kittery,	2,975	3,547	363,327
Kennebunk,	2,680	3,000	1,559,902
Paris,	2,828	3,451	803,564
Poland,	2,767	3,107	517,671

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Turner,	2,682	3,157	748,218
Wells,	2,878	3,501	591,001
Winterport,	2,380	3,173	378,194
Windham,	2,635	3,081	786,758
York,	2,825	3,092	702,218

The activity now prevailing in the construction of railways in the different parts of the State, and the rapid increase of manufacturing industry, are attracting population and wealth to the State beyond any previous example since the revulsion of 1837.

The progress of Maine in wealth, population and political importance had nearly kept pace with that of the whole country from 1790 to 1836. The vast extent of her unoccupied territory; the productive character of the soil in the basins of the Kennebec, Penobscot and St. John,—with their valuable forests of timber; the unequalled and inexhaustible water power of the State and supply of building materials, made the State of Maine the favorite resort of the surplus population of the other New England States, till the Legislature of Maine, in 1836, resorted to measures to prevent the introduction of capital into railroads and manufactures, the two great agencies required for her appropriate development.

Maine at once began to decline in population and political importance as shown by the census returns of 1840, 1850 and 1860.

With the return to a more practical policy, Maine is entering upon a new career of prosperity, and it is believed that the disclosures of the next census will show a large accession to the population and wealth of Maine beyond the numbers herein estimated.

With great respect,

I have the honor to be,

your obedient servant,

JOHN A. POOR.

STATE OF MAINE.

In SENATE, January 15, 1869.

Read, and on motion of Mr. HERSEY, laid on the table, and
one thousand copies ordered to be printed.

THOMAS P. CLEAVES, *Secretary*.