

MAINE STATE LEGISLATURE

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FIFTY-FIRST LEGISLATURE.

HOUSE.

No. 68.

STATE OF MAINE.

LAND OFFICE,
Augusta, February 15, 1872. }

To the Speaker of the House of Representatives:

SIR:—In compliance with an order of the House of Representatives of the 14th instant, I transmit herewith, a copy of the deed of this State to the European and North American Railway Company.

Very respectfully,

Your obedient servant,

PARKER P. BURLEIGH, *Land Agent.*

KNOW ALL MEN BY THESE PRESENTS, That I, Joshua L. Chamberlain, Governor of the State of Maine, by virtue of the authority conferred on me by an act of the Legislature of said State of Maine, entitled "An act to aid in the construction of the European and North American Railway," approved on the third day of March, in the year of our Lord one thousand eight hundred and sixty-eight, in consideration of one dollar paid by said Railway Company, the receipt whereof is hereby acknowledged, do hereby transfer and convey to said European and North American Railway Company, all the timber and lands belonging to said State situated upon the waters of the Penobscot and Saint John rivers, to be used by said Company to aid in the construction of its contemplated line of railway, as contemplated and provided for in an act entitled "An act to provide means for the defence of the North-Eastern Frontier," approved March the twenty-fourth, in the year of our Lord one thousand eight hundred sixty-four, and an act approved February twenty-first, in the year of our Lord eighteen hundred and sixty-six, and subject to all the reservations in, and obligations imposed by said acts, except as therein provided; and reservations of land required by law for public uses.

Said lands are more particularly described by letters, names, numbers and ranges, as follows, viz: eleven (11), Amity, B, Easton, Fort Fairfield, Eaton Grant, Plymouth Grant, E, F, G, in the first range of townships, West from the East line of the State; F, or Presque Isle, Maysville, Lyndon, I, M, L, in the second range of townships, West from the East line of the State; South half No. 2, numbers five (5) nine East half, (9 E. $\frac{1}{2}$), eleven (11), twelve (12), thirteen (13), or Washburn, fourteen (14), fifteen (15), eighteen (18), in the third range of townships, West from the East line of the State; four (4), South-West quarter six (S. W. $\frac{1}{4}$ 6), North-West and South-East quarters eight (8), nine (9), twelve (12), thirteen (13), fourteen (14), seventeen (17), in the fourth range of townships, West from the East line of the State; East half two (E $\frac{1}{2}$ 2), three, now Sherman, four (4), six (6), eight (8), nine (9), ten (10), now Masardis, eleven, now Ashland, twelve (12), fifteen (15), eighteen (18) in the fifth range of townships, West from the East line of the State; three (3), five (5), eight (8), nine (9), eleven (11), thirteen (13), sixteen (16), seventeen (17), eighteen (18), in the sixth range of townships, West from the East line of the State;

N. East quarter and South half five (5), nine (9), ten (10), North-West quarter four (N. W. $\frac{1}{4}$ 4), eleven (11), thirteen (13), fifteen (15), part of seventeen (pt. 17), sixteen pt. (16 pt.), eighteen (pt. 18), in the seventh range of townships, West from the East line of the State; A, part seventeen (pt. 17), in the eighth range of townships, West from the East line of the State; seventeen (17), in the ninth range of townships, West from the East line of the State; B, one undivided half seventeen (17), in the tenth range of townships, West from the East line of the State; thirteen (13), in the eleventh range of townships, West from the East line of the State; undivided West half twelve, in the fourteenth range of townships, West from the East line of the State; West half seven (W. $\frac{1}{2}$ 7), eight (8), in the fifteenth range of townships, West from the East line of the State; seven (7), eight (8), nine (9), South half eleven (S. $\frac{1}{2}$ 11), in the sixteenth range of township, West from the East line of the State; five (5), part of eleven (pt. 11), in the seventeenth range of townships, West from the East line of the State; four (4), six (6), seven (7), eight (8), nine (9), in the eighteenth range of townships, West from the East line of the State; five (5), six (6), seven (7), in the nineteenth range of townships, West from the East line of the State; five (5), in the twentieth range of townships, West from the East line of the State; part of Indian townships numbered three and four, three in the fifth range, and one undivided half of West half of three in the third range of townships, North of Bingham's Kennebec Purchase; gore of land adjoining Westfield and township 10, R. 3, West from the East line of the State;

And all other lands belonging to the State, whether described or not, situated upon the waters aforesaid.

The schedule of lands herein, is intended as a description of the interest of the State in the several townships described, whether in whole or in part, as the same may be, without guarantee as to quantity in each, but containing in all, one million acres, more or less.

This deed is made with the understanding and agreement on behalf of the European and North American Railway Company, that in case the Bangor and Piscataquis Railroad Company shall construct their railroad and comply with the terms and stipulations of the second section of an Act entitled "An Act to revive and extend the charter of the Bangor and Piscataquis Railroad Company," approved February 28, 1867, and within the time

therein named, then the said European and North American Railway Company shall and will release and convey to said Bangor and Piscataquis Railroad Company, its successors and assigns, all the lands lying in the County of Piscataquis, granted by the State of Maine to aid in the construction of a branch line of the European and North American Railway, to the Slate quarries in the valley of Pleasant River, at Brownville, and to the Katahdin Iron Works, as provided in chapter four hundred and one of the special laws of eighteen hundred and sixty-four, entitled "An Act to provide means for the defence of the North Eastern Frontier," approved March 24, 1864.

To have and to hold the same with all the appurtenances thereof, to the said European and North American Railway Company, its successors and assigns, to its use and behoof forever for the purposes named in, and subject to the reservations contained in, and obligations imposed by the several Acts above named.

In testimony whereof, I, the said Joshua L. Chamberlain, Governor of said State of Maine, have hereunto subscribed my name and caused the seal of the State to be affixed this 13th day of May, in the year of our Lord one thousand eight hundred and sixty-eight.

Signed, sealed and delivered in presence of } J. L. CHAMBERLAIN, [Seal.]
Wm. P. Frye. }

Franklin M. Drew, Secretary of State.

STATE OF MAINE.

CUMBERLAND, Co., ss. May 13th, 1868.

Then personally appeared J. L. Chamberlain, Governor of Maine, and acknowledged the above instrument to be the free act and deed of the State of Maine.

Before me,

WM. P. FRYE, Att'y Gen. and Justice of the
Peace for the State of Maine.

STATE OF MAINE.

IN HOUSE OF REPRESENTATIVES, February 15, 1872.—Ordered printed, on motion of Mr. WILSON of Thomaston.

S. J. CHADBOURNE, *Clerk.*