

MAINE STATE LEGISLATURE

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EIGHTY-THIRD LEGISLATURE

House Document

No. 548

H. P. 883

House of Representatives, March 31, 1927.

Reported by Mr. Kinsman from Committee on Public Buildings and Grounds and laid on table to be printed under joint rules.

CLYDE R. CHAPMAN, Clerk.

Presented by Mr. Kinsman of Augusta.

STATE OF MAINE

IN THE YEAR OF OUR LORD ONE THOUSAND NINE
HUNDRED AND TWENTY-SEVEN

RESOLVE, in Favor of the State Park Commission.

Resolved: That there be and hereby is appropriated for
2 the State Park Commission for improvement of the State
3 Park in Augusta, the sum of five thousand dollars (\$5000.00)
4 for the fiscal year ending June 30, 1928, and four thousand
5 eight hundred dollars (\$4800.00) for the fiscal year ending
6 June 30, 1929; the expenditure thereof to be under the
7 direction of the governor and council.

STATEMENT OF FACTS

Since 1919, with the small legislative funds appropriated for the purpose, the State Park Commission has been prosecuting the work of improving the twenty-acre tract fronting the Capitol on the east. They have been progressively and consistently developing the plan laid out for them by the well known firm of Olmsted Brothers, landscape architects, and hope eventually to attain their object of making this tract a worthy and beautiful adjunct to the noble Capitol which faces it.

The work for 1927-8 calls for an expenditure of two thousand dollars (\$2000) for planting along State, Union and Capitol Streets, and of three thousand dollars (\$3000) for re-grading the area in the lower or northeasterly corner of the tract along Capitol Street running down toward the Maine Central right of way, to make it a rolling hillside with paths leading through it.

The work for 1928-9 calls for \$1000 for improvement of the ravine section in the southeast corner of the park, two thousand eight hundred dollars (\$2800) for improving the approaches and immediate surroundings of the Governor Lincoln monument, and one thousand dollars (\$1000) for re-grading the area below the monument which extends to the railroad right of way.