

MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE.

1865.

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1865.

FORTY-FOURTH LEGISLATURE.

HOUSE.

No. 36.

STATE OF MAINE.

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

Resolved, That an appropriation be made in aid of the
2 construction of the Milford and Princeton turnpike, to
3 be located and constructed in accordance with an act
4 of the legislature approved the ninth day of March,
5 eighteen hundred and sixty-three, of a sufficient tract
6 or tracts of the public lands not otherwise appropriated,
7 to produce when sold the net sum of thirty thousand
8 dollars, said land to be designated, advertised and sold
9 by the land agent under the advice and direction of
10 the governor, and the proceeds shall constitute a spe-
11 cial fund for the 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 thou-
3 sand dollars, in favor of the Milford and Princeton Turn-

4 pike Company, in manner following, to wit: Upon
5 being furnished with evidence satisfactory to the gov-
6 ernor that said corporation has actually expended ten
7 thousand dollars in the construction of said road, the
8 governor shall draw his warrant in favor of said cor-
9 poration for said sum of ten thousand dollars; and
10 upon evidence of the expenditure of a further sum of
11 ten thousand dollars, the governor shall draw his war-
12 rant for a further sum of ten thousand dollars; and
13 upon evidence to the satisfaction of the governor of the
14 completion of said turnpike, he shall draw his warrant
15 in favor of said corporation for the further sum of ten
16 thousand dollars.

STATEMENT OF FACTS.

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 \$50,000, besides the land damages.

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 munitions of war to the eastern frontier, would be equally great.

HEADQUARTERS, ADJUTANT GENERAL'S OFFICE, }
Augusta, February 5, 1864. }

The shortest and easiest inland route between Bangor and Calais in the present critical condition of affairs between the United States and Great Britain, is nothing more nor less than an unavoidable military necessity, for the following reasons, viz :

1. The hostile feelings of the greater portion of the population of the British province of New Brunswick towards the United States, have for some time past rendered necessary the constant services of a detachment of the Calais company of State Guards, as a patrol to guard against threatened raids from rebel sympathizers upon the persons and property of the people of that city and vicinity. Nothing but the utmost forbearance on the part of our troops towards parties of lawless persons from the province, who nightly visit Calais to provoke a crisis, has prevented bloodshed long since. A similar state of things exists at Eastport, and elsewhere on the boundary line south of Houlton.

2. The transportation of ordnance, stores, and munitions of war, from our arsenals at Bangor and Portland to Calais by water, is precarious and expensive, and in time of war wholly impossible.

3. The present highways between Bangor and Calais are over long and comparatively impracticable routes, rendering transportation slow, uncertain and expensive, and in case of hostile invasion by sea, or from the direction of the province, these roads would be more liable to be occupied by an enemy, than the proposed route through a wilderness, which an invading foe avoids as much as possible.

4. The State arsenal at Bangor is, and must continue to be, for many years, the military depot for ordnance, arms and other munitions of war, for all the eastern portion of the State, hence the necessity *now*, for the most feasible and best protected thoroughfare, from the arsenal and Bangor to the wealthy but defenceless cities and towns upon the eastern frontiers of the State.

5. The relations present and prospective, between the United States and Great Britain, are such as absolutely to demand, that Maine should neglect no reasonable precautions in the way of defence for a state of war.

6. If the construction in this State of seventy miles of the most expensive highway in New England, through a trackless forest, at a cost of hundreds of thousands of dollars, in a time of profound peace, to reach our uninhabited north-eastern frontier, was deemed a military necessity nearly forty years since, what possible objection can be raised to the opening of fifty miles of road between Bangor and Calais, at a cost of less than \$1000 per mile, at this period, not only of threatened but anticipated hostilities?

7. The Secretary of War deems our relations with Great Britain such at this time as to justify him in requesting us to raise some companies forthwith, to be stationed at Eastport and Calais, and it is unavoidable, if this state of things culminate in war, that our operations, offensive and defensive, in that quarter, must be carried on over a *new highway* between the nearest points on the Penobscot and St. Croix rivers.

8. Not a State in the nation would be satisfied with such imperfect means as ours, of communication between the settled portion of their Commonwealth and unprotected frontier cities and towns.

9. The expense incurred by the State, in opening the desired highway under present exigencies and apprehensions, would be as certain of reimbursement from the general government, within a reasonable time, as those for the payment and subsistence of troops called into service for the defence of the threatened locality, or the transportation of arms over this highway for their use.

10. Prompt legislative action at this time, for the immediate opening of this road, would exert a more salutary influence upon our belligerent provincial neighbors, in inducing peaceful intentions and demeanor, than almost any other military demonstration.

11. Comfort and convenience of the travelling public, and the preservation of proper military precautions in time even of profound peace, demand the immediate opening of this road, if none of the other pressing considerations could be adduced in favor of the measure.

JOHN L. HODSDON, *Adjutant General,*
and Acting Quartermaster General of Maine.

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, }
February 11, 1865. }

Reported by Mr. HOPKINS, from the Committee on State
Lands and State Roads.

HORACE STILSON, *Clerk.*