SETTLING THE MAINE WILDERNESS

Moses Greenleaf, Maine's First Mapmaker

LESSON 11 *Geography & Transportation in the Settlement of Maine*

SUBJECT

Exploration of early patterns of settlement relative to Maine's geography, and how geography affected the development of transportation.

STUDENTS WILL

- Explain the importance of waterways and other geographical features to transportation and settlement in 19th century Maine
- Explain how physical environment supported and constrained human activities in 19th century Maine
- Explain how settlement of interior and coastal Maine differed

VOCABULARY geography, GIS, GPS

PREPARATION

1. Read the GIS/GPS information below, Chapter 10 of *Settling the Maine Wilderness,* "Transportation, Slate, and Reality," pp. 49-54, and part of Chapter 4, "North of the Piscataquis," pp. 19-20 (about Greenleaf's proposed road).

2. Review the maps for this lesson: "1804 Post Roads" (the New England section of a map entitled "Map of the United States Exhibiting Post Roads and Distances" by Abraham Bradley, Jr.), Greenleaf's "1815 Map of the District of Maine," the enlarged view of the Williamsburg area from Greenleaf's 1820 map of the State of Maine titled "1820 Williamsburg Area," and plates 19, 37,

and 41 from the *Maine Bicentennial Atlas*. These maps can also be viewed on individual laptops or copied for each student if digital resources are not available.

3. Copy the *Bicentennial Atlas* maps onto transparencies for use on an overhead projector (and the others as well if an LCD projector is not available).

4. Locate an overhead and LCD projector (if available).

5. Copy the Geography and Transportation worksheet for each student.

GIS/GPS

GIS (geographic information system) is software designed to bring multiple maps together in a single image and analyze the information from these multiple layers. It can be used in conjunction with information acquired from a Global Positioning System (GPS) device, which records geographic data in a digital format using satellites in space. The GPS allows precise mapping and recording of locations using coordinates that can be stored and manipulated digitally. GIS and GPS are powerful new tools to analyze historical data in the form of digital maps, photographs, and other information, since they can be used to ask questions about the effect of location on historical developments. For example, mapping the residences of those people who were accused of witchcraft in Salem, Massachusetts shows patterns in location that are readily apparent with visual mapping.

Resources (for further reading):

1. Amy Hassinger, *Finding Katahdin: An Exploration of Maine's Past* (Orono: University of Maine Press, 2001), pp. 231-233.
2. Richard W. Judd, *Maine: The Pine Tree State from Prehistory to the Present* (Orono: University of Maine Press, 1995), pp. 311-320.
3. Ernest H. Knight, *A Guide to the Cumberland & Oxford Canal* (Raymond, ME: By the author, 2003).
4. Anne Kelley Knowles, ed., *Past Time, Past Place: GIS for History* (Redlands, CA: ESRI Press, 2002).
5. Richard Audet and Gail Ludwig, *GIS in Schools* (Redlands, CA: ESRI Press, 2000).

BODY OF LESSON

Activity 1.

Project the 1790 map (plate 19) of Maine's population and have the students view this map and the maps of plates 37 and 41 on laptops (if available). Point out and discuss the location of the earliest towns, on the coast or along the waterways, and discuss the

reasons why settlement developed that way. Discuss the importance of waterways as a means of transportation and also as a means to power mills and transport lumber or other natural resources. Record the student's ideas on the board and continue the discussion on the importance of viable means of transporting both people and products for people to live in an area. Briefly discuss the concept of GIS technology and illustrate the concept by overlaying the transparencies of plate 37 (Maine Towns and Cities) with plate 41 (Maine Major Surface Waters and Mountains) to show that the major modern cities are located near waterways. Describe the difficulty of inland travel, which was initially by crude roads that were often impassable, and how movement of people and products by land was much more difficult.

Discuss and show where Moses Greenleaf lived on his "1815 Map of the District of Maine." Show the enlarged view of the "1820 Wiliamsburg Area" and note the location of the roads (dotted) when Greenleaf first settled there. Point out the road that Greenleaf helped build in 1816 to an area of iron ore deposits, that later became Katahdin Iron Works (This is the road that runs to the left of the Pleasant River and ends at the northern border of Township 6, Ninth Range as described on pages 52-53 of *Settling the Maine Wilderness.*) Discuss Greenleaf's visionary plan proposed in 1807 for Maine to build a road from Bangor to Quebec and why he thought that road would be important.

Show the New England part of the "1804 Post Roads" map and encourage speculation about where and how Greenleaf acquired and sent his mail until mail service came to Williamsburg in 1821. Discuss how mail service was the only source of communication in early Williamsburg and how crucial it was to Greenleaf projects. Have students determine how long mail would take to go from Greenleaf's nearest postal pick-up to Boston where he communicated with the Massachusetts Legislature. **(Knowledge, Comprehension, Application, Analysis, Evaluation)**

Activity 2.

Have students complete the worksheet "Geography and Transportation." Then discuss their answers, noting the landscape of the town where students live or go to school, and geographical features like lakes, rivers, mountains, hills, etc. Discuss their ideas about how the town's geography has affected transportation.

EXTENSION

Have students research the types of transportation available in their area in 1820, 1900, and today. You may want to ask for copies of old pictures or maps from a local historical society or library and/or have a member of the local historical society visit the class to share his or her knowledge of the town and its settlement.

ASSESSMENT

Based on the above assignments

Chapter Ten

TRANSPORTATION, SLATE, AND REALITY

I am a part of all that I have met; Yet all experience is an arch wherethro'
Gleams that untravell'd world, whose margin fades
For ever and for ever when I move.
How dull it is to pause, to make an end, To rust unburnish'd, not to shine in use!

ALFRED, LORD TENNYSON, "ULYSSES" (1842)

Slate and transportation were on Moses Greenleaf's mind in 1825. The two were intertwined and, as for reality, there was no escaping its present unpleasantness. There was ample reason for him to feel discouraged and along with Tennyson's Ulysses to sense a futility in life as it was. Yet in none of his letters is there a trace of capitulation or despair. True, he might have to abandon Williamsburg, but should this happen, Moses would again "stroke the gray sea with his oars."

William Dodd was dead.[1] The old alliance was broken and in its place a host of heirs now owned Williamsburg, only one of whom Moses knew personally. To that person, Benjamin Dodd, Moses wrote a series of multipaged letters explaining the situation. Typically, he faced the problem dispassionately and with his usual point-by-point analysis. In one of these letters he enumerated the debts and credits that might be expected for the owners of the town for the next eighty years if present conditions continued; in the end, if nothing worse happened, they might expect to be out $3,684. As Moses concluded, this was "not a very encouraging outlook." Something had to be done and quickly.

Greenleaf had formulated a solution. It would take faith and an outlay of capital—not much, but cash all the same. He had the former, but the new owners would have to furnish the money. It was a case of having to spend a little to make anything at all. If the owners did not help, then Moses saw no alternative but to leave Greenleaf Hill. In 1825 he wrote Benjamin:

> But, if any of the owners should prefer to take the business into their own hands, then . . . you will want my place, . . . and if you will give me and my family the value of what we have in the town. . . . I will remove at any time on six or three months' notice, and part as we have ever been, good friends.

He added:

Because it is no object for me or my family to

> live in this town merely for the sake of what we can get from farming, for we can do better in another place. . . . I hope it will not be understood as indicating any dissatisfaction. . . . I only wish to show you that I am ready to go or stay and desirous to do anything which shall promote your interest as well as my own.[2]

After all the labor Moses had put into Williamsburg, it is surprising to find him talking of moving. He had been able to discharge much of the debt he had brought with him when he moved to Williamsburg. Considering what he had owed, Moses had done well, but not well enough. In 1826 he was forced to use his beloved books as a security against what he still owed to the new owners of Williamsburg. The settlement of the town had been far from a success for reasons that neither Moses nor William Dodd could have foreseen. Moses thought that such a concatenation of events would never again force themselves in a united front against the settlers of a township.

When Greenleaf's father had moved to Maine, the population of the district was increasing at an annual rate of 9.5 percent. The rate was not that high when Moses first agreed to settle Williamsburg, but still the influx of settlers produced optimism. By 1820, however, the rate had dropped to an annual 2.75 percent (Greenleaf's figures), below what one would have expected from the natural increase due to births. The population of Maine was actually decreasing, in absolute terms, and perhaps a total of thirty thousand people had left the district. In Williamsburg the population had increased by only thirty-six people in the ten years between 1810 and 1820; the rate of settlement was less than one family per year.

Moses outlined the causes of this malady in his letters to Benjamin. The problem had begun with the paralyzing effects of the embargo and was intensified by the war that followed. The inhabitants of Maine were left poor and ill prepared for the events that came upon them. Among these troubles was the general attempt on the part of conscientious landholders to put their own business in order, which meant straightening out the confusion over deeds and titles as well as the collection of money owed to them. This forced the settler to either pay for his land or face the loss of what he considered his own. Then came 1816, the year without a summer. It was no wonder that the people lost heart. Under such conditions, they were ripe for the propaganda that the developers of western lands showered upon them. So the exodus westward began, becoming the contagious "Ohio fever." In 1829, in his *Survey of Maine*, Moses would write, "The exit was extensive, deep, and to many alarming—but it was transient."[3]

By 1819 the *Bangor Register* was sounding an optimistic note:

> Ohio, beat this if you can! Mr. Stilman Kent of Orrington sowed one peck of peas on the 10th of February. No frost in the ground.[4]

The elation continued:

> All Hail Ohio! or a Cure for Ohio Fever—Received by Houlton Stage a 16 lb. turnip with 47" girt. Grown by A. W. Huntress, Esq. at No. 5, Range 2 east of the town of Lincoln.[5]

The Register also reprinted a letter from a Maine man in Columbus, Ohio, who reported that "when wet the whole country is a hog yard." Such information must have made those who had clung to their Maine hillsides feel better. Many who had left were now anxious to return. One woman who had "gone west" had "shed tears enough to grind a bushel of wet rye."[6] Moses supposed that a dozen years would see the trend out of Maine completely reversed; he was wrong. Those years of western fever were only the beginning of a long period when women from Maine would shed tears for home—an era when men would think with nostalgia of the old homestead "downeast." It would be 150 years before Maine's population growth would increase sufficiently to match the pernicious drain upon her numbers.

It had to be faced. Despite the Bangor Register's optimism and Moses' faith, those who stayed in

towns such as Williamsburg found it difficult to live. They were forced to ask for credit for those necessities they could not produce and were at the mercy of traders and merchants, many of whom were what Moses called "sharpers"—men who carried no mercy on their shelves. Debts were followed by lawsuits and attachments upon belongings and crops until nothing was left with which the farmer might hope to earn his way. The effect was that of a debtors' prison without the walls and bars.

Greenleaf was well acquainted with the settlers' grief. They came to him for advice and help; often there was no recourse but for him to assume their debts. He wrote to Benjamin that such acts "kept him continually embarrassed, without any profit to countervail." If it was hard to find cash for such items as salt and thread, certainly few could afford to pay two dollars per acre for land.

While few could pay, there were many who wanted land. The whole countryside was filled with a restless movement. Greenleaf wrote to Benjamin Dodd that there was a "multitude of all classes who are roving all over the country to seek good settlement." People were continually coming, trying, and leaving for greener pastures. Of the seventeen families who moved to Williamsburg during the period from 1820 to 1830, only eight stayed. Joseph Berry and his family are a good example of the movers. They settled in Williamsburg in 1820, moved two years later to Brownville, then back to Williamsburg, then to Saco, and finally to Bangor. Such settlers were looking for a place to rest, but they had only goods or services to barter for land.

Another problem faced the proprietor—one just as serious as the lack of buyers who could pay cash or afford the 6 percent interest on a mortgage. There was a flood of public land upon the market, land that was of good quality, often better situated and costing but a fraction of what private landholders, such as Moses and Dodd, had paid for their acreage. On the Penobscot River sixty new townships were being opened, and there would be more. The new state of Maine was selling land at thirty to sixty cents per acre, while Massachusetts was asking only ten to twenty-five cents per acre for her apportionment of the unsold lands in the state.

As Greenleaf pointed out to Dodd, they could be sure that the townships along the Penobscot would fill before Williamsburg, and at the rate of settlement it would be years before the demand for land raised the prices. There were in Williamsburg some twenty-four thousand acres as yet unsold. It was no wonder that he urged the new proprietors to consider some radical change in policy, and planned to move should they decline to do so.[7]

Industry was the answer. Moses advised the proprietors to lower the price of their land, take what the settler could offer as a down payment, provide the necessities, then develop a source of work through which the farmers, during the off-season, could pay for their supplies and land. Moses had discovered just such a source of work right under his own feet, the black slate that formed the arching backbone of Greenleaf Hill.

The first discovery was made not far from Moses' home in an outcropping on Whetstone Brook.[8] By 1824 he had made a study of the subject and had done enough exploring to guess that the vein was extensive, running east-northeast to west-southwest for a distance of perhaps fifty miles. If this speculation was correct, towns to the east and west of Williamsburg were equally blessed with slate. Two years later there was no doubt. Slate had been found in Dover and in Monson.

Moses put Eben to work getting samples, and together they experimented with splitting and dressing the stone. While in Boston, Moses had an opportunity to compare his slate with domestic and foreign stone and found it to be as good or superior. A professional quarryman agreed that the Williamsburg slate could be worked.[9] Moses filled pages with figures, but no matter how he figured, transportation was the issue—not so much the transportation from Bangor to the Boston market as that from Williamsburg to Bangor.

For three months of the year the roads succumbed to mud. In winter one could count on good sledding

with an ox team, but such transportation would cost twelve dollars per ton, which—added to the six dollars per ton expended for quarrying and dressing, plus the two-dollar-a-ton fee for shipping from Bangor—left a very small margin of profit. A cheaper solution was to raft the slate to Bangor. If one were to make the rafts of logs, which could also be sold, that would help, but there was a problem here. Little pine was left in Williamsburg, and spruce or cedar brought only a small price in Bangor. One would also have to add something for insurance, for rafting was a risky business. Just as Moses had predicted from the very first, the prosperity of Maine's interior depended upon how cheaply one could move both oneself and one's commerce.

In 1813, when Greenleaf answered the questions addressed to him by a legislative committee appointed to look into the worth of Maine lands, he had ended his reply with the following:

> From ten years of interested observation, and the concurrent opinion of all with whom I have had the opportunity to converse and on whose judgment I could rely, I am fully convinced that to fill the interior of the District rapidly with inhabitants, nothing is more necessary than good roads and liberal terms of sale—that on this subject parsimony is real waste, and an extensive, liberal and vigorous system of improvement the only true economy.[10]

At the time Moses wrote these words, he was thinking in terms of canals as well as roads. Three years later in his *Statistical View*, he gave the subject more attention, suggesting a possible canal system from Bangor to Moosehead Lake and beyond.[11] Moses seems to have continually lived and thought in advance of his own times. A group of men did petition the legislature for the right to build a canal from Bangor to Pushaw Pond,[12] the very first step in Moses' wider scheme; and some years after his death, lumbermen, seeing the need for the transportation of their own logs, came up with plans to divert the waters of the St. John to the Penobscot and the Penobscot into the Kennebec watershed, plans that nearly precipitated a war of dynamite, fists, caulked boots, and even rifles.

There was in Greenleaf's insistence on a better means of transportation a wider aspect that might be more aptly termed communication. Without a flow of goods, ideas, and concerns, he was afraid that sectionalism would develop within the state. There was, as he saw, no "common center" but rather a number of isolated centers between which, instead of a healthy competition, there might develop parochial envy and shortsighted greed. To the north was another probability of danger. A vast section of the state was segregated from the rest by a roadless wilderness. Settlers of this area would naturally gravitate to Canada for their needs and trade. The area might well fall into foreign hands if something was not done. By 1829 Moses was wondering if the time was not running out in which the new Maine legislature might wisely act to provide both the funds and the guidance in developing "efficient systems for ulterior improvements."[13]

Among Moses' perennial plans was "a great state road" running from Bangor to the Canadian border. It was not the terminus of this road that seemed to him so important; it was the in-between, the great interior of Maine waiting development and settlement along with the forest, the soil beneath, and below that the mineral ores. In 1816 came his chance to participate in the construction of a part of this road. The General Court appointed Moses and Samuel Redington to complete a road "passable and convenient for carriages" from Bangor to the last range of townships before the unbounded wilderness began.[14] A man by the name of Bennock had contracted to establish a road from Orono some thirty miles northward;[15] Moses and Redington were to locate and traverse a road from where Bennock had left off, across the Piscataquis, northwest through the towns of Milo, Brownville, and Williamsburg, to connect with the route already blazed to the Canadian border. Once this road had been located, they were to see to its construction. Bennock had received for his part of the construction a grant of eighty-four hundred acres of

public lands. Where the road ran through townships already sold, the cost of building would fall upon the proprietors, who could offer land, as Moses did in Williamsburg, in payment to the contractors, or pay in cash, just as they chose.[16]

On May 1, 1816, Moses and Redington commenced their location and traverse. They completed the job in twenty-three days at a total cost to the commonwealth of $173.20. Their road ended at the north line of Township Number Six in the Ninth Range (Katahdin Iron Works Township), which had particular interest for both men. Redington had just bought a large section of land in the northern half of this township, so his interest was both immediate and apparent. For Moses the township was a central location from which roads might radiate into a vast area of rivers, woods, and lakes, but there was another feature of even greater possibility. Near the center of this township was a mountain whose brook beds were stained red. As one followed the brooks upward, the color became brighter until one came to its source—a bed of vermilion iron ore. Moses made no special claim to the discovery of this deposit, but certainly he was the first White man to make a serious investigation. The Indians had long known of this iron ocher. They called the source mun'olam'mon-ungun, place where abundant, fine paint is found. It was this Indian name that first aroused Moses' curiosity and sent him in search of the ore.[17] He had melted a sample and forged from the iron a horseshoe as a positive proof for any doubting legislator who felt interior Maine held no treasures.

Now there was a road. It was not convenient for carriages in all seasons nor at any time of year in some places, but it was a road all the same from Bangor to the foot of Ore Mountain in Township Number Six and the wilderness beyond. By 1830, however, Moses' enthusiasm had moved to a more promising mode of conveyance—railroads.

Greenleaf had no problem in communicating his enthusiasm for a railroad to his neighbors in Williamsburg or to businessmen in Bangor. In November 1832 a petition signed by forty-eight prominent men and not-so-prominent farmers, storekeepers, and citizens was sent to the legislature, which on February 8, 1833, acted to incorporate the Bangor and Piscataquis Canal and Railroad Company. Moses was elected president; Francis Brown of Brownville, vice president; Eben Greenleaf, secretary; and Joseph Lee of Milo, treasurer. In April the company held its first meeting, at Moses' house. The charter granted the new company extensive privileges to build either a continuous railway or an interconnected system of canals and rails from tidewater at Bangor to the "slate deposits in the town of Williamsburg" and beyond; to build locks, dams, and viaducts; and to establish side branches to any towns on the Piscataquis, Sebec, or Pleasant Rivers. If the funds could be raised, the transportation problems of Williamsburg and the countryside around would be solved either by canal barges or the puffing of one of those little English engines whistling and ringing its bell up and down the valleys.

Moses wrote to Benjamin Dodd with renewed excitement. He figured that the railroad could be built for fifteen hundred dollars per mile. Of course, a few miles would cost twice that much where special structures were required. The whole road would cost $150,000. With the lumber and slate, the railroad should be a sound investment. He pointed out one additional fact. The charter gave the Bangor and Piscataquis Canal and Railroad the right to tap nearly half the state for revenues.

Thirty years later Adams H. Merrill, who had married Eben Greenleaf's daughter and who successfully operated a slate quarry just south of Moses' home, was still trying to get a railroad to Williamsburg and Brownville. Had Moses lived, his railroad company might have prospered with him, but as it was the Civil War had come and gone before steam could be heard working up and down the Piscataquis Valley.

Greenleaf's enthusiasm and foresight touched many, but none more than a young man studying law in the Bangor office of Jacob McGaw. He was John Poor, a nephew of Moses' wife and the man who was to push

the Atlantic and St. Lawrence Railroad across the White Mountains. Poor's vision reverberated in the name he gave to another of his railroads, the European and North American. John Poor left us with no doubt about the debt he owed to Moses.

> I became interested in the railway at a very early age, and I am glad of this opportunity of saying that I owe it largely to the influence of a distinguished citizen of this state, to whom the people—especially of the Penobscot Valley—are more indebted than any other man, ...Moses Greenleaf. He was my teacher and my most valued friend to the time of his lamented death. ...To great scientific attainments and large practical knowledge, Mr. Greenleaf united a sanguine temperament with enthusiasm which carried him far beyond his contemporaries in comprehending the natural advantages and resources of Maine.[18]

In the preface of his *Statistical View*, Moses admitted that his opinions of the district of Maine "were early enlisted on the side of the most sanguine." This sanguine view had been tempered, but his enthusiasm had not been stifled. Those who knew him best found his zest contagious, and casual acquaintances considered it remarkable.

However, only a few of those who had become heirs to Williamsburg knew Greenleaf. They were spread from Albany to Charleston, South Carolina, and were busy with their own lives and trades. With so many part owners who were the product of at least two different wills, the settling and developing of Williamsburg had come to a standstill. While Moses' concern over Williamsburg and for the welfare of William Dodd's closer relatives continued, his interests were turning northward again, deeper into the interior of Maine, where his sons were lumbering. Many of his neighbors shared this new prospect.

One such neighbor was William Hammatt. With his hopes for his own township and mill in Seboeis burned out, William had brought several townships to the north and was an agent for Massachusetts, selling stumpage on several more towns still owned by the commonwealth. Just how involved Moses was with Hammatt's venture is impossible to say, but the two men were together in the wilderness, cruising and surveying, when Moses came down with typhoid. He was too sick to move that morning as Hammatt built a shelter over him and placed water and the little food they had within his reach. He was bathed in sweat and half conscious when Hammatt left to get help. It was a week before Hammatt could return with a doctor. The campsite was silent, but Moses was still alive. They carried him southward and finally home to Greenleaf Hill. He recovered, but his lameness was worse and his shoulders more stooped. He walked with a cane, and it was plain that he would never again explore new places for himself.[19]

The ordeal in the wilderness left Greenleaf prematurely old. Considering all he had experienced, he might have felt as did his fellow surveyor Andrew Strong when he grew old and blind. Strong had called in his friend Dr. McKeese, and, when told that there was no remedy, he had said, "I am glad of that. I have seen as much as I want to of this world." But for Moses there was always something about to happen and time enough ahead to quit and make a will. He went on collecting material for another book, bought Redington's section of land in Township Six, Range Nine, and continued to promote his railroad scheme.

Happiness was a matter of the internal, not the external, environment. It all boiled down to the fact that society, the good and building society, came not as wages but as fruit to those who were "qualified to enjoy it." Society was neither a certain multitude nor a particular and prerequisite number of conveniences and institutions, but a gathering of persons, however few, who enjoyed "congenial tastes and habits." Such a society formed at once whenever the right persons found the freedom to combine their mutual drives and desires. This was the basis for Moses' hopes and for his household of faith.

One obstacle proposed by Jenks remained. It was a problem that was to prove as relentless as the alders encroaching upon the cleared field. Granted, there was a chance to start north of the Piscataquis, a freedom like the north wind over the forest, and a clarity of perspective like the sweeping view from the hilltops, but what of the culture left behind? Could one bring culture as one did the scions for new apple trees? Jenks feared the wilderness would have its way. Perhaps not in the first generation—who, as Moses insisted, would bring their enlightenment with them—but what of the second generation, and the third? Jenks did not say so, but he might have reminded his brother-in-law that Moses' bass viol alone, however well played, was not a quartet, to say nothing of being an orchestra.

Greenleaf could only answer by reiterating his own determination that this loss of culture would not take place. That cultivated understanding that kept the mind alive would be perpetuated and passed along. "What difficulties are insurmountable to those determined to conquer them?" he asked, and left Jenks to make his own reply. As to the supposed privations of the wilderness and its inherent savagery, these were "bugbears" and inhabitants of "thin air" with not half the substance of those dark evils that crouched ever closer to the city. As to culture, Moses and his household of faith would keep the light alive in Williamsburg.[5]

In February 1807 Moses reserved a section of land for his brother-in-law, so there was hope that he had been swayed. Then in July of that same year came one of those misfortunes for which there is no redress. Jenks was returning to Portland on board the packet ship Charles bound out of Boston. At sunset they passed Boon Island and disappeared in a thickening fog. The breakers off Richmond's Island were sighted too late; the ship broached and hit the ledges. Jenks and thirteen other persons were washed from the wreck and drowned.

During the year before Jenks' death, Greenleaf came to understand that his interests could not be limited to the settlement of Williamsburg. There was an interconnection of needs—a relationship of dependencies—that embraced the entire district, not the least of which was the necessity for the means of transportation. Both the petitions he was soon to present to the General Court (see chapter 13) and the map of the lands along the Piscataquis painstakingly drawn in 1806 (see chapter 16) demonstrated the growth of this wider interest. His letters to Jenks demonstrated his concern for a new society that embraced more than his family and his friends. On his manuscript map he sketched the routes of roads to come and studied the possible waterways, the falls for waterpower, and the likely place for new villages.

In the winter of 1807 he had again gone to Boston with several schemes in mind. Most important was a petition to the legislature that, if passed, would provide the means of building a road to Canada. Any road from Bangor to Quebec would have to swing northwest from the Penobscot, passing close to, if not through, Williamsburg. Such a road was of paramount importance to Dodd and Greenleaf, but it was something that they could not hope to build without aid. As staunch Federalists, they considered it the duty of governments to provide such assistance.

If the commonwealth was to build a road, Moses knew that there would have to be a greater inducement than simply the benefit to a

population that as yet did not exist or the possible sale of townships that had not yet been surveyed. Moses was quick to point out to anyone who would listen that a road to Canada would have tremendous military significance.

Once the petition had been presented, Moses discovered that another company had been formed for the same purpose. A compromise was worked out, and he wrote to Jenks saying that the scheme for a Quebec road would undoubtedly be a success, and the General Court would likely grant a township to the road builders as payment for their services.[6]

Greenleaf presented a second bill for a grant of land to finance a new academy. It ran into strong opposition and was tabled. Speaking against the bill was Lathrop Lewis, a representative from Cumberland County in the district of Maine. He was a member of the Committee for the Sale of Eastern Lands and thus an influential person. Moses had talked with him and again wrote to Jenks that he had "some hope of bringing Lewis over to the faith."[7]

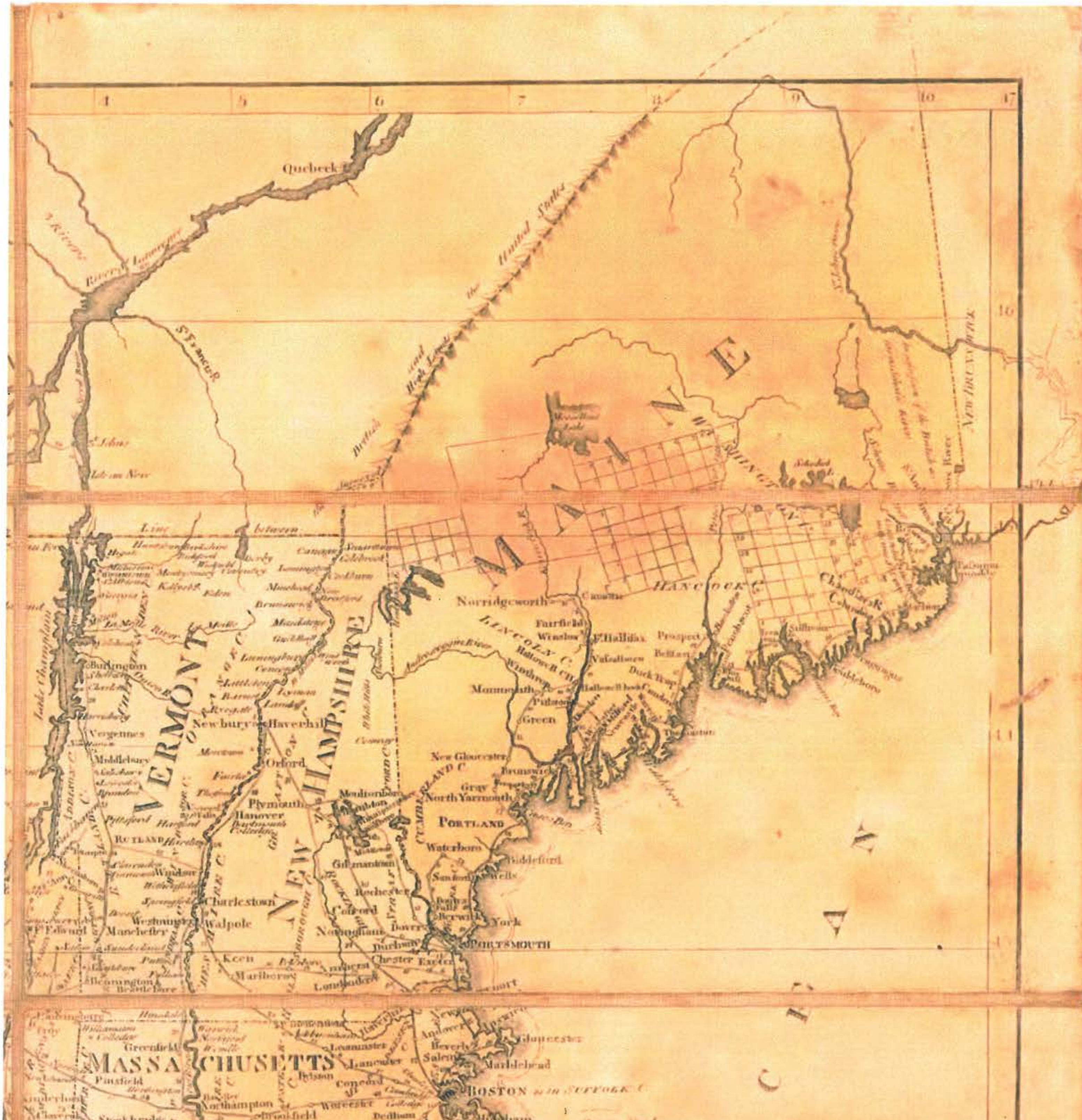
While Moses was in Boston lobbying and attending hearings, he was also busy making arrangements to settle the township just to the west of Williamsburg.[8] The proprietor of this township was Samuel Parkman, a "faultless dresser" and one of Boston's richest merchants. If William Dodd was a struggler in the currents of prosperity, Parkman was an example to all who were paddling for success. He had not been born into Boston's aristocracy; rather he had become so rich that he could not be excluded. As the son of the Reverend Ebenezer Parkman, he had a social position that hovered between respectability gained by education and poverty that barred the way to any real acceptance into society's inner court. He had arrived in Boston penniless and found a job at the Bunch of Grapes Tavern as an errand boy. From such a start, he emerged to be the man who contracted Charles Bulfinch to design him a marketplace, who gave a whole township to Harvard, and who donated Stuart's paintings of Washington and Peter Faneuil to the town of Boston. In addition and incidentally, he was the progenitor of a line of rich, brilliant, and emotionally hair-triggered Parkmans.[9]

Greenleaf's dealings with Parkman had none of the occasional familiarity that appeared in his associations with Dodd. Moses contracted to settle thirty families in Parkman's township, to see that they erected a house of logs or some other suitable material and that they paid Parkman for their land. Parkman was explicit about the details, each of which Moses was to accomplish while keeping Parkman's best interests in mind.[10]

Again as payment for his labors, Moses could choose land (thirty-five hundred acres) within the township, according to his own preference, in lots of up to four hundred acres. This would cost him the going price of one dollar per acre. Of course Moses had no money, but Parkman accepted two notes: one amounting to twelve hundred dollars secured on land in East Andover,[11] and a second note with Moses' quarter of Williamsburg as collateral. This was a precarious arrangement as Moses did not have a clear title to either property, but Parkman was shrewd enough to see that he had nothing to lose and perhaps a great deal to gain from an agent as enthusiastic and as capable as Greenleaf.

What about Moses Greenleaf's wife, the patient Persis? She apparently supported her husband in his plans, but leaving Bangor for the wilderness may not have been her first choice. There would be no such celebrations in Williamsburg to match the Fourth of July party held at Samuel Greenleaf's tavern in Bangor. Every Federalist for miles around had turned out for the festivities. The Stars and Stripes flew from a tall pine, the doorway of the tavern was arched with a bower of greens, and inside there was music and an elegant dinner. In Moses' township there would be no roads, no stores, no churches, no doctors, and no great social excitement for several years at best.

Yet Persis Greenleaf could see that there was little use for her husband to remain in Bangor.


MAINE
NEW HAMPSHIRE
VERMONT
MASSACHUSETTS
Quebeck
Lake Champlain
HANCOCK C
LINCOLN C
CUMBERLAND C
Norridgeworth
Fairfield
Winslow
Hallowell
Monmouth
Green
New Gloucester
North Yarmouth
Gray
PORTLAND
Waterboro
Biddeford
Wells
York
PORTSMOUTH
Berwick
Rochester
Dover
Durham
Concord
Nottingham
Gilmanton
Exeter
Chester
Londonderry
Plymouth
Hanover
Orford
Haverhill
Newbury
Charlestown
Walpole
Keen
Marlboro
Windsor
Westminster
Manchester
Bennington
Vergennes
Middlebury
Burlington
Rutland
Greenfield
Pittsfield
Stockbridge
Northampton
Brookfield
Worcester
Dedham
Lancaster
Concord
Salem
Beverly
Marblehead
Andover
Gloucester
BOSTON
Cape Cod
NEW BRUNSWICK
United States
St. Johns
4
5
6
7
8
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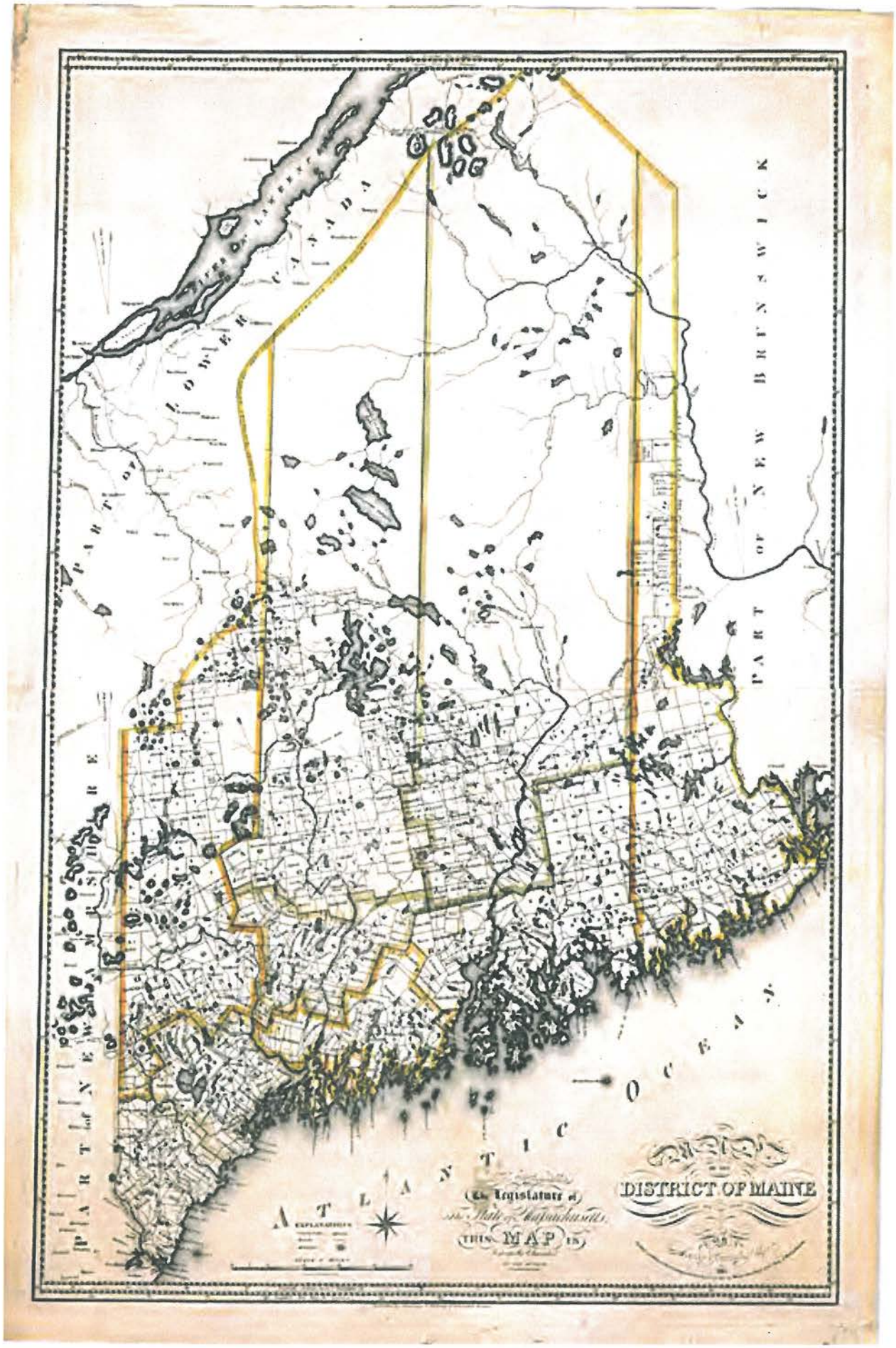
10
11
17

PROGRESS of the MAIL on the MAIN LINE.

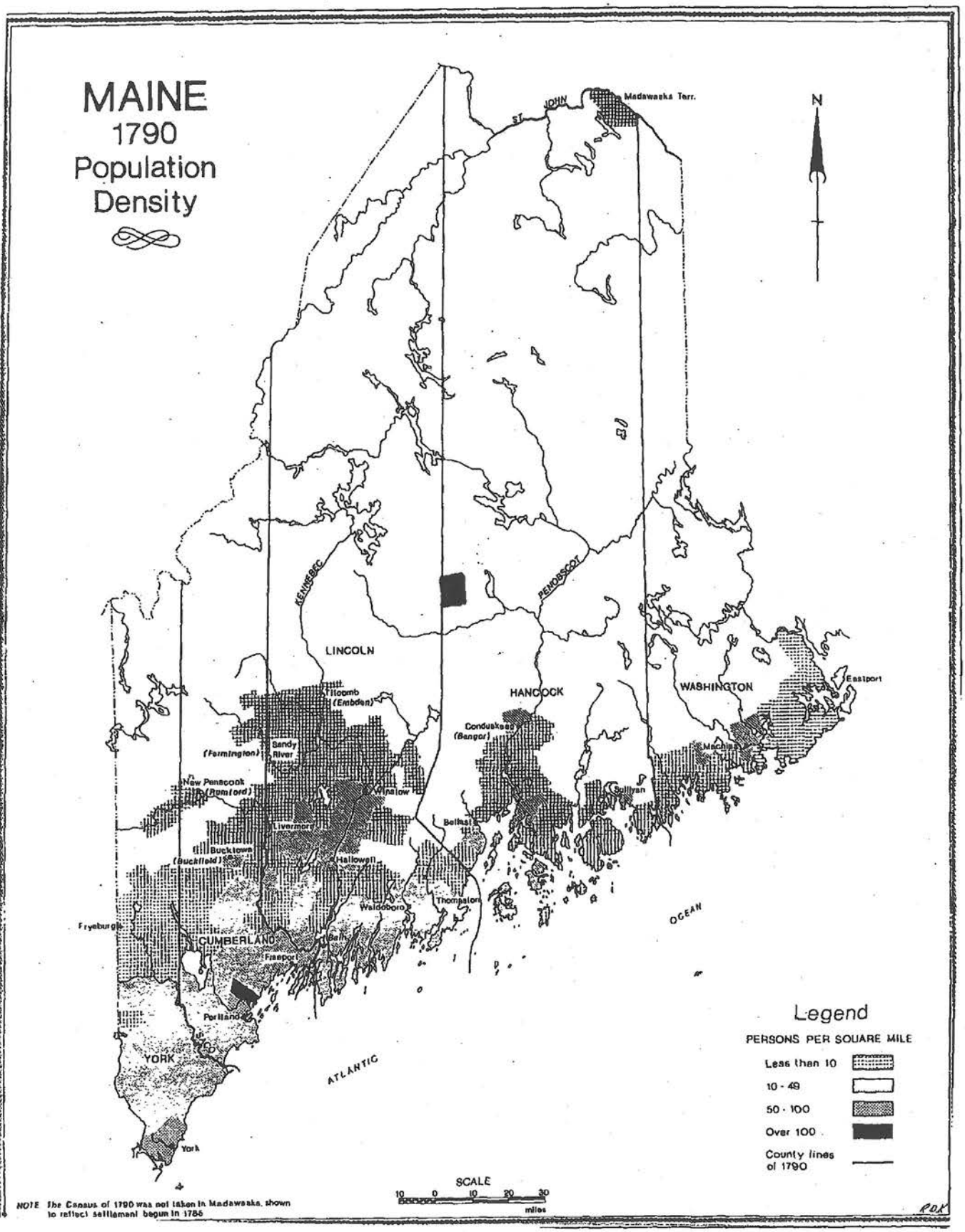
Miles	POST TOWNS		Summer Establishment from April 15th to October 15th — Progress Southward	Summer Establishment — Progress Northward	Winter Establishment from October 15th April 15th — Progress Southward	Winter Establishment — Progress Northward
	Brewers	M.	Leave Sun Mon Tue Wed Thu Fri Sat	Arrive Sun Mon Tue Wed Thu Fri Sat	Leave B. Sun Mon Tue Wed Thu Fri Sat	Arrive Sun Mon Tue Wed Thu Fri Sat
10	Machias					
8	Chandlers River					
9	Columbia					
15	Narraguagus					
16	Gouldsboro					
17	Sullivan					
12	Trenton					
10	Bluehill					
37 13	Castine		Arrive 6 a. / Leave	Leave / Arrive	Arrive / Leave C.	Leave / Arrive
4	Penobscot					
4	Prospect					
12	Belfast					
12	Duck Trap					
7	Camden					
7	Thomaston			Arrive		
7	Warren		Arrive / Leave	Leave / Arrive	Arrive / Leave W.	Leave / Arrive
36 12	Waldoborough					
10	Newcastle					
10	Wiscasset		Arrive / Leave	Leave / Arrive	Arrive / Leave W.	Arrive
13	Bath					
12	Brunswick					
	North Yarmouth					
14	PORTLAND		Arrive / Leave	Leave / Arrive	Arrive / Leave P.	Leave / Arrive
18	Biddeford					
10	Wells					
20	York					
10	PORTSMOUTH N. H.		Arrive / Leave	Leave / Arrive	Arrive / Leave P.	Leave / Arrive
22	Newbury Port M.					
12	Ipswich					
10	Beverly					
2	Salem		Leave	Arrive	Leave S.	Arrive
4	Lynn					
14	BOSTON		Arrive / Leave	Leave / Arrive	Arrive / Leave B.	Leave / Arrive
18	Worcester			Arrive		
21	Brookfield				Arrive B.	
28	Springfield			Arrive		Arrive
18	Suffield	C.				
10	HARTFORD		Arrive / Leave	Leave / Arrive	Arrive / Leave H.	Leave / Arrive
1	Wethersfield					
10	Middletown					
17	Wallingford					
34 17	NEW HAVEN		Arrive / Leave	Arrive	Arrive N.H.	Arrive
11	Milford					
3	Stratford				Arrive S.	Arrive
8	Fairfield					
12	Norwalk					
10	Stamford		Arrive		Arrive	
8	Rinebridge	N.Y.				
15	NEW YORK		Arrive / Leave	Leave / Arrive	Arrive / Leave N.Y.	Leave / Arrive
9	Newark	N.J.				
6	Elizabethtown					
6	Bridgetown					

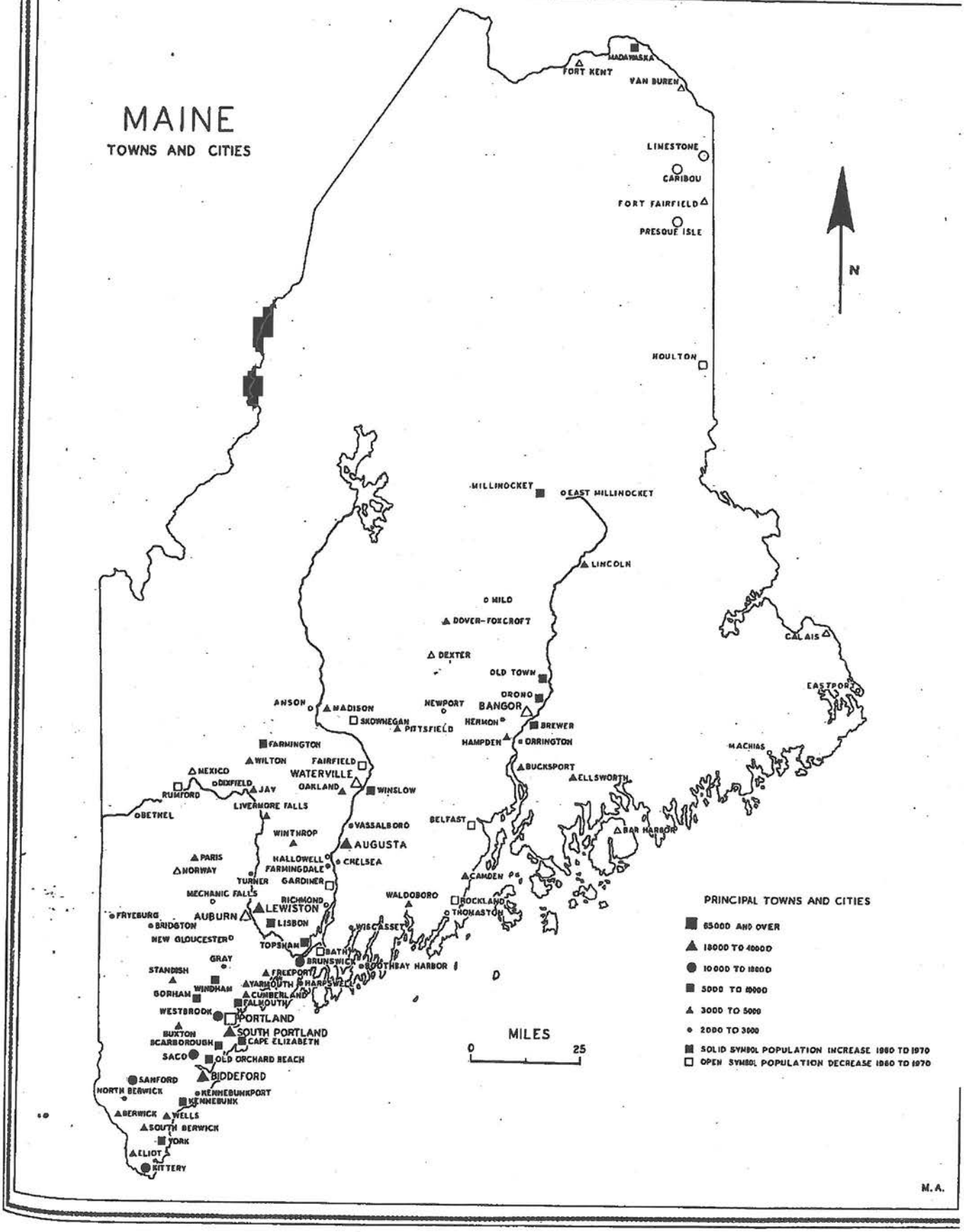

PART OF LOWER CANADA
PART OF NEW BRUNSWICK
PART OF NEW HAMPSHIRE
ATLANTIC OCEAN
DISTRICT OF MAINE
MAP


Bowdoin
College
of Pleasant
Heirs of
Wm. Vaughan
Monson Acad.
Guilford
Foxcroft
Sebec
Sebec Pond
Sebec Riv.
Williamsburgh
Brownville
Pleasant Riv.
East Branch
NINTH RANGE
EIGHTH
SEVENTH
RANGE
T. of Boston
West R.
Piscataquis
River
SIXTH
RANGE
Atkinson
Parkman
Bridgeton
Acad.

1820

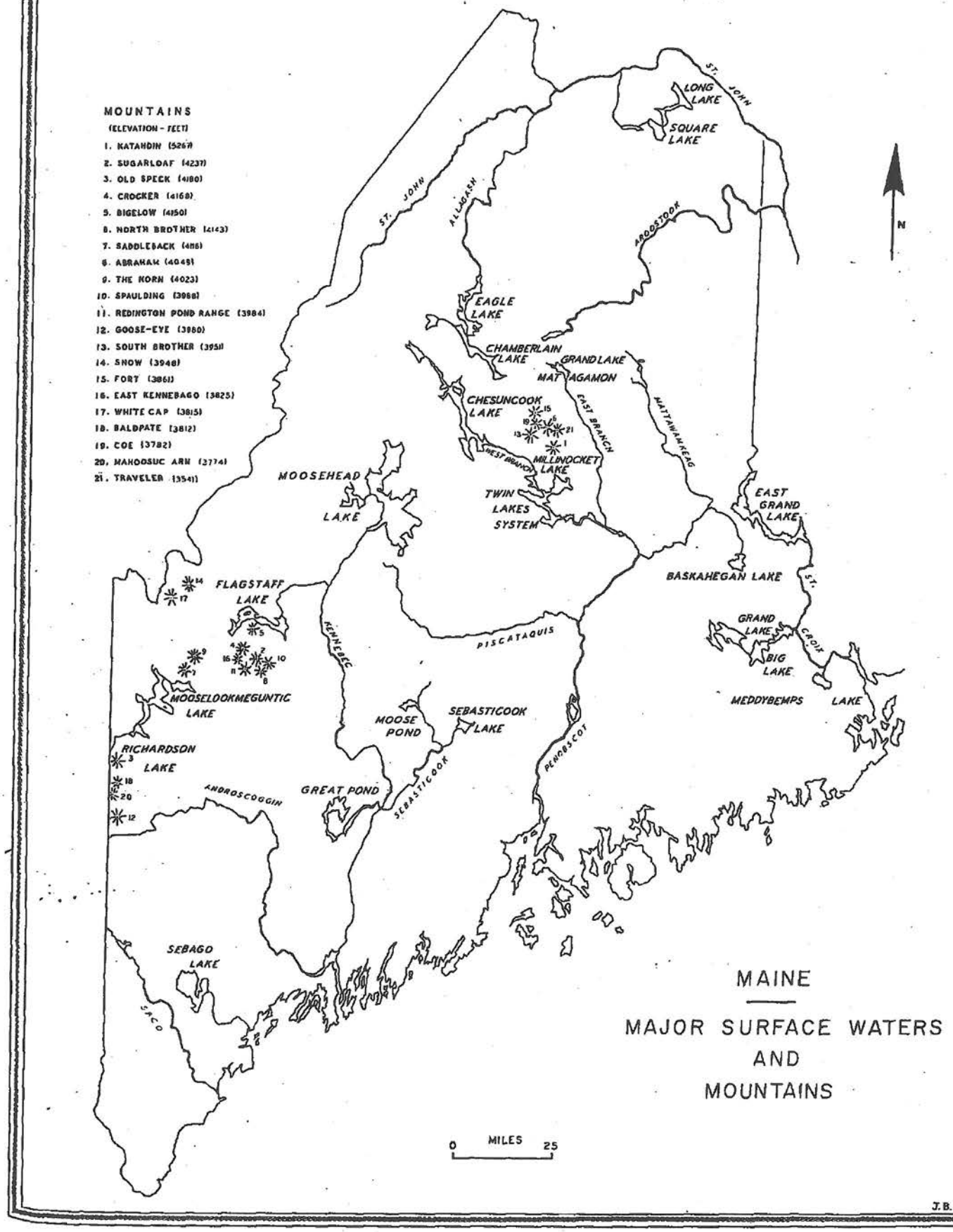
Gerald E. Morris, ed., *Maine Bicentennial Atlas: An Historical Survey* plate 19.




MAINE
TOWNS AND CITIES
MADAWASKA
FORT KENT
VAN BUREN
LIMESTONE
CARIBOU
FORT FAIRFIELD
PRESQUE ISLE
N
HOULTON
MILLINOCKET
EAST MILLINOCKET
LINCOLN
HILO
DOVER-FOXCROFT
DEXTER
OLD TOWN
ORONO
BANGOR
CALAIS
EASTPORT
MACHIAS
ANSON
MADISON
NEWPORT
SKOWHEGAN
PITTSFIELD
HERMON
BREWER
HAMPDEN
ORRINGTON
FARMINGTON
WILTON
FAIRFIELD
MEXICO
WATERVILLE
OAKLAND
WINSLOW
DIXFIELD
JAY
RUMFORD
LIVERMORE FALLS
BETHEL
WINTHROP
VASSALBORO
AUGUSTA
BUCKSPORT
ELLSWORTH
BELFAST
BAR HARBOR
PARIS
NORWAY
HALLOWELL
FARMINGDALE
CHELSEA
TURNER
GARDINER
CAMDEN
MECHANIC FALLS
RICHMOND
LEWISTON
WALDOBORO
ROCKLAND
THOMASTON
FREEPORT
AUBURN
LISBON
WISCASSET
BRIDGTON
NEW GLOUCESTER
TOPSHAM
BATH
BRUNSWICK
BOOTHBAY HARBOR
GRAY
STANDISH
FREEPORT
YARMOUTH
HARPSWELL
WINDHAM
GORHAM
CUMBERLAND
FALMOUTH
WESTBROOK
PORTLAND
BUXTON
SOUTH PORTLAND
SCARBOROUGH
CAPE ELIZABETH
SACO
OLD ORCHARD BEACH
SANFORD
BIDDEFORD
NORTH BERWICK
KENNEBUNKPORT
KENNEBUNK
BERWICK
WELLS
SOUTH BERWICK
YORK
ELIOT
KITTERY
MILES
0
25
PRINCIPAL TOWNS AND CITIES
65000 AND OVER
18000 TO 40000
10000 TO 18000
5000 TO 10000
3000 TO 5000
2000 TO 3000
SOLID SYMBOL POPULATION INCREASE 1960 TO 1970
OPEN SYMBOL POPULATION DECREASE 1960 TO 1970

M.A.

Plate 41 PLATE FOR



My Town: Geography and Transportation

List some geographical features in your town (rivers, mountains, etc.):

Would these make travel to your town in Moses Greenleaf's time easier or more difficult?

How would people have traveled to your town in Moses Greenleaf's time (the early 1800s)?

How would people have traveled to your town in 1900?

How do people travel to your town today?