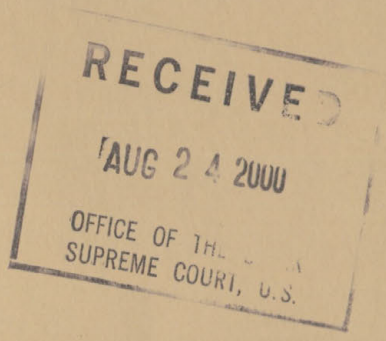
NO. 130, ORIGINAL

IN THE
SUPREME COURT OF THE UNITED STATES

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STATE OF NEW HAMPSHIRE,

Plaintiff,

v.

STATE OF MAINE,

Defendant.

---

**APPENDIX TO STATE OF MAINE'S MOTION TO DISMISS COMPLAINT**

**VOLUME I – PAGES 70a TO 302a**

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STATE OF MAINE

ANDREW KETTERER
Attorney General

PAUL STERN*
Deputy Attorney General

CHRISTOPHER C. TAUB
Assistant Attorney General

Six State House Station
Augusta, Maine 04333-0006

Counsel for Defendant
*Counsel of Record

WILLIAM R. STOKES
Assistant Attorney General

Of Counsel

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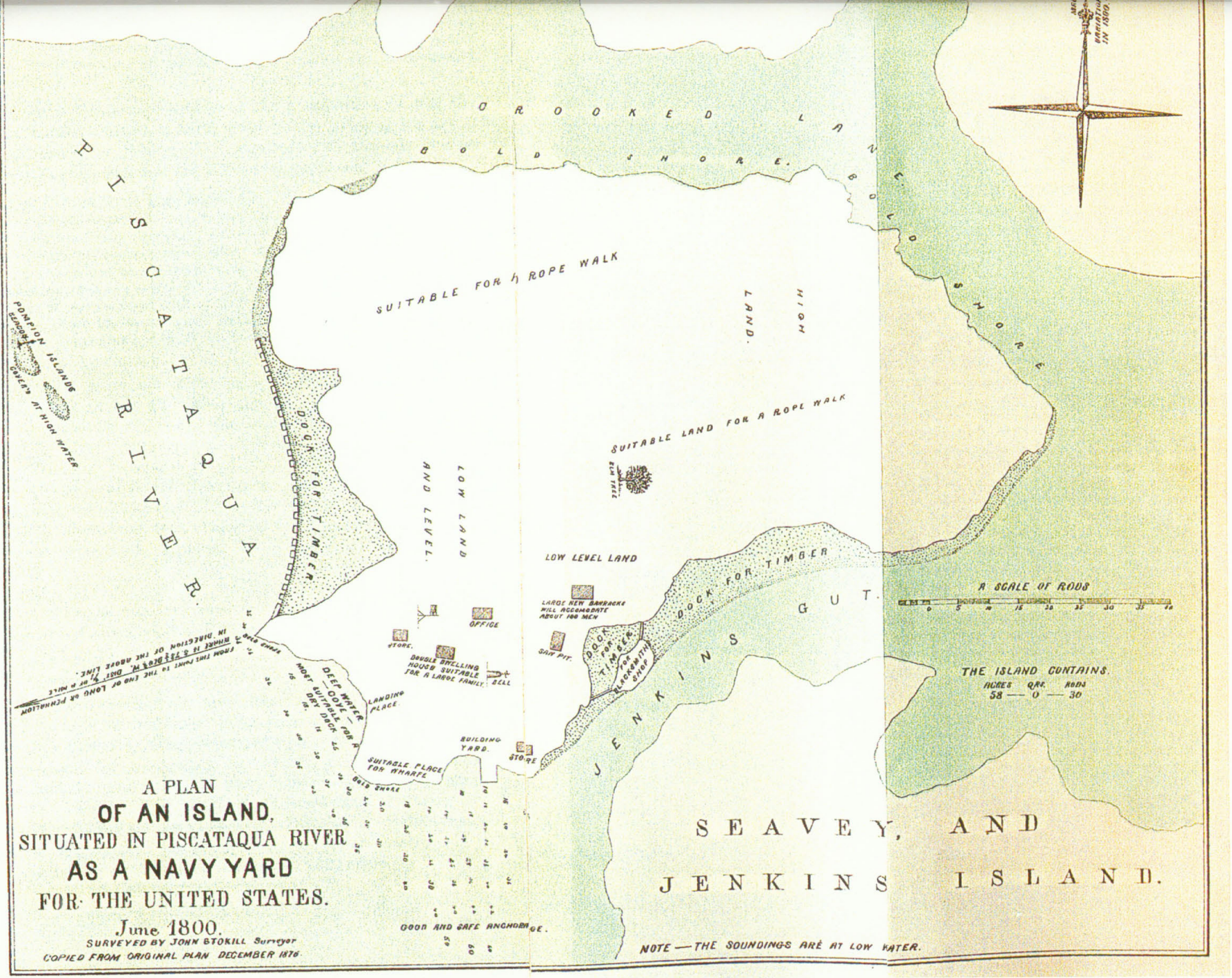
A Plan of an Island, Situated in Piscataqua River as a Navy Yard for the United States

Reprinted in
*History of the United States Navy Yard*, by George Henry Preble
Government Printing Office (1892)

1800




# A PLAN
# OF AN ISLAND,
## SITUATED IN PISCATAQUA RIVER
# AS A NAVY YARD
## FOR THE UNITED STATES.

June 1800.

SURVEYED BY JOHN STOKILL Surveyor

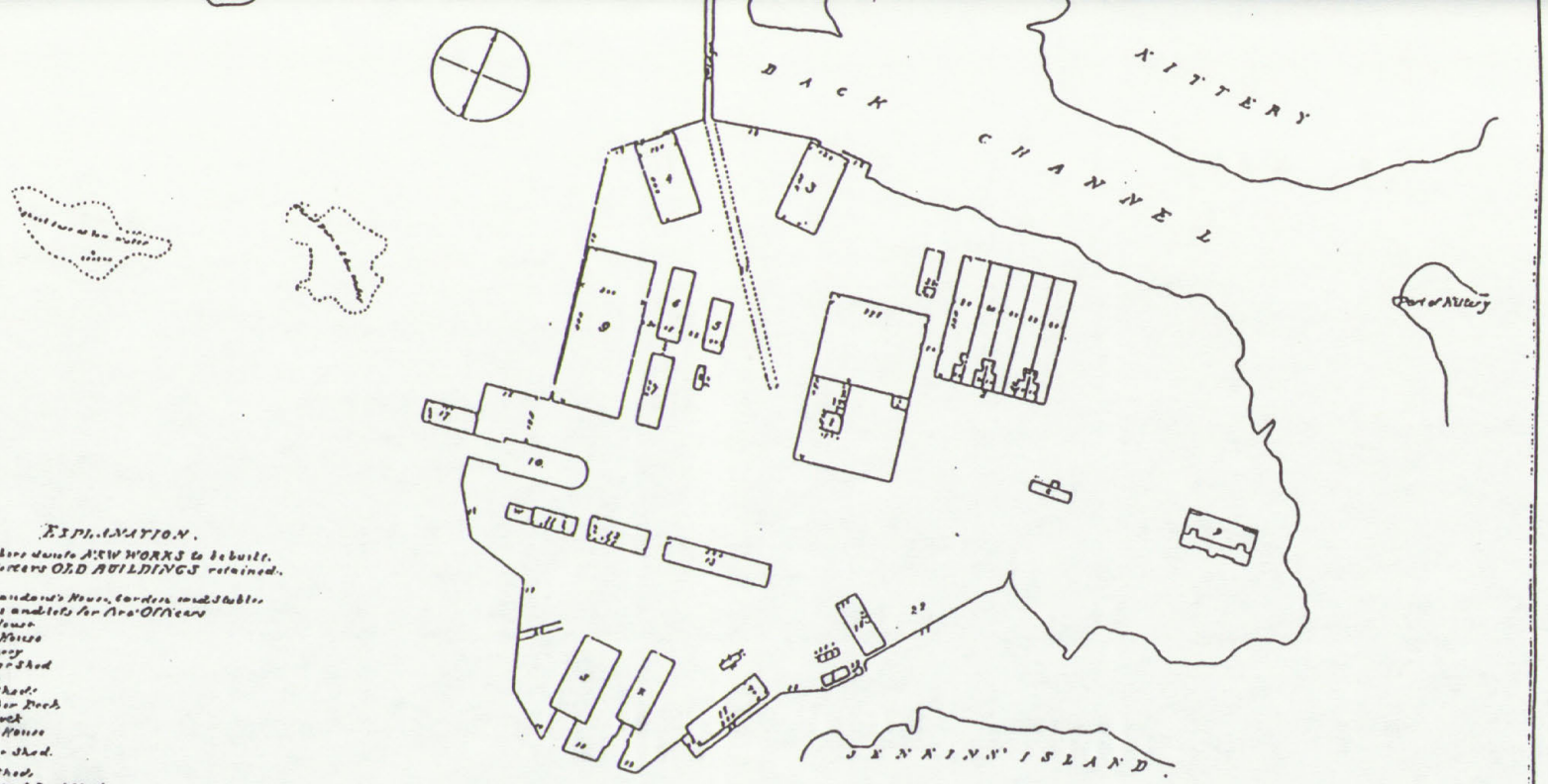
COPIED FROM ORIGINAL PLAN DECEMBER 1876

Plan of the Navy Yard at Portsmouth

Approved by President John Quincy Adams

Reprinted in
*History of the United States Navy Yard*, by George Henry Preble
Government Printing Office (1892)

1828




EXPLANATION.

The numbers denote NEW WORKS to be built.
Roman letters OLD BUILDINGS retained.

1 Commandant's House, Garden and Stables
2 Houses and lots for Arts Officers
3 Ship House
4 Ship House
5 Smithery
6 Timber Shed
7 Mills
8 Saw Sheds
9 Timber Dock
10 Dry Dock
11 Store House
12 Timber Shed
13 Timber Shed
14 Saw Shed
15 Mast and Boat Shed
16 Rigging and Sail Loft
17 Pile Wharf
18 Quay Walls
19 Additional Wharves
20 Building Slip for small vessels
21 Road
22 Anchor and Gun Wharf
23 Coal House
24 Armourers, Plumers, and Coppersmiths
25 Porter's House
26 Gang ways on Piles
C House for Warrant Officers, and Ordinary
B Marines Barracks
S Smithery
S Ship House
P Pitts
W Officers and Store House

PLAN
of the
NAVY YARD
at
PORTSMOUTH. N.H.

Shewing the positions and dimensions of the Ground Plans of the different Buildings, Dock and other Improvements, as recommended by the Board of Commissioners appointed in pursuance of an act of Congress dated March 3d 1827.

May 13th 1828

L. Baldwin
J. Thawney
Thos
Commissioners

Approved 24. November 1828
John Quincy Adams

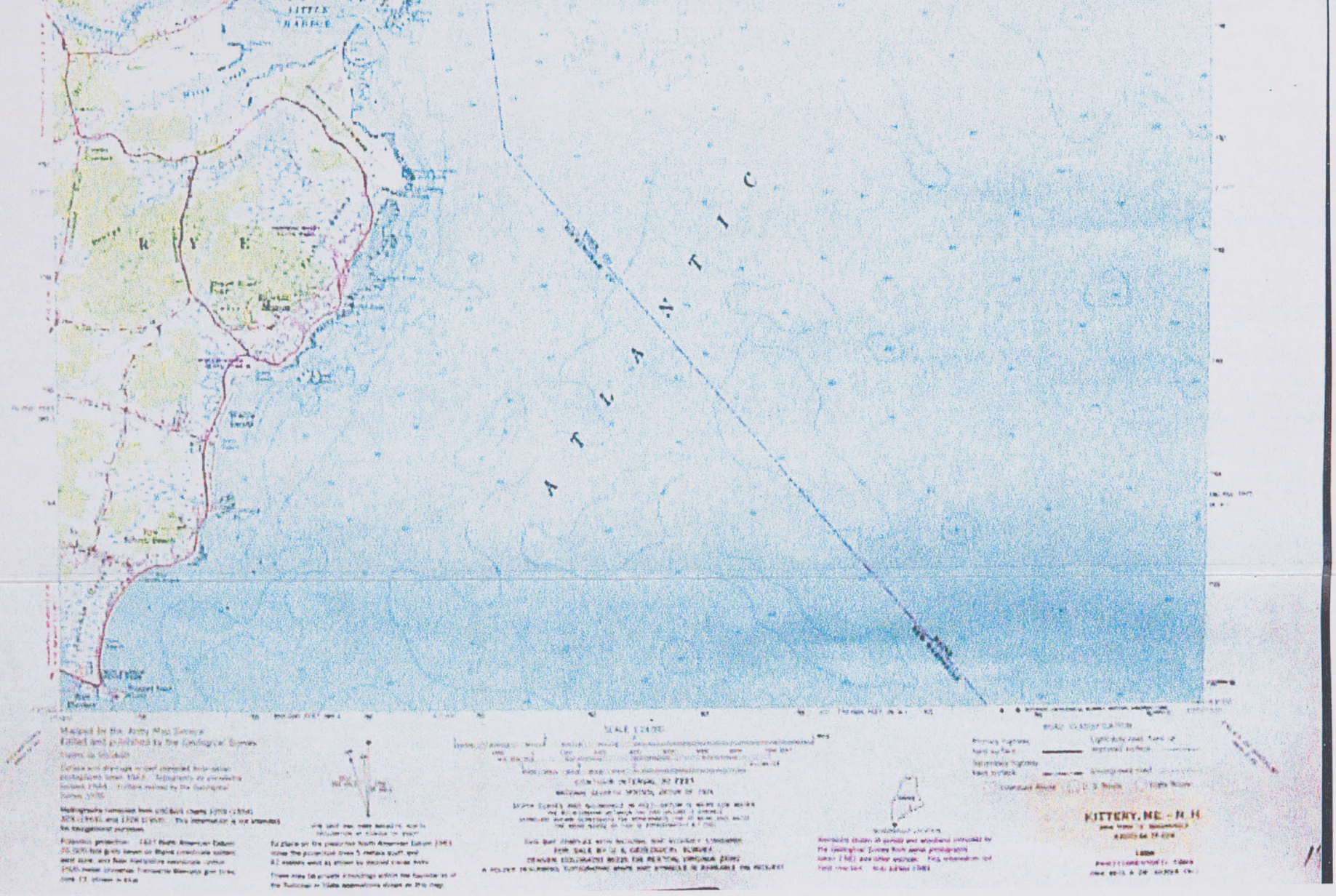
Surveyed and drawn under direction of the Commissioners By L. Baldwin, Engineer.

Map of Kittery Quadrangle, Maine – New Hampshire

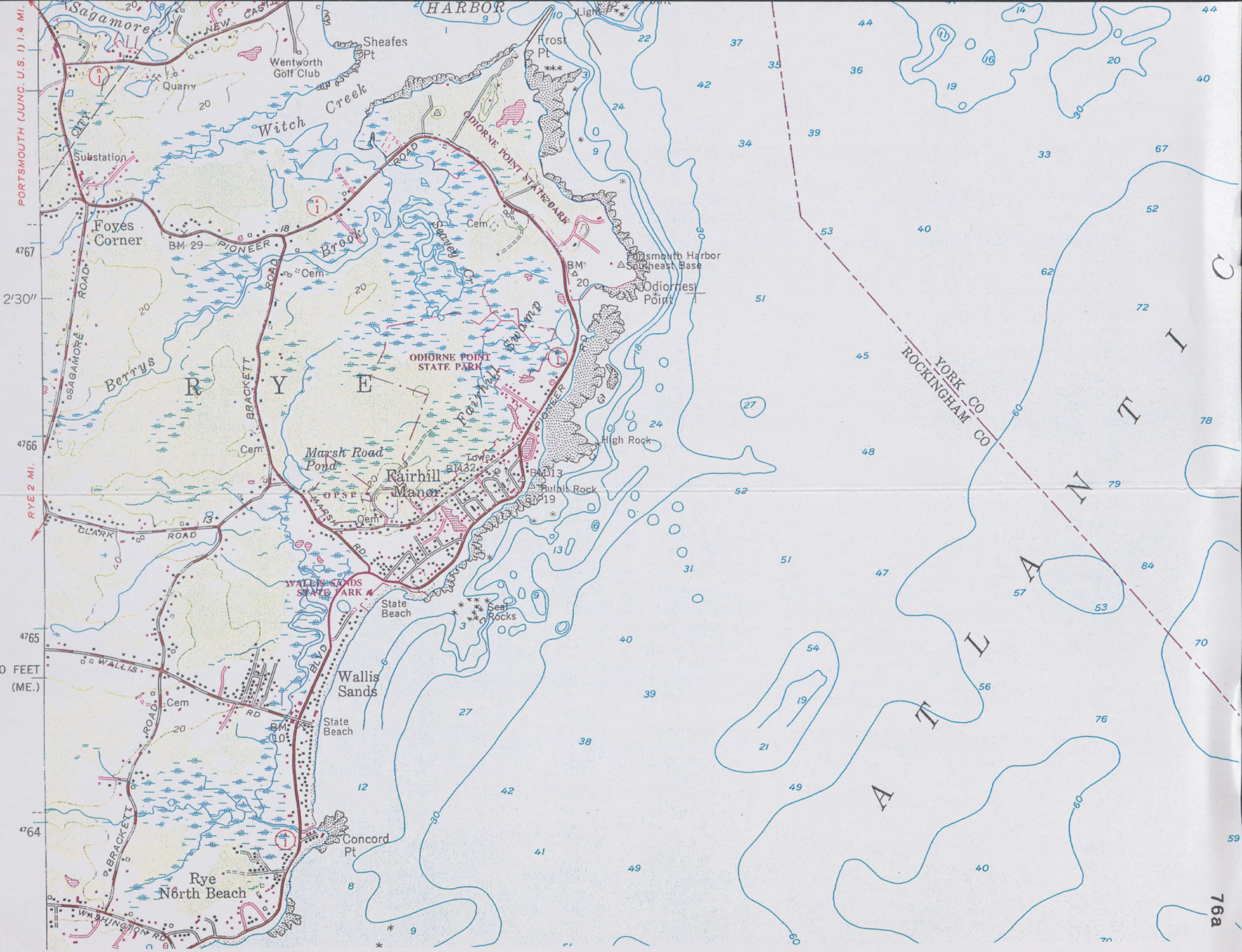
Published by the
United States Geological Survey

1956 (revised 1989)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
KITTERY QUADRANGLE
MAINE—NEW HAMPSHIRE
7.5 MINUTE SERIES (TOPOGRAPHIC)
K I T T E R Y
Y O R K
KITTERY
PISCATAQUA
RIVER
Atlantic Ocean


LITTLE HARBOR
R Y E
A T L A N T I C
KITTERY, ME. - N. H.

Shepherds Hill
Sch
Imhoff Tank
Eagle Pt
Highland Cem
Admiralty Village
Park
Orchard Grove Cem
KITTERY
BM 22
Cem
CREEK
ROAD
Crocketts Neck
Cutts Pond
BRAVE BOAT
BM 54
Deerings Pond
Kittery Point
Kittery Foreside
BOND RD.
Barters Creek
Mitchell Sch
FT MCCLARY
Point
STATE PARK
Hoyts Island
Chauncey
Frisbee Wharf
Phillips Island
Whidbey Island
BM 10
BM 13
Seavey Island
BM 20
Jamaica Island
Hick Rocks
Pepperrell Cove
PORTSMOUTH NAVAL BASE
Clarks Island
Gooseberry Island
Four Tree Island
FISH PIER
NEW HAMPSHIRE
MAINE
Sullivan Point
PISCATAQUA HARBOR
Fishing Island
POCAHONTAS
Swimming Pool
Henderson Point
Pierces Island
Goat Island
Yacht Club
Salamander Point
Little Island
Shaws Hill
Fort Pt
FORT CONSTITUTION ST HIST SITE
Lighthouse
Lookout Tower
False
Riverside Cem
NEW CASTLE AVE
Shapleigh
New Castle
Cem
Sewards Point
Frame Pt
Lady Isle
CITY
BDY
Pest Island
FORT FOSTER PARK
BM 49
BM 14
Tower
Sewards Cove
Boatswain Hill
LADY ISLE RD
Leachs Island
Water
Woods Island
US Coast Guard Station
Horn Island
Castle Island
NEW CASTLE
Clampit Island
WENTWORTH-COOLIDGE ST HIST SITE
Goose Island
New Castle
White Island
Whaleback Reef
White Island Reef
Lighthouse
PORTSMOUTH
Creek
Blunts Island
BM
FORT STARK ST HIST SITE
Beacon
BM 34
PISCATAQUA RIVER
HAMPTON, N.H. 12 MI.
PORTSMOUTH, N.H. 1.2 MI.
PORTSMOUTH (JUNC. U.S. 1) 0.6 MI.
6870 III SE (PORTSMOUTH)
4773
4772
5'


PORTSMOUTH (JUNC. U.S. 1) 1.4 MI.
RYE 2 MI.
Sagamore
NEW CASTLE
HARBOR
Light
Sheafes Pt
Wentworth Golf Club
Frost Pt
Quarry
Witch Creek
ODIORNE POINT STATE PARK
Substation
Foyes Corner
BM 29
PIONEER ROAD
Brook
Cem
Bailey Cr
Portsmouth Harbor Southeast Base
BM 20
Odiornes Point
4767
2'30"
SAGAMORE ROAD
Berrys
BRACKETT ROAD
R Y E
ODIORNE POINT STATE PARK
Fairhill Swamp
YORK CO
ROCKINGHAM CO
ATLANTIC
4766
Marsh Road Pond
Lower
BM 32
BM 13
Fairhill Manor
Sunken Rock
High Rock
CLARK ROAD
MARSH RD
WALLIS SANDS STATE PARK
State Beach
Seal Rocks
4765
0 FEET
(ME.)
WALLIS ROAD
Wallis Sands
BM 10
State Beach
BLVD
4764
Concord Pt
Rye North Beach
WASHINGTON RD
76a

Map of the Province of New Hampshire

By Joseph Blanchard and
Samuel Langdon

1761

# An Accurate Map of His Majesty's Province of New Hampshire in New England, taken from Actual Surveys

of all the inhabited Part, and from the best information of what is uninhabited; together with the adjacent Countries, which exhibits the Theatre of this War in that Part of the World. by Col. Blanchard, and the Rev.d Mr Langdon

Engraved by Thomas Jefferys, Geographer to His Majesty

To the Right Honourable
Charles Townshend
His MAJESTY's SECRETARY at WAR, &
One of His Majesty's most Honourable
PRIVY COUNCIL, &c.
This Map of the Province of
NEW HAMPSHIRE
Is Humbly Inscribed by
His most Obliged &
most Obed.t Serv.ts
Portsmouth,
New Hampshire,
21 Oct.r 1761.
Joseph Blanchard.
Samuel Langdon.

STY's PROVINCE OF NEW-HAMPSHIRE IN NEW EN
inhabited, together with the adjacent Countries, which exhibits the Theatre of this War in that P
Engraved by Thomas Jefferys, Geographer to His MAJESTY.
30
20
10
72
50
40
30
20
10
71
QUEBEC
I. Orleans
N A D A
R. St Ann
Cape Rouge
St Ann
Sartigan
a French Settlement
R. Chau

New Hampshire *is bounded on the South by the Province of* Maſsachusets, *begining at a Mark ‡ three Miles North from the Mouth of* Merrimack River; *from thence runnins Westward on a similar curved Line with the River at three Miles distance to a* Pitch Pine Tree *Three Miles due North (allowing 12 Degrees Variation) from* Pantucket Falls, *and from thence on a due West Line untill it meets his Majestys Government of* New York *about Twenty Miles East from Hudsons River.*

This Province *is bounded Eastward by the Atlantic Ocean, as the Coast runs from said Mark to the Mouth of* Piscataqua Harbour *from thence up the Middle of the River, into the* River Nywichwannock *(part of which is called* Salmon Falls*) and thro the Middle of the same to the furthest Head thereof, and from thence N. a Degr. And then Westerly untill 120 Miles be finisht from the Mouth of* Piscataqua Harbour, *or till it meets with his Majestys other Governments.*

*See* Geo. II. order in Council *for Settling the Line between this Province and the Maſsachusetts Bay.*

N.B. *Those* Towns *and* Parishes *which are so well settled as to be able to support the Gospel among themselves, which is not generally the case till they have at least 60 or 70 Families, have this Character ‡ for their Churches.*

*Those without that Mark are either newly granted or thinly Inhabited.*

*Many single Branches of Rivers in the unsurranted parts of the Country, are laid down from the Information of Hunters and others.*

*The* Falls *on Rivers which obstruct the navigation are markt thus*

*And the Double prickt Lines point out the carrying Place.*

Scale of English Miles.

10 20 30 40 50

Rochester
Wells
WELLS BAY
Berwick
Agamenticus Mt.
Somersworth
Barrington
Dover
York
Cape Neddoc
Oyster R.
Durham
Boon Island
Great Bay
Newington
New Market
Green-land
PISCATAQUA HARBOUR
Isles of Shoals
Brentwood
Exeter
Hampton
Kingston
Great Boars Head
Hampton R. & Marshes
Southampton
Newtown
Plaistow
Almsbury
Salisbury
A Bar of Sand
Haverhill

7 N.H. Provincial Papers 712-714
(Nathaniel Bouton ed., 1873)



## No. II.

### *Report of a Committee of Council relative to Conway and the North line of the Province of New Hampshire.*

[Copied from MS. "Prov. Boundaries 1677-1767" in Sec$^{y}$ office.]

*May it please your Excellency —*

On your Excellency's laying before his Majesty's Council the Representation of the Inhabitants and proprietors of the Township of Conway in this Province, that they are prevented from complying with the conditions on which his Majesty was pleased to grant the said Township to them, by the Incroachments & vexations of sundry settlers under pretence of a grant from the Province of the Massachusetts Bay, & that they pray your Excellency's protection & assistance;

We were appointed a Committee to furnish your Excellency with a state of the controversy in the said Township. In Pursuance whereof we beg leave to Report that the said Township of Conway was granted by the late Governor in the year 1765, that it is bounded on one side upon the Northerly boundary line between this Province & the old Province of Main, now belonging to the Province of the Massachusetts Bay, & that the Justice or Injustice of the Complaint made to your Excellency depends solely on this Whether the said Line was run where it ought to be. In order to throw light on this Question, we further report to your Excellency that a controversy had long subsisted with the Province of the Massachusetts Bay, concerning the boundary lines between the two Provinces. That in the year 1737 his late Majesty was pleased by a Commission under the Great Seal to appoint five of the Council from each of the Colonies & Provinces of New York, New Jersey Nova Scotia & Rhode Island to settle the controversy. The Commissioners met at Hampton on the first day of August 1737 & Proceeded to the Business, & after several adjournments, the Parties having been fully heard & their evidence, Pleas & allegations fully considered, the Commissioners Enter'd up their Judgement, the latter part of which being all that relates to the present Dispute, & runs in the following words, viz. "And as "to the Northern Boundary between the said Provinces, the Court resolves "& Determines that the Dividing line shall pass up thro' the mouth of Pis- "cataqua Harbour & up the middle of the River into the River of Newiche- "wanock (part of which is now called Salmon Falls) & thro' the Middle of "the same to the furthest Head thereof & from thence North two Degrees "Westerly, until one hundred and twenty miles be finished from the mouth "of Piscataqua Harbor aforesaid, or until it meets with his Majesty's other "Governments, & that the dividing line shall part the Isles of Shoals & run "thro' the middle of the Harbour between the Islands to the sea on the "southerly side & that the south westerly part of the said Islands shall lie in "& be accounted part of the Province of New Hampshire, & that the North- "easterly part thereof shall lie in & be accounted part of the Province of the "Massachusetts Bay, & be held & Enjoyed by the said Provinces respectively "in the same manner as they now do, & have heretofore held & Enjoyed the "same; & the Court do further judge that the Cost and Charge arising "by taking out the Commission, as also for the Commissioners and their "officers, viz: the two Clerks, surveyor & Waiters for their travelling Ex- "pences & attendance in the Execution of the same, be equally born by the "said Provinces.

Both parties appealed from the Judgement of the Commissioners to his Majesty in his Privy Council, and the Province of the Massachusetts Bay in their Bill of Exceptions, object to the line in question for this reason, That it should ru nNorthwestward & not North two Degrees Westerly; but that they offer not any exceptions to that part of the River which the Commissioners had considered as the furthermost Head thereof.

This part of the Determination concerning the line in question, after a hearing of the parties on the appeal was affirmed, & a final Judgement given between the two Provinces, by the King in Council in the year 1741, & Governor Belcher then Governor of both Provinces, received a Copy of the Commissioners Plan of the King's Instruction, to cause the lines to be run according to the said final Judgement on pain of his Majesty's highest displeasure, and a Removal from his Government. Whereupon Governor Belcher came into the Province & ordered the Lines to be run according to the said Instructions. The Northerly line now brought into question was seen by Walter Bryent Esq^r. an experienced Surveyor of Lands in the Woods who was appointed thereto & sworn by Governour Belcher to the due and faithful Discharge of the trust; and proper chainmen were also duly sworn to the faithful discharge of their trust in the marking said Line.

Accordingly Mr. Bryent went up with them to Newichewanock River & ascended that Branch of it described in the Commissioners Plan until he came to the large Ponds at the furthermost Head thereof, from thence he began to mark the Line in Question & proceeded therein as far as at that time he durst on account of the Indians. This survey Governour Belcher return'd to the proper office at home, where it now lays upon Record.

These are all the principal Facts relative to the running this line; but the settlers under the Massachusetts Bay now say that Bryent did not take the main Branch of the River; We have just grounds to assert the very contrary that he did take the main Branch of the River; & we should now offer to your Excellency our Reasons for this assertion but that we think it wholly foreign to the matter under consideration, which is briefly this: not whether Bryent ascended the Main Branch but whether he ascended the Branch mark'd as the main River in the Commissioners Plan sent to Governor Belcher as part of his Instructions, & that he did so, will appear on comparing his Return and survey with the said Plan, & is a fact that is Indisputed by either Party.

Thus after a formal & final Decision of this Boundary of the Provinces, by a Judgement of the Commissioners, affirmed by the King in Council and an acquiescence therein on both sides for twenty-six years, the Dispute is now Revived, the King's jurisdiction in this Province is Incroached upon & the Line that was fixed by such high authority is set aside by one party, who in contempt of the King's final Judgement have boldly made grants on this side of the Line on no better Pretence than that the Commissioners mistook the main Branch of the River, when if there was any Reason to suppose such a mistake it ought & it undoubtedly would have been offered in Argument either before the Commissioners, or on Appeal before the King in Council; but surely it is now too late to offer it, even if it was Fact — which in truth it is not.

And we must further observe to your Excellency that if either of the partys have reason to object to Bryent's line it must be this Province, for there is Reason to think that by accident, not having upon the spot the Plan sent to Governor Belcher he begun the Line one mile to the Westward of the place which the Commissioners had called the Head of the River, whereby this Province lost the Breadth of one mile upon the whole length of their line; yet this mistake tho' soon discovered, the Province have acquiesced under, to avoid litigating a matter anew that had been the subject of so much uneasiness.

We would further remark to your Excellency that the Judgment of the Commissioners directs that all the charges of taking out the Commission &c. shall be equally born by both Provinces. This part of the Judgement was also affirmed by the King in Council, but the Province of the Mass^s Bay refusing to do their Duty therein, *this Province*, badly able as they were at that time to bear so great a charge, yet chearfully *paid the whole* in hope's that with time & due reflections their Neighbours would come to a better mind & reimburse it; but this has not as yet happened & the Province remains as yet unpaid.

Upon the whole matter it appears to us that the Line in Question was justly run & not Exparte, by New Hampshire, but that Bryent was order'd & appointed thereto by the authority of Governour Belcher, in the capacity of Governour of both Provinces, & in obedience to the Instructions he had received for that purpose and without the advice or concurrence of either the Council or Assembly of this Province, & it appears to us that Bryent ascended the River laid out as the main River on the Commissioners Plan & that his Survey was return'd by Governour Belcher to the proper office at home where it now lays upon Record.

Prov$^{e}$ of New Hamp$^{r}$ August 12$^{th}$ 1767.

THEODORE ATKINSON
PETER LIVIUS
D. PEIRCE
GEO: JAFFREY,
} Committee.

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## No. III.

### *Report of a Committee of both Houses of the Massachusetts Assembly, respecting the New Hampshire line, December*, 1766.

[Copied from Belk. Hist. N. H., Vol. III., App., p. 291. 1812.]

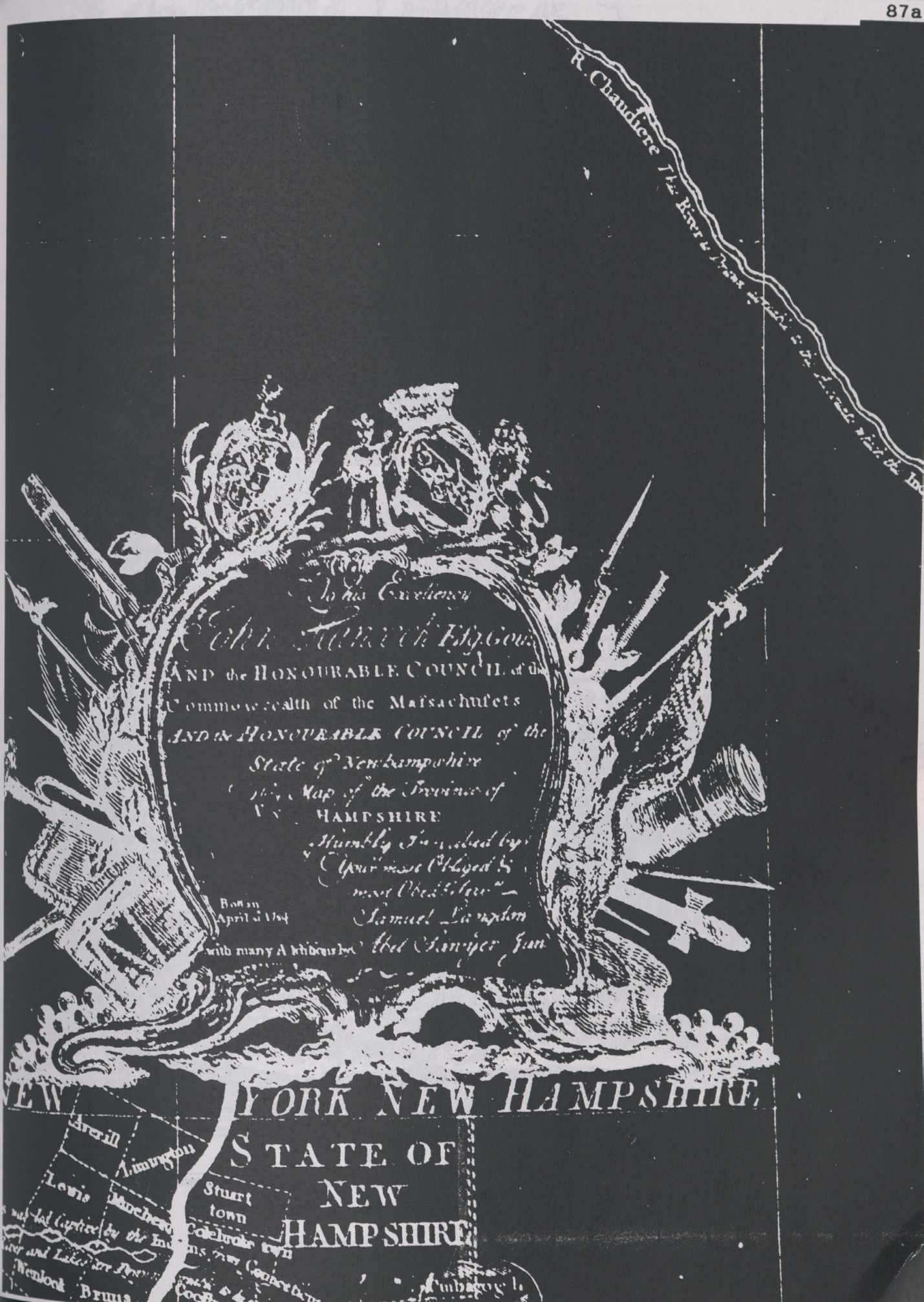
The Committee to whom was referred the affair of the line between the province of Maine, now a part of the Massachusetts Bay, and that of New Hampshire, beg leave to represent the facts as they appeared to them.

The Commissioners appointed by his late Majesty King George the second, to settle the line between the two Governments aforesaid, A. D. 1737, reported the same to begin in the middle of the mou'h of Piscataqua Harbour, and up the river Newichawanock, a part of which is called Salmon fall, and through the middle of the same to the farthest head thereof; and from thence north two degrees west, until one hundred and twenty miles be finished from the mouth of Piscataqua harbour, or until it meets with his Majesty's other governments. Governor Belcher, who was then at the head of both Provinces, in the winter of the year 1740-1, moved the assembly of the Massachusetts to appoint a Committee to join with those of New Hampshire in order to run out and mark the aforesaid line, agreeable to the determination of the Commissioners aforesaid. But the Assembly, after several motions made to them, referred the consideration of this affair to the then next May session. Governor Belcher soon after met the Assembly of New Hampshire, who upon a motion made to them of running the line aforesaid, complied, and in the month of March 1741, proceeded on the affair *ex parte* beginning at the head of the easternmost and smallest branch of the aforesaid river, and run twenty five or thirty miles into the country. This was performed by Walter Bryant, by order from Governor Belcher; and however imperfect this survey was, that Government have returned it, together with a plan thereof; but the royal approbation in Council is had in the words of the Commissioner's report, above-mentioned, without having any regard to the survey aforesaid, and it has been found, by the most careful examination, that the river is much larger than the branch from whence the said Bryant then took his departure; and this appears by his own evidence, together with Capt. Gowing's and Warren's, And your Committee beg leave further to observe, that, by the plan taken by Bryant, and by the government of New Hampshire lodged with the Board of trade, a copy of which we have received from that Province, it appears that the easternmost branch of the River aforesaid, which the surveyor then took, runs about north and by east; and by the plan sent home by the commissioners, taken by Mr. Jaffrey, and which accompanied their report of the settlement of the line, in 1737, it appears that the river, there laid down, runs north northwest (a copy of

Map of the State and Province of New Hampshire in New England

By Samuel Langdon and Abel Sawyer

1784


R. Chaudiere
To his Excellency
AND the HONOURABLE COUNCIL of the
Commonwealth of the Massachusets
AND the HONOURABLE COUNCIL of the
State of New-hampshire
this Map of the Province of
HAMPSHIRE
Humbly Inscribed by
Your most Obliged &
most Obed.t Hum.e
Samuel Langdon
Boston
April 1.t 1764
with many Additions by
Abel Sawyer Jun.r
YORK NEW HAMPSHIRE
STATE OF
NEW
HAMPSHIRE
Averill
Limington
Lewis
Stuart
town
Wenlock
Brums

A61676
Jy 25. 3A
G3740
1784
.S3
Division of Maps
JUL 27 1934.
Library of Congress

These White Hills appear many Leagues off at Sea like great bright Clouds above the Horizon, & are a noted Land Mark for Seamen
Killed with 15 Men, But a compleat Victory was gained over the Indians, the greater part of them being Killed the rest fled & left the field to the English.
Great Falls
Saco River
Pearson Town
Ossipee R.
Little Ossipee Pond
Ossipee Pond
Limerick
Smalls Claim
Saco Ft.
Biddeford
Arundel
Bonybeag Hill
Kennebunk R.
Wells
WELLS BAY
C. Porpus
Cape Neddoc
York
Piscataqua Harbour
Isles of Shoals
Great Bours Head
Hampton R. & Marshes
Hampton
Exeter
Brentwood
Chester
Kingston
ROCKINGHAM COUNTY
Londonderry
Plaistow
Haverhill
Newbury
Plumb Island
A Bar of Sand
Rowley
Ipswich
Chebacco
Gloucester
Cape Ann
Cape Ann Harbour
Manchester
Salem
Marble Head
Dracut
Pantuckett Falls
Merrimack R.
Pine Tree 53 Miles and 38 Miles
MASSACHUSETS BAY
Durham
Barrington
Dover
Somersworth
Berwick
Rochester
Barnstead
Canterbury
Chichester
Epping
Nottingham
Deerfield
Amherst
Merrimack
Monson
Holles
Dunstable
Pelham
Methuen
Bradford
Andover
Haverhill
Almsbury
Salisbury
Newtown
Southampton
Stratham
Greenland
Newington
Portsmouth
Newcastle
Kittery
Eliot
Berwick
Somersworth
Lebanon
Philips claim
Philips Town
Cornish
Limington
Standish
Gorham Town
Scarborough
Winter
Wood I.
Saco B.
Cape Porpus
Broom Island
Rye Town
New Hopkinton
Henniker
Wears Town
Starks Town
New Boston
Goffs Town
Litchfield
Hollis
Lyndeborough
Wilton
Mason
New Ipswich
Piscataqua R.
Cocheco R.
Isles of Shoals
Pidgeon Hill
Rocks called the Salvages
Thatchers I.
Lynn
BOSTON
72
71

A Plan of the Town of Kittery by Actual Survey

Located in the Massachusetts Archives, Maps & Plans

1794

The pricked line represents an ancient form of the boundary line between York and Chilling as appears by perambulations of nearly one hundred years Since.

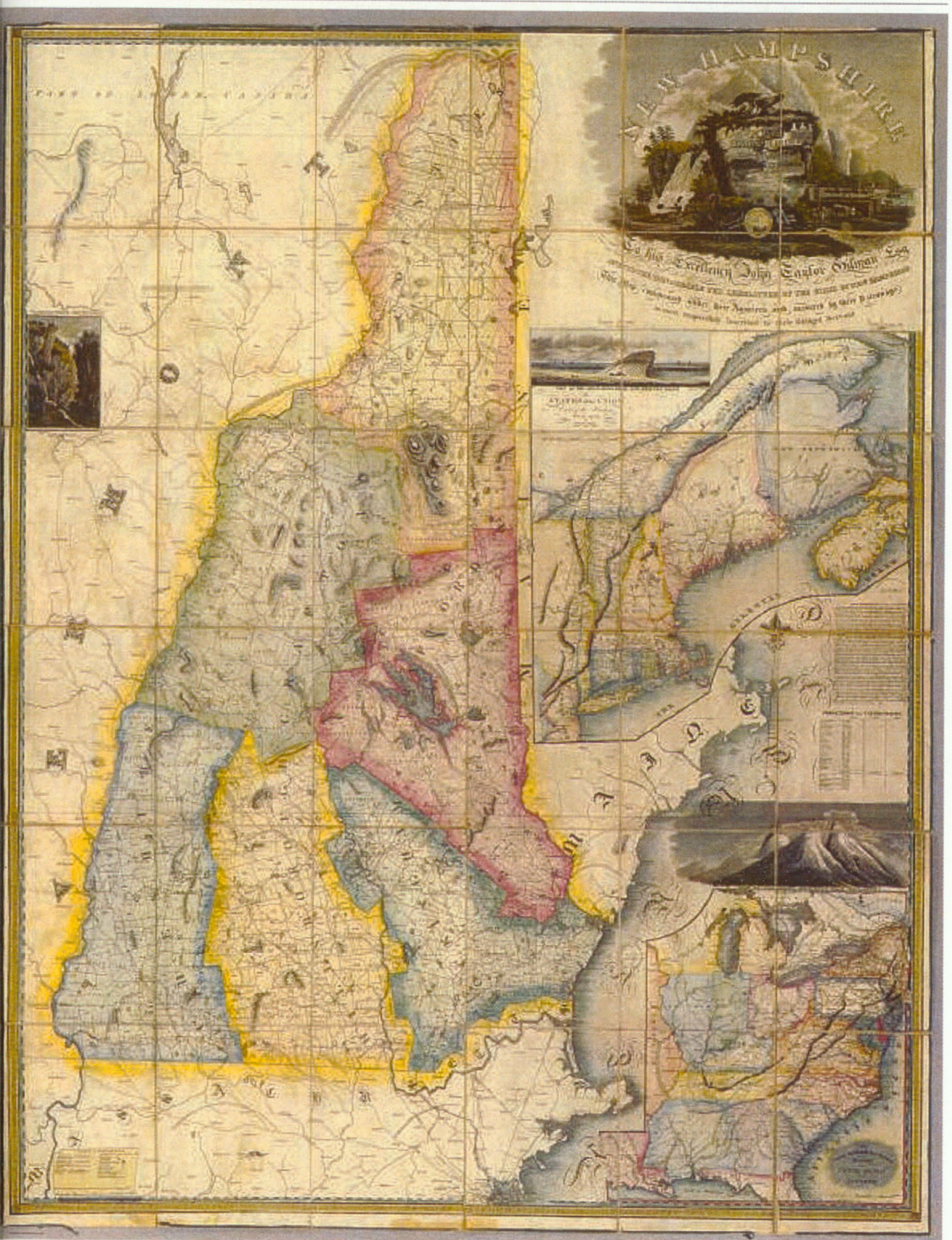
A Plan of the Town of Athol by actual Survey November 1794.
Drawn in Obedience to a Petition presented to the General Court at the
General Court of Massachusetts held the day of June 1794
N
E
N. Hampshire
Athol
Petersham
Phillipston
Templeton
MASS. ARCHIVES
1405
MAPS & PLANS

M. House
S. Creek
D Island
S Island
L. Island
90

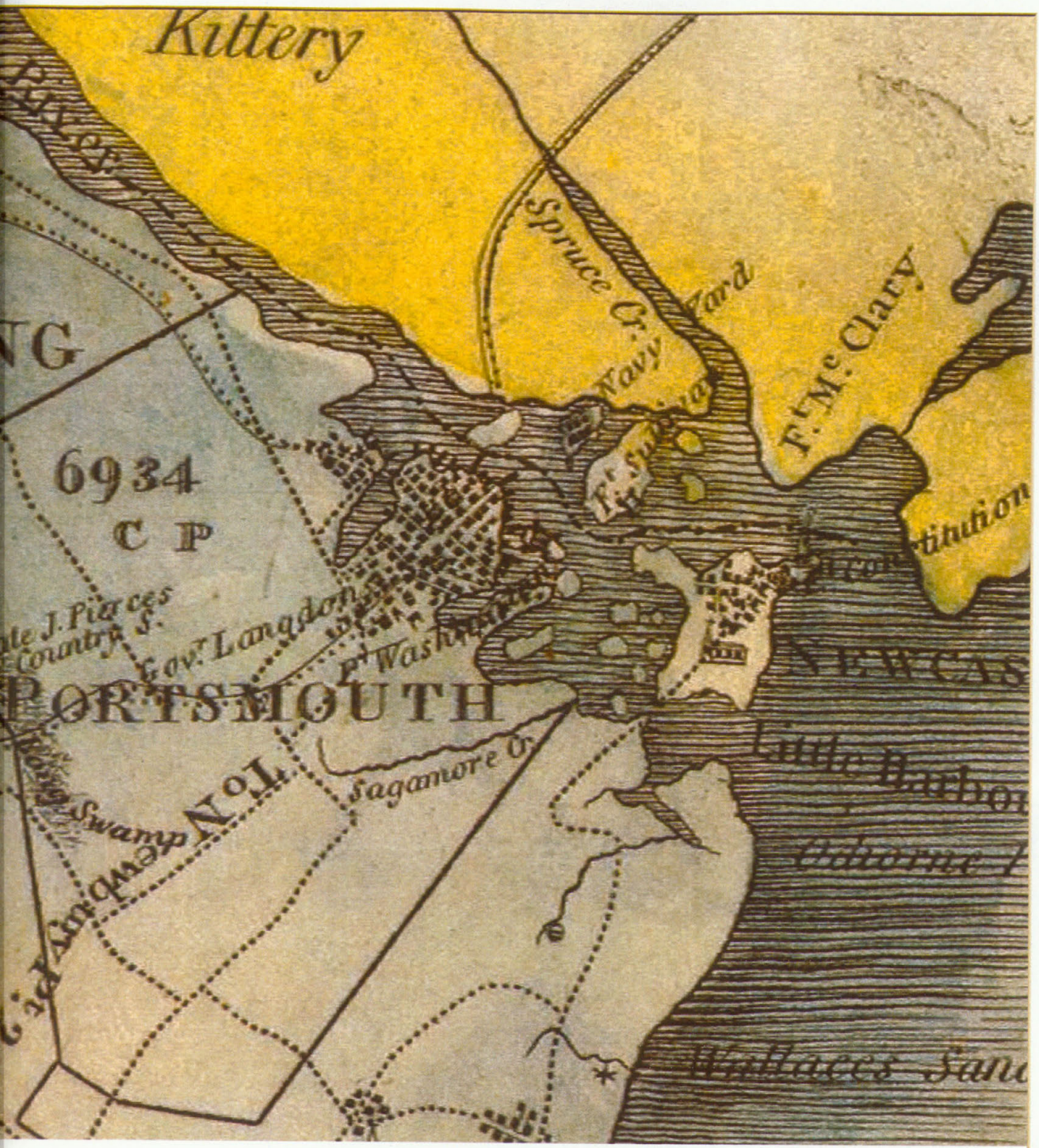
Map of New Hampshire

By Philip Carrigain

1816


NEW HAMPSHIRE
To His Excellency John Taylor Gilman Esqr.

NEW
HAMPSHIRE
BY RECENT SURVEY
Made under the
SUPREME AUTHORITY
by
PHILIP CARRIGAIN
Counsellor at Law
Excellency John Taylor
RABLE THE LEGISLATURE OF THE STATE OF


Kittery
Spruce Cr.
Navy Yard
F.t M.c Clary
6934
C P
Gov.r Langdon
PORTSMOUTH
Sagamore Cr.
Swamp
To Newcastle
NEWCAS
Little Harbor
Wallaces San

YORK REGISTRY OF DEEDS
BOOK 65, PAGE 87

FROM WILLIAM DENNET TO THE UNITED STATES
JUNE 12, 1800
DENNETT'S ISLAND

Know all men by these Presents that William Dennet, Jr. of Kittery in the County of York & Commonwealth of Massachusetts [illegible] for and in consideration of the sum of five thousand five hundred dollars to me in hand before the delivery hereof well and truly paid by the United States of America the receipt whereof I do hereby acknowledge have given granted bargained sold and by these presents do give grant bargain sell alien [illegible] convey and confirm unto the said United States of America the whole of a certain island lying in Piscataqua River in Kittery aforesaid opposite the town of Portsmouth & at the distance of about three quarters of a mile from said Portsmouth which Island now formerly called Layclaim Island afterwards Fernalds Island & now called Dennets Island and contains fifty acres be the same more or less & is the same I purchased of James Sheafe as by his deed dated 29 Sept$^{r}$ 1794 & recorded more fully appears. To Have and to Hold the said granted premises with all the privileges and appurtenances to the same belonging to the said United States of America to their only proper use and benefit forever and I the said William Dennet Jr. my heirs executors and administrators do hereby covenant grant and agree to and with the said United States that until the delivery hereof I am the lawful owner of the said premises am seized and professed thereof in my own right in fee simple and have full power and lawful authority to grant and convey the same in manner aforesaid that the said premises are free and clear of all and every incumbrance whatsoever and that my heirs executors and administrators shall and will warrant the same to the said United States of America against the lawful claims and demands of any person or persons whomever. And I & Sarah wife of the said William in consideration of six dollars paid me & in token of my consent hereto & release of dower in & to the premises above mentioned have with the said William hereunto set our hands and seals the twelfth day of June in the year of our Lord one thousand eight hundred.

Signed Sealed & delivered
in presence of us

Wm Dennet Jr.
Sarah Dennet

Dan S.Waldron
Nath. J. Sheafe
Jeremiah Smith

State of New Hampshire
Rockingham ss 12 June 1800
William Dennet Jr. & Sarah Dennet

Acknowledged the within instrument to be their free act & deed. Before Jeremiah Smith, Justice Peace

William Dennett to The United States



Know all men by these Presents that I William Dennet Junr of Shillery in the County of York & Commonwealth of Massachusetts Husbandman for and in consideration of the sum of five thousand five hundred Dollars to me in hand before the delivery hereof well and truly paid by the United States of America the receipt whereof I do hereby acknowledge have given granted bargained sold and by these Presents do give grant bargain sell alien enfeoff convey and confirm unto the said United States of America the whole of a certain Island lying in Piscataqua River in Shillery aforesaid opposite the town of Portsmouth & at the distance of about three quarters of a mile from said Portsmouth which Island ~~after~~ now formerly called Gayelairn Island after wards Tunnalds Island & now called Dennets Island and contains fifty acres be the same more or less & is the same I purchased of James Sheafe as by his deed dated 29 Sept^r 1794 & recorded more fully appears To Have and to Hold the said granted premises with all the privileges and appurtenances to the same belonging to the said United States of America to their only proper use and benefit forever and I the said William Dennet Junr my heirs executors and administrators do hereby covenant grant and agree to and with the said United States that until the delivery hereof I am the lawful owner of the said premises am seised and possessed thereof in my own right in fee simple and have full power and lawful authority to grant and convey the same in manner aforesaid that the said premises are free and clear of all and every incumbrance whatsoever and that I my heirs executors and administrators shall and will warrant the same to the said United States of America against the lawful claims and demands of any person or persons whomsoever. And I Sarah wife of the said William in consideration of six dollars paid me in hand in token of my consent hereto & release of dower in & to the premises above mentioned have with the said William hereunto set our hands & Seals the twelfth day of June in the year of our Lord one thousand eight hundred

Hundred

Signed Sealed & delivered in presence of us
Dan[l] Waldron
Nath[l] F. Measfe
Jeremiah Smith

Wm Dennet Jun[r] (Seal)
Sarah Dennet (Seal)

State of New Hampshire
Rockingham ss 12 June 1800
William Dennet Jun[r] & Sarah Dennet acknowledged the within Instrument to be their free act & deed - Before Jeremiah Smith Justic Peace

Recorded according to the orig[l]
Received June 13th 1800
William Frost Regr

BK 65
88
(Form Dennet to the United States)

YORK ss REGISTRY OF DEEDS
RECEIVED June 13 1800
AT \ H \ M \ M., AND
RECORDED IN BOOK 65 PAGE 87
ATTEST:
William Frost
REGISTER

A TRUE COPY OF RECORD
ATTEST: [illegible]
REGISTER

American State Papers, Naval Affairs, vol.1, pp. 325-326



that the high character which the American navy has justly acquired; the general sentiment which indicates its rapid increase and permanency; and the long, faithful, and honorable services which its senior officers have rendered their country; appear to me to justify and call for the appointment of officers of a higher grade than that of captain.

Love of country, and the laudable desire of honorable fame, are strong excitements to noble actions; but the prospect of progressive promotion to the highest distinction to which talents, zeal, and valor, may justly aspire, is not perhaps less active and stimulating.

Captains of long and honorable standing in the navy cannot but contrast the cheerless prospect of promotion in the naval service with the rapid and high distinction to which their military brethren, with equal but not higher pretensions, have attained.

The naval force, in officers, seamen, and marines, is probably two-fifth parts of the whole military force of the United States actually employed, in which there are, I think, eight major generals and sixteen brigadiers, exclusive of those of the staff, who enjoy the rank, pay, and emoluments, of brigadiers.

The effect of a limited grade, without hope of promotion, is to contract the range of study and professional attainment within the sphere of the command thus limited. Hold out but the prospect of elevated rank and command, and every officer of talents and worth will aspire to the highest qualifications.

Foreign example is to be received with caution, yet the practice of nations, of great maritime experience, may throw some light upon the subject. A comparison of the force of the British navy, with the number of admirals in that service, will exhibit the following result, viz: Of ships of seventy-four guns and upwards, there are

| | |
|---|---|
| Building, about | 24 |
| In ordinary, about | 54 |
| Guards, hospital, prison, store ships, &c | 33 |
| In commission, about | 99 |
| Ships of seventy-four guns and upwards, | 210 |

The list of admirals contains two hundred and nine, exclusive of twenty-seven superannuated rear admirals upon half pay: thus exhibiting more than two admirals for every ship of seventy-four guns and upwards, in commission.

We daily see, on our own coast, admirals with commands inferior to those which the American navy may even now afford.

The new grade to be established, and number of promotions, should be consistent with the scale and character of the naval establishment, which may not for some years require the distinction of flags, as in the British navy, viz.: red, white, and blue, at the main, fore, or mizzen of each, making nine grades of admirals, rising in the order of the flags, from blue to red.

I am, therefore, of opinion, that it is now expedient to establish the grade of rear admiral, without any distinction of flags, leaving the promotions to vice admiral and admiral for future services, and an enlarged establishment.

I am also of opinion that the same principle which induced the establishment of brevet rank in the army, for gallant actions, meritorious conduct, or long service, is equally applicable to the navy, and cannot fail to excite to those actions which it is intended to reward; but no officer, so brevetted, should be entitled to any additional pay or emoluments, except when commanding on separate service.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

The Hon. CHARLES TAIT, *Chairman of the Naval Committee of the Senate.*

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13th CONGRESS.] No. 118. [3d SESSION

## CONDITION OF THE SEVERAL NAVY YARDS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 1ST OF DECEMBER, 1814.

NAVY DEPARTMENT, *November* 30, 1814.

SIR:

I have the honor to transmit herewith sundry documents, marked A, B, C, in compliance with a resolution of the House of Representatives of the United States, passed on the 3d of March, 1813.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

The Honorable the SPEAKER *of the House of Representatives of the United States.*

[*Resolved*, That the Secretary of the Navy be, and he is hereby, directed to report to this House, at the next session of Congress, a statement of the number of navy yards belonging to, and occupied for the use of, the United States; the accommodation provided in each, with the number of officers and men attached to each, with their rank and pay; also, the quantity and species of timber provided in each. Also, a statement of the expenditures made in each yard during the year 1811 and 1812; the number of vessels repaired during that time, with the species, quantity, and cost of repairs on each vessel, and the manner in which such repairs have been made, whether by contract or otherwise, and the terms. Also, the amount of timber provided under the law making an annual appropriation of two hundred thousand dollars, with a statement of the contracts made under said act, and the terms thereof: also, the number of officers in the naval service of the United States, their rank, pay, and employ.]

A.

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There are six navy yards belonging to, and occupied for the use of, the United States, viz:

No. 1. At Portsmouth, New Hampshire.
2. At Charlestown, Massachusetts.
3. At New York.
4. At Philadelphia.
5. At Washington, District of Columbia.
6. At Gosport, Virginia.

that the high character which the American navy has justly acquired; the general sentiment which indicates its rapid increase and permanency; and the long, faithful, and honorable services which its senior officers have rendered their country; appear to me to justify and call for the appointment of officers of a higher grade than that of captain.

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13th CONGRESS.] No. 118. [3d SESSION.

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COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 1st OF DECEMBER, 1814.

NAVY DEPARTMENT, *November* 30, 1814.

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4. At Philadelphia.
5. At Washington, District of Columbia.
6. At Gosport, Virginia.

Legislative Papers, Me. P & SL 1822, c.62, Maine State Archives

Navy Department
May 7th, 1821

Sir,

The United States Navy Yard, situated upon Dennet's Island, on the east side of the Piscataqua River, and now within the limits of the State of Maine, being the property of the United States by purchase, still remains subject to the jurisdiction of the State, and the whole Island being included in the Deed of Sale, it is desirable that the jurisdiction, thereof, should be ceded to the United States. Should you consider this opinion consistent with the interests of Maine, and not objectionable in any other point of view, I have the honour to request, that you will submit the subject to the consideration of the Legislature of the State over which you preside, with such a recommendation as shall, in your judgment, appear to be right and proper.

I have the honour to be,
With the highest respect,
Sir, your most Ob. Servant,

Smith Thompson

Navy Department
May 7th 1821.

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With the highest respect,
Sir, Your Most Ob. Servant,

ME 000688

Legislative Papers, Me. P & SL 1822, c. 62,
Maine State Archives

To the Senate and House of Representatives:

I have received from the Secretary of the Navy of the United States a communication relating to the jurisdiction over Dennet's Island, on the east side of Piscataqua river, in this State, which I have directed to be laid before you.

As that Island now belongs to the United States, and is the site of an important Navy Yard, it may not be deemed unreasonable that the United States should have jurisdiction over it, so far as relates to the punishment of offences against the national authority.

Albion K. Parris

Council Chamber,
January 21, 1822}

In Senate Jan. 21, 1822, Read and committed to Mssr's Dennet and Burnham with such as the House may join – Sent down for concurrence.

Daniel Rose, President

House of Representatives
January 21st 1822

Read and concurred - Messr's Perley of Bridgton, Dyer of Vinalhaven & Ingalls of Denmark and [illegible]

Benj. Ames Spkr

To the Senate and

House of Representatives:

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Daniel Rose President.

ME 000687

House of Representations
Jany 21st 1822.

~~Peleg of Brighton~~
~~Dyer of Goshen~~
~~Ingalls of Dearborn~~ Read and concurred — and Messrs Peleg of Brighton, Dyer of Vinalhaven, & Ingalls of Dearborn are joined —

Benj. Hasey Clerk

# EXCERPT FROM OFFICIAL RECORDS OF TOWN OF KITTERY

Pursuant to the provisions of the law approved March 5, 1836 entitled "an Act, Additional to an Act to organize govern and disipline the Militia of this State" The Subscribers Selectmen of the town of Kittery have assertained and do hereby define the limits of every Company of Infantry in said Town as follows viz 1st The Company commanded by Capt. Charles G. Bellamy is limited by a line commencing at York town line at Brave Boat Harbour and running out said Harbour to the sea around Cutts Island and Gerrish's Island to Piscataqua river thence up the Piscataqua River around and including Trefethens Island and thence easterly between Trefethens Island and the Navy yard down the gut so called and down crooked lane to the mouth of Spruce creek thence up spruce creek to Nortons Creek thence up Nortons creek to the old mill dam thence up the old mill lane to the road leading to and from Kittery Point thence northeasterly crossing said old road and on the centre of the new road usually called Bartletts Road to the York town line thence southerly on said town line to the place began at . . . . . .

2nd The Company commanded by Capt. Daniel Jones by a line commencing at the northeast corner of said town by the towns of Eliot and York and running southerly by said York line to Bartletts road aforesaid thence southerly on the centre of said road to the old road leading to Kittery point thence crossing said old road down Nortons lane to Nortons Creek so called thence down Nortons creek to Spruce creek thence up spruce creek to the westerly corner of Davises Mills thence on the centre of the Post road southwesterly sixteen rods to the western end of David Bridge so called thence on a line running north 57 degrees west to the line of the town of Eliot thence northeasterly on said town line to the place began at . . . . . .

.

3rd the company commanded by Capt. Richard Rogers Jr by a line commencing at the northeast corner of said town by the line of the town of Eliot and spinneys creek so called and running down said creek to the Piscataqua river and down said river around and including Cushings Island and the Navy Yard and easterly down through the gut and crooked lane (so called) to the mouth of spruce creek thence up spruce creek to the western corner of Davises Mills thence on the center of the Post road southeasterly sixteen rods to the western end of Davis Bridge (so called) thence on a line running north 57 degrees west to the line of the town of Eliot thence southwesterly on said town line as said line runs to the place began at . . . . . Given under our hands at Kittery the thirteenth day of June in the year of our Lord one thousand eight hundred and thirty six.

Mark Dennett
Daniel Frisbee
Roger Dearing

A true copy of the original
Attest Joseph Dance Town Clerk

Pursuants to the provisions of the Law passed March 5th 1834 entitled ~~"An"~~ "An Act additional to an Act to organize govern and discipline the Militia of this State" The Subscribers Selec men of the town of Kittery have ascertained and do hereby define the limits of every Company of Infantry in said Town as follows viz 1st The Company commanded by Capt Charles Y. Bellamy is limited by a line commencing at York town line at Brave Boat Harbour and running out said Harbour to the sea around Cutts Island and Gerrishs Island to Piscataqua river thence up the Piscataqua River around and including Trefethens Island and thence easterly between Trefethens Island and the Navy Yard down the gut so called and down crooked lane to the mouth of Spruce creek thence up Spru creek to Vortons Creek thence up Vortons creek to the old mill dam thence on the old mill lane to the road leading to and from Kittery Point thence northeasterly cros ing said old road and on the centre of the new road nowal ly called Bartletts Road to the York town line thence south erly on said town line to the place began at.....

2nd The Company commanded by Capt Daniel Jones by a line commencing at the northeast corner of said town by the towns of Eliot and York and running southerly by said York line to Bartletts road aforesaid thence southerly on the centre of ~~said~~ road to the old road leading to Kittery points thence crossing said old road down Vortons lane to Vortons Creek so called thence down Vortons creek to Spruce creek thence up Spruce creek to the westerly corner of Davises Mills thence on the centre of the Post road southwesterly sixteen rods to the western end of Davis Bridge so called thence on a line running north 57 degrees west to the line of the town of Eliot thence northeasterly on said town line to the place began at.....

3rd The company commanded by Capt Richard Rogers by a line commencing at the northeast corner of said town by the line of the towns of Eliot and Spinneys creek so called and running down said creek to the Piscataqua river

5

and down said river around and including Cowhouse Island and the Navy yard, and easterly down through the gut and crooked Lane (so called) to the north of Spruce creek to Spruce creek to the western corner of Davis's Mill thence on the centre of the Post road southeasterly sixteen rods to the western end of Davis Bridge (so called) thence on a direct running north 57 degrees west to the line of the town of Eliot thence southwesterly on said town line as said line runs to the first place began at. Given under our hands at Kittery this thirteenth day of June in the year of our Lord one thousand eight hundred and thirty six

Mark Dennett
Daniel Frisbee
Roger Deering

A true copy of the originals

Attest Joseph Dame Town Clerk

Records, Naval Shipyard, Museum Files

Portsmouth, New Hampshire
November 13th 1824

Sir:

Having with some difficulty collected the information necessary for the purpose, I now in obedience to the directions contained in your Circular letter of the 21st ultimo transmit the facts in relation to the purchase of Real Estate in behalf of the United States Since the year 1776 required by the resolution of the House of Representatives passed April 10, 1824 on that subject so far as relates to real Estate held for Naval purposes in this State, or on this Station.

I cannot learn that any real Estate has been ever purchased or held by the United States for Naval purposes in this State. --

The Island on which the Navy Yard is Situated altho in this River and near the Town is actually in the State of Maine, was called Dennets Island, and purchased by Jacob Sheafe, Esq. (then Navy Agent) of William Dennet of Kittery, State of Massachusetts on the 12th day of June 1800, for the sum of Five thousand, five hundred dollars and conveyed to the United States by direction of the Hon. Benjamin Stoddard (then Secretary of the Navy) he being authorized by the President of the United States as appears by his letter to Jacob Sheafe Esq. dated May 19th 1800, a copy of which marked A is transmitted herewith. The then Solicitor of this State Jeremiah Smith, Esq. examined the Records of Deeds and traced the letter for one hundred years and found them clear and undoubted. The Deed fill'd up in due form was Recorded and the original forwarded to the Navy Department, a certified copy of which from the Recorder's office is also transmitted and marked B.-- The purchase of this Island was not accompanied with the express consent of the State of whose Territory it constituted a part but after the seperation of the District of Maine from the Commonwealth of Massachusetts, the Legislature of the State of Maine in the year 1822 passed an act ceeding to the United States the jurisdiction of said Island, as fully appears by a Certified copy of the Act of cession marked C likewise transmitted. I presume the foregoing Statement embraces all the matter required by the Resolution of the House of Representatives. Should any part have escaped me, I will cheerfully communicate it on being advised thereto.

I have the honor to be Very Respect'y
Sir Your obedient Servant.

E. G. Parrott
Navy Agent

Hon. Samuel L.
Southard, Secty
Of the Navy --
Washington

11- 13- 1824

Portsmouth. New Hampshire.
November 13th 1824.

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Hon Samuel L. Southard. Secty of the Navy. — Washington.

ME STATE LAW LIBRARY
AUGUSTA, MAINE

# REPORT

OF

# COMMISSIONERS

APPOINTED TO SETTLE THE LINE

BETWEEN

NEW-HAMPSHIRE AND MAINE.

*In Senate, Dec. 9, 1828.*

On motion of Mr. Plumer,

Ordered, That the Clerk procure three hundred copies of the Report of the Commissioners on the line between Maine and New-Hampshire, and of the agreement between the Commissioners of said States relating to the line, to be printed for the use of the Senate.

W. H. Y. HACKETT, Clerk.

Copy Attest—

B. B. FRENCH, Assist. Clerk.

19533

# REPORT.

*To His Excellency the Governor of the State of New-Hampshire.*

The undersigned, Commissioners appointed on the part of the State of New-Hampshire, pursuant to a Resolve of the Legislature, passed June 30, 1827, "in conjunction with commissioners to be appointed on the part of the State of Maine, to ascertain, survey, mark and renew the dividing line between this State and the State of Maine, in its whole extent, and to erect thereon suitable monuments to designate it as the boundary line of said States;"

REPORT—

That in conjunction with the Hon. William King and the Hon. Rufus M'Intire, commissioners appointed on the part of the State of Maine, we have ascertained, surveyed, marked and renewed the dividing line between this State and Maine, and erected monuments thereon to designate it as the boundary line of said States; and have executed an agreement, signed by the commissioners of both States, describing the courses, distances and monuments of the same; which agreement engrossed upon parchment is herewith submitted, together with a plan fully delineating the same. As the same agreement contains a provision, that the line therein described shall hereafter be the boundary line between said States, unless the Legislature of either State, shall, by Resolve, disapprove of the same, at the first session after the date of its execution, we respectfully ask leave to present, as concisely as in our power, a statement of the questions which were involved in our inquiry, and the facts connected with them, that the Legislature may be informed of the reasons which guided us in the result of our labors.

The indefinite character of the grants to Mason and to Gorges, produced, at an early period of their titles, collisions in relation to their respective limits. The grant to Sir Ferdinando Gorges, of April 3d, 1639, contains a description in relation to this line of "all "that parte, purparte and portion of the main land of "New-England aforesaid, beginning at the entrance of "Pascataway Harbour and soe to passe up the same into "the river Newichawoke and through the same into the "farthest head thereof, and from thence Northwestward "till one hundred and twenty miles be finished." The right of Gorges was purchased from his heirs, by Massachusetts, in 1677, and the controversy for the settlement of this line was afterwards connected with that between the two Provinces on the south. A long and severely contested dispute assumed the form of a legal decision in the report of the Commissioners appointed by the King to settle the controversy between the Provinces of New-Hampshire and Massachusetts, which report, made in 1737, determined respecting this line as follows—

"And as to the northern boundaries between said "Provinces, the court resolve and determine, that the "dividing line shall pass up through the mouth of Pis-"cataqua Harbour, and up the middle of the river into "the river Newichawannock, part of which is now "called Salmonfalls, and through the middle of the "same to the furthest head thereof, and from thence "north two degrees westerly, until one hundred and "twenty miles be finished from the mouth of Piscata-"qua Harbour aforesaid, or until it meets His Majesty's "other Governments, and that the dividing line shall "part the Isles of Sholes, and run through the middle "of the Harbour between the islands to the sea, on the "southerly side, and that the southwesterly part of the "said Islands shall lye in and be accounted part of the "Province of New-Hampshire, and that the northeast-"erly part thereof shall lye in and be accounted part of "the Province of the Massachusetts Bay, and be held "and enjoyed by the said Provinces respectively, in the "same manner as they now do and have heretofore held "and enjoyed the same." This part of the decree of

the Commissioners, as well as the part relating to the southerly line of this Province was highly dissatisfactory to Massachusetts, and an appeal was claimed to the King in council. The decision of the commissioners, after a hearing by the agents of the Provinces before a committee of the council for hearing appeals from the plantations, was affirmed, and their report approved by his Majesty with the advice of his privy council, and an Instruction issued on the fifth of August, 1740, 'to the 'Governor or commander in chief of his Majesty's said 'Provinces for the time being, as also his Majesty's re-'spective councils and assemblys thereof'—to cause the same to be 'executed in the most effectual and expedi-'tious manner.' The Province of the Massachusetts Bay was dissatisfied with the decision, which established our southerly line 'due west' from a point marked on the Commissioner's plan north of Patucket falls, instead of the point where 'the Pemigewasset and Win-'nepiseke meet,' as then contended for; as well as with the establishment of the line in question 'north two de-'grees westerly,' instead of due 'northwest,' as was claimed by that Province. The assembly therefore neglected to take any measures for executing the order of the King in relation to the survey and establishment of the lines. The Assembly of New-Hampshire made provision, and Governor Belcher, who was at that time Commander in Chief over both Provinces, being 're-'quired and enjoyned under pain of His Majesty's high-'est displeasure, and of being removed from his Gov-'ernment,' to take especial care, that His Majesty's commands be executed, appointed Walter Bryent to survey the line in question, and gave him the following order and instruction.

'*By Jonathan Belcher, Esquire, Captain General and 'Governor in and over His Majesty's Province of the 'Massachusetts Bay in New-England.*

'Having lately rec'd His Majesty's Royal instruction 'requiring me to take especial care, that His Majesty's 'judgment in council relating to the boundary lines be-'tween the Province of the Massachusetts Bay and 'this Province be executed in the most effectual man-

'ner, and in order to the accomplishing the end in the 'said instruction proposed, you being well knowing in 'the art of surveying, and now under oath duly and 'faithfully, and according to the best of your skill and 'judgment, to run and mark out such part of the said lines 'as shall be assigned you—I do hereby authorize and ap- 'point you as a surveyor to proceed immediately and pass 'up through the mouth of the Piscataqua Harbour, and up 'the middle of the river into the river of Newichwannuch. '(parte of which is now called Salmonfalls) and through 'the middle of the same to the furthest head thereof, 'and from thence north two degrees westerly, until 'one hundred and twenty miles be finished from the 'mouth of Piscataqua Harbour aforesaid, or until it 'meets with His Majesty's other Governments—and to 'take especial care in this your survey, that you well and 'fully spot the trees standing in the said line, and take par- 'ticular notice of all hills, mountains, rivers, ponds, lakes, 'and what else may be remarkable, that shall lye in or 'near your way, remark the same in the plan of your 'survey, which you are to make return of upon oath— 'all which you are to do with all possible prudent des- 'patch, for which this shall be your warrant.

'Given under my hand and seal, at arms at Ports- 'mouth, March 12, 1740—1. J. B.

"To Mr Walter Bryent—

"*Memorandum*—The true North two degrees West "is by the needle North Eight degrees East, which is "your course."

By the journal of Walter Bryent it appears, that he commenced his survey at the outlet of East pond on the 19th of the same March, and proceeded as directed to survey and mark the line to near the Saco river, a distance of about twenty-seven miles, from which point, owing to the badness of the travelling and other obstacles, he returned. The line was afterwards in 1768 extended, as is said, to the North East corner of Shelburne under the direction of Isaac Rindge. Of this, however, we do not find any return. Afterwards in 1789 Joseph Cram and Jeremiah Eames, under the di-

rection of a committee of the Legislature, continued the survey from the North East corner of Shelburne to the birch tree at the northern extremity. The Assembly of the Province of the Massachusetts Bay did not unite in the survey first made, nor hath that, or the Legislature of the State, at any time assented to the same as the true boundary line.—On the contrary the same was complained of as an *ex parte* survey, and that it ought not to debar Massachusetts from asserting her rights. It was alledged to be incorrect, both in the *point* of departure and in the *course* pursued. Grants were made, from time to time, by that Province, of lands west of the line, as run by Bryent, and long and severely litigated controversies were the consequence of the conflicting claims. It was contended that Bryent had mistaken the stream which he pursued for the head waters of Salmon Falls river, and that the true Salmon Falls was a stream more westerly, and its head waters a pond in the present town of Brookfield, near seven miles further upon New-Hampshire, and that a line should thence be run without regard to the variation of the needle, which would cross the State from the pretended head waters of Salmon Falls in the direction of Ossipee pond; or that if any variation was allowed it should be but seven and a half degrees instead of ten, as directed by Gov. Belcher. It was contended on the part of Massachusetts, that what they term the middle or main branch should have been taken by Bryent instead of the eastern branch, upon the allegation, that it was a larger stream, and the testimony of Captains Gowing and Warren was taken to support the allegation. They testified that such was the fact, and that Bryent himself had admitted the same. Against the allowance of the variation of the needle it was contended, that it was no part of the judgment of the King, but was an arbitrary order of Gov. Belcher. The nature and extent of these claims of Massachusetts are exhibited in the plan herewith submitted, marked B, which was made by order of His Majesty's Superior Court of Judicature for the Province of New-Hampshire in September, 1768. By a report of a Committee of both Houses of the Massachusetts Assembly, in Decem-

ber, 1766, (3d Belk. Hist. N. H. 390) complaints are made of the mistakes, and it is stated that in attempts to correct the same, " committees have once and again ' been appointed by this Court to join New-Hampshire ' thereto, but without success."

From the view which we take of the facts in this case, we have not deemed it important to inquire whether Bryent's survey was, or was not *ex parte*. If the point were material, from the fact, that Governor Belcher, at that time, acted in his capacity of Governor and Commander-in-chief over Massachusetts as well as New-Hampshire, it might, at least with plausibility, be contended, that his orders and his acts in the premises were binding and conclusive upon both Provinces.

The allegation that the middle is the largest branch of Salmon Falls river, we are satisfied is not supported by the fact. From examination and inquiry, we have no doubt that the branch from East pond is the main branch. That Captains Gowing and Warren must have misunderstood Bryent is manifest from his answers on oath of the date of June 22, 1767, (a copy of which, marked C, is herewith submitted ;) as also by Bryent's letter of Oct. 9, 1790, (3d Belk. Hist. N. H. 394,) in which he says, that in 1766 he went with a committee of the Massachusetts Legislature to make his deposition upon the spot, if necessary, to the full satisfaction of the committee—' Accordingly said committee, with Col. ' Wentworth, myself and about five or six assistants, ' went up Salmon Falls river to where the branches met ' and viewed it well, and from thence we went up the ' westerly branch to the head thereof, and from thence ' crossed over to the head of the easternmost branch, and ' found to the committee's satisfaction, that the easterly ' branch was much the largest of the two; vented much ' more water, and proceeded from a larger pond than the ' westerly branch.'

Another reason urged why the line should have proceeded from the head waters of the middle branch, as stated in the report of the Committee of Massachusetts before referred to, is, that ' by the plan sent by the ' Commissioners, taken by Mr Jeffrey and which ac-

ber, 1766, (3d Belk. Hist. N. H. 390) complaints are made of the mistakes, and it is stated that in attempts to correct the same, "committees have once and again 'been appointed by this Court to join New-Hampshire 'thereto, but without success."

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companied their report of the settlement of the line in 1737, it appears, that the river there laid down runs 'north north west, which exactly agrees with the mid-'dle or main branch,' &c. By the files in the office of the Secretary of State, it appears, that the commissioners in 1737 required that a plan of Salmon Falls river should be furnished to them, which should be agreed to by the agents of both Provinces. Such a plan was made by Mr. Cyprian Jeffrey, (no copy of which can now be found here, or in Massachusetts) which was agreed to by the agents of both Provinces, under the direction of the Assembly of each, on the subject of which Mr. Bryent, in his deposition taken *in perpetuam*, August 14, 1767, (a copy of which marked "D" is herewith submitted,) testifies as follows—'I run 'up Salmon Falls river, until I came to where it divides 'into two branches. I viewed them well, and observed 'their general course where they united, and run up 'the branch that was broadest there, and nearest the 'course of said dividing line, and is the same branch or 'river laid down in the plan annexed to his late Majes-'ty's Instructions for running said dividing line; and in 'running up said branch I passed up first through one 'pond, then through another pond, and about one quar-'ter of a mile eastward there is a pond that empties it-'self into the second pond, and they both appear plain-'ly to be the same that are laid down in the aforesaid 'plan, and therein called Lovewell's pond, and supposed 'to be the head of said river, as it heads there in the 'plan, and no other branch is there taken notice of—so 'that had I had the plan with me, I should have run 'my straight line from the second pond on said branch 'north eight degrees east, according to my particular in-'structions from Governor Belcher; but being ordered 'by him to run to the furthermost head, I passed into a 'large pond, and finding the several branches that came 'from the north into said pond nearly of a bigness and 'small, I called the head of the river coming out of 'said large pond the head of Salmon Falls river, which 'place is about one mile and a quarter to the N. W. of 'the river, as laid down in the aforesaid plan, by which

'means I cut off from the Province of New-Hampshire, 'and left to the old Province of Maine, a piece of land 'about one mile broad, on the whole length of the line.'

The ponds here described by Bryant, and the supposed line drawn from them are laid down upon the plan marked "B," before referred to.

The objection that no variation should be allowed could never have received or deserved any very serious consideration. If the order was erroneous, it was, as before observed, the order of one acting as Governor of both Provinces. But whatever of error there might have been in the amount of variation allowed at the commencement of the survey, it now appears, by careful observation, that the increase of variation, as we proceed north upon that line, soon corrects and more than balances the trifling difference. The agreement submitted shews, that the westerly variation of the needle, at the time of our survey, at the head of Salmon Falls river, was nine degrees, and that this variation in about seven miles upon the line, increased to nine degrees and fifteen minutes—in twelve miles to nine degrees thirty minutes—in eighteen miles to nine degees forty-five minutes—in twenty-seven miles, to ten degrees —in forty-four miles, to ten degrees and twenty-three minutes—and in eighty-three miles to eleven degrees forty-five minutes. The state of the weather prevented any observation at the northern extremity of the line, but no doubt exists that the variation there is much over twelve degrees.

Whatever claims in relation to this line heretofore appertained to Massachusetts, the Commissioners of Maine had the right to insist upon. In addition to the general questions involved in the controversy, some difficulties of a more local character had arisen, on some parts of the line, from an uncertainty as to the place where it had been run and marked. In the controversies that had arisen, different claimants had run and marked different sections of the line and different parallel lines, till the line of actual jurisdiction in many parts had become unsettled.

Soon after notice of our appointment to this duty, we

met the Commissioners on the part of Maine, but could come to no agreement upon any general principle for the settlement of the line. Arrangements, however, were made for the appointment of surveyors and assistants on each part, and for a survey to ascertain merely the course of the line, as then occupied to by the States. We appointed Eliphalet Hunt, Esquire, surveyor on the part of New-Hampshire, who has discharged his laborious duties with that diligence, faithfulness and accuracy, which were highly satisfactory. Having proceeded with the survey from the outlet of East Pond to the Androscoggin river, in October, 1827, the Commissioners on the part of Maine declined to proceed any further, at that time, and the business was suspended until a meeting was had in June last. The Commissioners then came to an arrangement upon the principles contained in the agreement submitted, and on the 25th of September last proceeded to execute the same by completing the survey, and erecting and establishing monuments as therein described, at the joint expense of the two States, which labor was terminated on the 31st day of October. Had the Commissioners been authorized, and had it been practicable to have agreed on the establishment of a *new* line, it will be perceived that a fraction would have been taken from New-Hampshire on the section of the line first surveyed, while from an allowance of a greater variation at the north, something would have been gained to the State. But in neither case did we believe that the consideration of gain to either party was sufficient to balance the inconvenience which would have resulted from a change of the line of jurisdiction. It will also be perceived, that the line, as now established, is not a perfectly strait line. The trifling variations of the course are made to conform to the known and established line of occupation. In a few places there were found in the line of occupation such abrupt and manifest departures from the true line as to require correction. One of these was between the towns of Newfield and Parsonsfield in Maine, and Wakefield in New-Hampshire, where an offset existed at right angles of eighty-nine rods, seventeen links. The line as now

marked removes the north-west corner of Newfield fifty-three rods, twelve links west, and the south-west corner of Parsonsfield thirty-six rods five links east of their former monuments. The correction of a like offset on the south side of Ossipee river extends the northwesterly corner of Parsonsfield fifty-two rods, twelve links westward. Should the result of our labors prove acceptable to the States concerned, it is believed, that the line, in its whole extent, is so distinctly traced, marked and described, and the monuments so established, that no difficulty need hereafter exist in ascertaining it.

We have deemed it our duty thus to state as plainly as in our power, the nature and character of the difficulties which have existed in relation to this line, and the manner in which we have endeavored to adjust them, that, upon a view of the whole ground, the Legislature may determine upon the expediency of exercising the power reserved to them in the conditional agreement which has been executed.

All which is respectfully submitted—

ICHABOD BARTLETT,
JOHN W. WEEKS.

November 19, 1828.

We Ichabod Bartlett and John W. Weeks, Commissioners appointed on the part of New-Hampshire, and William King and Rufus McIntire, Commissioners appointed on the part of the State of Maine, to ascertain, survey, and mark the line between the States of New-Hampshire and Maine, and to erect suitable monuments to designate it as the true boundary line of said States, have surveyed said line, marked the same, and erected monuments to designate it as the true boundary line of said States, in the manner herein set forth.

The Report of the Commissioner appointed by his Majesty's Order in Council, of February twenty-second, 1735, and confirmed by his order of the fifth of August, 1740, having established "that the dividing line shall pass up through the mouth of Piscataqua *Harbor*, and up the middle of the river of Newichwannock, part of which is now called the Salmon Falls, and through the middle of the same to the farthest head thereof," &c. and "that the dividing line shall part the Isles of *Sholes* and run through the middle of the Harbor between the Islands, to the Sea on the southerly side," &c. We have not deemed it necessary to commence our surveys until we arrived north at the head of Salmon Falls river, which was determined by Bryant, at his survey in 1740, to be at the outlet of East pond, between the towns of Wakefield and Shapleigh. From that point we have surveyed and marked the line as follows, viz: We commenced at the Bryant rock, known as such by tradition, which is a rock in the middle of Salmon Falls river, at the outlet of East pond, about six feet in length, three feet in breadth, three feet in depth, and two feet under the surface of the water, as the dam was at the time of the survey, to wit, October first, 1827: said stone bears south, seventy-one degrees west, three rods and eight links from a large rock on the eastern bank, marked "1827," and bears also from a rock near the mill dam, (marked "H,") north, nineteen degrees and thirty minutes west, and distant twelve rods and twenty-one links.

At this point the variation of the needle was ascertained to be *nine degrees* west. From the above stone the line is north, seven degrees forty one minutes, east, one hundred and seventy-eight rods to East pond, and crossing the pond, three hundred and eleven rods in width, to a stone monument, which we erected upon the bank, about three and a half feet high above the surface of the ground, marked N on the west side, and M on the east side, which description applies to all the stone monuments herein after mentioned, unless they are otherwise particularly described. Thence the same course, two hundred and twenty-five rods to Fox Ridge, and to a stone monument, which is placed upon the north side of the road that leads from Wakefield to Shapleigh: Thence two hundred rods to Balch's pond, across the pond one hundred and three and half rods, across a peninsula thirty-six rods, across a cove fifty-one rods and seventeen links, across a second peninsula forty-eight rods, across a second cove twenty-seven rods ten links: Thence three hundred and seventy rods to the road leading from Newfield to Wakefield and a stone monument erected on the north side of the same near Campernell's house: Thence north, six degrees and ten minutes east, five hundred and ninety rods to the line of Parsonsfield, to a stone monument, with additional mark "1828." At this point the variation of the needle was found to be nine degrees fifteen minutes west. Thence the same course, five hundred and eleven rods, crossing the end of Province pond, to a stone monument on the Parsonsfield road, near the house of James Andrews, also with additional mark "1828": Thence north eight degrees and thirty-eight minutes east, two hundred and eight rods to the old corner stone of Effingham, about two feet above the ground, and not marked: Thence north eight degrees, fifty-five minutes east, two hundred and seventy-seven rods to a large round stone, about three feet diameter and two feet high, marked N & M by the road upon Towle's hill: Thence north, seven degrees, fifty-five minutes east, six hundred and thirty-one rods to a stone monument, on the road leading from Parsonsfield to Effingham. At this point the variation of the

needle was found to be nine degrees thirty minutes west: Thence north five degrees two minutes east, seven hundred thirty-four rods to a pine stump upon a small island in Ossipee river at the foot of the falls: Thence north ten degrees east, thirty rods to a stone monument on the north side of the new road from Porter to Effingham: Thence the same course, five hundred fifty-eight rods to the top of Bald mountain: Thence same course three hundred sixteen rods to the top of Bickford mountain. Thence the same course one hundred and ninety-three rods, to a stone monument on the north side of the road leading from Porter to Eaton. At this point the variation of the needle was found to be nine degrees forty-five minutes west—Thence north eight degrees five minutes east seven hundred forty-four rods to Cragged Mountain—Thence same course, sixty-seven rods to the corner of Eaton: Thence same course seven-hundred eighty-seven and an half rods to the corner of Conway: Thence same course six hundred ten and an half rods, to a stone monument on the south side of the road leading from Brownfield to Conway Centre: Thence north, eight degrees east, eight hundred seventy-one rods, to a stone monument on the south side of the road leading from Fryburg village to Conway. At this point the variation of the needle was found to be ten degrees west: Thence same course four rods to a stone monument on the north side of the same road: Thence north eight degrees fifteen minutes east one hundred two rods, to Saco River: Thence same course eighteen rods across said river: Thence same course, six hundred forty-four rods, to a stone monument on the road leading to Fryburg village, on the north side of the river. This monument is marked as before described, and is about eight feet high above the ground. Thence same course, one hundred forty-two rods, to Ballard's mill-pond: Thence same course, sixty-one rods six links, across said pond: Thence same course, three hundred forty-four rods to a stone monument on the east side of Chatham road: Thence same course, six hundred ninety rods, to Kimball's pond: Thence same course, one hundred sixty-six rods across said pond: Thence same course, sixty rods

to a stone monument on the meadow: Thence same course, nine hundred forty rods to the corner of Bradley and Eastman grant: Thence same course, six hundred and ninety rods, to a stone monument on the east side of the Cold River road. This stone is marked as before described, but is not more than two feet above the ground. Thence same course, one thousand five hundred forty rods to the corner of Warner and Gilman's Location, a pile of stones. At this point the variation of the needle was found to be ten degrees twenty-three minutes west. Thence same course, four hundred and fifty rods, to top of Mount Royce: Thence same course, eight hundred ninety rods, to Wild River: Thence same course, eight rods, across said river: Thence same course, seven hundred sixty-five rods, to a stone monument on the north side of the road leading from Lancaster to Bethel: Thence same course, one hundred rods, to Androscoggin river: Thence same course, eighteen rods, across said river: Thence north eight degrees ten minutes east, four thousand one hundred sixty-two rods, across ten streams, to Chickwalnepg[illegible]er: Thence same course, two thousand five hundred rods, to a stone monument on the north side of the road leading from Errol to Andover. This stone is marked "N. H." and "M." Thence same course, two hundred ten rods to Cambridge river: Thence same course, eight rods, across said river: Thence same course, five hundred sixty-seven rods to Umbagog Lake: Thence same course, thirty-four rods across a cove of the same: Thence same course, ten rods across a peninsula of the same: Thence same course, two hundred twenty-five rods across a bay of said lake: Thence same course, two hundred six rods across a peninsula of the same: Thence same course, one thousand one hundred sixty-five rods across the north bay of said lake to a cedar post marked "N M": Thence north eight degrees east, seven hundred fourteen rods to pond brook: Thence same course, two hundred twenty-five rods to a stone monument on the south side of the Margalloway river: Thence same course, ten rods across said river: Thence same course, one hundred sixty-two rods to a spruce,

corner of the College Grant: Thence same course, two hundred sixty-four rods to Margalloway river a second time. At this point the variation of the needle was found to be eleven degrees forty-five minutes west. Thence same course, ten rods across said river: Thence same course, two hundred and ninety rods to same river a third time: Thence same course, across said river ten rods to a monument made with three stones on the north side of same river, about two feet high, and not marked: Thence same course, four hundred forty-four rods to corner of Township No. 5, in second range in Maine: Thence same course, one thousand eight hundred six rods, to the north corner of the same Township: Thence same course four hundred and sixty rods to branch of Little Diamond river: Thence same course three hundred fifty rods to another branch of the same: Thence same course two thousand one hundred twenty rods to a branch of the Margalloway river: Thence same course, three hundred thirty-two rods to another branch of the same: Thence same course, four hundred rods to a steep mountain called Prospect Hill: Thence same course, nine hundred and twenty rods to Mount Carmel, sometimes called Sunday Mountain: Thence same course, four hundred rods to a perpendicular precipice: Thence same course five hundred and forty rods to a branch of Margalloway river: Thence same course, two hundred and sixty rods, to a branch of the same: Thence same course three hundred forty-six rods to a second steep precipice: Thence same course one hundred eighty-six rods to a branch of the Margalloway river; Thence same course two-hundred and forty-two rods to another branch of the same river: Thence same course, seventy-eight rods to Beaver Pond: Thence same course, one hundred twenty-six rods to a yellow birch tree on the high lands which divide the waters that run south from those that run into the St. Lawrence, being the northern extremity of the line, and one hundred and twelve miles, two hundred and thirty-three rods from the head of Salmon Falls river. Found said

tree marked on the east side, "M. E, 1789," and on the west "N. H. N. E," also "M." 54." To these marks we added "N.H." "N.E." and M. E." "1828." "E. H." "A. M. M," "1828." And stones are piled round the same, and marked. The whole course of the line from the Androscoggin river was re-marked by spotting the old marked trees, and crossing the spots and marking others in the course: and the line as above surveyed and described we agree to be the true boundary line of said States, and the above described marks and monuments we establish to designate the same; and that the said line hereafter remain the boundary line between the States, unless the Legislature of either State shall, at the first session after the execution of this agreement, by resolve disapprove of the same.

ICHABOD BARTLETT,
JOHN W. WEEKS,
*Commissioners of New-Hampshire.*

WILLIAM KING,
RUFUS M'INTIRE,
*Commissioners of Maine.*

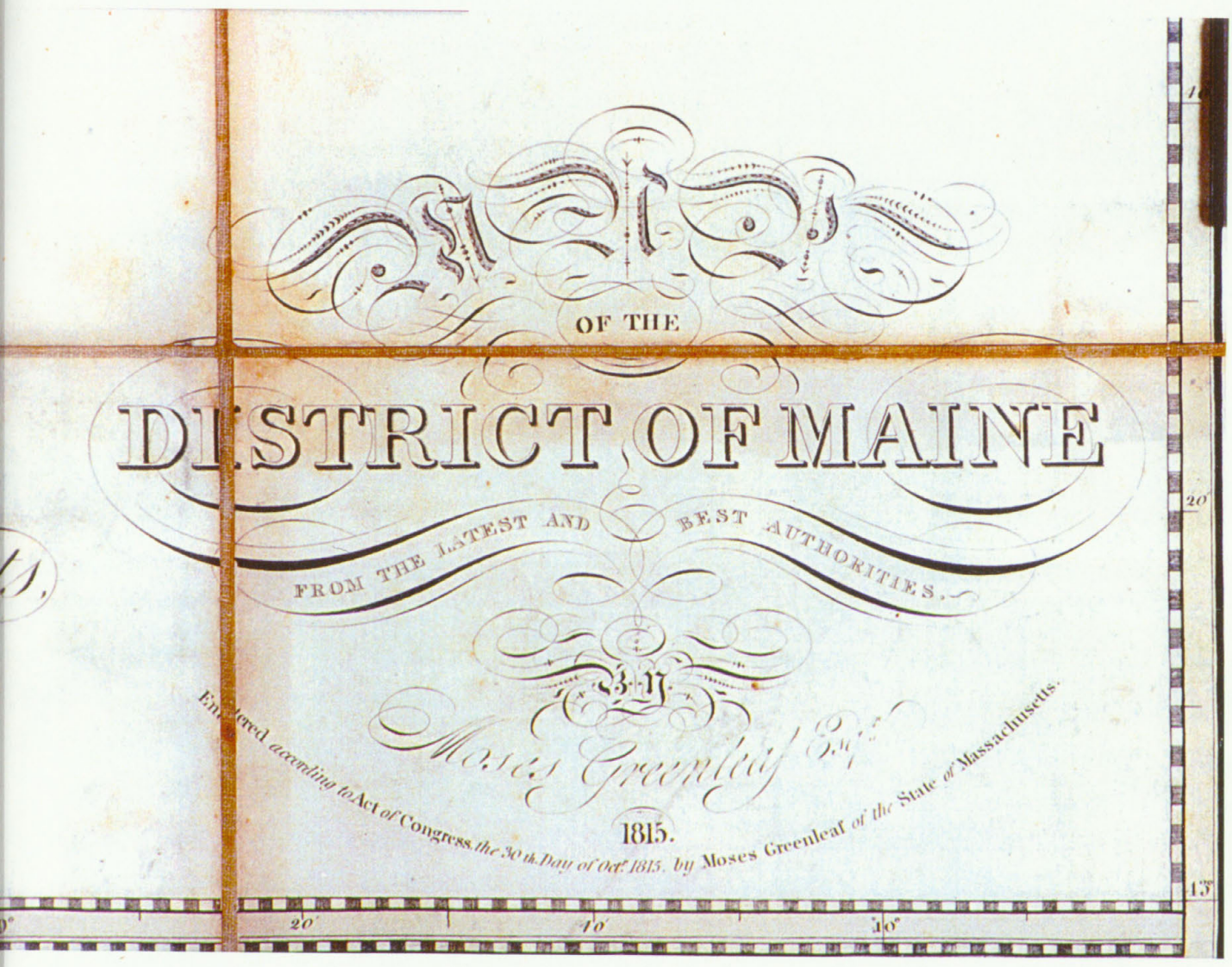
November 13, 1828.

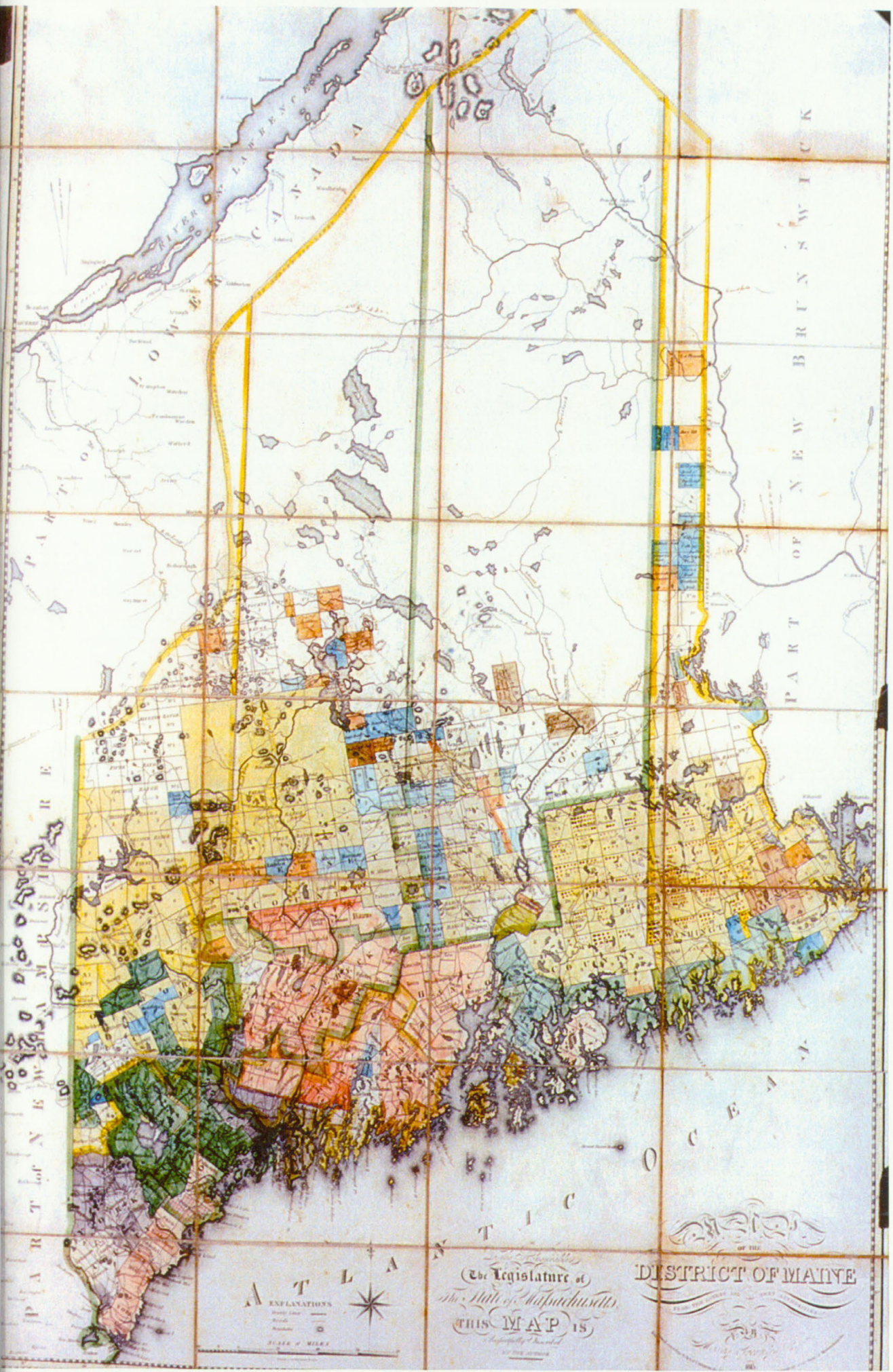
A. McFARLAND, Printer—Concord—N. H.

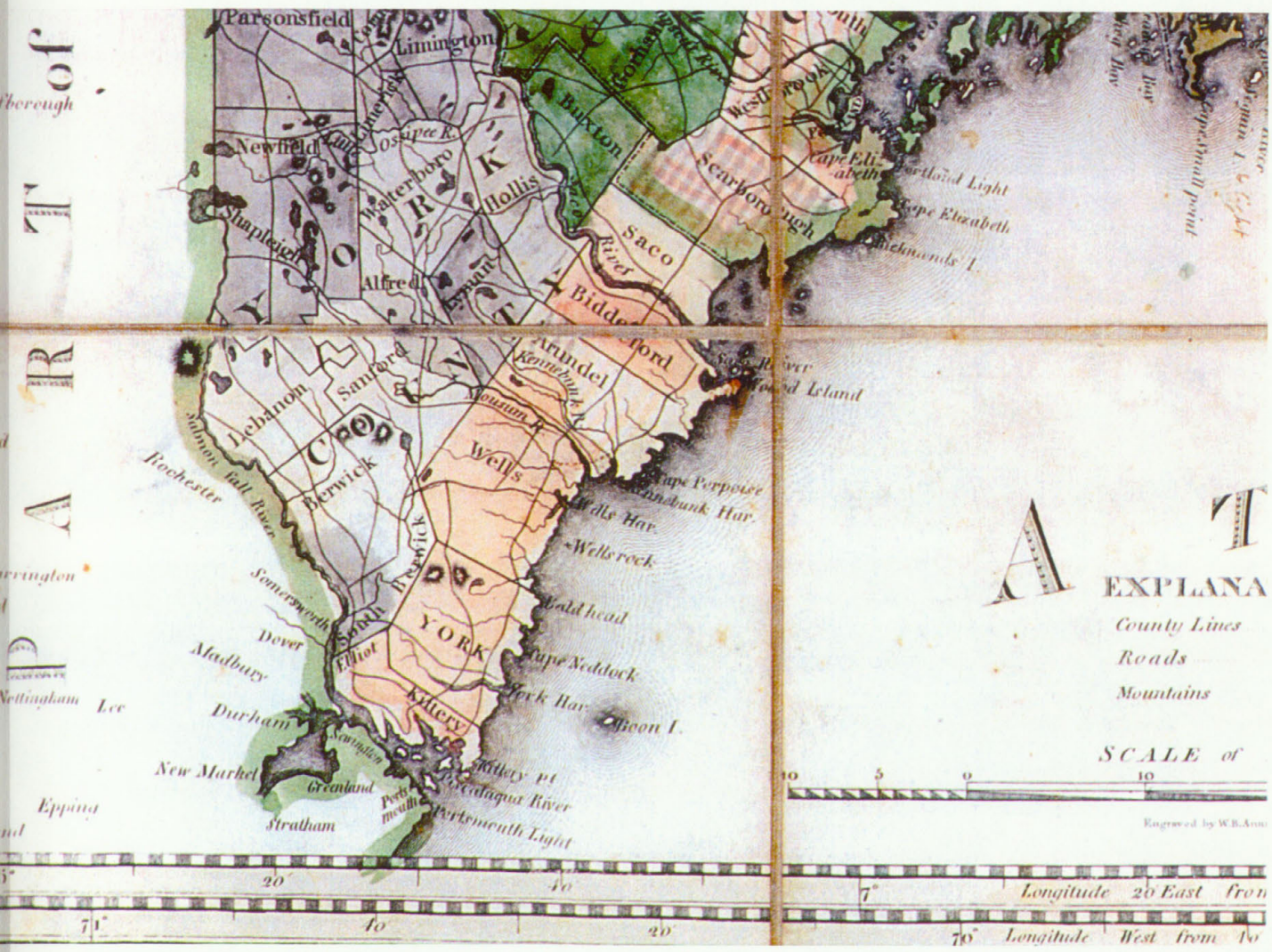
Map of the District of Maine

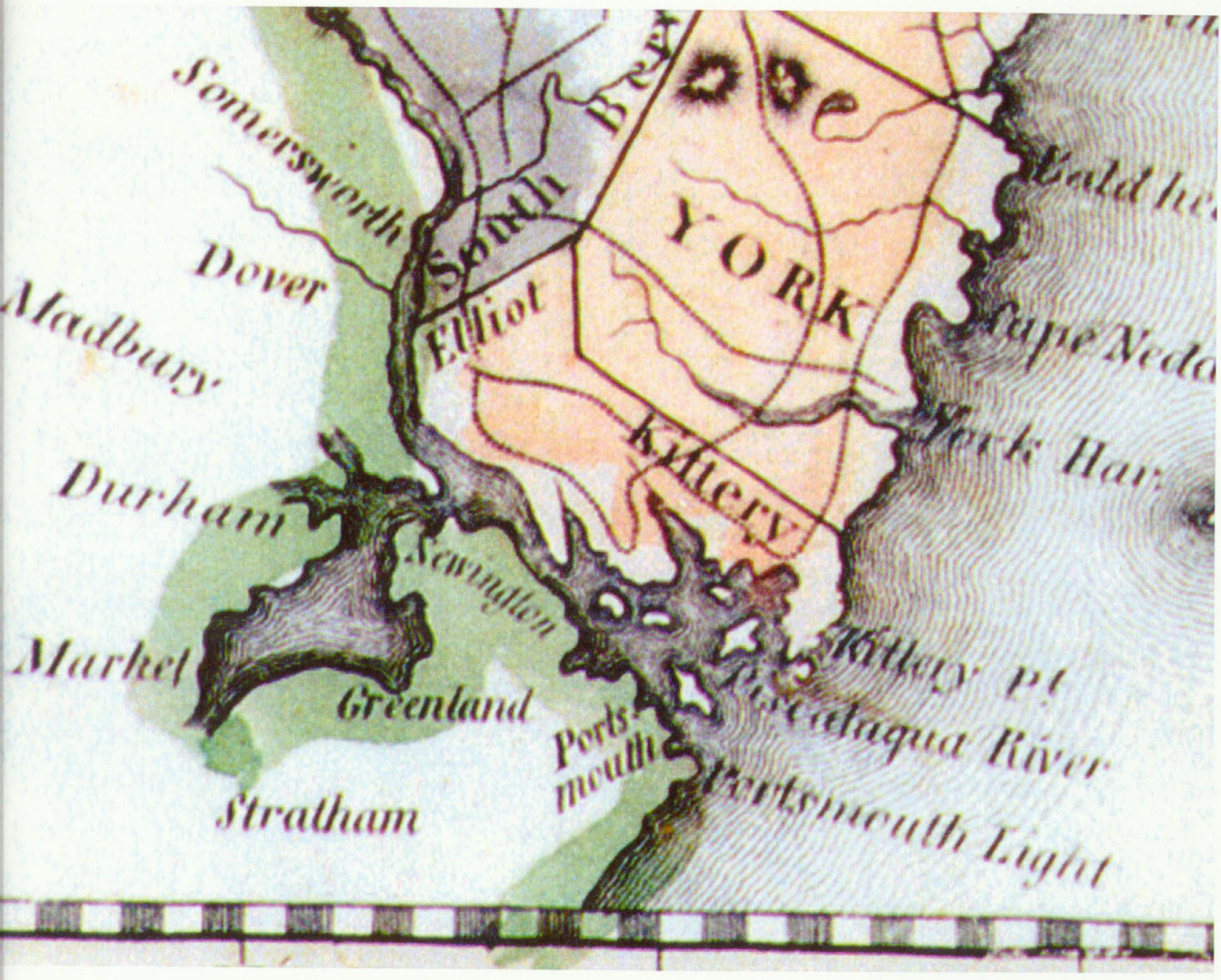
By Moses Greenleaf

1815


MAP
OF THE
DISTRICT OF MAINE
FROM THE LATEST AND BEST AUTHORITIES.
BY
Moses Greenleaf Esq.r
1815.
Entered according to Act of Congress the 30th Day of Oct.r 1815. by Moses Greenleaf of the State of Massachusetts.
20'
40'
10'


RIVER ST LAWRENCE
LOWER CANADA
PART OF NEW BRUNSWICK
PART OF NEW HAMPSHIRE
ATLANTIC OCEAN
ATLAS
EXPLANATIONS
The Legislature of
The State of Massachusetts
THIS MAP IS
DISTRICT OF MAINE


Parsonsfield
Limington
Newfield
Osipee R.
Waterboro
Hollis
Sharpleigh
Alfred
Buxton
Gorham
Scarborough
Saco River
Biddeford
Cape Elizabeth
Portland Light
Cape Elizabeth
Richmonds I.
Arundel
Kennebunk R.
Mountain R.
Wells
Cape Porpoise
Kennebunk Har.
Wells Har.
Wells rock
Goldhead
Cape Neddock
York Har.
Boon I.
Lebanon
Sanford
Berwick
Rochester
Salmon Falls River
Somersworth
Dover
Madbury
Durham
Lee
Nottingham
New Market
Epping
Greenland
Stratham
Newington
South Berwick
Elliot
Eliot
YORK
Kittery
Kittery pt
Piscataqua River
Portsmouth
Portsmouth Light
Long Island
EXPLANA
County Lines
Roads
Mountains
SCALE of
Engraved by W.B.Annin
Longitude 20 East from
Longitude West from


Somersworth
South Berwick
Dover
Elliot
YORK
Madbury
Kittery
Durham
Newington
Market
Greenland
Portsmouth
Stratham
Piscataqua River
Portsmouth Light

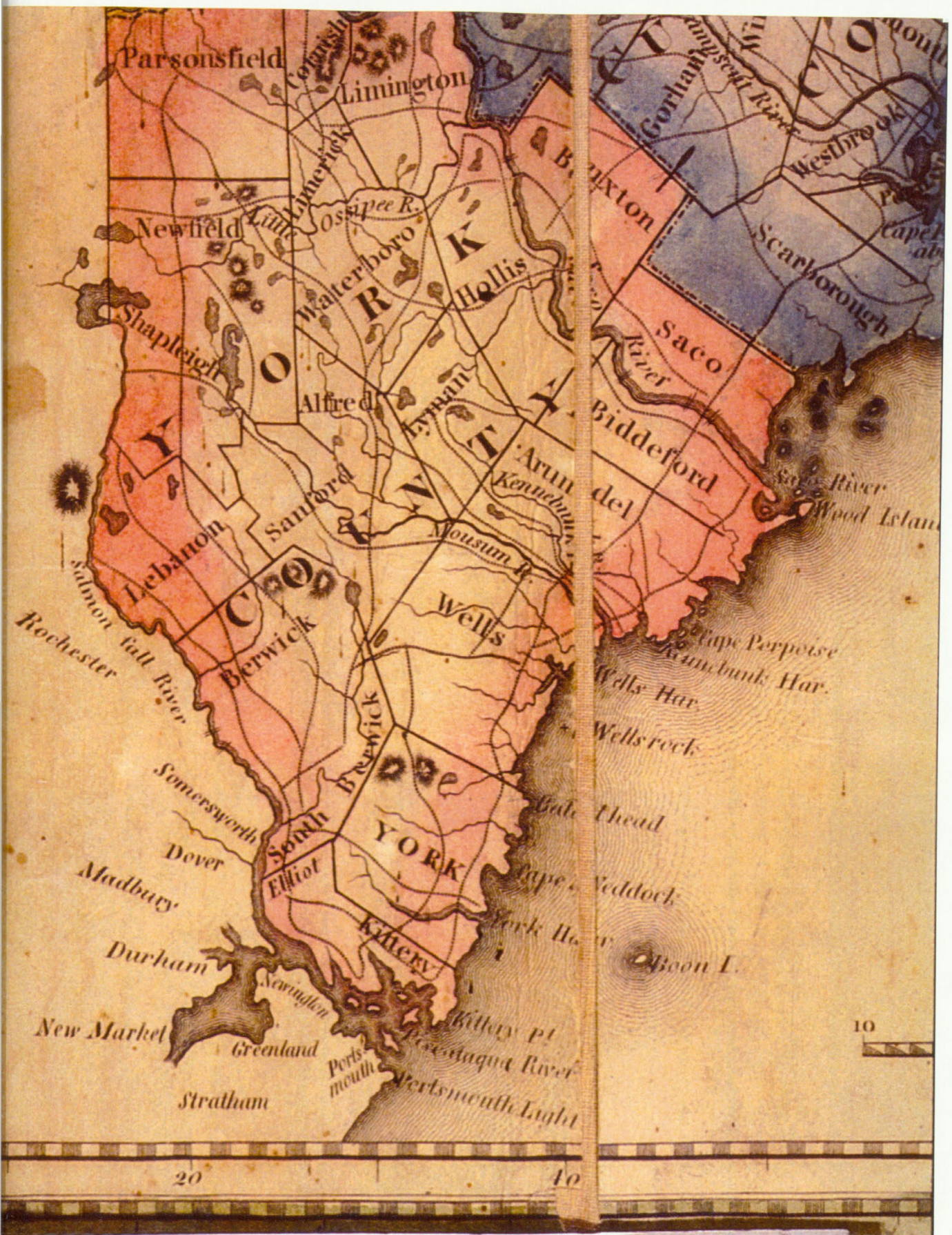
Map of the State of Maine

By Moses Greenleaf

1820

OF THE
STATE OF MAINE
FROM THE LATEST AND BEST AUTHORITIES.
BY
Moses Greenleaf Esq.r
1820.
20
10
10

LOWER
PART OF NEW BRUNSWICK
STATE OF MAINE



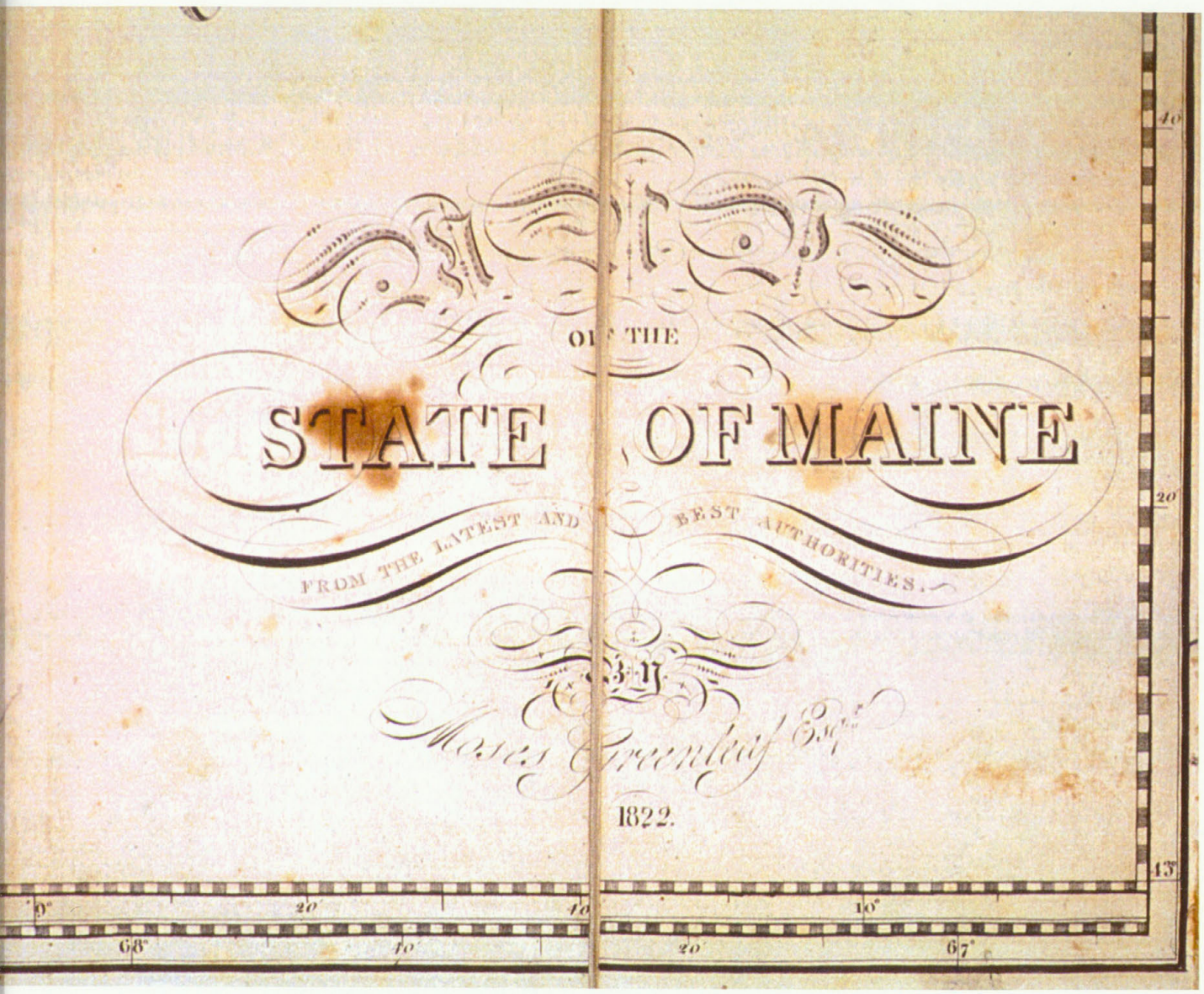

Moses Greenleaf 1820

Somersworth
Dover
South Berwick
YORK
Elliot
Kittery
Newington
Greenland
Portsmouth
Stratham

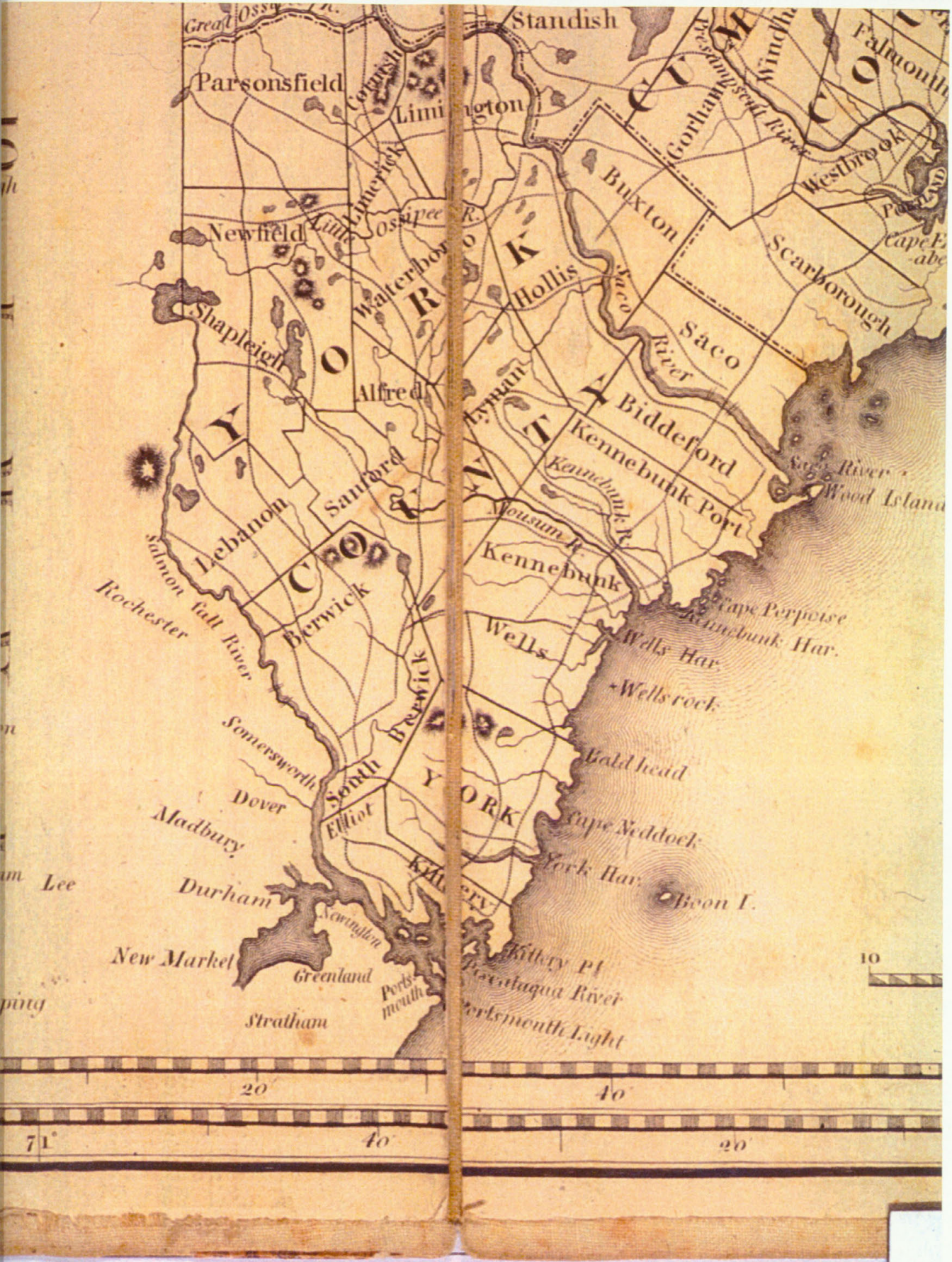
Map of the State of Maine

By Moses Greenleaf

1822


OF THE
STATE OF MAINE
FROM THE LATEST AND BEST AUTHORITIES.
BY
Moses Greenleaf Esq.r
1822.
40
20
45
9°
20'
40
10°
68°
40'
20'
67°

LOWER
PART OF NEW BRUNSWICK
PART OF
ATLANTIC
STATE OF MAINE



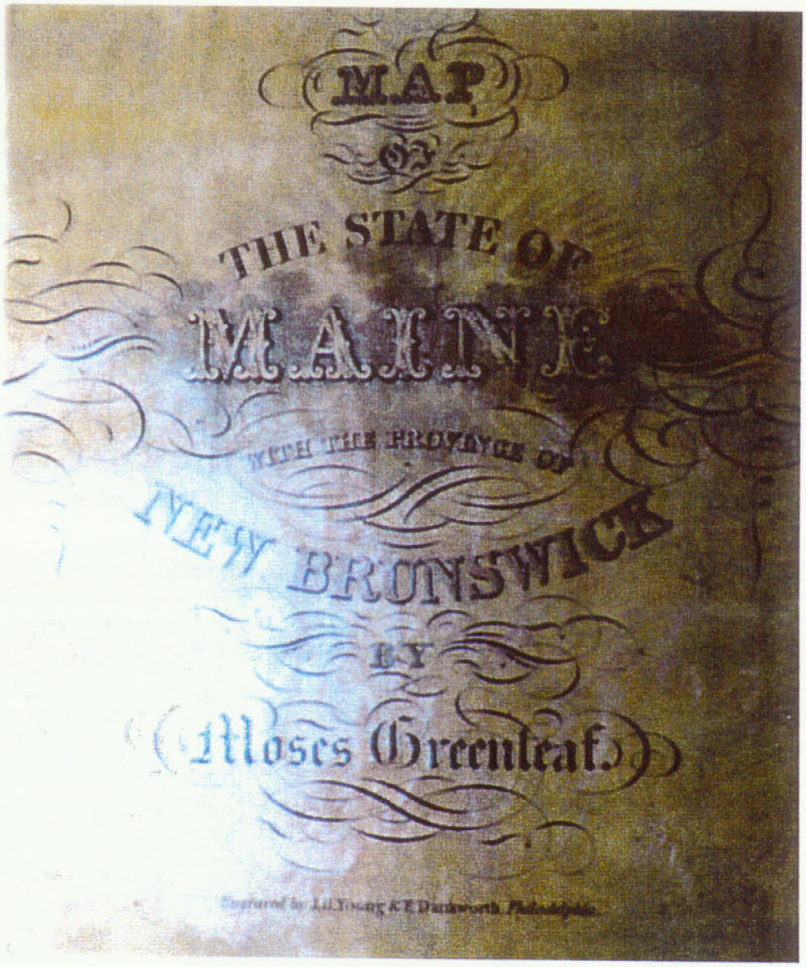

Moses Greenleaf 1822

Fall River
Somersworth
Dover
Madbury
Durham
Newington
Greenland
Portsmouth
Stratham
South Berwick
Elliot
Wells
Wells
Wells
Bald Head
Cape Neddo
York Har
Kittery Pt
Piscataqua River
Portsmouth Light

Map of the State of Maine with the Province of New Brunswick

By Moses Greenleaf

1829


MAP
OF
THE STATE OF
MAINE
WITH THE PROVINCE OF
NEW BRUNSWICK
BY
Moses Greenleaf.

MAP
OF THE STATE OF
MISSISSIPPI
FROM ACTUAL SURVEYS
BY
(Moses Greenleaf)

Sanford
Kennebunk R.
North Berwick
Wells
Wells Beach
Wells Road
Rochester
Somersworth
Dover
Portsmouth
Kittery
Kittery Point
Newcastle
Portsmouth Light
Rye
Little Boars Head
Great Boars Head
Hampton
Hampton Bar
Hampton Falls
Seabrook
Salisbury
Amesbury
Newbury
Newbury Port
Newbury Bar
Plaistow
Haverhill
West Newbury
Newbury
Rowley
Ipswich
Hampstead
Kingston
Newton
Windham
Salem
Methuen
Boxford
River

Map of the State of Maine with the Province of New Brunswick

By Moses Greenleaf

1832

O

# MAP
## OF
# THE STATE OF
# MAINE
## WITH THE PROVINCE OF
# NEW BRUNSWICK
## BY
# Moses Greenleaf.

*Engraved by* J.H.Young & F.Dankworth *Philadelphia.*

SCALE OF MILES.

5 10 20 30 40 50

*Published by* Shirley & Hyde *Portland 1832*

LONGITUDE WEST FROM LONDON. 30' 67°

Campton
Sandwich
Tamworth
Moultonborough
Centre Harbour
Tuftonborough
Meredith
New Hampton
Gilford
Sanbornton
Gilmanton
Alton
Porter
Baldwin
Pond
Effingham
Parsonsfield
Limington
Limerick
Standish
Gorham
Newfield
Buxton
Hollis
Waterborough
Brookfield
Wakefield
Middleton
Sanford
Lyman
Biddeford
Saco
Northfield
Canterbury
Pittsfield
Loudon
Chichester
Pembroke
CONCORD
Epsom
Northwood
Barrington
Strafford
Farmington
Milton
Lebanon
Rochester
Berwick
Somersworth
South Berwick
Dover
Madbury
Elliot
YORK
Cape Neddock
Kittery
Durham
Lee
Nottingham
Deerfield
Allenstown
Bow
Dunbarton
Candia
Hooksett
Goffstown
New Boston
Chester
Epping
New Market
Portsmouth
Newcastle
Poplin
Rye
Greenland
Hampton
Hampton Falls
Kensington
Kingston
Sandown
Hawke
Bedford
Mount Vernon
Merrimack
Londonderry
Amherst
Milford
Litchfield
Manchester
Nashua
Windham
Salem
Dunstable
Hollis
Pelham
Haverhill
Newbury
Rowley
Boxford
Andover
Ipswich
Topsfield
Hamilton
Wenham
Manchester
Gloucester
Cape Ann
Salvages
Sandy Bay
Squam Bay
Plumb I.
Isles of Shoals
Great Boars Head
Little Boars Head
Hampton Bar
Seabrook
Salisbury
Amesbury
Newbury Bar
Plumb I. Lights
Wells
Kennebunk
Kennebunk Port
Cape Porpoise
Wells Rock
Boon I.
York Bar
Portsmouth Light
Merrimack River
Piscataqua Entrance
Groton
Tewksbury
Chelmsford
Dracut
Methuen
Lowell
Nottingham West
Plaistow
Newton
Seabrook
N.Hampton
Sandown
Hampstead
Londonderry
Windham
Salem
Haverhill
Andover
Boxford
Rowley
Ipswich
Topsfield
Hamilton
Wenham
Manchester
Gloucester
Cape Ann
Squam Bay
Salvages
Sandy Bay
Isles of Shoals
Great Boars Head
Little Boars Head
Hampton Bar
Plumb I.
Plumb I. Lights
Newbury Bar
Newbury Port
West Newbury
Merrimack River
Piscataqua Entrance
Portsmouth Light
Wells Rock
Boon I.
York Bar
Broadboat Bar
Cutts I.
Gerrishes I.
Kittery Point
Kennebunk Bar
Kennebunk R.
Mousam R.
Little Bar
Ogunquit R.
Bald Head
Agamenticus
Saco River
Little Ossipee R.
Ossipee R.
Cornish
Limington
Shapleigh
Waterborough
Newfield
Parsonsfield
Effingham
Ossipee
Moultonborough
Tuftonborough
Meredith
Centre Harbour
Holderness
Wolfeborough
Alton
Gilford
Gilmanton
Sanbornton
New Hampton
Meredith
Pemigewasset
Winnipesaukee
Merrimack River
Boscawen
Northfield
Canterbury
Pittsfield
Loudon
Chichester
Pembroke
CONCORD
Epsom
Northwood
Barrington
Strafford
Farmington
Milton
Lebanon
Rochester
Berwick
Somersworth
South Berwick
Dover
Madbury
Elliot
YORK
Cape Neddock
Kittery
Durham
Lee
Nottingham
Deerfield
Allenstown
Bow
Dunbarton
Candia
Hooksett
Goffstown
New Boston
Chester
Epping
New Market
Portsmouth
Newcastle
Poplin
Rye
Greenland
Hampton
Hampton Falls
Kensington
Kingston
Sandown
Hawke
Bedford
Mount Vernon
Merrimack
Londonderry
Amherst
Milford
Litchfield
Manchester
Nashua
Windham
Salem
Dunstable
Hollis
Pelham
Haverhill
Newbury
Rowley
Boxford
Andover
Ipswich
Topsfield
Hamilton
Wenham
Manchester
Gloucester
Cape Ann
Salvages
Sandy Bay
Squam Bay
Plumb I.
Isles of Shoals
Great Boars Head
Little Boars Head
Hampton Bar

Elliot
Kittery
Newington
Ports
mouth
Greenland
Newcastle
Portsmouth

Map of the State of Maine with the Province of New Brunswick

By Moses Greenleaf

1844

# MAP OF THE STATE OF MAINE

WITH THE PROVINCE OF

# NEW BRUNSWICK

BY

## Moses Greenleaf.

*Engraved by* J.H. Young & F. Dankworth *Philadelphia*

SCALE OF MILES.

5 10 20 30 40 50

THIRD EDITION

Carefully revised and corrected from the latest official authorities

*Jan.y 1844*

LONGITUDE WEST FROM LONDON 30° 67°

OF LOWER CANADA
ATLANTIC
O C E A N

Moses Greenleaf 1844

Dover
Somersworth
Falls R.
South Berwick
Agamenticus
Wells Rock
Ogunquit R.
Batts Head
YORK
Cape Neddock
Madbury
Elliot
York Bar
Boon I.
Kittery
Broadbeat Bar
Cutts I.
Durham
Newington
Harrishes I.
Kittery Point
Boon I. Le
New Market
Portsmouth
Piscataqua Entrance
Greenland
Portsmouth Light
Stratham
Rye
GRAM
Little Boars Head
N. Hampton
Isles of Shoals
Hampton
Great Boars Head
Hampton Falls
Hampton Bar
Seabrook
Salisbury
Newbury Bar

YORK REGISTRY OF DEEDS
BOOK 270, PAGE 64

FROM CUSHMAN PRIOR TO SCHOOL DISTRICT NO. 8
SEPTEMBER 11, 1860
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Cushman Prior of the town of Kittery, in the County of York, and State of Maine, yeoman, for and in consideration of the sum of fifty dollars, to me in hand, paid by the Inhabitants of School District No. 8 in said town of Kittery, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said Inhabitants of said School District, a tract of land situated on Seavey's Island (so called) in said town of Kittery, for a School House lot, and for no other purpose whatever, and bounded as follows: Beginning at the South Westerly corner of said lot, and running North by West 43 feet by road leading to Seavey's Island bridge, so called, to a point near Mr. Noah Standing's dwelling house, thence East & North by land of said Cushman Prior, 60 feet to a post, thence South by East 43 feet by land of said Prior to a post, thence West & South 60 feet by land of said Prior to the place begun at, containing 2580 feet, be the same more or less. The bearings being taken by a mariner's compass.

To have and to hold the afore granted and bargained premises, with all the privileges and appurtenances thereof to the said Inhabitants of School District No. 8 to hold as aforesaid. And I do covenant with the said Inhabitants of said School District No. 8, that I am lawfully seized in fee of the Premises, that they are free of all incumbrances: that I have good right to sell and convey the same to the said Inhabitants of the said School District to hold as aforesaid; and that I and my Heirs shall and will warrant and defend the same to the said Inhabitants of said School District No. 8 against the lawful claims and demands of all persons.

In witness whereof, I, the said Cushman Prior and Deborah R. Prior, wife of the said Cushman Prior, in testimony of her relinquishment of her right of dower, in the above-described premises, have hereunto set our hand and sel this eleventh day of September, in the year of our Lord one thousand eight hundred and sixty.

Cushman Prior [seal]
Deborah R. Prior [seal]

Signed, sealed, and delivered
in the presence of

Isaac D. Phillips
Sarah R. Prior

State of Maine, York, ss.

September 11, 1860, personally appeared the above named Cushman Prior, and acknowledged the above instrument to be his free act and deed. Before me –

ISAAC D. PHILLIPS
*Justice of the Peace*

64
Book 270

Prior
to
School District No 8
Kittery.

# Know all Men by these Presents, That

I Cushman Prior of the town of Kittery, in the County of York, and State of Maine, yeoman, for and in consideration of the sum of fifty dollars, to me in hand paid by the Inhabitants of School District No 8 in said town of Kittery, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said Inhabitants of said School District, ~~Heirs and Assigns forever~~.

a tract of land situated on Seavey's Island (so called,) in said town of Kittery, for a School House Lot, and for no other purpose whatever, and bounded as follows, Beginning at the South Westerly corner of said Lot, and running Northerly by West 2½ feet by road leading to Seavey's Island bridge, so called, to a Granite Monument by said road, thence East ½ North by land of said Cushman Prior 60 feet to a post, thence North by East 2½ feet by land of said Prior to a post, thence West ½ South 60 feet by land of said Prior to the first bound mentioned, containing 2580 feet. Be the same more or less. The Bearings being taken by a Mariners' Compass.

**To have and to hold** the aforegranted and bargained premises, — with all the privileges and appurtenances thereof to the said Inhabitants of School District No 8 to said town of Kittery and ~~Heirs and Assigns, to their use and behoof forever~~. And I — do covenant with the said Inhabitants of said School District No 8, ~~Heirs and Assigns~~, that I am lawfully seized in fee of the Premises, that they are free of all incumbrances: that I have good right to sell and convey the same to the said Inhabitants of the said School District, to hold as aforesaid; and that I and my Heirs shall and will **Warrant and Defend** the same to the said Inhabitants of said School District No 8 ~~Heirs and Assigns forever~~ against the lawful claims and demands of all persons.

**In witness whereof**, I, the said Cushman Prior, and Deborah R. Prior, wife of the said Cushman Prior, in relinquishment of her right of Dower, in the above described premises, have hereunto set her hand and seal this Eleventh day of September, in the year of our Lord one thousand eight hundred and sixty.

Signed, Sealed and Delivered, in presence of

James D. Phillips.
Sarah R. Prior.

Cushman Prior (seal)
Deborah R. Prior (seal)

York, ss. — Kittery, Sept. 11th — 1860. Personally appeared the above named Cushman Prior and acknowledged the above instrument to be his free act and deed.

Before me, James D. Phillips. — Justice of the Peace.

Recorded according to the original, received September 18. 1860. at 9 h. A. M.

Attest, S. C. Adams, Register.

YORK ss REGISTRY OF DEEDS
RECEIVED SEP. 18, 1860
AT 9 H 00 M A M., AND
RECORDED IN BOOK 270 PAGE 64
ATTEST:
Samuel C. Adams

A TRUE COPY OF RECORD
ATTEST: Louis M. Mesa
REGISTER

EXCERPT FROM OFFICIAL RECORDS OF TOWN OF KITTERY

The undersigned Selectmen of Kittery upon the application of Horatio Bridge and others to lay out a Town way in said Town beginning at the Bridge leading from the United States Navy Yard on Seavey Island so called and ending at or near the dwelling House of Thomas Abrams in said Kittery, having given seven days written notice of our intention to lay out the same and Stated in said notice the termini thereof by posting up said notice in two public places in said town and in the vicinity of the proposed Road to wit, at the Post Office and at the [illegible] house on Kittery Point Bridge in said Town on the fourth day of September intant and having met at the time and place appointed for that purpose, and having personally examined the route proposed, we are of opinion that their is occasion for a Town way for the use of said town a part of the way only as proposed we therefore lay out said way as follows beginning at the center or middle of the Bridge leading from the U. States Navy Yard on land of Horatio Bridge and running south fourteen degrees East to a Stake in the ground four rods thense on said Bridges Land South twenty six degrees west Eighteen rods - thense on said Bridges land south nineteen degrees west eleven rods thense on said Bridge land South twenty one degrees west twenty one rods to land of Edwin Appleton thense on land of said Appleton south twenty one degrees west eleven rods thense on said Appleton land South thirty four degrees easte twelve rods and nine links to land of John Prior thence on said Prior land land south thirty four degrees west seven rods thense on said Prior land south thirteen degrees East six rods and sixteen links to land of Cushman Prior thense on land of Cushman Prior south thirteen degrees East twenty rods and Eighteen links to land of Daniel Trefethen thense on said Trefethens land south fifteen degrees East twenty rods to land of James Trefethen thense on land of said James Trefethen south seventy nine degrees East seventeen rods to land of Cushman Prior Termine of said road the line described to be the middle of the Highway and the Highway to be two Rods wide and we do award to the owners of the land over which the road passes for their damage as follows to wit:

| | |
|---|---|
| To the said Horatio Bridge to pay him | $108. |
| To the said Edwin Appleton to pay him | $ 46. |
| To the said John Prior to pay him | $ 26. |
| To the said Cushman Prior to pay him | $ 41. |
| To the said Daniel Trefethen to pay him | $ 36. |
| To the said James Trefethen to pay him | $ 34. |
| | $291 |

Their damage to be paid by said Town respectively and we allowed the several owners respectively six months to take of the wood & trees growing on said land and to remove the fence which such laying out with the boundaries and admeasurments have been filed with the Town Clerk on the twenty first day of September being seven days

before this meeting and we now hereby report such laying out with the boundaries and Admeasurments of the same to said Town at a meeting of the Inhabitants regularly warned and notified for them to accept and allow the same - given under our hands this twentieth day of September 1855

Oliver Cutts
Joseph L. E. Cox
John Wentworth
Selectmen of Kittery

A true copy Attest
Briard A. Currier Town Clerk

EXCERPT FROM OFFICIAL RECORDS OF TOWN OF KITTERY

To George W. Parker a constable of the Town of Kittery Greeting ---
In the name of the State of Maine you are hereby required to notify and warn the inhabitants of the said town of Kittery, qualified by law to vote in Town affairs to assemble at the Almshouse in said Town on Thursday the fourth day of October next at the O'clock in the afternoon to act on the following article viz . . . . . .
First to choose a moderator to preside in said meeting . . . . . .
Second To see if the Town will accept and allow the doings of the Selectmen in the laying out
A Town way on seaveys Island (so called) on the request of Horatio Bridge and Others . . . . .
Third To see if the Town will vote to raise money or otherwise provide for making said road
And pass any other vote or votes relating to the premises they may then and there think proper

Given under our hands this twenty fourth day of September A.D. 1855

Oliver Cutts
John Wentworth
Joseph E. Cox
Selectmen of Kittery

York SS Kittery September 29th 1855 By virtue of the written warrant to me directed I have notified and warned the inhabitants of the Town of Kittery qualified by law to vote in Town affairs to assemble at the and place and for the purpose within named by posting up two attested copies of this warrant viz one at [illegible] Store one at the Union Store in said Town of Kittery they being two publick and conspcious places seven dayes before said day of meeting George W. Parker Constable

A true copy Attest Briard A. Currier Town Clerk

Ephraim C. Spinney Chosen Moderator being present personally appeared and took the Oath of Office required by law before me
Voted to accept the doings of the Selectmen in laying out a Town way on Seaveys Island (so called)
Voted to refer the third article of the warrant to the usual March meeting
Voted to reconsider the vote last past
Voted to raise the sum of two hundred and fifty dollars by an assessment on the Inhabitants of said Town to furnish materials to build said Town way
Voted that one of the Selectmen superintend the building of said Town way

Voted to pay said superintendent one dollar and fifty cents per day while employed on
said way
Voted the same compensation be paid for labour and materials as was paid last year
on the new road
Voted the Selectmen be instructed to asses the taxes within ten dayes and commit
Said lists to the Surveyers of Highway in said town
Voted to dissolve this meeting

A true Copy Attest Briard A. Currier Town Clerk

EXCERPT FROM OFFICIAL RECORDS OF TOWN OF KITTERY

We the undersigned have committed to Oliver Berry Esq., Treasure & Collecttor of the Town of Kittery the sum of Fourty three Dollars and Seventy Six cents for collection This sum being the amount return by the several surveyors on Seavey Island road as uncollected by them.

Kittery July the 26th 1856

A. E. Parsons
E. C. Spinney
Assessors of Kittery

# EXCERPT FROM OFFICIAL RECORDS OF TOWN OF KITTERY

The following is a copy of a Highway Tax assessed on the Polls and Estates of inhabitants and [illegible] Residents Proprietors of the Town of Kittery for making the new Road on Seaveys Island (so called) in the year 1855.

| | |
|---|---|
| Valuation | $3289.55 |
| Apportioned at 7/10 of one mill on the dollar | |
| Sum voted to be raised | $ 250.00 |
| Overlaid | 6.78 |
| | $ 256.78 |

We the undersigned have assessed a highway tax on the New Road on Seaveys Island on the above valuation and aportionment & have committed the same to the several surveyors of highways in the Town with instructions

Kittery October 11 - 1858

Oliver Cutts
John Wentworth
Selectmen of Kittery

42
1855

# State of Maine

The undersigned Selectmen of Kittery upon the application of Horatio Bridge and others to lay out a Town way in said Town beginning at the Bridge leading from the United States Navy Yard on Seavey Island so called and Ending at or near the Dwelling House of Thomas Abrams in said Kittery, having given seven days written notice of our intention to lay out the same and Stated in said notice the terminii thereof by posting up said notice in two public places in said town and in the vicinity of the proposed Roade to wit. at the Post Office and at the Toll House on Kittery Point Bridge in said Town on the fourth day of September instant and having met at the time and place appointed for that purpose and having personally examined the route proposed. We are of opinion that there is occasion for a Town way for the use of said town a part of the way only as proposed. we therefore lay out said way as follows beginning at the center or middle of the Bridge leading from the U.S. States Navy Yard on Land of Horatio Bridge and running south fourteen degrees East to a Stake in the ground four rods thence on said Bridges Land South twenty six degrees west Eighteen rods thence on said Bridges Land south nineteen degrees west eleven rods thence on said Bridge Land South twenty one degrees west twenty one rods to Land of Edwin Appleton thence on Land of said Appleton south twenty one degrees west eleven rods thence on said Appletons Land South thirty four degrees east twelve rods and nine Links to Land of John Prior thence on said Prior Land Land south thirty four degrees west seven rods thence on said Johns Prior Land south thirteen degrees East six rods and sixteen Links to Land of Eastman Prior thence on Land of Eastman Prior south thirteen degrees East twenty rods and Eighteen Links to Land of Daniel Shapleigh thence on said Shapleighs Land south fifteen degrees East twenty rods to Land of James Shapleigh thence on Land of said James Shapleigh south seventy nine degrees East seventeen rods to Land of Eastman Prior Jr. one of said road the line described to be the middle of the Highway and the High way to be two Rods wide. and we do award to the owners of the Land over which the road shapes for their damage as follows to wit:

To the said Horatio Bridge to pay him $ 165.
To the said Edwin Appleton to pay him $ 46.
To the said John Prior to pay him $ 36.
To the said Eastman Prior to pay him $ 41.
To the said Daniel Shapleigh to pay him $ 36
To the said James Shapleigh to pay him $ 34
$ 271

Their damage to be paid by said Town respectively and we allowed the several owners respectively six months to take off the wood & trees growing on said Land and to remove the fence which such laying out with the Boundaries and Admeasurements have been filed with the Town Clerk on the twenty first day of September being seven days before this Meeting. and we now hereby report such laying out with the boundaries and Admeasurements of the same to said Town at a Meeting of the Inhabitants to be warned and notified for them to accept and allow the same — given under our Hands this twentieth day of September 1855

Olivier Cully } Selectmen
Joseph E. Cox } of
Kittery

A true copy Attest

1855

# State of Maine

To George W. Parker a constable of the Town of Kittery Greeting —
In the name of the State of Maine You are hereby required to notify and warn the inhabitants of the said town of Kittery qualified by law to vote in Town affairs to assemble at the Almshouse in said Town on Thursday the fourth day of October next at three o'clock in the afternoon to act on the following articles viz . . . . . .
First To choose a Moderator to preside in said Meeting . . . .
Second To see if the Town will accept and allow the doings of the Selectmen in the laying out a Town way on Seavys Island (so called) on the request of Horatio Bridge and others . . .
Third To see if the Town will vote to raise money or otherwise provide for making said road and pass any other vote or votes relating to the premises they may think and there think proper.
Given under our Hands at this twenty fourth day of September A.D. 1855

Oliver Cutts
John Wentworth
Joseph E. Cox
Selectmen of Kittery

York ss Kittery September 29th 1855 By virtue of the within warrant to me directed I have notified and warned the inhabitants of the Town of Kittery qualified by law to vote in Town affairs to assemble at the time and place and for the purposes therein named by posting up two attested copies of this warrant viz one at N. Walker's Store one at the Union Store in said Town of Kittery they being two publick and conspicuous places seven days before said day of Meeting

George W. Parker Constable

A true copy Attest Francis A. Currier Town Clerk

Ephraim C. Spinney Chosen Moderator being present personally appeared and took the Oath of Office required by Law before me

Voted to accept the doings of the Selectmen in laying out a Town way on Seavys Island (So called)

Voted to refer the third article of the warrant to the annual March meeting

Voted to reconsider the vote last past

Voted to raise the sum of two hundred and fifty dollars by an assessment on the inhabitants of said Town to furnish materials and build said Town way

Voted that one of the Selectmen superintend the building of said Town way Voted to pay said superintendent one dollar and fifty cents per day while employed on said way

Voted the same compensation be paid for Labour and Materials as was paid last year on the new road

Voted the Selectmen be instructed to assess the taxes within ten days and commit said lists to the Surveyors of Highway in said town

Voted to dissolve this Meeting

A true Copy Attest Francis A. Currier Town Clerk

District No 28. County tax

| Persons Name | Poll Tax | Dog Tax | Real Estate | Personal Estate | amount Tax |
|---|---|---|---|---|---|
| Henry Becker | 1 | 6 | | 70 | ,76 |
| Henry Becker-2d | 1 | 6 | | | 6 |
| Charles Becker | 1 | 6 | | | 6 |
| Josiah Preble (Boston) | | | 52 | | ,52 |
| Lewis Hayes & others | | | 12 | | ,12 |
| Benney Willey | 1 | 6 | 28 | 7 | ,41 |
| | | | | | 1377 |

We the undersigned have committed to Obrey Berry Esq Treasure & Collector of the Town of Kittery the sum of fourty three Dollars & Seventy six for Collection this sum being the amount return by the several surveyors on Seavey Island road as uncollected by them

Kittery July the 26th 1856

A. E. Parsons
E C Shinney
} assessors of Kittery

The following is a Copy of a Highway Tax assessed on the Polls and Estates of Inhabitants and non residents proprietors of the Town of Kittery for Making the New Road on Seavys Island (so Called) in the year 1855

Valuation - - - - - $328955

Apportioned at 7/10 of one Mill on the dollar

Sum voted to be raised $250.
Overlaid - - - - -

Ex. Doc. No. 45, Executive Documents, 38th Cong., 1st Sess. (1863-1864)

38TH CONGRESS, 1st Session. | SENATE. | Ex. Doc. No. 45.

# REPORT

OF

# THE SECRETARY OF THE NAVY,

COMMUNICATING,

*In compliance with a resolution of the Senate of the 12th instant, information in relation to the steps taken towards the erection of a naval hospital at Kittery, Maine.*

MAY 18, 1864.—Read, ordered to lie on the table and be printed.

NAVY DEPARTMENT,
*May* 17, 1864.

SIR: I have the honor to acknowledge the receipt of the following resolution, passed by the Senate on the 12th instant:

"*Resolved*, That the Secretary of the Navy be directed to inform the Senate whether any steps have been taken to erect a naval hospital at Kittery, Maine, or to extend the one already there; and if not, to state to the Senate the reasons for the delay, and all of the facts and correspondence of the department in relation thereto."

The accompanying letter from the chief of the Bureau of Medicine and Surgery, to whom the resolution was referred, dated the 13th instant, will inform the Senate what steps have been taken towards the erection of a naval hospital at Kittery, Maine. The correspondence called for is also herewith transmitted.

I have the honor to be, sir, your obedient servant,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. H. HAMLIN,
*Vice President of the United States, and President of the Senate.*

---

NAVY DEPARTMENT,
*Bureau of Medicine and Surgery, May* 13, 1864.

SIR: I have the honor to acknowledge the receipt of a resolution of the Senate of the 12th instant, transmitted by you, and in reply I beg leave to say, that on the 21st of March, 1864, the honorable Secretary of the Navy appointed a commission, consisting of Commodore John Pope, Surgeons Charles Chase, William Whelan, M. G. Delaney, of the United States navy, to assemble at the navy yard, Portsmouth, New Hampshire, on the 25th March, 1864, to select

a site for a naval hospital building, authorized by an act of Congress to supply deficiencies in the public service, approved March 14, 1864.

The board met at the time and place appointed, and reported the result to the department in a communication dated March 25, 1864.

The suggestions meeting the approval of the honorable Secretary of the Navy, plans were in operation to commence immediate operations, when further steps were discontinued by verbal instructions of the honorable Secretary of the Navy, consequent, it is understood, upon a protest signed by the Hon. John P. Hale, and others, against the location designated by the board, which, among other advantages, involved no outlay of money for the purchase of land.

The department is in no sense answerable for the delays attending the accomplishment of this much needed improvement. The subject has been before Congress for some years past, and whenever brought up for discussion the simple propositions of the department have been so modified as to obstruct the object in view, or to render the plan more expensive than need be by making a purchase of land a necessary feature.

The act approved March 14, 1864, gave to the department the unlimited power to locate the building within or without the navy yard, Portsmouth, as might be considered the most expedient, and the department, relying upon the judgment of officers familiar with all the circumstances and surroundings of the yard, was preparing to execute promptly the views of Congress, when measures were arrested for the present by the protest already referred to.

To exhibit the promptitude of the department to carry out the law, it may be stated that as soon as advised of the passage of the act of March 14, the board was appointed to assemble in Portsmouth, New Hampshire, the 25th of the same month, as early a day as it was possible for the members to assemble.

Very respectfully, your obedient servant,

W. W. WHELAN,
*Chief of Bureau.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

---

NAVY DEPARTMENT,
*Bureau of Yards and Docks, October 1, 1862.*

SIR: By the act approved July 14, 1862, (see navy appropriations, section first,) an appropriation of fourteen thousand five hundred dollars was made for the purchase of twenty-seven and three hundred and fifty-five thousandths acres of land on Seavey's island, adjacent to the Kittery navy yard: "*Provided*, That the chief of the Bureau of Yards and Docks be, and he is hereby, authorized to purchase that portion of Seavey's island lying west of the road, for such sum as to him may seem reasonable and advantageous to the government."

In order to comply with the law aforesaid, I caused a survey and plan to be made of the island, designating the lines and contents of each individual lot on the island, and also the price asked by the owners of each lot.

It has been suggested that the appropriation for the twenty-seven and three hundred and fifty-five thousandths acres adjacent to the navy yard was intended by Congress to embrace the land of Mrs. Paymaster Bridge, but it is not so expressed. The boundary lines of the land of Mrs. Bridge, as will be seen by reference to the map, forms a very irregular plot of ground, running away from, and not adjacent to, the navy yard.

There is a town road from the bridge leading to the navy yard, which runs across the island. This road divides that portion of Mrs. Bridge's land which would be most valuable to the United States. I presume this road, or public easement, could not be discontinued without the consent of the proprietors of

the island who contributed to establish it, and if discontinued the land would revert to the owners who released it. It would be extremely prejudicial to the public interest to have a public road running through its premises employed for hospital, magazine, shell-house, coal depot, &c., and it would be equally disadvantageous to leave the United States ground, when occupied for purposes before named, open in common with other ground; so that, under the circumstances, I beg to refer the matter of purchase to your decision, as it can only be done by your authority.

In regard to the purchase of ground west of the road, which the bureau was authorized to purchase, though no appropriation has been made for it, I do not think it would be wise to purchase the ground west of the road, leaving the road a public easement without procuring other portions of the island. Upon the whole, I would rather advise the purchase of the whole island than a part of it. Since the bridge from the navy yard to the island has been established, of course the lots on the island have advanced in price and value, and, although the Navy Department can discontinue the use of the bridge and a way through the navy yard and over the bridge from the navy yard to Kittery, which bridge is costly, and is kept in repair by the United States, and used by the inhabitants of Seavey's island free, it would inconvenience amazingly the inhabitants of the island to cut off these privileges.

In regard to the appropriation for a hospital on Seavey's island, it will be readily seen that the money cannot be expended for that purpose until the land shall have been purchased, titles examined and approved by the Attorney General, and jurisdiction from the State ceded to the United States, over the premises on which the hospital may be constructed.

I am, sir, respectfully, your obedient servant

JOSEPH SMITH.

Hon. GIDEON WELLES,
*Secretary of the Navy.*

---

*Extract from Annual Report of Bureau of Yards and Docks, November* 4, 1862.

"In regard to the purchase of $27\frac{355}{1000}$ acres of ground on Seavey's island, adjacent to the Portsmouth navy yard, for which purchase $14,500 was appropriated by act of July 14, 1862, I have to remark that no great progress has been made. Upon examination of the premises, I found that a public road had been established from the bridge, connecting Seavey's island with the navy yard, across the whole island. It has been suggested that the appropriation was intended to purchase the land and appurtenances owned by certain parties, but the law is not so expressed. The boundary line of the premises, suggested as intended to be purchased with the appropriation, is very irregular, and does not embrace such a plot of ground as would afford the best accommodations for naval and hospital purposes.

"The road above referred to runs through these premises, and it would not be wise, in my opinion, to expend the money appropriated for the purchase of $27\frac{355}{1000}$ acres of ground on this island while this public easement remains and is occupied as such; besides, the title required by law to be obtained cannot be acquired until the assent of the State, by grant of jurisdiction, shall be secured; and the legislature of the State of Maine does not assemble, I am informed, until next January, so that the money could not be paid in any event till after Congress assembles, and therefore I advise that the subject be submitted to it for further action.

"The authority embodied in the provision of the act appropriating the aforesaid funds, that the chief of the Bureau of Yards and Docks be authorized to

purchase that portion of Seavey's island lying west of the road, has not been exercised by said chief, for the reason that some of the proprietors of property on the west side of the road also own land on the east side of it, and decline to sell one portion without the whole, so that no action has been taken under the authority aforesaid except to obtain the terms, as far as practicable, of the proprietors of property on the west side of the road. I have had a plan of the island prepared, showing the boundary lines of each lot, the contents of each, and the price asked by each proprietor for his interest; also a dotted line embracing $27\frac{355}{1000}$ acres of ground, which, in my opinion, would best accommodate the service, if the quantity of ground be confined to that amount. I would respectfully remark that the bridge connecting Seavey's island with the navy yard was built by a company called "Seavey's Island Bridge Company," under the authority of Congress, (see navy appropriation bill, approved March 3, 1855,) and, with the authority to construct this bridge, a right of way through the navy yard was granted to the company.

"Under this authority the bridge and road, as well as the free use of the long bridge, built and supported by the government, crossing the water between Kittery and the navy yard, have been enjoyed by the said company. Granting these privileges, of course, enhanced the value of property on Seavey's island, and consequently improvements were made on it.

"It is true that, under the act of Congress, the use of the bridge and road as granted may be discontinued by the Secretary of the Navy; and although it was not wise, in my opinion, for Congress to grant these privileges, yet, as it was its pleasure to do so, the Secretary of the Navy will not discontinue them unless some more urgent reasons than have yet occurred compel him to exercise the authority thus vested in him.

"The right of way through the yard causes some inconvenience, as it is necessary to keep a watch over the road and bridge, and sometimes to call up the commanding officer at night to grant passes.

"The appropriation granted for the hospital on Seavey's island cannot be expended until the purchase of ground be made and jurisdiction be obtained from the legislature of Maine over the premises."

---

IN THE SENATE OF THE UNITED STATES,
*December* 3, 1862.

*Resolved*, That the Secretary of the Navy be instructed to inform the Senate if that provision of the law passed at the last session of Congress, appropriating fourteen thousand five hundred dollars for the purchase of twenty-seven and three hundred and fifty-five thousandths acres of land adjacent to the Kittery navy yard, has been executed; and if not, why not. And also to inform the Senate if any attempts have been made to negotiate for said purchase of land, and what are the obstacles, if any, which have prevented the intention of Congress, as expressed in said law, from being carried into effect.

Attest: J. W. FORNEY, *Secretary.*

---

NAVY DEPARTMENT,
*December* 6, 1862.

SIR: I have the honor to acknowledge the receipt of the resolution of the Senate of the 3d instant, which requires the Secretary of the Navy to inform the Senate "if that provision of the law passed at the last session of Congress, appropriating fourteen thousand five hundred dollars for the purchase of twenty-

seven and three hundred and fifty-five thousandths acres of land adjacent to the Kittery navy yard, has been executed; and if not, why not. And also to inform the Senate if any attempts have been made to negotiate for said purchase of land, and what are the obstacles, if any, which have prevented the intention of Congress, as expressed in said law, from being carried into effect."

The information called for by the resolution may be found in the report of the chief of the Bureau of Yards and Docks, which was communicated to both houses of Congress on the 1st instant, with the report of the Secretary of the Navy accompanying the President's message, and to which I beg leave to refer the Senate.

I am, respectfully, &c.,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. H. HAMLIN,
*Vice President of the United States and President of the Senate.*

---

BUREAU OF YARDS AND DOCKS,
*December* 22, 1862.

SIR: In explanation of my report on the appropriation for the purchase of $27\frac{355}{1000}$ acres of land on Seavey's island, adjacent to the navy yard, Kittery, Maine, I transmit herewith a plan of the island for the use of your committee and Congress.

I have the honor to be, very respectfully, your obedient servant,

JOSEPH SMITH,
*Chief of the Bureau.*

Hon. JOHN P. HALE,
*Chairman Committee on Naval Affairs, U. S. Senate, Washington, D. C.*

---

SENATE CHAMBER, *December* 29, 1862.

SIR: The Congress of the United States at its last session made an appropriation of fourteen thousand five hundred dollars, "for the purchase of twenty-seven and three hundred and fifty-five thousandths acres of land on Seavey's island, adjacent to the Kittery navy yard," and they further appropriated "ten thousand dollars for hospital on Seavey's island." These two provisions of law are plain, unambiguous, and admit of no question as to their plain and obvious meaning. Having been notified that, plain as they were, they had not been executed, and having learned from various sources since the adjournment of Congress that they would not be executed early in the present session, I introduced a resolution in the Senate, inquiring if the law had been executed, in the following words: "*Resolved*, That the Secretary of the Navy be instructed to inform the Senate if that provision of the law passed at the last session of Congress, appropriating fourteen thousand five hundred dollars for the purchase of twenty-seven and three hundred and fifty-five thousandths acres of land adjacent to the Kittery navy yard, has been executed; and if not, why not; and also to inform the Senate if any attempts have been made to negotiate for said purchase of land, and what are the obstacles, if any, which have prevented the intention of Congress, as expressed in said law, from being carried into effect;" which passed the Senate without division; which resolution you answered on the 6th of December instant, by informing the Senate, that "the information called for by the resolution may be found in the report of the chief of the Bureau of Yards and Docks, which was communicated to both houses of

Congress on the first instant, with the report of the Secretary of the Navy accompanying the President's message, and to which I beg leave to refer the Senate."

As that paper, so far as it relates to this purchase of land for which an appropriation of $14,500 was made, is of so extraordinary a character, and assumes grounds, in my humble judgment, so untenable and subversive of that subordination which every officer, as well as citizen, owes to the laws, I here insert it:

*Extract from the report of the chief of the Bureau of Yards and Docks.*

"In regard to the purchase of $27\frac{355}{1000}$ acres of ground on Seavey's island, adjacent to the Portsmouth navy yard, for which purchase $14,500 was appropriated by act of July 14, 1862, I have to remark that no great progress has been made. Upon examination of the premises, I found that a public road had been established from the bridge connecting Seavey's island with the navy yard across the whole island. It has been suggested that the appropriation was intended to purchase the land and appurtenances owned by certain parties, but the law is not so expressed. The boundary line of the premises, suggested as intended to be purchased with the appropriation, is very irregular, and does not embrace such a plat of ground as would afford the best accommodations for naval and hospital purposes. The road above referred to runs through these premises, and it would not be wise, in my opinion, to expend the money appropriated for the purchase of $27\frac{355}{1000}$ acres of ground on this island, while the public easement remains and is occupied as such; besides, the title required by law to be obtained cannot be acquired until the assent of the State, by grant of jurisdiction, shall be secured; and the legislature of the State of Maine does not assemble, I am informed, until next January, so that the money could not be paid in any event till after Congress assembles, and therefore I advise that the subject be submitted to it for further action. The authority embodied in the provision of the act appropriating the aforesaid funds, that the chief of the Bureau of Yards and Docks be authorized to purchase that portion of Seavey's island lying west of the road, has not been exercised by said chief, for the reason that some of the proprietors of property on the west side of the road also own land on the east side of it, and decline to sell one portion, without the whole; so that no action has been taken under the authority aforesaid except to obtain the terms, as far as practicable, of the proprietors of property on the west side of the road. I have had a plan of the island prepared, showing the boundary lines of each lot, the contents of each, and the price asked by each proprietor for his interest; also a dotted line embracing $27\frac{355}{1000}$ acres of ground, which, in my opinion, would best accommodate the service, if the quantity of ground be confined to that amount. I would respectfully remark that the bridge connecting Seavey's island with the navy yard was built by a company, called "Seavey's Island Bridge Company," under the authority of Congress, (see navy appropriation bill, approved March 3, 1855,) and, with the authority to construct this bridge, a right of way through the navy yard was granted to the company.

"Under this authority the bridge and road, as well as the free use of the long bridge, built and supported by the government, crossing the water between Kittery and the navy yard, have been enjoyed by the said company. Granting these privileges of course enhanced the value of property on Seavey's island, and consequently improvements were made on it. It is true that, under the act of Congress, the use of the bridge and road as granted may be discontinued by the Secretary of the Navy; and although it was not wise, in my opinion, for Congress to grant these privileges, yet, as it was its pleasure so to do, the Secretary of the Navy will not discontinue them, unless some more

urgent reasons than have yet occurred, compel him to exercise the authority thus vested in him. This right of way through the yard causes some inconvenience, as it is necessary to keep a watch over the road and bridge, and sometimes to call up the commanding officer at night to grant passes.

"The appropriation granted for the hospital on Seavey's island cannot be expended until the purchase of ground be made and jurisdiction be obtained from the legislature of Maine over the premises."

The exigencies of the public service, and the great amount of public work being done at the navy yard in Kittery, near Portsmouth, in the opinion of Congress, required purchase of land adjacent thereto; and the interests of humanity, and the careful nursing and proper medical attendance of sick and wounded seamen, also called for the same thing, and Congress promptly responded by appropriating money for the purchase of the land and the erection of a hospital thereon. But the purpose of Congress is defeated, both as to greater conveniences of having more land for the facilities of the public work in the yard, and the necessary provision for the sick and wounded; and when the Secretary of the Navy is asked the reason of this neglect, he refers to the report of the chief of the Bureau of Yards and Docks. Now, sir, I am compelled to believe, and I have no doubt, that the multiplied calls upon your time and attention from the department over which you preside have left you no time to give your personal attention to this matter, and sure I am you never could have read the paper to which you refer the Senate for an answer to their resolution. The chief says "no great progress has been made." It would, probably, have been equally true if he had said "nothing whatever has been done, as, from the first moment it was intrusted to me, I determined there should be nothing done." Now for the reasons: 1st. He says, "upon examination of the premises, I found that a public road had been established from the bridge connecting Seavey's island with the navy yard, across the whole island." The fair import of which is, that, until the examination made subsequent to the act authorizing the purchase, he did not know of the road; and the inference to be drawn from thence is, that Congress did not know of the road, and had made the appropriation under a misapprehension of the true state of the case. Now, what is the fact?

The existence of that road across Seavey's island, from the bridge, has for a long time prior to the passage of that act been as well known to every one at all acquainted with the navy yard as the existence of the stream over which the bridge is built. It was laid down on the plans which were before the committee of both houses of Congress when the law was passed; its existence was urged against the passage of the law, and, moreover, is expressly referred to in the law itself making the appropriation, when the "chief" is authorized to purchase "that portion of Seavey's island lying *west of the road*."

The pretence that the existence of that road is a mere discovery made since the passage of the act is entirely contradicted by the known and palpable facts of the case, and by the law itself. Nor is it true that it was not perfectly understood by every one conversant with the legislation of the last session of Congress precisely what land, and whose land, it was designed to purchase. There was a plan before Congress and before the Committee of Naval Affairs of both houses, and before the committee of conference of the two houses, in which the land to be purchased was designated by boundaries, and the names of the owners given. Indeed, the "chief" does not intimate that he had any doubt upon the subject, or that he made any efforts to ascertain what land was intended to be bought, and failed. He knew just as well as he knew the name of the island what land was intended to be purchased, and all he says is, "the law is not so expressed." I ask you, Mr. Secretary, if that is what the Senate have a right to expect from the head of a department in such a case? Where there is no doubt as to what is expressed, and no doubt as to what is intended,

is it ingenuous to disregard the law and assign such a reason? Another reason assigned is as follows:

"The boundary line of the premises suggested as intended to be purchased is very singular, and does not embrace such a plot of ground as would afford the best accommodations for naval and hospital purposes." Nobody contends that it would afford the *best* accommodations for naval and hospital purposes, but it is a sufficient answer to say that Congress thought it would afford the best accommodations that it was practicable to obtain, and made an appropriation therefor. The "chief" further says: "The road above referred to runs through these premises, and it *would not be wise, in my opinion*, to expend the money appropriated for the purchase of $27\frac{345}{1000}$ acres of ground on this island while this public easement remains and is occupied as such." It is this last declaration which lies at the foundation of the whole matter. The chief of the Bureau of Yards and Docks does not think it wise to execute a law, and, therefore, it is not executed. If this be tolerated, there is an end of all responsibility and all obligation to enforce or obey the law. If a subordinate officer, charged by the head of one of the departments of government, may refuse to execute a law on the ground that, *in his opinion*, the law is unwise, who does not see that it will of necessity lead to inextricable confusion and anarchy? If a subordinate may refuse to carry out or execute a law because, in his opinion, it is unwise, much more may the head of one of the departments do the like; and then, instead of having a uniform administration of the affairs of the government, regulated by law, every one will be literally left to do that which in his opinion is right; laws will be disregarded at pleasure, and the government more completely subverted than it would be by the success of the present rebellion. But it seems that the present Congress are not alone in the unhappy predicament of having the opinion of the chief of the Bureau of Yards and Docks against the wisdom of their actions, for he says, in *his opinion it was unwise* for Congress, in 1855, to grant a modified right of way through the navy yard; and, although it was unwise in Congress to grant these privileges, and the Secretary may discontinue them, yet he says "the Secretary of the Navy will not discontinue them unless some more urgent reasons than have yet occurred compel him to exercise the authority thus vested in him." To sum up the argument briefly, it is this: The chief of the Bureau of Yards and Docks thinks it unwise to execute the law while the easement of the road continues. The Secretary has the power to discontinue the easement. The Secretary will not discontinue it until some more urgent reasons than have yet occurred compel him to. Equally unfounded is the allegation that the title required by law cannot be acquired until the assent of the State by grant of jurisdiction shall be required. There is no such law, and never was; besides, if such assent were necessary, why have not some steps been taken to secure it from the State of Maine? The only law believed to exist on the subject is that of April 28, 1828, entitled "An act in addition to the act entitled 'An act to provide for the sale of land conveyed to the United States in certain cases, and for other purposes,'" passed the twenty-sixth day of May, 1824. The second section of which relates directly to cases analogous to this, and is in these words:

"SEC. 2. *And let it be further enacted*, That the President of the United States be authorized to procure the assent of the legislature of any State within which any purchase of land has been made for the erection of forts, magazines, arsenals, dock-yards, and other needful buildings, without such consent having been obtained, and also to obtain exclusive legislation over any such tract as is provided for in the sixteenth clause of the eighth article of the Constitution; and that he be authorized to procure the like consent and exclusive legislation as to all future purchase of land for either of those purposes."

By reference to this law it will be seen that there is not the shadow of a

foundation for the statement that "the title required by law to be obtained cannot be required until the assent of the State, by grant of jurisdiction, shall be secured." The law, instead of making such assent of the State a condition precedent of the purchase, contemplates that a purchase may be made without it, and then *authorizes*, not *requires*, the President to procure such consent. I have thus gone over the grounds assigned by the chief of the Bureau of Yards and Docks for the neglect and refusal to purchase this land agreeably to the act of Congress. To my mind they are frivolous, evasive, and indicative of a settled and predetermined purpose palpably to disregard the law and set up his opinion against the clearly expressed law of the land. At a time like this, when the fearful contingencies of national life or death are trembling in the balance, and our country demands and has a right to receive the undivided and energetic support not only of all and every department of government, but of each and every citizen, it is of the utmost importance that there should be the most earnest, cordial, and entire unanimity of purpose, effort, and action, between Congress and the Executive, to carry out every measure which either of them in their legitimate sphere of action may determine that the public good requires; and though I would not contend that in all cases, without exception, the executive departments are bound to consider an appropriation as mandatory in its character, yet I contend that when Congress, as in this instance, with a full knowledge of all the facts, have made an appropriation, there must be very strong and controlling reasons to induce the Executive to disregard the law. In this case no such reasons exist, and those assigned by the chief for not executing this law, only tend to aggravate the offence which has been committed. The idea which is intimated, rather than asserted, that there was any doubt about what land was intended, is hardly worthy of a serious refutation. Congress has appropriated $14,500 for the purchase of $27\frac{355}{1000}$ acres of land on Seavey's island, adjacent to the Kittery navy yard. The chief of the Bureau of Yards and Docks, if he had gone there, would have found precisely that quantity of land owned by two individuals who were ready to sell that quantity for that price. He could not have found the same quantity to be had for the same price anywhere else. Now, Mr. Secretary, I, as a member of Congress which passed this law, ask you that you see that it is enforced. The citizens of Maine and New Hampshire feel a just and honest pride in this navy yard, and they naturally feel indignant and outraged that this legislation so necessary for the convenience, comfort, and prosperity of those who are employed there, and for the benefit of the public work carried on there, should be disregarded and disobeyed. They feel indignant that the benevolent purposes of Congress in providing necessary and comfortable quarters for the sick and wounded sailors who have been enfeebled and disabled in vindicating the national life and honor, who have borne aloft in triumph the national flag, though they have been stricken down, should be thwarted and delayed because the wisdom of the act for their benefit was not precisely coincident with the opinions of the chief of the Bureau of Yards and Docks. In these feelings I am free to confess I fully share; and before any action is taken by Congress in this matter I have deemed it my duty to call your attention more particularly to the case, because I am fully persuaded that if you had given your personal attention to the subject you would never have sanctioned the course pursued in this instance by the subordinate officer to whom it was intrusted.

I am, with much respect, yours,

JOHN P. HALE.

Hon. GIDEON WELLES,
*Secretary of the Navy,*

NAVY DEPARTMENT,
*January* 12, 1863.

SIR: Your communication in relation to enlarging the navy yard at Portsmouth, New Hampshire, and the purchase of $27\frac{355}{1000}$ acres of land on Seavey's island, and conditionally other lands, with allusion to the proposed hospital for the station, was duly received.

Responding fully and in all sincerity to your suggestions of cordial co-operation and action on the part of each and every branch of the government at all times, and especially in this exigency, I may be permitted to remark that although the acquisition of land for the enlargement of navy yards and the selection of sites for hospitals are questions usually made on consultation or by advisement with the department and the appropriate bureaus, no such observance was had in this instance. The departure from customary usage, has, however, had no influence whatever with me on these questions, but the subject-matter was with all its details duly committed as usual by the department, to the appropriate bureaus, who have the yards and hospitals respectively in charge. I could be guilty of no such discourtesy or slight as to proceed in this matter irrespective of those officers, even had I been familiar with the subject, or were I possessed of the leisure to investigate and examine it, which, as you may justly suppose, is not the case. The necessity or expediency of enlarging the yards, and where, and in what direction, is within the special province of the chiefs of yards, and the act itself recognizes this fact, for the purchase to which you allude is made contingent on the decision of that officer in other acquisitions.

On receiving your letter, therefore, I referred it respectively to the chief of the Bureau of Yards and Docks, whose special duty it is to attend to the enlargement and alterations of the yards, and to the chief of the Bureau of Medicine and Surgery, who has the supervision and direction of matters pertaining to hospitals, and who, I know, had taken particular interest in the subject of a hospital at Portsmouth.

These faithful and capable officers, familiar with all the details relating to the subjects alluded to in your long and very elaborate letter, have each furnished me with their views and explanations, copies of which are herewith transmitted, as more specific and satisfactory in all respects than anything which my limited time permit me to present.

You do me no more than justice in the belief that it is my desire and intention in matters of this description to carry into effect the clearly expressed will of Congress.

Had it been anticipated that the people of Maine and New Hampshire took such a deep interest in the purchase of the $27\frac{355}{1000}$ acres of land, so vaguely defined, as you represent, it would perhaps have more earnestly stimulated the chiefs who have it in special charge, and the department also, although until the meeting of the Maine legislature the purchase could not, I apprehend, have been completed.

Whether it would not be better to purchase the whole of Seavey's island instead of the fractional part indicated—whether the best site for a hospital is on the island, and whether the dwelling-house is adapted to hospital purposes, are each and all matters which have doubtless received the consideration of Congress, although the department, which has the custody, supervision and general management of these matters, was not consulted in the premises.

If the chiefs of bureaus, whose special duty it is to attend to these matters, believe that the public interest would be injured, or is likely to suffer, or is made secondary to other causes, you surely would not consider it improper for them to express their opinions and state their convictions.

Should the subject come before the naval committee I shall be glad to have these communications submitted to them.

I am, respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. JOHN P. HALE,
*United States Senator.*

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NAVY DEPARTMENT
*Bureau of Yards and Docks, January 5*, 1863.

SIR: I have had the honor to peruse the letter addressed to you by the Hon. John P. Hale, of the 29th ultimo, indirectly charging upon the Secretary of the Navy dereliction of duty in not executing the law of Congress of the last session, appropriating $14,500 for the purchase of $27\frac{355}{1000}$ acres of land on Seavey's island, adjacent to the Kittery navy yard, and further intimating that, from information he had received, he believed it was the fixed purpose of the department not to execute the law, and therefore he introduced a resolution in the Senate calling on the Secretary of the Navy for the reasons why the said law had not been executed.

In answer to the resolution, you refer to the report of the Bureau of Yards and Docks in explanation of the delay in not consummating the purchase.

The senator endeavors to relieve you from censure by reason of the multiplied calls upon your attention, and then pronounces the report of the Bureau of Yards and Docks, so far as it relates to Seavey's island, as of a most extraordinary character, assuming grounds, in his judgment, untenable, and subversive of that subordination which every officer as well as citizen owes to the laws.

I shall not follow out the senator's arguments—they speak for themselves. It was not supposed the public interest was limited to any special direction in the purchase of land on Seavey's island, but that such land as could be most obviously and judiciously applied to the public wants would alone be purchased, with an estimate or recommendation from the head of the department concerned, or confiding to that department some discretion in the matter, as was done in the same law for an extension of the Boston navy yard.

The honorable senator insists that no discretion in this case is reposed in the department; and in reply to the reasons stated in the report of the Bureau of Yards and Docks for delay, "that the purchase could not, under existing laws, be made until jurisdiction from the State over the premises to be purchased should be ceded to the United States, and that as the legislature of Maine would not assemble till January, 1863, the title could not be acquired, nor any money paid, until such grant should be obtained; therefore there was no time lost by referring the matter to Congress for more specific instructions," the senator says, "there is no such law, and never was," requiring such jurisdiction before purchase, and takes the trouble to quote a law approved April 6, 1824. If he will look into the fifth volume of the Statutes at Large, page 468, law approved September 11, 1841, sections 1 and 3, he will find the following:

"*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That it shall be the duty of the Attorney General of the United States to examine into the titles of all lands or sites which have been purchased by the United States for the purpose of erecting thereon armories, arsenals, forts, fortifications, navy yards, custom-houses, light-houses, or other public buildings of any kind whatever, and report his opinion as to the validity of the title in each case to the President of the United States."

3. "*Resolved*, That no public money shall be expended upon any site or land hereafter to be purchased by the United States for the purposes aforesaid until the written opinion of the Attorney General shall be had in favor of the validity of the title, and also the consent of the legislature of the State in which the land or site may be shall be given to said purchaser."

The senator says, "there is not the shadow of a foundation for the statement" of the Bureau of Yards and Docks. A very broad contradiction this; but a reference to the law just quoted, proves the ground of the senator's argument on this point unfounded, which is sufficient for my purpose.

The senator says, "the chief of the Bureau of Yards and Docks thinks it unwise to execute the law while the easement of the road continues." I am of that opinion still.

He further says, "the Secretary has the power to discontinue the easement. The Secretary will not discontinue it until some more urgent reasons than have yet occurred compel him to." I did not say in my report "the Secretary had the power to discontinue the easement." That he had not that power was one of the objections I made to the purchase while such road existed. *The bridge and road through the yard*, as granted by Congress in 1855, may be discontinued by the Secretary of the Navy. Congress granted no easement from the bridge over Seavey's island, and could not. That road, I am informed, is a public road, accepted by the town or county.

It seems to be admitted by the senator that these grounds, which he says the law was intended to purchase, are not the best and most appropriate for naval and hospital purposes. Though the highway through them seems to be no formidable objection to the senator, it does appear so to others; for this road would necessarily require fencing on both sides, so that passing from one lot to another two gates at least on the road would have to be opened and shut. And by confining the erection of the hospital to Seavey's island, where it could not be built until after jurisdiction from the State, and the title should have been examined and certified to as valid by the Attorney General, the object of humanity was defeated, for the urgent necessity for such accommodation, by the time it could be completed, might cease.

The honorable senator says, "the present Congress are not alone in the unhappy predicament of having the opinion of the chief of the Bureau of Yards and Docks against the wisdom of their action; for he says, *in his opinion, it was unwise* for Congress in 1855, to grant a modified right of way through the navy yard." I am of the same opinion still, and I apprehend Congress will pardon the audacity of the chief of bureau for *the expression of that opinion.*

The senator avers that the department, committees and Congress knew precisely what land, and whose it was, that the law appropriated money to purchase; if so, and Congress thought proper to make a purchase, unsolicited by the department, of property, with personal instead of public consideration, the object could only be obtained by making the phraseology of the law so explicit as to relieve the department from any responsibility or judgment in the premises.

In conclusion, I may repeat that the provision of the law authorizing the purchase of land on Seavey's island, however well the subject may have been understood by those conversant with the legislation, does not in any way indicate what land was intended to be purchased, or what persons were to be benefited by the legislation.

The senator concludes by expressing the indignation of the people of Maine and New Hampshire, in which he joins, at the "frivolous and evasive" grounds assigned by the chief of the Bureau of Yards and Docks for the neglect and refusal to purchase this land, and set up his opinion against the clearly expressed law of the land, "at a time like this, when the fearful contingencies of national life or death are trembling in the balance, and our country demands and has a right to receive the individual and energetic support, not only of all and every depart-

ment of government, but of each and every citizen, it is of the utmost importance that there should be the most earnest, cordial, and entire unanimity of purpose, effort, and action, between Congress and the Executive, to carry out every measure which either of them in their legitimate sphere of action may determine that the public good may require."

The chief of the Bureau of Yards and Docks does not yield to the senator in his patriotism to serve his country, and zeal to execute the laws of the land. Let us be judged by our deeds.

I have the honor to be, sir, most respectfully, your obedient servant,

JOS. SMITH.

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Memorandum.*

BUREAU OF MEDICINE AND SURGERY,
*January* 9, 1863.

At the commencement of the last session of Congress the Navy Department submitted, among the estimates, a sum of $20,000 for the erection of a hospital at Portsmouth, New Hampshire.

It is believed the subject was approved by the Committee of Ways and Means and by the Naval Committee; but while in Committee of the Whole, in the House, the appropriation was diverted to purchase twenty-seven acres of land on Seavey's island, and fitting up such buildings as were on the island for hospitals, building a coal wharf and coal shed, and fencing the grounds, provided the cost of the land should not exceed $14,500, leaving $5,500 for all the other objects indicated; thus giving the department land it had not sought, and some unsuitable buildings, instead of the hospital recommended, and which was believed to be essential to the rapidly expanding navy.

The proposition was subsequently modified both in the House and Senate, and finally passed July 14, 1862, as follows.—(*Vide* Naval Appropriation Bill, July 14, 1862:)

"HOSPITAL, PORTSMOUTH, NEW HAMPSHIRE.

"For purchase of twenty-seven acres of land on Seavey's island, $14,500." * * * "For hospital on Seavey's island, $10,000."

The original sum for the land being retained, while the amount for the hospital was reduced to a figure only sufficient to insure delay in its completion.

It will be observed, too, the law locates the hospital on Seavey's island; so that, if there had been any causes for postponing the purchase of the land, in the way of securing title or concurrent jurisdiction, they were also calculated to retard the work upon the hospital. Though the hospital and purchase of land are forced into connexion, they are not necessarily involved; as it has always been thought the site of the present decayed and antiquated house would prove a good location for the new building. As no evil consequences have resulted from the hospital for perhaps half a century, no danger could possibly be apprehended from a new and better building. It was not necessary, therefore, to purchase any additional land for the hospital, nor was the purchase recommended by the Navy Department.

It will be noticed the bill locates the hospital legislatively, without reference to the question whether the island be the most or least judicious situation for it, and postpones all work upon the needed improvement until the irrelevant subject of purchase of the island be adjusted. It will thus be seen that all the

delay in regard to the erection of a hospital has arisen from the unfortunate commingling of public with private interests, and it will doubtless continue till these interests are separated.

W. WHELAN,
*Chief of Bureau of Medicine and Surgery.*

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NAVY DEPARTMENT,
*February* 2, 1863.

SIR: I have the honor to enclose herewith a copy of a communication dated the 31st ultimo, received from the chief of the Bureau of Yards and Docks.

His recommendation for the purchase of the whole of Seavey's island meets with the approval of the department.

I am, respectfully, &c.,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. JOHN P. HALE,
*Chairman of Committee on Naval Affairs, Senate.*
Hon. CHARLES B. SEDGWICK,
*Chairman of Committee on Naval Affairs, House of Representatives.*

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NAVY DEPARTMENT,
*Bureau of Yards and Docks, January* 31, 1863.

SIR: I beg leave respectfully to suggest that Congress be requested to state what land, and whose, the law of the last session was intended to purchase on Seavey's island, adjacent to the navy yard, Kittery, or to repeal that portion of the law appropriating $14,500 for the purchase of said land.

The quantity of land stated in the law cannot at present be purchased in such a shape and form as will accommodate the service. The public road through the grounds on which the bridge terminates is a strong objection to the purchase of the ground adjoining the bridge. Besides, the bridge to that island belongs to the Seavey's Island Bridge Company, and cannot be used by the United States except it be by permission of that corporation.

The construction of the hospital appropriated for is conditioned upon the purchase of ground on Seavey's island. If the government intend to purchase on that island, I would recommend that the whole island be purchased.

I have the honor to be, sir, most respectfully, your obedient servant,

JOSEPH SMITH,
*Chief of the Bureau of Yards and Docks.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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WASHINGTON, *May* 1, 1863

SIR: I beg leave respectfully to inquire whether that provision of law, passed on the fourteenth of July, A. D. 1862, appropriating "fourteen thousand five hundred dollars for the purchase of twenty-seven and three hundred and fifty-five thousandths acres of land on Seavey's island, adjacent to the Kittery navy yard," has been executed; and if it has not, whether it is the intention of the Secretary to execute the same prior to the next session of Congress.

I will be obliged by as early an answer as convenient, addressed to me at Dover, New Hampshire.

With much respect, yours,

JOHN P. HALE.

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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NAVY DEPARTMENT, *May* 19, 1863.

SIR: Your communication of the 1st instant was received, inquiring whether that provision of law, passed on the 14th of July, 1862, appropriating fourteen thousand and five hundred dollars for the purchase of twenty-seven and three hundred and fifty-five thousandths acres of land, on Seavey's island, adjacent to the Kittery navy yard, has been executed; and if it has not, whether it is the intention of the Secretary to execute the same prior to the next session of Congress.

On referring this question to the chief of the Bureau of Yards and Docks, to whom the subject appropriately and immediately pertains, I learn that he deems it inexpedient to move in the matter until there is further and specific legislation. I may say, in this connexion, that though not personally familiar with the locality, it seems to me if anything is done in the premises, it is desirable that the whole island should, if possible, be obtained for the government.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. J. P. HALE, U. S. S., *Dover, N. H.*

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BUREAU OF YARDS AND DOCKS,
*May* 16, 1863.

SIR: I have the honor to acknowledge the reference to this bureau of a letter from Senator Hale to you, dated Washington, May 1, 1863, inquiring "if the law passed on the 14th day of July, 1862, appropriating $14,500 for the purchase of $27\frac{355}{1000}$ acres of land on Seavey's island, adjacent to the Kittery navy yard, has been executed; and if it has not, whether it is the intention of the Secretary to execute the same prior to the next session of Congress."

Before giving a direct answer to the interrogatory propounded by Senator Hale, it may perhaps be well to give a succinct history of this Seavey island affair, so far as the government is concerned.

The act making appropriations for the naval service for the fiscal year ending June 30, 1856, approved March 3, 1855, section 2, is the following:

"SEC. 2. *And be it further enacted*, That the Secretary of the Navy is hereby authorized to permit the Seavey's Island Bridge Company to connect with the navy yard at Kittery, Maine, a bridge, extending thereto from Seavey's island, at such point thereon as he shall direct, and may permit a right of way through said yard from said bridge in such direction and under such regulations as the commandant for the time being shall establish under the authority of the Navy Department: *Provided*, That no expense whatever in connecting said bridge with said yard, or making said way across the same, shall be incurred by the United States; and said bridge and said right of way may at any time be discontinued by the Secretary of the Navy."

By authority of this provision of the law, the "Seavey's Island Bridge Company" obtained, I presume, a grant from the State, and erected a bridge over the stream dividing the navy yard from Seavey's island. The length of the bridge is 252 feet, and 200 feet between abutments.

The privileges of this bridge, and the right of way through the navy yard and over the long government bridge, dividing the navy yard from Kittery, of course, very much enhanced the value of the land on Seavey's island, and caused an increase of the population on the island, and thus the building materials for houses, and supplies of all sorts, were transported over these bridges and through the navy yard.

The effect of this extraordinary grant must be apparent, and needs no comment from me. The next movement made we see in the report of the board of officers appointed to examine navy yards.—See Executive Document No. 34, 36th Congress, 1st session.

*Extract from general report of the board of investigation in reference to navy yards, 36th Congress, 1st session, Executive Document, page 277:*

"Owing to a bridge being thrown across from Jenkins's (Seavey's) island to the navy yard, the latter has become a thoroughfare for all persons passing to and fro, and the precaution taken in other yards to keep out strangers after sunset cannot be so strictly observed here, as the inhabitants on the island are allowed to pass until gun-fire.

"The bridge is not any inconvenience to the yard, as far as can be ascertained; still, as the yard is a government establishment, and should be kept strictly under military rules, it will be found difficult (when the population increases) to enforce the regulations which have been made for the preservation and security of public property. The island to which this bridge is attached is fast becoming thickly settled, and houses are being built closer to the yard every year. The situation is convenient to mechanics for attending to their labors in the yard, and the ground being moderate, they naturally go there to build.

"There is nothing but a narrow creek dividing the Jenkins's (Seavey's) island from the navy yard, and at low water it is so bare that public property is liable to be depredated on, and some of the most valuable property in the yard is at the point facing the island. There is no law or argument to prevent any one from putting up a turpentine distillery, or other nuisance at low water, and in such a case there would be much danger to property in the yard. Any one, in fact, might run out a building to meet the ordnance gun-carriage shop, extending to the stream.

"The creek alluded to as dividing the island from the navy yard is a general thoroughfare for boats at all times, day and night, and there would be no difficulty at any time of night in persons entering the yard from that quarter, stealing the public property or setting fire to the public buildings. The yard might be made more secure by purchasing a strip of land on the island extending from the bridge to the southwesternmost point of the island.

"The property will be valuable to the government in case it is desirable to move the marine barracks or build a hospital. The yard is certainly not a proper place for the latter, for in case of yellow fever or other contagious disease being taken on shore, the whole yard would be placed at once under quarantine, and the government work would necessarily have to be discontinued; perhaps, too, at a time when it was very necessary for it to be carried on. Though there is a large water front to the yard, there are not many places where vessels (steamers) can lie to coal. The southwest point, or rather the west point, of Jenkins's island would be a desirable acquisition in this respect. It may also be desirable that government should shut up the creek some of these days for the purpose of building a stone dry dock at the mouth of it. When the present dock shall be worn out, or will be no longer serviceable to accommodate the larger class of steam men-of-war, a dock can easily be made here by running a bulkhead across and pumping out the water, and no other excavation will be required than that already provided for by nature, and great facilities will exist for getting in the building materials, both by land and water.

"The roads require no repairs, even after a hard winter. Everything has a place appropriated for it."

This report represents the road from (Jenkins's) Seavey's island, through the navy yard, as a thoroughfare; that the island is fast becoming thickly settled, and houses are being built closer to the yard every year. The board believes the yard might be made more secure by purchasing a strip of land on the island extending from the bridge to the southwest point of the island.

I have before stated that the strip of land from the bridge west of the road could not be purchased.

The board states "that a stone dry dock could be easily constructed in this creek," as the board calls the water between the navy yard and island, (the bridge over which is 252 feet long and 200 feet between the abutments,) "by running a bulkhead across it and pumping out the water, and that no further excavation will be required."

In this opinion of the board, of thus building a dry dock, the bureau differs, and thinks it liable to criticism.

The next move was a letter from the commandant of the navy yard, dated May 24, 1861, a copy of which follows:

"*Copy of a letter from Captain George F. Pearson, commanding navy yard, Portsmouth, New Hampshire, dated May* 24, 1861.

"SIR: I have the honor to represent to the bureau that the portion of Seavey's island which is only separated from this yard by a very narrow stream of water would be of great importance to the yard, as it would place the United States in possession of both shores of said narrow passage, and afford ample room, near the water, for the landing and keeping heavy articles in places where they could be removed to ships with little delay and expense.

"For a coal yard, or coal depot, this portion of Seavey's island would be especially convenient, as the coal could be landed there, and then removed in lighters to ships needing a supply, with great facility and little expense; whereas now, in order to prevent its obstructing the working part of the yard, it has to be carted away from the yard wharves, and then, when needed, recarted alongside of any steamer needing a supply. Besides, as it has been found that coal exposed to the open air for years has more or less deteriorated, I should strongly recommend that a coal-shed be built on Seavey's island, close to the water, for its preservation, and that rails be laid in the centre of said shed for the conveyance of the coal to the lighters.

"A portion of this land is now, as I understand, for sale, for the small sum of thirteen thousand dollars; and upon it are several buildings, all of which would be serviceable to the United States for a hospital and out-buildings, or for residences for the civil engineer and chaplain of the yard. These buildings are included in the sum already named. Believing that you will perceive the importance of securing this piece of land, with the buildings thereon, I have taken leave to submit my views relative to the matter, for your consideration and action.

"I have the honor to be, most respectfully, your obedient servant,

"G. F. PEARSON, *Commandant.*"

The commandant represents the great importance to the navy yard of the government's owning the shore on Seavey's island opposite to the navy yard, for a depot for coal, heavy articles, and for a hospital.

The commandant says that a portion of this island is now for sale for the *small sum* of $13,000; and upon it are several buildings, *all* of which would be serviceable for a hospital and out-buildings, or for residences for civil engineer and

chaplain of the yard. He does not say whose land, or where is located, this portion of the island for sale so cheap as $13,000; nor does he say a word about the public road running from the bridge across the island. The buildings referred to are pronounced by the Bureau of Medicine and Surgery entirely unfit for hospital purposes, and they are of little value.

The next move we see is an amendment offered by Mr. Marston, in the House of Representatives, to the navy appropriation bill, in the following words:

"HOUSE OF REPRESENTATIVES, *February* 14. 1862

"Mr. Marston: In line 154, under the heading, 'Hospital, Portsmouth, N. H.,' I move to strike out the words 'for hospital building $20,000,' and to insert in lieu thereof the following: For the purchase of $27\frac{355}{1000}$ acres of land on Seavey's island, adjacent to the Kittery navy yard, and fitting up the buildings thereon for a hospital, building coal-wharf and coal-sheds, and fencing the grounds, $20,000."

On the same day an amendment to the amendment was offered by Mr. Marston, in these words:

"Provided that the cost of the land to be purchased shall not exceed $14,500."

And thus the amendment passed.

It will be seen that the amendment as passed, allotting $14,500 for the ground, leaves for fitting up the buildings thereon for a hospital, building coal-wharf and coal-shed, and fencing the premises, but $5,500 for the improvements named—a very inadequate amount for even the coal depot.

After the bill with these amendments was reported to the Senate, various amendments were offered and acted upon, and finally was passed into a law, in the following words:

"For purchase of $27\frac{355}{1000}$ acres of land on Seavey's island, adjacent to the Kittery navy yard, $14,500: *Provided*, That the chief of the Bureau of Yards and Docks be, and he is hereby, authorized to purchase that portion of Seavey's island lying west of the road, for such sum as to him may seem reasonable and advantageous to the government."

The purchase of $27\frac{355}{1000}$ acres of land referred to was not consummated by the department for the reasons set forth in the report of this bureau to you, dated November 4, 1862, and the purchase was referred to Congress for further action.

No further action having since been taken on the subject by Congress, it remains as it was, and now Senator Hale asks you to state if you propose to take any further action before the next session of Congress.

By the phraseology of the law I do not see the authority to purchase any other $27\frac{355}{1000}$ acres of land on Seavey's island, adjacent to the navy yard, but such land as the department shall select there which will afford the best and most advantageous accommodations for the public interest, and such $27\frac{355}{1000}$ acres cannot be purchased for the money appropriated. There exist serious objections and obstacles to my mind in executing this law as I understand it. It appropriates $14,500 for the purchase of $27\frac{355}{1000}$ acres of ground on Seavey's island, adjacent to the navy yard: "Provided the chief of the Bureau of Yards and Docks be, and he is hereby, authorized to purchase that portion of Seavey's island lying west of the road for such sum as to him may seem reasonable and advantageous to the government."

By this provision of the law it seems quite clear that the purchase of $27\frac{355}{1000}$ acres of land on Seavey's island is conditioned and dependent upon the purchase of, or at least the bargaining for, the land lying west of the road on said island; the purchase of which ground lying west of the road cannot, as has been before reported, be consummated, for the reason that the proprietors owning

on the west and east side will not sell on the west side without including that on the east side also. Any portion of Seavey's island adjacent to the navy yard, including the terminus of the bridge, would be divided by a public road passing through it, which is a formidable objection to the purchase, if the ground bought be used for a hospital or depot of supplies of any sort.

The bridge is the property of the Seavey's Island Bridge Company, and was constructed under a grant, as before stated, for the use, advantage, and accommodation of the inhabitants of Seavey's island; and suppose the government purchase land on Seavey's island without an understanding with the Seavey's Island Bridge Company for the use of the bridge, it would possess no exclusive right, nor any right, to use the bridge without remuneration or paying toll. And after purchasing the land without an agreement for the bridge, the government might be called upon to purchase the bridge, or be compelled to build another for government service. Under all the circumstances, I am of opinion that the government would not be justified in expending the appropriated funds without further and more explicit legislation on the subject by Congress.

Although a portion of Seavey's island, such as would be selected for government purposes, would subserve the public interest, yet the department has never estimated for or recommended the purchase of land there; and since the building of the bridge, opening a public way from the bridge across the island, and the conditional grant of the right of way through the yard by Congress, the department sees serious objections to the purchase of a fractional part of the island whilst these incumbrances exist. Therefore I would respectfully suggest, if the department deem it important to own land on Seavey's island, and to avoid any complication in the matter, that it purchase the whole island; if not, to discontinue the right of way through the navy yard, as provided in the act before recited, of March 3, 1855, which restriction I apprehend must be absolutely necessary at a future day, if it is not now.

Mr. Hale's letter is herewith returned.

I have the honor to be, sir, very respectfully, your obedient servant,

JOSEPH SMITH,
*Chief of the Bureau.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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NAVY DEPARTMENT, *April* 21, 1864.

SIR: The purchase of land for the enlargement of the navy yard at Portsmouth, N. H., has heretofore been the subject of legislation by Congress, and of correspondence between this department and the naval committees; and as the matter is again agitated, I take the occasion to renew my recommendation made to the Commitee on Naval Affairs, in both the Senate and the House, on the 2d of February, 1863, for the purchase of the whole of Seavey's island, for the purpose stated.

In order that the true state of the matter, as it now stands, may be before the committee of which you are chairman, I transmit herewith copies of three communications that have been addressed to me by the chief of the Bureau of Yards and Docks, dated, respectively, January 5 and 31, 1863, and May 16, 1863;* also an extract from his annual report of October 1, 1862,* relative to the purchase of land for the enlargement of the navy yard at Portsmouth, N. H.

This department, as well as the chief of the Bureau of Yards and Docks, has always favored the purchase of the whole of Seavey's island, and I again unite with the bureau in recommending the measure. I also transmit to the com-

* The letters referred to are given in the order of date.

mittee a letter of this date, addressed to me by the Bureau of Yards and Docks, in reply to a request made of him, by myself, for a statement of the affair as it now stands.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. J. P. HALE, U. S. S.,
*Chairman Committee on Naval Affairs.*

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NAVY DEPARTMENT,
*Bureau of Yards and Docks, April* 21, 1864.

SIR: As the matter of purchase of land on Seavey's island seems again to be agitated, you request of me a statement of the affair as it now stands. I can give you no information on the subject additional to that embraced in my annual report of November 4, 1862, and my communication to you, dated October 1, 1862, and those dated, respectively, January 5 and 31, and May 16, 1863, extracts and copies of which are enclosed herewith. These communications explain the whole action of the bureau in the premises as clearly as I am able to state it.

To prevent any further controversy on this subject, I would respectfully recommend that the government purchase the whole of Seavey's island, or, if authorized by law, to take possession of it as a military necessity, to be valued by a jury or duly appointed commission.

I have the honor, sir, to remain, very respectfully, your obedient servant,

JOS. SMITH,
*Chief of Bureau.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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NAVY DEPARTMENT,
*Bureau of Medicine and Surgery, March* 18, 1864.

SIR: An act of Congress (No. 24) to supply deficiencies in the appropriations for the service of the fiscal year ending June 30, 1864, appropriates $25,000 for erecting a naval hospital at Kittery, Maine, and according to the debate in the Senate, as reported in the Daily Globe of the 13th ultimo, it was the understanding that the site was to be selected within or without the limits of the navy yard, as might be found most judicious and expedient.

As considerable feeling has been manifested on the subject, as the selection of a site may or may not involve additional outlays of money, I have the honor to suggest that this subject may be confided to a board, consisting of Commodore John Pope, United States navy, Surgeon Charles Chase, United States navy, the surgeon of the navy yard, Portsmouth, the chief of the Bureau of Medicine and Surgery, subject, of course, to the final approval of the Hon. Secretary of the Navy. The board to meet at the navy yard, Portsmouth, on Friday, the 25th instant.

Commodore Pope and Surgeon Chase are selected because of their long service at Portsmouth station, and consequent familiarity with the topography.

It is important the work should be commenced as early as practicable, to have it completed, if possible, before winter sets in.

Very respectfully, your obedient servant,

W. WHELAN.

Hon. GIDEON WELLES,
*Secretary of the Navy.*

Recommendation approved.

GIDEON WELLES,
*Secretary of the Navy.*

Board ordered 21st March, 1864.

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NAVY YARD, PORTSMOUTH, N. H.,
*March* 25, 1864.

SIR: In obedience to your order of the 21st instant, we have this day assembled at this navy yard, for the purpose of selecting a site for a naval hospital in this vicinity, and after a close inspection of the different localities indicated by officers familiar with the subject, we have arrived at the conclusion that no spot in or about the yard offers as many advantages as one in the easterly part of the yard contiguous to the marine barracks and old hospital building. The site is occupied, in part, by a paint shop, which the civil engineer informed us is by no means necessary as now placed, for other equally convenient places may be found for this purpose, which, whilst in course of construction, he had in view for hospital purposes. This site, 150 by 170 feet, opens upon the passage between the yard and Seavey's island, is readily accessible by boats, is already graded, and if the department should assent to the diversion of the paint shop, the hospital may be considered as well advanced towards completion. This area might be extended twenty-five feet to the eastward, to a stone wall bounding the marine barracks, making a lot perhaps one hundred and eighty feet square. It is not ascertained that this site is contemplated for other purposes, and is so near the old hospital as to secure any or every advantage which may have attended it. Whilst setting forth its advantages, it has been inquired whether any objections exist against the site we recommend; but, so far as our inquiry extends, no objection is raised, except such as may grow out of any disinclination the department may have to sanction the plan we propose of incorporating the paint shop in the hospital. This house is 60 by 30 feet, of two stories, well built, high ceilings, and of the same material, brick, of which the new house will be constructed. It is, moreover, within so short a distance of the boilers of the ordnance establishment, as to make the steam available for heating the hospital, as well as supplying hot water for a laundry, bathing, and culinary purposes. Another position in the northeast end of the yard, near the magazine, might also be applied to this object; but the cost of grading the ground alone would largely absorb our appropriation, and then it would be inferior in all respects to the site we have recommended. The paint shop would constitute more than one-third of a building sufficiently large for all the probable wants of the station for many years to come; and the necessary additions can be completed in the course of a few months.

There are so many advantages in favor of the location we bring to the notice of the department, that, on the score of economy and facility of completing the proposed building, we beg to ask a favorable decision of the department of this recommendation.

The site will be more particularly designated upon the chart of the yard, with reference to other buildings, &c.

If the department approve the proposition, plans will soon be furnished by

which the medical wants of the station can be properly and promptly supplied; and an old hospital be removed, which has been as discreditable to the government, as inconvenient to the sick. We may conclude with the observation, that locating the building within the yard avoids the difficulty of reconciling conflicting interests in the purchase of a site elsewhere; that it secures the advantages of the police and discipline of the navy yard, and saves largely for watchmen, fuel, and many incidental expenses.

We have the honor to be, very respectfully, your obedient servants,

JOHN POPE, *Commodore.*
CHAS. CHASE, *Surgeon.*
W. WHELAN, *Chief B. M. & S.*
M. G. DELANEY, *Surgeon.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

In the year 1859, under the direction of the then Secretary of the Navy, a board of naval officers, consisting of Rear-Admiral Francis H. Gregory, the late Commodore G. J. Van Brunt, Commodore C. H. Poor, Commander John R. Tucker, (since dismissed the service,) and Rear-Admiral David D. Porter, were instructed to inquire into the abuses of the navy yards. This commission, composed of these high officers, attended to the duty assigned them, and expressed the opinion that the yard at Kittery might be made more secure by purchasing a strip of land on the island (Seavey's island) from the bridge to the southwesternmost point of the island. The property will be valuable to the government in case it is desirable to move the marine barracks or build a hospital. The yard is certainly not a proper place for the latter, for in case of a yellow fever or other contagious disease being taken on shore, the whole yard would be placed at once under quarantine, and the government work would necessarily have to be discontinued—perhaps, too, at a time when it was very necessary for it to be carrred on.

As an additional argument for purchasing this strip of land the committee say: "Owing to a bridge being thrown across from Jenkins's (Seavey's) island to the navy yard the latter has become a thoroughfare for all persons passing to and fro, and the precaution taken in other yards to keep out strangers after sunset cannot be so strictly observed here, as the inhabitants on the island are allowed to pass until gun-fire. The bridge is not any inconvenience to the yard, as far as can be ascertained; still, as the yard is a government establishment, and should be kept strictly under military rules, it will be found difficult (when the population increases) to enforce those regulations which have been made for the preservation and security of public property. The island to which this bridge is attached is fast becoming thickly settled, and houses are being built closer to the yard every year. The situation is convenient to mechanics for attending to their labors in the yard, and ground being moderate, they naturally go there to build. There is nothing but a narrow creek dividing the Jenkins's (Seavey's) island from the navy yard, and at low water it is so bare that public property is liable to be depredated on, and some of the most valuable property in the yard is at the point facing the island. There is no law or agreement for preventing any one from putting a turpentine distillery or other nuisance at low water, and in such a case there would be much danger to property in the yard. Any one, in fact, might run out a building to meet the ordnance gun-carriage shop, extending to the stream. The creek alluded to as dividing the island from the navy yard is a general thoroughfare for boats at all times, day and night, and there would be no difficulty at any time of night in

persons entering the yard from that quarter, stealing the public property or setting fire to the public buildings." In the same report the distinguished gentlemen composing this commission say: "It may also be desirable that the government should shut up the creek some of these days for the purpose of building a stone dock at the mouth of it. When the present dock shall be worn out, or will be no longer serviceable to accommodate the larger class of steam men-of-war, a dock can easily be made here by running a bulkhead across and pumping out the water, and no other excavation will be required than that already provided for by nature, and great facilities will exist for getting in the building material, both by land and water." In addition to the reasons here so forcibly presented by this commission for the purchase of this strip of land, Captain Pearson, the intelligent officer in 1861 and now in command of the yard, addressed the following letters to the chief of the Bureau of Yards and Docks on the subject, viz., one dated the 24th of May, 1861, and one dated the 26th of October following:

"NAVY YARD, PORTSMOUTH, N. H.,
"*May* 24, 1861.

"SIR: I have the honor to represent to the bureau that the portion of Seavey's island which is only separated from this yard by a very narrow stream of water would be of great importance to the yard, as it would place the United States in possession of both shores of said narrow passage, and afford ample room near the water for the landing and keeping heavy articles in places where they could be removed to ships with little delay and expense. For a coal yard or coal depot this portion of Seavey's island would be especially convenient, as the coal could be landed there and then removed in lighters to ships needing a supply, with great facility and little expense; whereas now, in order to prevent its obstructing the working part of the yard, it has to be carted away from the yard wharves, and then, when needed, re-carted alongside of any steamer needing a supply. Besides, as it has been found that coal exposed to the open air for years has more or less deteriorated, I should strongly recommend that a coal shed be built on Seavey's island close to the water for its preservation, and that rails be laid in the centre of said shed for the conveyance of the coal to the lighters. A portion of this land is now, as I understand, for sale for the small sum of thirteen thousand dollars, and that upon it are several buildings, all of which would be serviceable to the United States for a hospital and out-buildings, or for residences for the civil engineer and chaplain of the yard. These buildings are included in the sum already named.

"Believing that you will see the importance of securing this piece of land, with the buildings thereon, I have taken leave to submit my views relative to the matter for your consideration and action.

"I have the honor to be, most respectfully, your obedient servant,
"G. F. PEARSON, *Commandant.*

"Commodore JOSEPH SMITH,
"*Chief of the Bureau of Yards and Docks.*"

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"NAVY YARD, PORTSMOUTH, N. H.,
"*October* 26, 1861.

"SIR: I have been shown a letter from Colonel Gilman Marston, member of Congress from New Hampshire, in which he says that the chief of the Bureau of Yards and Docks had stated that, if the cammandant of this yard had recommended the purchase of a portion of Seavey's island, the chief of the bureau would include it in his estimates. In reference to this subject, I respectfully beg eave to state, that on the 24th of May last I addressed a communication to

the bureau representing some of the advantages which would a government by the purchase, and submitting my views of the ma consideration and action. In reply, the bureau stated that the in this property as an addition to the navy yard is admitted, but the has neither the authority nor the means to make the purchase. I circumstances it did not seem to me proper to renew the subj instructions from the bureau. If, however, the bureau requires, as a to its action in this matter, the recommendation of the commanda recommend that a portion of Seavey's island be purchased by the g and request that it may be included in the estimates for this yard f fiscal year. I would respectfully refer the bureau to my letter of May last, wherein it is stated that I understand a portion of the island several buildings that would be serviceable for a hospital and re officers, was for sale for the sum of thirteen thousand dollars.

"Very respectfully, your obedient servant,

"G. F. PEARSON, *Comm*

"Commodore Jos. SMITH,

"*Chief of Bureau of Yards and Docks. Washington, D. C.*

Governed by these high considerations pertaining to the publi Congress, on the fourteenth of July, 1862, made the following app viz: "For purchase of twenty-seven and three hundred and fifty-five t acres of land on Seavey's island, adjacent to the Kittery navy ya thousand five hundred dollars: *Provided*, That the chief of the Burea and Docks be, and he is hereby, authorized to purchase that portion o island lying west of the road for such sum as to him may seem reas advantageous to the government." This law was passed on the 14t 1862. The whole subject-matter by the Secretary of the Navy w to the chief of the Bureau of Yards and Docks. Nothing was d the law. At the commencement of the next session of Congress a was passed by the Senate inquiring of the Secretary of the Na aforesaid provision of law had been executed; if not, why not; and tempts had been made to negotiate for the land, and what obstacles had the law from being carried into execution. To this the Secretary re the information sought for by the resolution would be found in the the chief of the Bureau of Yards and Docks communicated to both Congress in the report of the Secretary of the Navy with the docu companying the President's message. Referring to that report, it app the chief of the Bureau of Yards and Docks assigns these reason executing the law, viz: "Upon examination of the premises, I fou public road had been established from the bridge connecting Seave with the navy yard across the whole island. It has been suggested appropriation was intended to purchase the land and appurtenances certain parties, but the law is not so expressed. The boundary lin premises as suggested as intended to be purchased with the approp very irregular, and does not embrace such a plot of ground as would a best accommodations for naval and hospital purposes. The road above to runs through these premises, and it would not be wise, in my op expend the money appropriated for the purchase of $27\frac{355}{1000}$ acres on this island, while the public easement remains and is occupied a besides, the title required by law to be obtained cannot be acquir the assent of the State by grant of jurisdiction shall be secured, and t lature of the State of Maine does not assemble, I am informed, un January, so that the money could not be paid in any event until after C assembles, and therefore I advise that the subject be submitted to it for

action." On the tenth of January, 1863, the legislature of Maine, by an act of her legislature and jurisdiction, ceded jurisdiction over all of Seavey's island which the United States might purchase for the purpose of using as a part of the navy yard.

The act is as follows, viz:

"STATE OF MAINE—IN THE YEAR OF OUR LORD ONE THOUSAND EIGHT HUNDRED AND SIXTY-THREE.

"AN ACT ceding jurisdiction over certain lands on Seavey's island, in the town of Kittery, to the United States.

"*Be it enacted by the senate and house of representatives in legislature assembled as follows:*

"SEC. 1. Jurisdiction is hereby granted and ceded to the United States of America over such portion of Seavey's island, in the town of Kittery, as may be purchased for the purpose of using the same as a part of the navy yard located in that town, and consent is hereby given to the purchase of the same by the United States: *Provided always*, That this State shall retain and does retain concurrent jurisdiction with the United States in and over all lands hereby ceded, so far as that all civil and all criminal processes issuing under the authority of this State may be executed on said lands and in any buildings thereon, or to be erected thereon, in the same way and manner as if jurisdiction had not been granted as aforesaid: *And provided*, That the exclusive jurisdiction shall revert to and vest in the State of Maine whenever the said land so ceded shall cease to be used by the United States for the purpose hereinbefore declared.

"SEC. 2. This act shall take effect from and after the purchase of any portion of said Seavey's island by the United States, the evidence of such purchase being duly recorded in the registry of deeds for the county of York.

"In the house of representatives, January 10, 1863.—This bill having had three several readings, passed to be enacted.

"NELSON DINGLEY, *Speaker.*

"In senate, January 10, 1863.—This bill having had two several readings, passed to be enacted.

"N. A. FARWELL, *President.*

"January 10, 1863.—Approved.

"ABNER COBURN."

By virtue of this act every obstacle suggested by the chief of the Bureau of Yards and Docks was removed, except the irregular boundaries of the lot. Jurisdiction of the State was ceded, by which means all power and jurisdiction over the road complained of was ceded to the United States, and they might, at any time the public interest required it, discontinue the same. The matter was again under the consideration of Congress; they declined to interfere, but left the law as it was, in full force, binding as any law upon the statute book, and yet nothing as yet is done, nor, so far as we are informed, is anything proposed to be done. Indeed, we are informed by the subjoined correspondence that the matter has been referred again to the chief of the Bureau of Yards and Docks, and he has decided that nothing shall be done.

"WASHINGTON, *May* 1, 1863.

"SIR: I beg leave respectfully to inquire whether the provision of law passed on the fourteenth of July, A. D. 1862, appropriating fourteen thousand five hundred dollars for the purchase of twenty-seven and three hundred and fifty-five thousandths acres of land on Seavey's island, adjacent to the Kittery navy yard, has been executed; and if it has not, whether it is the intention of

the Secretary to execute the same prior to the next session of Congress. I will be obliged by as early an answer as convenient, addressed to me at Dover, New Hampshire.

"With much respect, yours,

"JOHN P. HALE.

"Hon. GIDEON WELLES,
"*Secretary of the Navy.*"

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"NAVY DEPARTMENT, *May* 19, 1863.

"SIR: Your communication of the 1st instant was received, inquiring whether that provision of law passed on the 14th of July, 1862, appropriating fourteen thousand five hundred dollars for the purchase of twenty-seven and three hundred and fifty-five thousandths acres of land on Seavey's island, adjacent to the Kittery navy yard, has been executed; and if it has not, whether it is the intention of the Secretary to execute the same prior to the next session of Congress. On referring this question to the chief of the Bureau of Yards and Docks, to whom the subject appropriately and immediately pertains, I learn that he deems it inexpedient to move in the matter until there is further and specific legislation. I may say in this connexion, that though not personally familiar with the locality, it seems to me, if anything is done in the premises, it is desirable that the whole island should, if possible, be obtained for the government.

"I am, very respectfully, your obedient servant,

"GIDEON WELLES,
"*Secretary of the Navy.*

"Hon. JOHN P. HALE,
"*United States Senator, Dover, New Hampshire.*"

At the commencement of the present session, notwithstanding the very different state of things existing from what there was before the passage of the law by the State of Maine, ceding jurisdiction to the United States, passed January 10, 1863, the chief of the Bureau of Yards and Docks, in his annual report accompanying the report of the Secretary of the Navy, says: "The money appropriated for the purchase of land on Seavey's island has not been expended, for reasons previously reported to you. That for a hospital cannot be expended until the site on Seavey's island shall have been purchased." We have lately learned that it is proposed now to locate the hospital provided for by law at the present session of Congress within the present limits of the yard. Against this we most earnestly remonstrate. Whatever may be the intention with which such a measure is recommended, we greatly fear that the consequences will be detrimental to the public interest, ruinous to the yard, and will, as the commissioners have suggested, cause the yard to be placed under quarantine, and the government work to be discontinued. The yard would have to be discontinued as a place of any considerable work, and would only be of consequence as a hospital, and this, too, when, as the same commissioners say in the report before alluded to, in drawing a comparison between the amount of labor done in the Kittery yard and other yards, preference must be given to the former by a large per-centage. We now appeal to you, Mr. Secretary, and ask that this may be executed, or some other earnest and energetic measures devised and recommended to Congress, by which the public interests in this yard may be protected and preserved, and the pressing wants of the service provided for.

We are at a loss to conceive how it can, with propriety, be alleged that the law is not now executed for *reasons previously reported*, when two of the principal reasons have been entirely obviated by the action of the legislature of Maine, and the only difficulty, as suggested by the chief of the Bureau of Yards and

Docks, as stated in his annual report of December, 1862, yet remaining is the irregularity of the boundary lines of the lot to be purchased, and of the plot of land they embrace.

With all deference and respect to yourself, Mr. Secretary, we suggest that that does not furnish a sufficient reason for neglecting and refusing to carry out the provisions of a plain unambiguous law. But whatever may be done, we entreat that this yard may not be destroyed and ultimately abandoned, by placing the hospital for which an appropriation has recently been made by Congress, within the limits of that yard, already too much crowded for the comfortable and convenient performance of all the work which the government now requires to be done there.

From two to four thousand men are now frequently employed in the yard, and we need not portray to you the effects of a hospital in their midst in the warm season when the most work is done there.

We should much prefer seeing the law making the appropriation for the hospital repealed, to having it thus expended. Besides, we cannot conceive what can induce the government to place this hospital on this particular yard, when it has not been done in any other navy yard, so far as we are advised, in the United States.

Respectfully yours,

L. M. MORRILL.
JOHN P. HALE.
F. A. PIKE.
DANIEL CLARK.
JOHN H. RICE.
E. H. ROLLINS.
S. PERHAM.
J. W. PATTERSON.
J. G. BLAINE.
DANIEL MARCY.

Hon. GIDEON WELLES,
*Secretary of the Navy.*

I am of opinion that no new hospital should be erected within the present limits of the yard, and that the law of Congress should be executed, if it can be, consistently with the best interests of the government. As, however, it is merely an appropriation, I think the whole matter is within the discretion of the Secretary.

W. P. FESSENDEN.

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*Memorandum on a communication of honorable J. P. Hale and others, remonstrating against the erection of a hospital building within the limits of the navy yard, Portsmouth, New Hampshire, referred to the Bureau of Medicine and Surgery.*

As the site for a hospital at the navy yard, Portsmouth, New Hampshire, as it is usually called, had been made the subject of protracted discussion, owing to considerations not entirely pertinent to the real issue, the department confided the duty of selection to a board of four officers, three of whom enjoyed the great advantage, by long service on the station, of entire familiarity with the topography, or any natural or artificial features of the ground. The civil engineer of the yard was informally associated with the commission, as his local experience and long connexion with the various improvements of the yard gave to his judgment and views much importance.

It was agreed by the commission, as an initial step, to examine the various points within the yard, and if space therein could be appropriately and ju-

diciously found to adopt that site, as well to prevent any unnecessary expenditure of money in a time of unusual taxation, as to avoid the conflicting interests of persons who might consider the opportunity auspicious for successful speculation.

Such a site was secured within the yard, according to the judgment of the commission, actuated, as it was, by no motive outside of the public interest. Its advantages are set forth in the report of the commission to the honorable Secretary of the Navy of the 25th March, 1864.

Against the judgment of the commission in thus locating the hospital a protest is addressed to the honorable Secretary of the Navy by the honorable John P. Hale and others. The high official position of the protestants claims for their views the most respectful consideration.

Officers of mature age, fair intelligence at least, of long residence in the yard, two of them surgeons of excellent standing in their profession, have expressed a well-considered opinion in favor of erecting the building within the yard; this opinion is resisted by gentlemen unconnected with the navy, whose knowledge of the locality is derived, perhaps, from casual visits, without any reference to this particular object.

It is to be remembered that many professional and hygienic problems are associated with the location of hospitals, which medical men alone are accustomed to study or consider.

The recent commission was fully aware of the adverse opinion expressed by a board of naval officers appointed in 1859 "to inquire into the abuses of navy yards;" but as the subject of designating sites for hospitals was very remote from their prescribed duty, it was considered by the commission an open question, to be decided upon its own responsibility after all proper scrutiny.

The two letters of Captain Pearson, recommending the purchase of a portion of Seavey's island, in which he speaks of the buildings thereon as being adapted for a hospital, or the *residence* of officers, show, from the widely dissimilar and incongruous purposes to which he applies the same structures, how vague are the ideas of gentlemen who have paid no particular attention to such matters.

In March, 1862, Dr. Delaney, the intelligent surgeon of the yard, expressed the opinion that the buildings on Seavey's island were wholly unsuitable for such purposes.

It is an error to assume that no hospitals exist in our navy yards. Prior to the erection of our general hospitals, the only accommodation for the sick and wounded of the navy was to be found within the bounds of the respective yards. And even now, in every navy yard of the United States, there are "sick quarters," from which the proposed establishment at Portsmouth, New Hampshire, will not differ, except in its superior advantages and comforts.

The hospital at Mare island, California, is within the yard; and so is the extensive establishment at Pensacola. The hospital at the headquarters of the marine corps is within the garrison walls; and as an evidence of the harmlessness of such institutions, when well ordered, the largest hospitals in New York and Boston are to be found in the very heart of these crowded cities.

Sick quarters at Portsmouth, New Hampshire, are coeval with the foundation of the naval establishment; no objection has ever been raised against the present unsightly and inconvenient building, and judging from the past, it might have remained indefinitely an offence to good taste and humanity, had not circumstances arisen which, in the opinion of the department, demanded a change. When the views of the department were made known, the silence and apparent satisfaction with the existing order of things was first broken; the site which had proved so harmless for nearly half a century was found to be particularly unsuited to the purpose of a better edifice. But curious to remark, the objections did not emanate from any one of the many medical officers or commandants who had served on the station, or whose particular experience was so valuable, but

from gentlemen of other pursuits, or of civil life; and among them those whose judgment was not wholly devoid of that bias which private interests are apt, even unconsciously, to create.

Touching the argument that the "yard would be put in quarantine, and work therein be suspended in the event of yellow fever or other contagious disease being taken on shore from shipboard," it may suffice to observe, that the health or municipal regulations of Portsmouth, New Hampshire, would exclude vessels, public or private, from coming up to the city with contagious disease, as it is presumed such an intelligent community cannot be without the usual quarantine laws. And even if the hospital were placed upon the particular twenty-seven acres on Seavey's island, so prominent in this connexion, the difference between that site and the one designated by the commission would, in the event of contagious or infectious disease, subject the yard to just about the same inconvenience, while the residents of the island would have precisely the same cause for, and right of, remonstrance. Hence I do not perceive the particular force of this argument.

In the discussion of a bill to supply deficiencies in the appropriations, &c., approved March 14, 1864, this particular subject, the location of a hospital at Portsmouth, New Hampshire, was discussed at considerable length, (*vide* Daily Globe, February 13, 1864;) and upon an amendment, in these words, proposed by the honorable Senator Clark: "For erecting a hospital at Kittery, Maine, $25,000," Senator Grimes remarked, "I agree to it, with the understanding that the department has the unlimited power to go *within* or *without* the yard;" and with this explicit understanding the bill passed the Senate.

Again: another amendment, referring to hospitals, which, though of apparent general application, would have been inoperative elsewhere than at Portsmouth, excluding hospitals from yards, was stricken out by the Senate; thus further affirming the latitude claimed for the department by Senator Grimes.

As far as the subject has come under my observation, this controversy has not been invited by the department, which holds the idea that public buildings, of whatever kind, should be placed wherever the public interests require; the opposition to the principle of the department takes the ground that they are to be erected where land is to be sold.

Until the department appointed its commission it had not had the opportunity of expressing its judgment under the latitude plainly conceded by the act of March 14, 1864; for prior to that time particular interests had been, apparently, actively at work to connect so closely the appropriation for a hospital with the purchase of land as to make the fate of the former wholly contingent upon the latter; if no land was bought no hospital could be built, whatever may have been the necessities of the service.

The only interest I have in the matter is to secure the most advantageous position for the building, whether it be off or on Seavey's island; it occurred to me, if economy could be subserved at the same time, it would be better to save the money involved in the purchase of land, if it should be deemed unnecessary, under a simple belief that it was our duty to prevent the uncalled-for expenditure of a single dollar. The whole subject resolves itself into the substitution of a new house for an old one; if the site was free from objection up to the present time, improving the premises cannot possibly create objections where none hitherto existed as far as known.

The department is preparing to carry out the late law, giving to it, in the words of Senator Grimes, "*the unlimited power to go within or without the yard*" in pursuance of the object; and if this concession is to be resisted now, the department is not answerable for the consequences. It may not be irrele-

vant to state, the Bureau of Medicine and Surgery has been formally notified that the particular twenty-seven acres of land on Seavey's island is not to be purchased, the proprietor having withdrawn it from market.

W. WHELAN,
*Chief of Bureau of Medicine and Surgery.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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NAVY DEPARTMENT, *May* 3, 1864.

SIR: I have the honor to acknowledge the receipt of a communication, without date, signed by yourself and others, in relation to the proposed new hospital at Portsmouth, New Hampshire.

Previous to the receipt of your communication, I had addressed a letter to yourself, as chairman of the naval committee of the Senate, recommending the purchase, of Seavey's island, which is appurtenant to, and should, I think, constitute a part of the navy yard, provided it can be procured on reasonable terms. Were the government in possession of that island, it would be an object to examine it with a view to the location of a hospital thereon; and if there is a probability that Congress will authorize the purchase, the building of the hospital can be still further delayed. Whether such delay would cause a change of site for the hospital by such a board as might be ordered may be a question; but, in deference to yourself and the gentlemen whose names are associated with yours, I should feel it a duty to await such action a reasonable time.

On receiving your communication, it was referred to the chief of the Bureau of Yards and Docks, and also to the chief of the Bureau of Medicine, respectively, for their views and opinions. The communications of these officers, in reply to that reference, are herewith respectfully forwarded for the information of yourself and associates. It is unnecessary for me to enlarge upon the subject which is so intelligently presented by Rear-Admiral Smith and Dr. Whelan.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. JOHN P. HALE, *&c.*, *&c.*

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NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,
*April* 27, 1864.

SIR: I have the honor to acknowledge the reference to this bureau for opinion of a memorial to you from the senators and representatives in Congress from Maine and New Hampshire, without date, in reference to the purchase of land on Seavey's island for naval purposes.

The object of this paper seems to be, to urge you to procure a site on Seavey's island for a naval hospital with the money appropriated by act of July 14, 1862, for the purchase of $27\frac{355}{1000}$ acres of land on that island. To accomplish that object, it would only be necessary for them, or for Congress, to state what land, and whose, the said appropriation was intended to buy. The objections stated heretofore by the bureau to the purchase of Mr. Bridge's land, if that, as is supposed, is the ground intended, still exists, viz: its very irregular shape; the county road passing through it, and the want of jurisdiction from the State over that road. The act of jurisdiction specified cedes "such portion of Seavey's island, in the town of Kettery, as may be purchased for the purpose of using the same as a part of the navy yard located in that town. It does not embrace the road, inasmuch as the land offered to Congress as the $27\frac{355}{1000}$ acres lies on either side of the said road, and does not include it.

The objections raised to the construction of a hospital in the navy yard are in some respects well taken; but a hospital on Seavey's island, on the ground proposed for sale, would not be much further removed from the working community of the yard than that selected in the yard; and as Seavey's island is fast being inhabited on account of the facilities afforded by the two bridges, and a highway through the yard, the hospital would probably soon be in the midst of a village; therefore convenience and economy would suggest the purchase of the whole island. If the proprietors decline to sell it at a reasonable price, then to cut off communication between the island and the navy yard, which would materially decrease the value of their property to them.

I would remark that the bridge connecting the island with the navy yard belongs to the Seavey's Island Bridge Company, and the United States could not obtain jurisdiction over it without a special grant from that company.

It was never contemplated to make a lazarette of a navy yard or hospital wherever located. All principal cities have quarantine stations for the reception and treatment of contagious diseases.

In this matter I have been guided by what I have considered a conscientious sense of duty, and shall be happy to receive such instructions as will enable me to further the public interests, and conform to the law in letter and spirit. The memorial is herewith returned.

I have the honor, sir, to be, very respectfully, your obedient servant,

JOS. SMITH,
*Chief of Bureau.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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QUITCLAIM DEED

The UNITED STATES OF AMERICA, acting by and through the Regional Director, Northeast Region, Bureau of Outdoor Recreation, with offices at 1421 Cherry Street, Philadelphia, Pennsylvania, pursuant to authority delegated by the Secretary of the Interior, and as authorized by the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended, and particularly as amended by Public Law 91-485 (84 Stat. 1084), and regulations and orders promulgated thereunder (hereinafter referred to as Grantor), for and in consideration of the use and maintenance of the property herein conveyed for public park and public recreation purposes in perpetuity by the Town of Kittery, Maine (hereinafter referred to as Grantee), does hereby remise, release, and quitclaim to Grantee, its successors and assigns, subject to the reservations, exceptions, restrictions, conditions and covenants hereinafter set forth, all right, title and interest of the Grantor in and to all that tract or parcel of land known as Wood Island, situated near the mouth of the Piscataqua River , County of York, State of Maine.

The property herein conveyed contains 1.25 acres, more or less, and was formerly known as the Old Portsmouth Harbor Lifeboat Station, U-Me-449A, under the administrative jurisdiction of the Department of Transportation, an agency of the United States Government.

TOGETHER WITH the appurtenances, the buildings and improvements thereon, and all the estate and rights of the Grantor in and to said premises.

SUBJECT TO any and all outstanding reservations, easements and rights-of-way, recorded and unrecorded, for public roads, railroads, pipelines, drainage ditches, sewer mains and lines, and public utilities affecting the property herein conveyed.

TO HAVE AND TO HOLD the above premises, subject to the easements, reservations, exceptions, restrictions, conditions, and covenants herein enumerated and set forth, unto the Grantee, its successors and assigns, forever.

There are excepted from this conveyance and reserved to the Grantor, all oil, gas, and other minerals in, under, and upon the lands herein conveyed, together with the right to enter upon the land for the purpose of mining and removing the same.

Pursuant to authority contained in the Federal Property and Administrative Services Act of 1949, as amended, and applicable rules, regulations and orders promul-

gated thereunder, the General Services Administration determined the property to be surplus to the needs of the United States of America and assigned the property to the Department of the Interior for conveyance to the Town of Kittery, Maine.

It is understood and agreed by and between the Grantor and Grantee, and Grantee, by acceptance of this deed does acknowledge that it fully understands the terms and conditions set forth herein and does further covenant and agree for itself, and its successors and assigns, forever, as follows:

1. The property shall be used and maintained for the public purposes for which it was conveyed in perpetuity as set forth in the program of utilization and plan contained in the application submitted by Grantee on the 25th day of October, 1972, as amended the 27th day of November, 1972, which program and plan may be further amended from time to time at the request of either the Grantor or Grantee, with the written concurrence of the other party, and such amendments shall be added to and become a part of the original application.

2. The Grantee shall within 6 months of the date of this deed erect and maintain a permanent sign or marker near the point of principal access to the conveyed area indicating that the property is a park or recreational area and has been acquired from the Federal Government for use by the general public.

3. The property shall not be sold, leased, assigned, or otherwise disposed of except to another eligible governmental agency that the Secretary of the Interior agrees in writing can assure the continued use and maintenance of the property for public park or public recreational purposes subject to the same terms and conditions in the original instrument of conveyance. However, nothing in this provision shall preclude the Grantee from providing related recreational facilities and services compatible with the approved application, through concession agreements entered into with third parties, provided prior concurrence to such agreements is obtained in writing from the Secretary of the Interior.

4. From the date of this conveyance, the Grantee, its successors and assigns, shall submit biennial reports to the Secretary of the Interior, setting forth the use made of the property during the preceding two-year period, and other pertinent data

establishing its continuous use for the purposes set forth above, for ten consecutive reports and as further determined by the Secretary of the Interior.

5. If at any time the United States of America shall determine that the premises herein conveyed, or any part thereof, are needed for the national defense, all right, title and interest in and to said premises, or part thereof determined to be necessary to such national defense, shall revert to and become the property of the United States of America.

6. As part of the consideration for this deed, the Grantee covenants and agrees for itself, its successors and assigns, that (1) the program for or in connection with which this deed is made will be conducted in compliance with, and the Grantee, its successors and assigns, will comply with all requirements imposed by or pursuant to the regulations of the Department of the Interior as in effect on the date of this deed (43 C.F.R. Part 17) issued under the provisions of Title VI of the Civil Rights Act of 1964; (2) this covenant shall be subject in all respects to the provisions of said regulations; (3) the Grantee, its successors and assigns, will promptly take and continue to take such action as may be necessary to effectuate this covenant; (4) the United States shall have the right to seek judicial enforcement of this covenant; (5) the Grantee, its successors and assigns, will (a) obtain from each other person (any legal entity) who through contractual or other arrangements with the Grantee, its successors or assigns, is authorized to provide services or benefits under said program, a written agreement pursuant to which such other persons shall, with respect to the services or benefits which he is authorized to provide, undertake for himself, the same obligations as those imposed upon the Grantee, its successors and assigns, by this covenant, and (b) furnish a copy of such agreement to the Secretary of the Interior, or his successor; and that this covenant shall run with the land hereby conveyed, and shall in any event, without regard to technical classification or designation, legal or otherwise, be binding to the fullest extent permitted by law and equity for the benefit of, and in favor of the Grantor and enforceable by the Grantor against the Grantee, its successors and assigns.

7. In the event there is a breach of any of the conditions and covenants herein contained by the Grantee, its successors and assigns, whether caused by the

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legal or other inability of the Grantee, its successors and assigns, to perform said conditions and covenants, or otherwise, all right, title, and interest in and to the said premises shall revert to and become the property of the Grantor at its option, which in addition to all other remedies for such breach shall have the right of entry upon said premises, and the Grantee, its successors and assigns, shall forfeit all right, title and interest in said premises and in any and all of the tenements, hereditaments and appurtenances thereunto belonging; provided, however, that the failure of the Secretary of the Interior to require in any one or more instances complete performance of any of the conditions or covenants shall not be construed as a waiver or relinquishment of such future performance, but the obligation of the Grantee, its successors and assigns, with respect to such future performance shall continue in full force and effect:

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed in its name and on its behalf this the 27th day of February, 1973

UNITED STATES OF AMERICA

BY _____

Regional Director
Northeast Region
Bureau of Outdoor Recreation
1421 Cherry Street
Philadelphia, Pennsylvania

STATE OF Pennsylvania)
COUNTY OF Philadelphia) ss

On this 27th day of February, 1973, before me, the subscriber, personally appeared _____, to me known and known to me to be the Regional Director, Northeast Region, Bureau of Outdoor Recreation, of the United States Department of the Interior, a governmental agency of the United States of America, with offices at 1421 Cherry Street, Philadelphia, Pennsylvania, and known to me to be the same person described in and who executed the foregoing instrument as such Regional Director aforesaid, as the act and deed of the United States of America, for and on behalf of the Secretary of the Interior, duly designated, empowered and authorized so to do by said Secretary, and he acknowledged that he executed the foregoing instrument for and on behalf of the United States of America, for the purposes and uses therein described.

_____
NOTARY PUBLIC

My Commission expires:

CAROLANN BEECHER, NOTARY PUBLIC
PHILADELPHIA, PHILADELPHIA COUNTY
MY COMMISSION EXPIRES OCT 11 1975

The foregoing conveyance is hereby accepted and the undersigned agrees, by this acceptance, to assume and be bound by all the obligations, conditions, covenants and agreements herein contained.

TOWN OF KITTERY, MAINE

By John R Kennedy
Town Manager
Title

STATE OF Maine )
) ss
COUNTY OF York )

Then personally appeared the above named John R. Kennedy, Town Manager, of the Town of Kittery, Maine, and acknowledged that he executed the foregoing instrument as his free act and deed in his said capacity for the purposes therein contained.

Before me,

Dorothy Kent
Notary Public
Title

York, ss.
Received MAR 22 1973 at 9h25m A.M.
and recorded from the original

YORK REGISTRY OF DEEDS
BOOK 297, PAGE 535

FROM SUSAN TREFETHEN TO THE UNITED STATES
AUGUST 2, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Susan Trefethen, widow of William Trefethen, late of Kittery, in the county of York, State of Maine, in consideration of one dollar, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quitclaim unto the said United States of America, and their assigns forever, all my right, title, and interest in and to any and all real estate on Seaveys Island in said Kittery; and I do especially release and quitclaim unto the said United States of America my right of dower in the pasture and other real estate described in a deed from Henry Trefethen to the said William Trefethen, dated June 1, 1796, and recorded in York registry of deeds, book 95, page 17, and also my right of dower in and to any other portion of said island.

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging to the said United States of America and their assigns forever.

In witness whereof I, the said Susan Trefethen, have hereunto set my hand and seal this second day of August, in the year of our Lord one thousand eight hundred and sixty-six.

Susan (her x mark) Trefethen [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon

State of Maine, York, ss.

August 2, 1866, personally appeared Susan Trefethen and acknowledged the above instrument to be her free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 297, PAGE 536

FROM NANCY JENKINS TO THE UNITED STATES
AUGUST 8, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Nancy Jenkins, widow of John Jenkins, late of Kittery, in the county of York, deceased, in consideration of one dollar, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quitclaim unto the said United States of America, and their assigns forever, all my right, title, and interest in and to all land and buildings situated and being on Seaveys Island, so called, in the Piscataqua River, within said Town of Kittery, and all my right, title, and interest in and to said island or any portion thereof, intending particularly to release and relinquish to said United States my right of dower in and to the same and more especially my right of dower in the real estate which my husband, the late John Jenkins, conveyed to Samuel Odione by deed dated August 21, 1840, and recorded in York registry book 182, pages 263-4.

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging to the said United States and their assigns forever.

In witness whereof I, the said Nancy Jenkins, have hereunto set my hand and seal this eighth day of August, in the year of our Lord one thousand eight hundred and sixty-six.

Nancy Jenkins [seal]

Signed, sealed, and delivered
in the presence of

M.F. Wentworth
Sarah P. Jenkins

State of Maine, York, ss.

August 8, 1866, personally appeared Nancy Jenkins and acknowledged the above instrument to be her free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 297, PAGE 537

FROM SARAH PRIOR TO THE UNITED STATES
OCTOBER 12, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Sarah Prior, of Kittery, in the county of York and State of Maine, in consideration of nine hundred and fifty-seven dollars and forty-one cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quitclaim unto the said United States of America, heirs and assigns forever, all my right, title, and interest in and to any and all real estate on Seaveys Island, in the Piscataqua River, in said Kittery, and I do especially release and quitclaim unto the said United States my right of dower in and to the lot of land and buildings of which my late husband, Levi Prior, died seized and possessed, which lot is numbered "twenty" (20) on a plan of said island made by B.F. Chandler, Esq., Civil Engineer of the Kittery navy, recorded in York Registry of Deeds, Plan Book No. 1, page 69, and also my right of dower as widow of the said deceased in and to any other portion of said island:

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging to the said United States of America and their assigns forever.

In witness whereof I, the said Sarah Prior, have hereunto set my hand and seal this twelfth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

Sarah Prior [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 12, 1866, personally appeared Sarah Prior and acknowledged the above instrument to be her free act and deed. Before me -

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 30

FROM GEORGE PREBLE TO THE UNITED STATES
OCTOBER 1, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, George B. Preble of Kittery in the county of York & State of Maine, in consideration of eighteen hundred and ninety dollars and forty cents, paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey, unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island in the Piscataqua river, within the said town of Kittery, and all the right title and interest which I have in and to said Island or any portion thereof, whatever said interest may be, whether in fee, simple, reversion, remainder or expectancy, and however I may have required the same, whether by purchase, gift descent, devise or occupation. Intending especially to include in this conveyance lot numbered "One" (1) as delineated on a plan of said island made by B.F. Chandler, Esq. Civil Engineer of the Kittery Navy Yard and recorded in the Registry of Deeds for said county of York, Plan Book No. 1, page 69, together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lot, and my right of passage in the road crossing the said Island, and all my right title and interest in the bridge, connecting said island with the said Navy Yard, not meaning hereby to convey the island on which I now reside, called Jamaica or Preble Island.

To have and to hold the same, with all the privileges and appurtenances thereunto belonging to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said George B. Preble and Harriet E. Preble, wife of the said George B. Preble, in testimony of her relinquishment of her right of dower in the above-described premises have hereunto set our hands and seals this first day of October in the year of our Lord one thousand eight hundred and sixty-six.

George B. Preble [seal]
Harriet E. Preble [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon to both

State of Maine, York, ss.

October 1, 1866, personally appeared George B. Preble and Harriet E. Preble and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 31

FROM CUSHMAN PRIOR TO THE UNITED STATES
SEPTEMBER 29, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Cushman Prior of Stratham, in the state of New Hampshire, in consideration of fifty six hundred and seventy one dollars and twenty cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua river, within the town of Kittery in the state of Maine, and all the right, title and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation, Intending especially to include in this conveyance lots numbered "Four" (4) and "Ten" (10) as delineated on a plan of said Island made by B.F. Chandler, Esq. Civil Engineer of the Kittery Navy Yard and recorded in the Registry of Deeds for said county of York, Plan Book No. 1, page 69, together with all rights of wharfage and of landing and all aquatic and riparian rights pertaining to said lot, and my right of passage in the road crossing the said island, and all my right title and interest in and to the bridge connecting said island with the said Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Cushman Prior and Deborah R. Prior, wife of the said Cushman Prior, in testimony of her relinquishment of her right of Dower in the above-described Premises have hereunto set our hands and seals this twenty ninth day of September in the year of our Lord one thousand eight hundred and sixty-six.

Cushman Prior [seal]
Deborah R. Prior [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
W.F. Wentworth

State of Maine, York, ss.

September 29, 1866, personally appeared Cushman Prior and Deborah R. Prior and acknowledged the above instrument to be their free act and deed. Before me -

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 32

FROM SAMUEL C. DIXON TO THE UNITED STATES
SEPTEMBER 29, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that we, Samuel C. Dixon and Lucy M. Dixon, his wife, in her own right, of Stratham in the state of New Hampshire, in consideration of thirty seven hundred and eighty dollars and eighty cents, paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by us or either of us, situated and being on an island called Seaveys Island in the Piscataqua river, within the town of Kittery, Maine, and all the right title and interest, which we or either of us have in and to said island or any portion thereof, whatever said interest may be whether in fee simple, reversion, remainder expectancy, dower or curtesy, and however we may have required the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance, lot numbered "Seven" (7) as delineated on a plan of said Island made by B.F. Chandler Esq. Civil Engineer of the Kittery Navy Yard and recorded in York Registry of Deeds, Plan Book No. 1, page 69, and to include the lot of land conveyed to said Samuel by James Trefethen, by deed recorded in said Registry Book 248, page 475. Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and our right of passage in the road crossing said island and all or right title and interest in and to the bridge connecting the said island with the said Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereunto belonging to the said United States of America and assigns, to their use and behoof forever. And we do covenant with the said United States of America and assigns, that we are lawfully seized in fee of the premises, that they are free of all incumbrances; that we have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that we and our heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Samuel C. Dixon and Lucy M. Dixon, have hereunto set our hands and seals this twenty ninth day of September in the year of our Lord one thousand eight hundred and sixty-six.

Samuel C. Dixon [seal]
Lucy M. Dixon [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
W.F. Wentworth

State of Maine, York, ss.

September 29, 1866, personally appeared Samuel C. Dixon and Lucy M. Dixon and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 33

FROM ETHAN LOCKE TO THE UNITED STATES
OCTOBER 4, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that we, Ethan A. Locke and Lydia F. Locke his wife, in her right, of Kittery in the County of York and state of Maine in consideration of three thousand and twenty four dollars and sixty four cents, paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by us, or either of us situated and being on an island called Seaveys Island in the Piscataqua river, within said town of Kittery, and all the right title and interest which we, or either of us, have in and to said island, or any portion thereof, whatever said interest may be whether in fee simple, reversion, remainder, expectancy, dower or curtesy, and however we may have acquired the same, whether by purchase, gift, descent, devise or occupation, or by operation of law. Intending especially to include in this conveyance, lot numbered "Fourteen" (14) as delineated on a plan of said island made by B.F. Chandler, Esq. Civil Engineer of the Kittery Navy Yard and recorded in the Registry of Deeds for said County, Plan Book No. 1, page 69. Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to the said lot, and our rights of passage in the road crossing, said island, and all our right, title and interest, in and to the bridge connecting said island with the Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And we do covenant with the said United States of America and assigns, that we are lawfully seized in fee of the premises, that they are free of all incumbrances; that we have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that we and our heirs, will warrant and defend the same to the said United States of America heirs and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Ethan A. Locke, and Lydia F. Locke, have hereunto set our hands and seals this fourth day of October in the year of our Lord one thousand eight hundred and sixty-six.

Ethan A. Locke [seal]
Lydia F. Locke [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John A. Cheever

State of Maine, York, *ss.*

October 4, 1866, personally appeared Ethan A. Locke and Lydia F. Locke and acknowledged the above instrument to be their free act and deed. Before me -

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 34

FROM DANIEL PRIOR TO THE UNITED STATES
OCTOBER 5, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Daniel J. Prior of Kittery in the County of York & State of Maine, in consideration of twenty eight hundred and thirty five dollars & sixty cents, paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua river, within said town of Kittery, and all the right title and interest which I have in and to said island or any portion thereof, whatever said interest may be whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance lot numbered "Twenty-Two" (22) as delineated on a plan of said Island, made by B.F. Chandler, Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county of York. Plan Book No. 1, page 69, together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and my rights of passage in the road crossing said island, and all my rights title and interest in the bridge connecting said island with the Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Daniel J. Prior and Matilda B. Prior, wife of the said Daniel J. Prior, in testimony of her relinquishment of her right of dower in the above-described Premises, have hereunto set our hands and seals this fifth day of October in the year of our Lord one thousand eight hundred and sixty-six.

Daniel J. Prior [seal]
Matilda B. Prior [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon

State of Maine, York, ss.

October 5, 1866, personally appeared Daniel J. Prior and Matilda B. Prior and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 35

FROM JOHN PIERCE TO THE UNITED STATES
OCTOBER 8, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, John Pierce of Kittery, in the County of York & State of Maine, in consideration of two thousand eight hundred & thirty five dollars & sixty cents, paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said United States of America, and Assigns forever, all lots of land and buildings owned by me situated and being on an island called Seaveys Island, in the Piscataqua river, within the said town of Kittery, and all the right, title and interest, which I have in and to said Island, or any portion thereof, whatever said interest may be, whether in fee simple reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance lot numbered "Thirteen" (13) as delineated on a plan of said island made by B. F. Chandler Esquire, Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county of York. Plan Book No 1, page 69, together with my right of passage in the road crossing said island, and all my right title and interest in the bridge connecting said Island with the Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are fee of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We the said John Pierce and Hellen A. Pierce, wife of the said John Pierce, in testimony of her relinquishment of her right of Dower in the above-described premises have hereunto set our hands and seals this eighth day of October in the year of our Lord one thousand eight hundred and sixty six.

John Pierce [seal]
Hellen A. Pierce [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

Personally appeared John Pierce and Hellen A. Pierce and acknowledged the above instrument to be their free act and deed

Before me -Francis Bacon *Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 36

FROM THOMAS A. STERLING TO THE UNITED STATES
OCTOBER 6, 1866
SEAVEYS ISLAND

Know all Men by these Presents, that I Thomas A. Sterling of Kittery in the County of York & State of Maine In consideration of twenty eight hundred and thirty five dollars & sixty cents paid by Augustus H. Gilman, Agent for the United States of America the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island, called Seavey's island in the Piscataqua river, within said town of Kittery, and all the right title and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance, lot numbered "Twenty Five" (25) as delineated on a plan of said island, made by B. F. Chandler, Esq. Civil Engineer of the Kittery Naval Yard, and recorded in the Registry of Deeds for said county of York, Plan Book No 1, page 69, together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and my right of passage in the road crossing said island, and all my right of title and interest in the bridge connecting said island, with the Navy Yard.

To have and to hold, the same with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in feel of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We the said Thomas A. Sterling and Sarah A. Sterling, wife of the said Thomas A. Sterling in testimony of her relinquishment of her right of dower in the above-described Premises have hereunto set our hands and seals this sixth day of October in the year of our Lord one thousand eight hundred and sixty six.

Thomas A. Sterling [seal]
Sarah A. Sterling [seal]

Signed, Sealed and Delivered
in presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 6, 1866, Personally appeared Thomas Sterling and Sarah A. Sterling and acknowledged the above instrument to be their free act and deed.

Before me, Francis Bacon *Justice of the Peace.*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 37

FROM HORATIO & CHARLOTTE M. BRIDGE TO THE UNITED STATES
OCTOBER 4, 1866
SEAVEYS ISLAND

Know all Men by these Presents, that We Horatio Bridge and Charlotte M. Bridge his wife, (in her own right) of Washington in the District of Columbia In consideration of seventeen thousand nine hundred and fifty nine dollars paid by Augustus H. Gilman, Agent for the United States of America the receipt whereof We do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by us or either of us, situated on an island called Seaveys Island in the Piscataqua river, within the town of Kittery in the State of Maine, and all the right, title and interest, which we or either of us, have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, dower or curtesy, and however we may have acquired the same, whether by purchase, gift, devise, descent, occupation, or by operation of law. Intending especially to include in this conveyance, lot numbered "Two" (2) as delineated on a plan of said island, made by B. F. Chandler Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for the county of York. Plan Book No 1, page 69. Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lot, and our right of passage in the road crossing said island as well as the reversion thereof, and all our right, title and interest in and to the bridge connecting the said island with the said Navy Yard. Reserving the right to occupy the premises and retain possession thereof, until the first day of February A. D. 1867.

To have and to hold, the same with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And We do covenant with the said United States of America and assigns, that we are lawfully seized in fee of the premises, that they are free of all incumbrances; that We have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that we and our heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We the said Horatio Bridge and Charlotte M. Bridge have hereunto set our hands and seals this fourth day of October in the year of our Lord one thousand eight hundred and sixty six.

Horatio Bridge [seal]
Charlotte M. Bridge [seal]

Signed, Sealed and Delivered
in the presence of

Francis Bacon
John H. Cheever

*STATE OF MAINE.* York, ss.

October 4, 1866 Personally appeared Horatio Bridge and Charlotte M. Bridge and acknowledged the above instrument to be their free act and deed.

Before me, Francis Bacon *Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 38

FROM CHARLES A. NEAL TO THE UNITED STATES
OCTOBER 6, 1866
SEAVEYS ISLAND

Know all Men by these Presents, that I Charles A. Neal of Kittery in the county of York & State of Maine In consideration of three thousand four hundred and two dollars & seventy two cents paid by Augustus H. Gilman, Agent for the United States of America the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua river, within said town of Kittery, and all the right, title and interest, which I have in and to said island, any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance lots numbered "Five" (5) and "Twenty Seven" (27) as delineated on a plan of said island, made by B. F. Chandler, Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said County of York. Plan Book No 1. Page 69. Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to the said lots, and my right of passage in the road crossing said island as well as the reversion thereof, and all my right title and interest in the bridge, connecting said island with said Navy Yard, and all burial places and rights of burial on said island which may have been reseved to me or my heirs, and which may in any way accrue to me or them.

To have and to hold, the same with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United State of America and assigns, that I am lawfully seized in feel of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We the said Charles A. Neal and Ann S. Neal, wife of the said Charles A. Neal, in testimony of her relinquishment of her right of dower in the above-described Premises have hereunto set our hands and seals this sixth day of October in the year of our Lord one thousand eight hundred and sixty six.

Charles A. Neal [seal]
Ann S. Neal [seal]

Signed, Sealed and Delivered
in presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 8, 1866, Personally appeared Charles A. Neal and acknowledged the above instrument to be his free act and deed.

Before me, Francis Bacon *Justice of the Peace.*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 39

FROM EDWIN S. APPLETON TO THE UNITED STATES
OCTOBER 6, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Edwin S. Appleton of Kittery in the County of York and State of Maine, in consideration of two thousand seven hundred and forty one dollars and eight cents, paid by Augustus H. Gilman, agent of the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America, and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua river, within said town of Kittery, and all the right, title and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation, Intending especially to include in this conveyance lot numbered "Twelve" (12) as delineated on a plan of said Island made by B.F. Chandler, Esq. Civil Engineer of the Kittery Navy Yard and recorded in the Registry of Deeds for said county of York, Plan Book No. 1, page 69, together with all rights of wharfage and of landing and all aquatic and riparian rights pertaining to said lot, and my right of passage in the road crossing said island, and all my right title and interest in the bridge, connecting said island with the Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Edwin S. Appleton and Frances R. Appleton, wife of the said Edwin S. Appleton, in testimony of her relinquishment of her right of dower in the above-described premises have hereunto set our hands and seals this sixth day of October in the year of our Lord one thousand eight hundred and sixty-six.

Edwin S. Appleton [seal]
Frances R. Appleton [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 6, 1866, personally appeared Edwin S. Appleton and Frances R. Appleton and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 40

FROM CHARLES A. WALKER TO THE UNITED STATES
OCTOBER 4, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Charles A. Walker of Kittery in the County of York & State of Maine, in consideration of twenty eight hundred and thirty five dollars and sixty cents, paid by Augustus H. Gilman, Agent of the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey, unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seavey's Island, in the Piscataqua river, within said town of Kittery, and all the right, title and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation, intending especially to include in this conveyance lot numbered "Seventeen" (17) as delineated on a plan of said Island made by B.F. Chandler, Esq. Civil Engineer of the Kittery Navy Yard and recorded in the Registry of Deeds for said county. Plan Book No. 1, page 69, together with my right of passage in the road crossing said island, and all my right, title and interest in and to the bridge, connecting said island with the Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Charles A. Walker and Margaret C. Walker, wife of the said Charles A. Walker, in testimony of her relinquishment of her right of dower in the above-described Premises have hereunto set our hands and seals this fourth day of October in the year of our Lord one thousand eight hundred and sixty-six.

Charles A. Walker [seal]
Margaret C. Walker [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 4, 1866, personally appeared Charles A. Walker and Margaret C. Walker and acknowledged the above instrument to be their free act and deed. Before me -

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 44

FROM DANIEL TREFETHEN TO THE UNITED STATES
OCTOBER 16, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Daniel Trefethen of Kittery in the County of York and State of Maine, in consideration of ten thousand and five hundred dollars, paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seavey's Island, in the Piscataqua river, within said town of Kittery, and all the right title and interest which I have in and to said island or any portion thereof, whatever said interest may - whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance lots numbered "Nine" (9) and "Twenty One" (21) as delineated on a plan of said island, made by B.F. Chandler, Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county of York. Plan Book No. 1, page 69. Together with all rights of wharfage, and of landing, and all aquatic and riparian rights pertaining to the said lots, and my right of passage in the road crossing said island, and all my right title and interest in and to the bridge connecting said island with the Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Daniel Trefethen and Abbie R. Trefethen, wife of the said Daniel Trefethen, in testimony of her relinquishment of her right of dower in the above-described Premises have hereunto set our hands and seals this sixteenth day of October in the year of our Lord one thousand eight hundred and sixty-six.

Daniel Trefethen [seal]
Abbie R. Trefethen [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 16, 1866, personally appeared Daniel Trefethen and Abbie R. Trefethen and acknowledged the above instrument to be their free act and deed. Before me -

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 45

FROM JAMES TREFETHEN TO THE UNITED STATES
OCTOBER 16, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, James Trefethen of Kittery, in the County of York and State of Maine, in consideration of three thousand seven hundred and eighty dollars and eighty cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings, owned by me, situated and being on an island called Seavey's Island, in the Piscataqua river, within said town of Kittery, and all the right, title and interest which I have in and to the said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation, Intending especially to include in this conveyance, lots numbered "Six" (6) and "Eighteen" (18) as delineated on a plan of said Island, made by B.F. Chandler Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county of York. Plan Book No. 1, page 69. Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to the said lots, and the right of passage in the road crossing said island as well as the reversion thereof, and all my right, title and interest in the bridge connecting said island with the said Navy Yard, and all burial places and rights of burial on said island that may have been reserved to me or my heirs and which may, in any way, accrue to me or them.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said James Trefethen and Eunice Trefethen, wife of the said James Trefethen, in testimony of her relinquishment of her right of dower in the above-described Premises have hereunto set our hands and seals this sixteenth day of October in the year of our Lord one thousand eight hundred and sixty-six.

James Trefethen [seal]
Eunice Trefethen [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 16, 1866, personally appeared James Trefethen and Eunice Trefethen and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 46

FROM JOHN C. PRIOR TO THE UNITED STATES
OCTOBER 17, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that We, John C. Prior of Kittery in the County of York and State of Maine, and Elizabeth C. Prior, wife of the said Prior, in her right in consideration of four thousand dollars, paid by Augustus H. Gilman, agent of the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey, unto the said United States of America, and Assigns forever, all lots of land and buildings owned by us, situated and being on an island called Seavey's Island in the Piscataqua river, within said town of Kittery, and all the right, title and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation, Intending especially to include in this conveyance lot numbered "Twenty Three" (23) as delineated on a plan of said Island made by B.F. Chandler Esq. Civil Engineer of the Kittery Navy Yard and recorded in the Registry of Deeds for said county of York. Plan Book No. 1, page 69. Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and our right of passage in the road crossing said island, and all our right, title and interest in the bridge, connecting said island with the Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereunto belonging to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that we are lawfully seized in fee of the premises, that they are free of all incumbrances; that we have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that we and our heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said John C. Prior and Elizabeth C. Prior, in her own right as aforesaid, and in testimony of her relinquishment of her right of dower in the above-described premises have hereunto set our hands and seals this seventeenth day of October in the year of our Lord one thousand eight hundred and sixty-six.

John C. Prior [seal]
Elizabeth C.G. Prior [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 17, 1866, personally appeared John C. Prior and Elizabeth C.G. Prior and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 47

FROM THOMAS A. PRIOR, ELBRIDGE PRIOR, MARY FRISBEE, AND SARAH STANBURY TO THE UNITED STATES
OCTOBER 12, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that We, Thomas A. Prior, Elbridge Prior, Mary Frisbee and Sarah Stansbury of Kittery in the County of York and State of Maine, in consideration of seven hundred and sixty six dollars and forty cents paid by Augustus H. Gilman, Agent of the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by us or either of us, situated and being on an island called Seaveys Island, in the Piscataqua river, in said Kittery, and all the right, title and interest which we, or either of us have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however we may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending hereby especially to convey all the right, title and interest which we, or either of us have in and to lot numbered "Twenty" (20) as delineated on a plan of said island made by B.F. Chandler Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county of York. Plan Book No. 1, page 69, said lot having been the homestead of Levi Prior, late of said Kittery deceased and descended to us the said Thomas, Elbridge, Mary and Ellen, children and heirs at law of the said deceased, our proportion thereof being one tenth each, or four tenths in the whole, in common and undivided with the minor children of the said deceased. Also all rights of wharfage and of landing, and all aquatic and riparian rights, pertaining to the said lot and our right of passage in the road crossing said island, and all our right, title and interest in and to the bridge connecting said island with said Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And we do covenant with the said United States of America and assigns, that we are lawfully seized in fee of the premises, that they are free of all incumbrances; that we have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that we and our heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Grantors: and Rebecca F. Prior, wife of the said Elbridge Prior, in testimony of her relinquishment of her right of dower in the

above-described Premises have hereunto set our hands and seals this twelfth day of October in the year of our Lord one thousand eight hundred and sixty-six.

Thomas A. Prior [seal]
Elbridge Prior [seal]
Mary Frisbee [seal]
Sarah E. Stansbury [seal]
Rebecca F. Prior [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 12, 1866, personally appeared Thomas A. Prior, Elbridge Prior, Mary Frisbee and Sarah E. Stansbury and acknowledged the above instrument to be their free act and deed. Before me -

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 48

FROM HENRY HUTCHINGS TO THE UNITED STATES
OCTOBER 17, 1866
SEAVEYS ISLAND

Know all Men by these Presents, that I Henry F. Hutchings of Kittery in the county of York & State of Maine In consideration of three thousand two hundred and thirteen dollars & sixty eight cents paid by Augustus H. Gilman, Agent for the United States of America the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seavey's island in the Piscataqua river, within the said town of Kittery, and all the rights, title, and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same whether by purchase, gift, descent, devise, or occupation. Intending especially to include in this conveyance Lot numbered "Eight" (8) as delineated on a plan of said island, made by B.F. Chandler Esquire, Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds, of said County of York. Plan Book No 1, page 69. Together with my right of passage in the road crossing said island, and all my right, title, and interest in the bridge connecting said island with the Navy Yard.

To have and to hold, the same with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We the said Henry F. Hutchings and Pamelia A. Hutchings wife of the said Henry F. Hutchings, in testimony of her relinquishment of her right of dower in the above-described Premises have hereunto set our hands and seals this seventeenth day of October in the year of our Lord one thousand eight hundred and sixty six.

Henry F. Hutchings [seal]
Pamelia A. Hutchings [seal]

Signed, Sealed and Delivered
in presence of

Francis Bacon

John H. Cheever

STATE OF MAINE, York, ss.

October 17, 1866, Personally appeared Henry F. Hutchings and Pamelia A. Hutchings and acknowledged the above instrument to be their free act and deed.

Before me, Francis Bacon *Justice of the Peace.*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 49

FROM HENRY WISE TO THE UNITED STATES
OCTOBER 5, 1866
SEAVEYS ISLAND

Know all Men by these Presents, that We Henry A. Wise and Charlotte B. Wise his wife, (in her own right) of Washington in the District of Columbia In consideration of twelve thousand nine hundred and thirty one paid by Augustus H. Gilman, Agent for the United States of America the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by us or either of us, situated and being on an island called Seavey's Island, in the Piscataqua river within the town of Kittery in the state of Maine, and all the right, title and interest which we, or either of us, have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, expectancy, dower or curtesy and however we may have acquired the same, whether by purchase, gift, descent, devise, occupation, or by operation of law. Intending especially to include in this conveyance, lot numbered "Eleven" (11) on a plan of said island made by B. F. Chandler, Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for the county of York. Plan Book No 1, page 69. Together with all rights of wharfage, and of landing, and all aquatic and riparian rights, pertaining to the said lot, and our right of passage in the road crossing the said island as well as the reversion thereof, and all our right title, and interest, in the bridge connecting the said island with the said Navy Yard. Reserving however the right to occupy the premises, and retain possession thereof, until the first day of February 1867.

To have and to hold, the same with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And we do covenant with the said United States of America and assigns, that we are lawfully seized in feel of the premises, that they are free of all incumbrances; that we have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that we and our heirs will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We the said Henry A. Wise and Charlotte B. Wise have hereunto set our hands and seals this fifth day of October in the year of our Lord one thousand eight hundred and sixty six.

H.A. Wise U.S.N. [seal]
Charlotte B. Wise [seal]

Signed, Sealed and Delivered
in presence of

Francis Bacon
Witness to H.A. Wise's signature
H. Brock

State of Maine, York, ss.

October 5, 1866, Personally appeared Charlotte B. Wise and acknowledged the above instrument to be her free act and deed.

Before me, Francis Bacon *Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 50

FROM WILLIAM MORSE TO THE UNITED STATES
OCTOBER 13, 1866
SEAVEYS ISLAND

Know all Men by these Presents, that I William Morse of Kittery, in the County of York and State of Maine In consideration of three thousand one hundred and nineteen dollars & sixteen cents paid by Augustus H. Gilman, Agent for the United States of America the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua river, within the said town of Kittery, and all the right, title and interest which I have in and to said island or any portion thereof, whatever said interest may be whether in fee simple, reversion, remainder or expectancy and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance, lot numbered "Twenty Four" (24) as delineated on a plan of said island made by B. F. Chandler Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county. Plan Book No 1, page 69, together with my right of passage in the road crossing said island as well as the reversion thereof, and all my right, title and interest in and to the bridge connecting said island with the Navy Yard, and all rights of way and other easements which I now enjoy, and to which I am entitled on said island.

To have and to hold, the same with all the privilege and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, We the said William Morse and Emily I. Morse, wife of the said William Morse, in testimony of her relinquishment of her right of dower in the above-described Premises have hereunto set our hands and seals this thirteenth day of October in the year of our Lord one thousand eight hundred and sixty six.

William Morse [seal]
Emily I. Morse [seal]

Signed, Sealed and Delivered
in presence of

Francis Bacon
John H. Cheever
To W.M.
Seth Sterling

STATE OF MAINE, York, ss.

October 13th 1866, Personally appeared William Morse and Emily I. Morse and acknowledged the above instrument to be their free act and deed.

Before me, Francis Bacon *Justice of the Peace.*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 55

FROM THOMAS H. ABRAMS TO THE UNITED STATES
OCTOBER 23, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Thomas H. Abrams of Kittery in the county of York & State of Maine, in consideration of six thousand and eleven dollars & fifty eight cents, paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua river, within said town of Kittery and all the right, title and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance, lot numbered "Three" (3) as delineated on a plan of said island made by B.F. Chandler Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county of York. Plan Book No. 1, page 69. Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and my right of passage in the road crossing said island, as well as the reversion thereof, and all my right title and interest in the bridge connecting said island with said Navy Yard, and all burial places and rights of burial in said island, which may have been reserved to me or my heirs, and which may in any way accrue to me or them.

To have and to hold the same, with all the privileges and appurtenances thereunto belonging to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America heirs and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Thomas H. Abrams, and Martha Abrams, wife of the said Thomas H. Abrams, in testimony of her relinquishment of her right of dower in the above-described Premises, have hereunto set our hands and seals this twenty third day of October in the year of our Lord one thousand eight hundred and sixty-six.

Thomas H. Abrams [seal]
Martha Abrams [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 5, 1866, personally appeared Thomas H. Abrams and Martha Abrams and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 56

FROM SETH STERLING TO THE UNITED STATES
OCTOBER 23, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Seth Sterling of Kittery in the county of York and state of Maine, in consideration of two housand eight hundred & thirty five dollars & sixty cents, paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island in Piscataqua river, within said town of Kittery, and all the right, title and interest, which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance, lot numbered "Fifteen" (15) as delineated on a plan of said island made by B.F. Chandler Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county of York. Plan Book No. 1, page 69, together with my right of passage in the road crossing said island, as well as the reversion thereof, and all my right title and interest in and to the bridge connecting said island with the Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Seth Sterling and Mary A. Sterling, wife of the said Seth Sterling in testimony of her relinquishment of her right of dower in the above-described Premises, have hereunto set our hands and seals this twenty third day of October in the year of our Lord one thousand eight hundred and sixty-six.

Seth Sterling [seal]
Mary A. Sterling [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 23, 1866, personally appeared Seth Sterling and Mary A. Sterling and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 300, PAGE 57

FROM WILLIAM TARLTON TO THE UNITED STATES
OCTOBER 27, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, William Tarlton of Kittery, in the County of York & State of Maine, in consideration of three thousand two hundred and thirteen dollars & sixty eight cents, paid by Augustus H. Gilman, Agent of the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey, unto the said United States of America, and Assigns forever, all lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua river within said town of Kittery, and all the right, title, and interest which I have, in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. Intending especially to include in this conveyance lot numbered "Nineteen" (19) as delineated on a plan of the said island made by B.F. Chandler Esq. Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of deeds for said County. Plan Book No. 1, page 69. Together with all rights of wharfage, and of landing and all aquatic and riparian rights pertaining to the said lot, and my right of passage in the road crossing said island as well as the reversion thereof, and all my right, title and interest in and to the bridge connecting said island, with the said Navy Yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs, will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said William Tarlton and Mary Tarlton, wife of the said William Tarlton, in testimony of her relinquishment of her right of dower in the above-described Premises, have hereunto set our hands and seals this twenty seventh day of October in the year of our Lord one thousand eight hundred and sixty-six.

William Tarlton [seal]
Mary Tarlton [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 27, 1866, personally appeared William Tarlton and Mary Tarlton and acknowledged the above instrument to be their free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 301, PAGE 15

FROM SARAH PRIOR TO THE UNITED STATES
OCTOBER 12, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Sarah Prior, guardian of William W. Prior, Martha Prior, Levi W. Prior, Walter H. Prior, Eva H. Prior, and Winfield S. Prior, minors and children of Levi Prior, late of Kittery, in the county of York, State of Maine, deceased, having obtained license from the honorable Edward E. Bourne, Judge of Probate for said county, at a court held at Alfred within and for said county, June 5, 1866, to sell and convey the real estate of the said minors at public auction or private sale did on the twelfth day of October, A.D. 1866, pursuant to the license aforesaid, sell at private sale to the United States of America the estate hereinafter described for the sum of eleven hundred and forty-nine dollars and sixty cents viz:

All the right, title, and interest of the said minors in and to the homestead lot and buildings of the said Levi Prior, deceased, situated on Seavey's Island, in Piscataqua River, in Kittery aforesaid, and bounded by lands of James Trefethen, William Tarlton, Daniel Trefethen, and by said river, being lot numbered "Twenty" (20), as delineated on a plan of said island, made by B.F. Chandler, Esq., Civil Engineer of the Kittery Navy Yard, and recorded in York Registry of Deeds Plan Book No. 1, page 69.

Together with the reversion of the widows dower in said lot and buildings, said minors proportion of the premises being one-tenth each, or six-tenths in the whole, in common and undivided with the other children of the said deceased. Also all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lot, and all the right, title, and interest of said minors in and to the bridge connecting said island with the Kittery Navy Yard.

Therefore I, the said Sarah Prior, by virtue of the power and authority with which I am as aforesaid vested, and in consideration of the aforesaid sum of eleven hundred and forth-nine dollars and sixty cents, to me paid by Augustus H. Gilman, Agent of the United States of America, the receipt whereof I do hereby acknowledge, have given, granted, and sold, and by these presents do give, grant, sell, and convey to the said United States of America, and assigns forever, the above-described premises, with all the privileges and appurtenances to the same belonging.

To have and to hold the same in manner aforesaid to the said United States of America and assigns forever. And I, the said Sarah Prior, in my said capacity, do covenant to and with the said United States of America and assigns, that I have in all things observed the rules and directions of the law in selling said estate, and have good right and lawful authority to sell and convey the same in manner as aforesaid.

In witness whereof I have hereunto set my hand and seal in my said capacity, this twelfth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

Sarah Prior [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon
John H. Cheever

State of Maine, York, ss.

October 12, 1866, personally appeared the above-named Sarah Prior, and acknowledged the above instrument to be her free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 301, PAGE 31

FROM MARK WENTWORTH TO THE UNITED STATES
OCTOBER 24, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that I, Mark F. Wentworth, guardian of Sarah F. Neale, a minor and heir at law of Samuel Odiorne, late of Kittery, in the county of York and State of Maine, deceased, having obtained license from the Honorable Edward E. Bourne, Judge of Probate for said county of York, at a Court held at Limerick within and for said county on the fourth day of September, A.D. 1866, to sell and convey the real estate of the said minor at public auction or private sale, did on the twenty fourth day of October, A.D. 1866, pursuant to the license aforesaid, sell at private sale to the said United States of America the estate hereafter described for the sum of four hundred and thirty-three dollars viz: All the right, title, and interest of the said Sarah F. Neale in and to a certain island, called Seaveys Island, and especially in and to a certain island called Seavey's Island and especially to the lot of land and buildings of which the said Samuel Odiorne died seized and possessed, being lot numbered "twenty-six" (26) on a plan of said island, made by B.F. Chandler, Esq., Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said County, Plan Book No. 1, page 69.

Also the right of wharfage and of land, and all aquatic and riparian rights pertaining to the said lot, and all the right, title, and interest of said minor in and to the bridge connecting said island with the Navy Yard. The interest of said minor in the premises being one undivided third in remainder after the termination of the life estate of the widow of the said deceased.

Therefore I, the said Mark F. Wentworth, by virtue of the power and authority with which I am as aforesaid vested and in consideration of the aforesaid sum of four hundred and thirty-three dollars to me paid by Augustus H. Gilman, Agent for the United States of America, the receipt whereof I do hereby acknowledge, have given, granted, and sold, and by these presents do give, grant, sell, and convey to the said United States of America and assigns forever, the above described premises, with all the privileges and appurtenances to the same belonging.

To have and to hold the same in manner as aforesaid, to the said United States of America and assigns forever, and I, the said Mark F. Wentworth, in my said capacity, do covenant to and with the said United States of America and assigns that I have in all things observed the rules and directions of the law in selling said estate and have good right and lawful authority to sell and convey the same in manner as aforesaid.

In witness whereof I hereunto set my hand and seal in my said capacity, this twenty fourth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

M.F. Wentworth [seal]

Signed, sealed, and delivered
in the presence of

Francis Bacon

State of Maine, York, ss.

October 24, 1866, personally appeared the above-named Mark F. Wentworth, and acknowledged the above instrument to be his free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 301, PAGE 60

FROM CHARLES ODIORNE TO THE UNITED STATES
OCTOBER 24, 1866
SEAVEYS ISLAND

KNOW ALL MEN BY THESE PRESENTS that we, Charles B. Odiorne, of Rye, Woodbury Gerrish and Ellen T. Gerrish, his wife in her right, of Portsmouth and Lucy M. Odiorne of Greenland, all in the State of New Hampshire, in consideration of twenty-two hundred and seventy-five dollars and ninety-five cents paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quitclaim unto the said United States of America and assigns forever all lots of land and buildings owned by us or either of us situated and being on an island called Seavey's Island, in the Piscataqua River, within the town of Kittery, in the State of Maine, and all the right, title, and interest which we, or either of us, have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, expectancy, dower, or curtesy, or other life estate, and however we may have acquired the same, whether by purchase, gift, descent, devise, or occupation, intending especially hereby to convey all the right, title, and interest which we, or either of us, have in and to lot numbered "twenty-six" (26), as delineated on a plan of said island made by B.F. Chandler, Esq., Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for the County of York, Plan Book No. 1, page 69, which lot with the buildings thereon was by the last will of Samuel Odiorne, deceased, devised to the said Lucy M. Odiorne, his wife, for life, with remainder over to the brother and sisters of the said deceased, the said Charles B. Odiorne and Elleen T. Gerrish being his brother and sister, and their interest in the premises being one-third each in remainder after the termination of the life estate of the said Lucy M. Odiorne, and we also release and quitclaim to the United States all right of wharfage and landing and all aquatic and riparian rights pertaining to said lot, and all our right, title, and interest in the bridge connecting said island with the Navy Yard.

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging, to the said United States of America and assigns forever; and we do covenant with the said United States of America and assigns, that we will warrant and forever defend the premises to the said United States of America and assigns forever against the lawful claims and demands of all persons claiming by, through, or under us.

In witness whereof we, the said Charles B. Odiorne, Woodbury Gerrish, EllenT. Gerrish, and Lucy M. Odiorne, and Mary S. Odiorne, wife of the said Charles B. Odiorne, in testimony of her relinquishment of her right of dower in the premises, have

hereunto set our hands and seals this twenty fourth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

Charles B. Odiorne [seal]
Lucy M. Odiorne [seal]
Woodbury Gerrish [seal]
Ellen T. Gerrish [seal]
Mary S. Odiorne [seal]

Signed, sealed, and delivered
in the presence of

M.F. Wentworth
Francis Bacon

State of Maine, York, ss.

October 24, 1866, personally appeared Charles B. Odiorne, Woodbury Gerrish, Ellen T. Gerrish, Lucy M. Odiorne, and Mary S. Odiorne, and acknowledged the above instrument to be their free act and deed. Before me -

FRANCIS BACON
*Justice of the Peace*

YORK REGISTRY OF DEEDS
BOOK 301, PAGE 70

FROM SCHOOL DISTRICT NO. 8 TO THE UNITED STATES
NOVEMBER 3, 1866
SEAVEYS ISLAND

Know all men by these presents that the inhabitants of School District number eight, in the town of Kittery, in the county of York, and State of Maine, in consideration of one dollar, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof they do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever a lot of land, and the building or schoolhouse thereon, situated and being on an island called Seavey's Island, in the Piscataqua River, within the said town of Kittery, being lot numbered "Sixteen" (16), as delineated on a plan of said island, made by B.F. Chandler, Esq., Civil Engineer of the Kittery Navy Yard, and recorded in the Registry of Deeds for said county, Plan Book No. 1, page 69, and being the same lot that Cushman Prior conveyed to said School District by deed recorded in said Registry Book 270, page 64, together with the reversionary interest of the said School District (if any) in the road crossing said island,

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns, to their use and behoof forever.

In witness whereof, the said inhabitants, by the hand of Daniel J. Prior, agent for said District, hereunto duly authorized by a vote of the inhabitants of said school district No. 8, at a meeting legally holden for that purpose, have hereunto set their seal, and the said agent, duly authorized by a vote as aforesaid, has hereunto set his hand, this third day of November, in the year of our Lord one thousand eight hundred and sixty-six.

Daniel J. Prior [seal]
*School Agent*

Signed, sealed, and delivered
in the presence of

Francis Bacon

State of Maine, York, ss.

November 3, 1866, personally appeared Daniel J. Prior, and acknowledged the above instrument to be his free act and deed. Before me –

FRANCIS BACON
*Justice of the Peace*

# FEDERAL OWNED REAL ESTATE

UNDER THE CONTROL OF THE

# NAVY DEPARTMENT

ISSUED BY THE
BUREAU OF YARDS AND DOCKS

E
2 E 1942

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1937

Piscataqua River; thence S. 72°29'10" W. along high-water mark 20 feet thence N. 17°30'50" W. 1,904 feet; thence N. 63°55' W. 253.90 feet to the intersection of the southeasterly and southwesterly lines of the said Traipe House lot; thence N. 53°37'10" W. along the said southwesterly line of the Traipe House lot 182.6 feet to the point of beginning.

All courses above described are true courses referred to true meridian base line as established at the United States Navy Yard, Portsmouth, N. H.; the magnetic declination as observed in the vicinity of the described property being 14°37' W. in December 1911.

2. In condemnation proceedings (docket no. 257) brought by the United States to the June term, 1913, United States Court for the District of Maine, against York Harbor & Beach Railroad Co., as defendant, title to the following described land was vested in the United States upon payment to the defendant of the sum of $150, to wit:

Beginning at a point at the intersection of the westerly line of the 50-foot right-of-way of the York Harbor & Beach Railroad through that part of the Traipe estate, in the village of Kittery, Maine, known as the point and mean high-water line, according to Government datum plane, in the Back Channel, so-called, of the Piscataqua River; thence along the line of said right-of-way N. 17°30'50" W, 61 91 feet to an angle in said right-of-way; thence along said right-of-way N. 11°37'30" W., 31.81 feet to an angle in said-right-of-way; thence N. 7°11'20" W., 13.26 feet to a point in said right-of-way; thence S. 59°14'30" E. 27.91 feet to a point in a line parallel to and 7 5 feet westerly from the center line produced of the railway track as it crosses the railway bridge over said Back Channel; thence S. 18° E. on said parallel line 85.19 feet to the end end of said right-of-way at Back Channel; thence S. 71°7'50" W., 24.95 feet to point of beginning.

All courses above described are true courses referred to true meridian base line as established at the United States Navy Yard, Portsmouth, N. H. The magnetic declination as observed in the vicinity of the described property being 14°37' W. in December 1911.

The above-described parcel contains 2,300 square feet, being all of the land belonging to the Boston & Maine Railroad at the southerly end of said right-of-way.

Revocable Permit.—By letter dated May 2, 1933, from commandant, Navy Yard, Portsmouth, Mrs. Mae F. Wurm, granted revocable permission to have gateway on Government approach to navy yard. (This is renewal of permit formerly held by John Marshall.)

Use of railroad property.—By permit October 1, 1935 (as of Sept. 1, 1935), the Boston & Maine Railroad Co. granted Secretary of Navy permission to construct, maintain, and use roadway on and within land of railroad company situated between Wentworth Street and the bridge leading to the Navy Yard, Portsmouth. (Supplemental agreement of Jan. 17, 1936, modifying method of freight exchange.)

Jurisdiction.—See "General cession of jurisdiction", supra.

## PORTSMOUTH, N. H., NAVY YARD

Location.—Post office, Portsmouth, N. H., but geographically in State of Maine.

Area.- 210 acres. The area in this navy yard may be classified into three separate divisions, to wit:

(*a*) Fernald's Island, described in paragraph 1, infra, and containing 52 acres.

(*b*) Seavey's Island, which was conveyed to the United States by various instruments described in paragraphs 2 to 28, inclusive, and containing 105 acres.

(*c*) Reclaimed area, 53 acres.

Cost of land.—$110,500.

Historical data.—Charles I, King of England, on April 3, 1639, granted Sir Fernando Gorges "a parte & portion of the countrie of America, nowe commonly called or knowne by the name of New England" and directed that "the portione of the maine land and premises aforesaid shall forever hereafter be called and named the province or countrie of Maine." (See records of York County, book A.)

Richard Vines was commissioned steward general by the grantee on September 6, 1639. Vines, on behalf of Gorges, on May 3, 1645, granted to Thomas Furnell two islands in the Piscataqua River known then as the Puddington Islands (York County records, book A, p. 16). By various deeds these two islands were, from time to time, conveyed until 1800, when the north island, nearest the mainland, was owned by William Dennet, Jr., and wife, who sold it to the United States on June 12, 1800, as evidenced by deed described in paragraph infra. It was upon this island (Dennet's Island) that the Portsmouth Navy Yard was first established.

To the south of Dennet's Island (later known as Fernald's Island), separated by a shallow gut, was Seavey's Island, which was later (in 1866) conveyed to the United States by various instruments hereinafter described.

Shipbuilding was an early industry on the Piscataqua River. In 1690 a 54-gun ship, the *Farkland* (sometimes called *Faulkland*) was built by John Taylor by order of the British Government for the Royal Navy, and it is claimed that this was the first ship of war built on this side of the Atlantic. The *Raleigh*, 32 guns, was the first ship built at Portsmouth for the Continental Navy under act of December 13, 1775.

*Langdon's Island leased by Government.*—All of this early shipbuilding was conducted on what was known as Langdon's Island, which was north of Dennet's Island. From 1783 to 1800 this island (Langdon's) was under lease to the Government and the last ship built there was the *Congress*, authorized by act of Congress approved March 27, 1794, and which was launched on August 15, 1799.

*Navy's first "shipbuilding program."*—Following the creation of the Navy Department by act approved April 30, 1798, and the appointment of a Secretary of the Navy, the importance and necessity for the ownership by the Government of dockyards for the building, equipping, and maintenance of vessels of war was recognized. In a report by the Secretary of the Navy dated April 25, 1800, it was pointed out that the timbers for the 74-gun ships authorized by act of February 25, 1799, had been ordered deposited at Portsmouth, N. H.,; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Norfolk, Va.; and Washington, D. C.

*Permanent navy yard established at Portsmouth.*—At Portsmouth, the Secretary of the Navy said, the yard of Mr. Langdon, hired for the frigate, might be used for the 74-gun ship, but an island (Fernald's) quite convenient for all purposes of a large establishment, can be procured for $6,000, and believing it the truest economy to provide at once permanent yards "which shall be public property and always worth to the public the money expended on them," he recommended, among others, "the purchase of a building yard at Portsmouth and to commence it on a scale as if it were meant to be permanent."

Upon a favorable report by Joshua Humphrys, Chief Naval Constructor of the United States and upon the Secretary's recommendation Fernald's Island, owned by William and Sarah Dennet, formerly called Dennet's Island, was purchased for $5,500. Area at that time 58 acres.

On April 27, 1801, the House Naval Affairs Committee reported that up to March 4, 1801, there had been expended at Portsmouth, N. H., for the purchase of ground, $5,500; for buildings and improvements, $14,507, and that they could not find any law authorizing the purchase of any sites for Navy buildings; whereupon $500,000 was appropriated by act of March 3, 1801 (2 Stat. 123), "for expenses attending six 74-gun ships and for completing navy yards, docks, and wharves."

*Purchase of Seavey's Island.*—Secretary of the Navy Welles in his annual report for 1865 complained that the navy yards then existing were "all of limited area and insufficient for our present Navy." The effect of this was the purchase of Seavey's Island, as shown by instruments described, infra. An act approved April 17, 1866 (14 Stat. 35), appropriated $105,000 for this purpose.

*Title.*—Title to land embraced within Dennet's (or Fernald's) Island conveyed by the following instruments, all of which (except where otherwise noted) are warranty deeds:

1. *Dennet's (or Fernald's) Island.*—From William Dennet and wife, Sarah, dated June 12, 1800, recorded book 65, page 87, consideration $5,500, conveying whole of island known as "Lay Claim" Island, afterwards Fernald's and now called Dennet's Island, lying in Piscataqua River, in Kittery, York County, Maine, being the same land acquired from James Sheafe by his deed dated September 29, 1794. Area mentioned in deed "50 acres" but present actual area 52 acres.

2. *Seavey's Island.*—From George Preble and wife, Harriet, dated October 1, 1866, recorded book 300, page 30, consideration, $1,890.40, conveying lot no. 1 on Seavey's Island, as shown by survey of C. E. Chandler, as well as any and all lands and buildings owned by grantor on said island Area 5.014 acres.

3. From Horatio Bridge and wife, dated October 4, 1866, recorded book 300, page 37, consideration $17,959, conveying lot no. 2 of same survey. Area, 29.156 acres.

4. From Thomas H. Abrams and wife, dated October 23, 1866, recorded book 300, page 55, consideration $6,011.48, conveying lot no 3, same survey. Area, 13.245 acres.

5. From Cushman Prior and wife, dated September 29, 1866, recorded book 300, page 31, consideration $5,071.20, conveying lots 4 and 10, same survey. Area, 10.015 acres.

6. From Charles A. Neel and wife, dated October 6, 1866, recorded book 300, page 38, consideration $3,402.72, conveying lots 5 and 27, same survey. Area, 0.096 acres.

7. From James Trefethen, dated October 16, 1866, recorded book 300, page 45, consideration $3,780.80, conveying lots 6 and 18, same survey. Area, 0.182 acres.

8. From Samuel C. Dixon and wife, dated September 29, 1866, recorded book 300, page 32, consideration $3,780.80, conveying lot 7, same survey. Area, 0.195 acres.

9. From Henry T. Hutchings and wife, dated October 17, 1866, recorded book 300, page 48, consideration $3,213.68, conveying lot 8, same survey. Area, 0.169 acres.

10. From Daniel Trefethen and wife, dated October 16, 1866, recorded book 300, page 44, consideration $10,500, conveying lots 9 and 21, same survey. Area, 4.343 and 2.762 acres, respectively.

11. From Charlotte B. Wise and Henry A. Wise, dated October 5, 1866, recorded book 300, page 49, consideration $12,931, conveying lot no. 11, same survey. Area, 15.935 acres.

12. From Edwin S. Appleton and wife, dated October 6, 1866, recorded book 300, page 39, consideration $2,741.80, conveying lot no. 12, same survey. Area, 2.468 acres

13. From John Pierce and wife, dated October 8, 1866, recorded in book 300, page 35, consideration $2,835.60, conveying lot no. 13, same survey. Area, 0.309 acres.

14. From Ethan A. Locke and wife, dated October 4, 1866, recorded book 300, page 33, consideration $3,024.64, conveying lot no. 14, same survey. Area, 0.362 acres.

15. From Seth Sterling and wife, dated October 23, 1866, recorded book 300, page 56, consideration $2,835.60, conveying lot no. 15, same survey. Area, 0.211 acres.

16. From Daniel J. Prior, on behalf of school, dated November 3, 1866, recorded book 300, page 70, consideration $1, conveying lot no. 16, same survey. Area, 0.103 acres (without warranty covenants).

17. From Charles A. Walker and wife, dated October 4, 1866, recorded book 300, page 40, consideration $2,835.60, conveying lot no. 17, containing 0.154 acres.

18. From William Turlton and wife, dated October 27, 1866, recorded book 300, page 57, consideration $3,213.68, conveying lot no. 19, same survey, containing 0.191 acres.

19. From Thomas A. Prior et al., dated October 12, 1866, recorded book 300, page 47, consideration $766.40, conveying lot 20, same survey, containing 2.745 acres.

20. From Sarah Prior, guardian for William H. Prior and other heirs of Levi Prior, dated October 12, 1866, recorded in book 301, page 15, consideration $1,149.60, quitclaiming all interest in lot no. 20, described in paragraph 19 next above.

21. From Sarah Prior, widow of Levi Prior, dated October 12, 1866, recorded book 297, page 537, consideration $957.41, conveying all interest in lot 20, above survey, described in paragraph 19, supra.

22. From Daniel J. Prior and wife, dated October 5, 1866, recorded book 300, page 34, consideration $2,835.60, conveying lot 22, above survey, containing 0.491 acre.

23. From John C. Prior and wife, dated October 17, 1866, recorded in book 300, page 40, consideration $4,000, conveying lot 23, above survey, containing 0.823 acre.

24. From William and Emily Morse, dated October 23, 1866, recorded book 300, page 50, consideration $3,119.16, conveying lot no 24, same survey, containing 0.137 acre.

25. From Thomas A. Sterling, dated October 6, 1866, recorded book 300, page 36, consideration $2,835.60, conveying lot 25, same survey, containing 0.283 acre.

26. From Sarah F. Neale (by her guardian, M. F. Wentworth), dated October 24, 1866, recorded book 301, page 31, consideration $433, conveying lot 26, same survey, containing 0.175 acre (guardian's deed, without warranty).

27. From Nancy Jenkins, widow, dated August 8, 1866, recorded book 297, 536, consideration $1, quitclaiming all interest in and on buildings on Seavey's Island.

28. From Susan Trefethen, dated August 2, 1866, recorded book 297, page 535, consideration, $1, quitclaiming all interest in land and buildings on Seavey's Island.

**Survey of Seavey Island.**—Plan of survey of Seavey Island, referred to in paragraph 1, supra, is attached to abstract of title (document no. 30) accompanying title papers in office of Judge Advocate General of the Navy.

**Wharfage and riparian rights acquired.**—All of above instruments conveying land adjacent to water relinquished all rights of wharfage and of landing, and all aquatic and riparian rights, etc., and all conveyances of land traversed by bridge or roadway included rights in bridge and roadway.

**Jurisdiction.**— (Fernald's or Dennet's Island) An act of the senate and house of representatives of the State of Maine, approved February 2, 1822, provides as follows:

*Be it enacted by the senate and house of representatives in legislature assembled*, That there be, and hereby is ceded to the United States the jurisdiction over Dennet's Island (so-called) on the east side of Piscataqua River within the State of Maine, now belonging to the United States and occupied as a navy yard: *Provided, however*, That this State shall have concurrent jurisdiction with the United States over said island, so far as that all civil and criminal processes issued under the authority of this State may be executed on any part of said island, or in any building erected on the same; and that all persons residing thereon, not being in the military or marine service of the United States, shall be holden to do military duty in the militia of this State, in the same way and manner as if the jurisdiction had not been ceded as aforesaid.

*Seavey's Island.*— An act of the senate and house of representatives approved January 10, 1863, provides as follows:

SECTION 1. * * * Jurisdiction is hereby granted and ceded to the United States of America over such portion of Seavey's Island in the town of Kittery as may be purchased for the purpose of using the same as a part of the navy yard located in that town, and consent is hereby given to the purchase of the same by the United States: *Provided always*, That this State shall retain and does retain concurrent jurisdiction with the United States in and over all lands hereby ceded, so far as that all civil and all criminal processes issuing under the authority of this State may be executed on said lands and any buildings thereon, or to be erected thereon, in the same way and manner as if jurisdiction had not been granted as aforesaid: And provided, that the exclusive jurisdiction shall revert in the State of Maine whenever the said lands so ceded cease to be used by the United States for the purposes hereinbefore declared.

SEC. 2. This act shall take effect from and after the purchase of any portion of said Seavey Island by the United States, the evidence of such purchase being duly recorded in the registry of deeds for the county of York.

See also act approved March 28, 1903, "General cession of jurisdiction", supra.

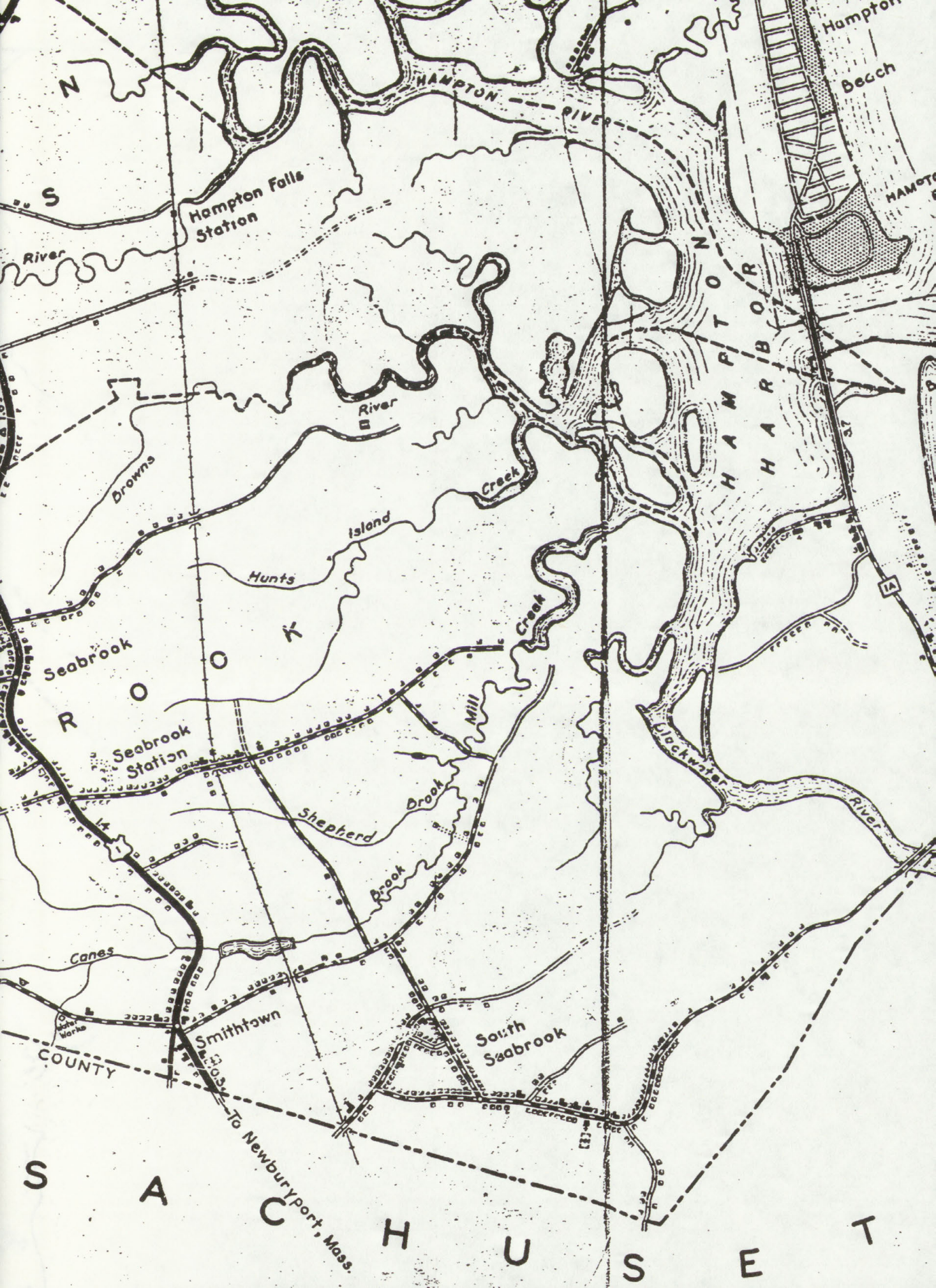
## ROCKLAND, MAINE, TRIAL RANGE

This range comprises five separate parcels of land located within the town limits of South Thomaston (although post-office address of station is Rockland) which were acquired by authority of an act of

Map of Eastern (Seacoast Region) Rockingham County, New Hampshire

Published by the
New Hampshire State Highway Department

1937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S
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ROOK
Seabrook Station
Mill Creek
Blackwater River
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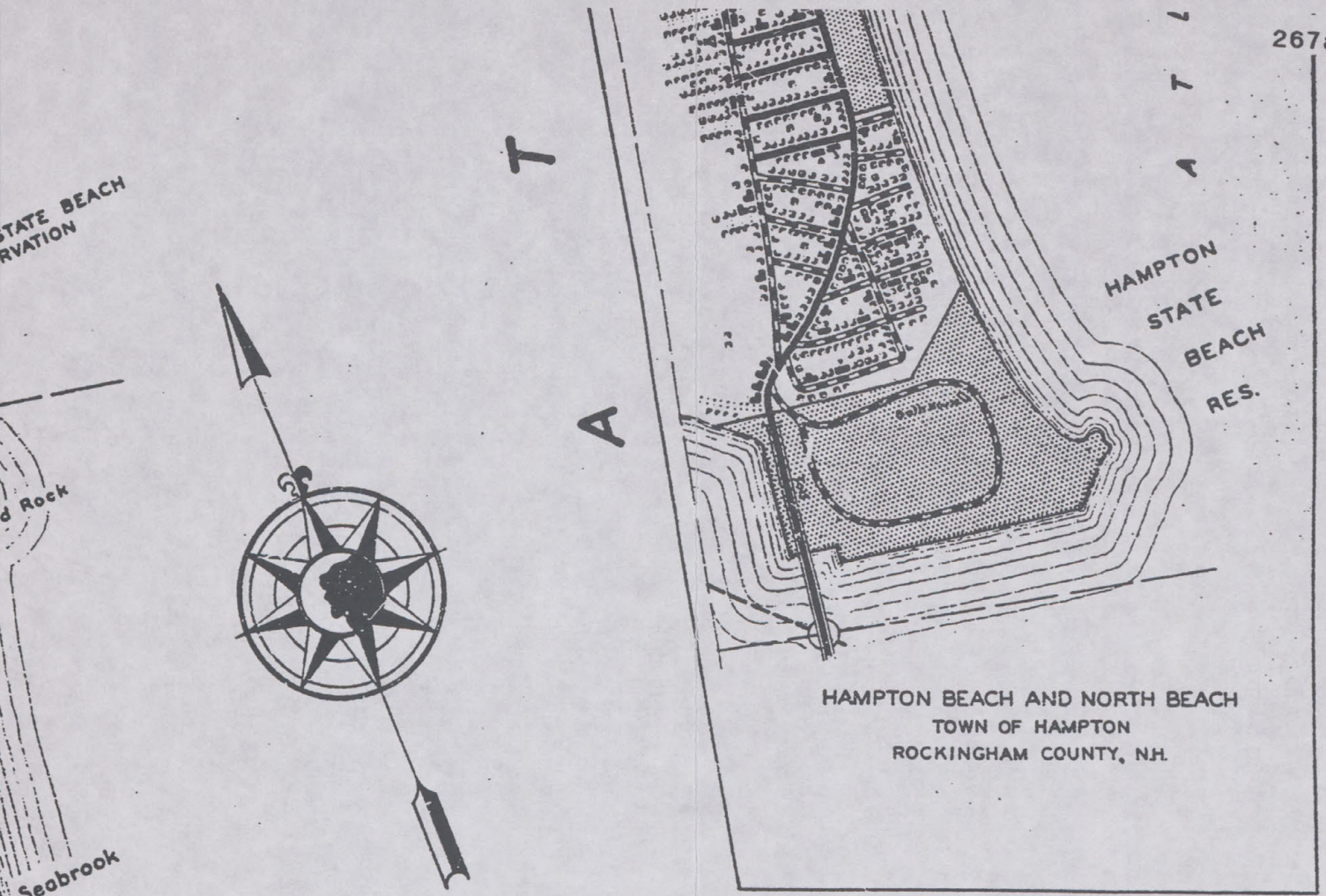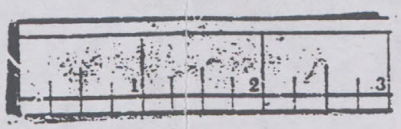

EASTERN (SEACOAST REGION)

# ROCKINGHAM COUNTY

## NEW HAMPSHIRE

PREPARED BY THE

NEW HAMPSHIRE STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE — 1/15825

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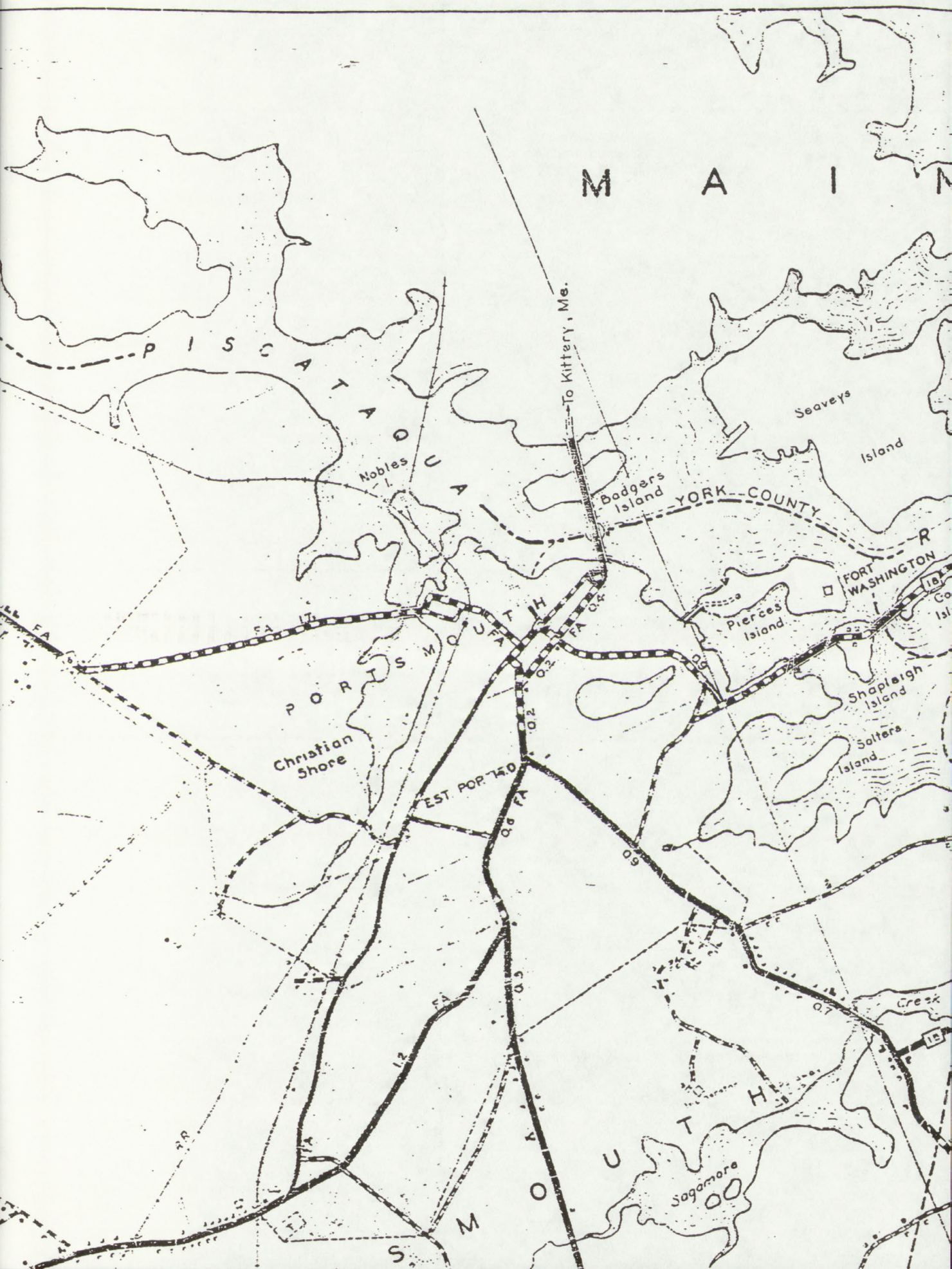
1937


M A I N
PISCATAQUA
To Kittery, Me.
Seaveys Island
Nobles I.
Badgers Island
YORK COUNTY
FORT WASHINGTON
Pierces Island
Shapleigh Island
Salters Island
PORTSMOUTH
Christian Shore
EST. POP. 750
Creek
Sagamore
SOUTH

E
V E R
FORT CONSTITUTION
New Castle
NEW MILITARY RES.
N E W C A S T L E
Pest I.
Leach Island
FORT STARK
Jaffrey Point
Whaleback Lighthouse
Goose I.
Little Harbor
Frost Point
Sheafes Point
Witch Creek
Gravel
Odiornes Point
Foyes Corner
1A

Portsmouth, New Hampshire Street Map

Published by the
Portsmouth Planning Department

1972

# PORTSMOUTH, N.H.

## STREET MAP






### Streets in Portsmouth


Adams Avenue ..... C-1
Albany St. ..... C-5
Albany St. Ext. ..... C-4
Aldrich Court ..... D-4
Aldrich Rd. ..... D-4
Alpine Ln. (PAB) ..... C-1
Alumni Drive ..... C-1
Alumni Ave. ..... F-1
Ash St. ..... D-3
Ashland St. ..... C-5
Aspen Ave. (PAB) ..... D-7
Atlantic Pl. ..... (Insets A-A)
Austin St. ..... C-4

Bell St. ..... D-3
Benefold Rd. ..... F-3 to F-5
Bethany Lane ..... E-5
Bethel Rd. ..... C-5, D-5
Bicknell Ct. ..... D-4
Bicknell Way ..... A-6
Bishop Dr. ..... B-6, D-1
Bolin Isle Rd. ..... C-2
Borden Ave. ..... D-3
Borman Lane ..... C-3
Bow St. ..... D-3
Bow Ave. ..... D-3
Boyle Rd. ..... (Insets A-A)
Boyd Rd. ..... D-5
Brattle St. ..... C-3
Breakat Rd. ..... C-2
Brewster St. ..... D-4
Bridge St. ..... B-4
Broad St. ..... C-5, D-5
Brookfield St. ..... F-4
Burkett St. ..... B-4
Burnham Pl. ..... (Insets A-A)
By-Pass ..... D-4, D-5
..... E-3, E-4

Cabot St. ..... C-4
Cabria Court ..... F-7
Cass St. ..... C-4
Cate St. ..... C-4
Cedar Dr. (PAB) ..... D-6
Central Ave. ..... B-4, B-5
Central St. ..... B-4
Centre St. ..... D-5
Centre St. ..... (Insets A-A)
Chapel Court ..... (Insets A-A)
Chapel St. ..... (Insets A-A)
Chatham St. ..... C-4
Chauncey St. ..... C-4
Chestnut St. ..... C-4
Church St. ..... (Insets A-A)
Church St. ..... B-4, B-5
Circuit Rd. Ext. ..... B-6, C-6
Clark Dr. ..... C-1
Clarkson Dr. ..... F-2, G-2
Clinton Rd. ..... C-1
Clinton St. ..... C-5
Clipper Lane ..... C-4
Club Rd. ..... F-6
Cocheco St. ..... B-5
Coffin's Court ..... C-4
Colonial Drive ..... F-6
Colonial Ave. ..... D-6
Columbia Court ..... C-4
Columbia St. ..... C-4
Commercial Place ..... (Insets A-A)
Concord Ave. (PAB) ..... D-6
Convent Way ..... A-6
Corporate Dr. ..... B-6
Coolidge Drive ..... G-2
Cornwall St. ..... C-2
Cottage St. ..... C-4
Court Place ..... B-4
Court St. ..... (Insets A-A)
Crescent Cir. (PAB) ..... C-1
Crescent Way ..... A-6
Cutts Ave. ..... B-6
Cutts St. ..... C-5 to D-5

Daniel St. ..... (Insets A-A)
Dartmouth St. ..... F-5
Dearborn Place ..... B-5
Dearborn St. ..... B-5
Deerfield St. Ext. ..... C-5
Decatur Rd. ..... F-6
Deer St. ..... B-4
Dennett St. ..... D-3
Derby St. ..... B-5, C-5
Idlewood Rd. ..... C-6
Dodge Ave. ..... F-5
Dover St. ..... C-5
Downing Rd. ..... F-2
Driftwood Lane ..... B-2, B-3
Durham St. (PAB) ..... E-7
Durgin Lane ..... C-6
Durtin Ave. ..... (Insets A-A)
Dwight Ave. ..... C-2

Echo Ave. ..... C-7
Edgewood Rd. ..... F-2
Edmond Ave. ..... C-6
Edmond St. ..... B-3
Elm Ave. (PAB) ..... D-9
Elm Court ..... D-4, D-5
Elm Street ..... D-4
Elwyn Ave. ..... C-2
Elwyn Rd. ..... B-5, to F-3
Emery Ave. ..... E-6
Exeter St. (PAB) ..... D-9

Fairview Ave. ..... C-6
Fairview Drive ..... C-6
Fieldstone Way ..... A-6
Fieldstone Place ..... A-6
Farm Lane ..... C-6, D-6
Fella Rd. ..... D-1
Fields Rd. ..... D-6
Fidelity Rd. ..... G-1, G-2
Fleet St. ..... B-4
Fletcher St. ..... E-4
Foch Ave. ..... E-5
Franklin St. ..... B-5
Freeman's Point ..... A-5, A-6
Frenchman's Lane ..... D-6
Friend St. ..... C-4

Gardner St. ..... D-1
Gardner St. ..... (Insets A-A)
Garfield Rd. ..... G-2
Garvin's Court ..... B-4
Gates St. ..... (Insets A-A)
Georges Terrace ..... F-6
Gosling Rd. ..... B-6, C-6, C-5
Goulton Dr. (PAB) ..... E-7
Granite St. ..... C-7
Grant Ave. ..... G-2, F-2
Grace Lane ..... D-3
Green St. ..... B-4
Greenwood Rd. ..... F-5, F-6, G-6
..... G-7, H-6
Greenland Ave. ..... E-3 to F-6
Greenside Ave. ..... F-7

Hall Court ..... F-6
Hampshire Rd. ..... E-6
Hampton Bl. (PAB) ..... E-10
Hancock St. ..... (Insets A-A)
Hanover St. ..... B-4
Harding Rd. ..... F-6, F-5, G-1
Harrison Ave. ..... G-2
Harvard St. ..... F-5
Haven Court ..... (Insets A-A)
Haven Rd. ..... C-5
Hawthorne St. ..... D-3
Hawthorne Dr. (PAB) ..... D-10
Hayes Place ..... F-1
Hackory Ln. ..... C-6
Hackory Ct. (PAB) ..... D-9
High St. ..... (Insets A-A)
Highland St. ..... C-3, C-4
Hillcrest Drive ..... C-7
Hillside Drive ..... E-3, E-4
Hodgdon Lane ..... C-7
Hollis Lane ..... C-7
Holmes Court ..... B-5
Hooper Drive ..... E-6
Howard St. ..... (Insets A-A)
Humphrey's Ct. ..... D-3
Hunting St. ..... (Insets A-A)

Island St. ..... D-5
Islington St. ..... B-4, C-4, D-4 to B-6
..... E, F-4
Interchange Rte 101/95
Greenland Rd. ..... F, G, H-6

Jackson Hill ..... B-5
Jacobs St. ..... B-4
Jenkins Ave. ..... D-3
Jewett's Ct. ..... B-4
Johnson Ct. ..... B-3
Jones Ave. ..... D-6, E-6
Junipro Ln. (PAB) ..... D-8
Junkins Ave. ..... D-3, C-3

Kearsarge Way ..... A-6, B-6
Kensington Rd. ..... E-6
Kent St. ..... C-3

Ladd St. ..... (Insets A-A)
Ladycroft, Ken-O-S, Rte. 1 ..... D-8 to E-3
Long Rd. ..... F-1 to G-1
Langdon St. ..... C-4
Lafayette Road ..... E-6, F-1
Lawrence St. ..... D-4
Leonard Ave. ..... F-6
Lena Ave. ..... D-2
Leslie Drive ..... B-5
Lisa Lane (PAB) ..... D-8
Lafayette Park ..... C-5, C-6, D-6
Little St. ..... J-3
Little Harbor Rd. ..... C-2, D-2
Livermore St. ..... B-3
Lois St. ..... E-6
Longmeadow Lane ..... C-6, C-7
Lookout Lane ..... D-2
Lowell St. ..... (Insets A-A)

Madison St. ..... C-4
Mangrove St. ..... B-6
Manning St. ..... (Insets A-A)
Manor Drive ..... D-5
Maple St. ..... B-4
Maple Dr. (PAB) ..... E-7
Maplewood Ave. ..... B-5 to C-7
Maplewood Ter (PAB) ..... E-7
Marcy St. ..... (Insets A-A)
Marietta Dr. ..... C-5, C-6, D-6
Marjorie St. ..... E-4
Mark St. ..... F-5
Market Square ..... (Insets A-A)
Market St. ..... B-4, B-5 (Insets A-A)
Marne Ave. ..... C-2, D-2
Marstons Lane ..... D-2
Martha Terrace ..... F-6 & 5
Mason Ave. ..... E-6
McClintock Avenue ..... F-6
McDonough Street ..... C-6
McKinley Road ..... C-2, F-2
McNabb Court ..... C-2
Meadow Road ..... C-6
Mechanic Street ..... (Insets A-A)
Meeting House Hill ..... (Insets A-A)
Melbourne Street ..... E-5
Melcher Street ..... D-2
Meredith Avenue ..... D-6
Merriman Street ..... C-6
Middle Road ..... D-5, E-6, F-5
Middle Street ..... B-4, C-4, D-4
Miller Avenue ..... C-1 & 2
Miramo Road ..... F-3
Mirtle Terrace ..... D-2
Mofflin Street ..... F-6
Monroe Street ..... D-4
Monroe Street Extension ..... D-6
Monteith Street ..... C-5
Morning Street ..... D-6
Moulton Drive ..... J-3
Mount Vernon Street ..... C-3
Myrtle Avenue ..... B-5, C-5 & 6
Myrtle/Central Avenue ..... C-5

Newcastle Avenue ..... B-2 & 3
New Hampshire Turnpike
Route 95 ..... H, E, F, G, H-6
Newfields (PAB) ..... E-8
Newington (PAB) ..... C-9, D-9
Noble's Island ..... B-5
North School Street ..... D-4
Northeast Street ..... B-5
New Hampshire Turnpike By-Pass to Rte. 1 ..... D-6 & 5, E-1 & 6

Oak Street ..... B-4
Odiorne Point ..... J-1, G & 5
Orange Street ..... B-6
Orchard Court ..... D-3
Orchard Street ..... D-3 & 4
Osband Avenue ..... F-5

Pamela Drive ..... J-1
Park Street ..... C & D-4
Parker Pines ..... B-6
Parker Street ..... D-6
Parrott Avenue ..... B-4, C-4
Partridge Street ..... D-2
Patricia Drive ..... J-6
Peirce Street ..... C-4
Pearson Street ..... E & F-6
Pendleton Street ..... C-4
Peverly Hill Road ..... F-3 & 4
Pickering Avenue ..... (Insets A-A)
Pickering Street ..... (Insets A-A)
Pierce Place ..... B-6
Pine Street ..... C-5
Pinecrest Terrace (PAB) ..... D-7
Plains Avenue ..... F-6 & 5
Pleasant Point Drive ..... B-2
Pleasant Street ..... (See Insets A-A)
Porpoise Lane ..... A-6 & 7
Porpoise Way ..... A-6 & 7
Porter Street ..... B-6
Portsmouth Avenue (PAB) ..... E-7 to D-9
Pray Street ..... B-4
Preble Way ..... A-6
Princeton Street ..... F-3
Profile Avenue ..... D-7
Prospect Street ..... B-5

Raleigh Way ..... A-6
Ranger Way ..... A-6
Rayes Avenue ..... B-5
Regent Road ..... E & F-1
Rectoria Avenue ..... C-3 & 4
Richmond Street ..... (See Inset A-A)
Ridges Court ..... B-3
Ridge Lane ..... B-5
Rock Street ..... C-4
Rockaway Street ..... B-3
Rockhill Avenue ..... B-6 & 7
Rockingham Avenue ..... E & D-6
Rockingham Drive (PAB) ..... D-7, E & 6, E-7
Rockingham Street ..... C-4
Rockland Street ..... C-3 & 4
Rogers Street ..... B-4
Roby Road ..... C-6
Rockwell Court (Alley) ..... B-4
Russell Street ..... B-6
Rutland Street ..... D-4 & 5

Sagamore Avenue, C-3, D-3 & 4, E-1
Sagamore Creek ..... D-1
Salem Street ..... C-4
Salmon Street ..... B-3
Sagamore Street ..... C-6
Sagamore Way ..... C-6
Saltonstall Avenue ..... F-6
Sarah Mildred Avenue ..... B-6 (See Inset)
Sewall Road ..... D-6
Shindle Street ..... (See Inset A-A)
Shurtleff Road ..... E-6
Sherburne Avenue ..... D-3
Sherburne Road ..... F-6 & 7
Sheridan Avenue ..... C-1
Sinnotts Road ..... J-1
Sims Avenue ..... E-6 & 5
Sims Harbor Avenue ..... C-1
Smith Mill Street ..... (See Inset A-A)
South School Street ..... C-4
South Street ..... B, C & D-3 & 4
Spartacus Street ..... C-1
Spaulding Turnpike ..... C-1, E & 5
Spinney Road ..... E & 5
Spring Street ..... C-3
Spruce Drive (PAB) ..... D-7
Spruce Street ..... C-4
State Street ..... B & C-4
Stoneham (PAB) ..... E-7
Sudbury Street ..... C-4
Summer Street ..... C-4
Sunset Avenue ..... D-1
Sunset Road ..... J-1
Sutton Avenue ..... F-1
Suzanne Drive ..... I & J-1
Swett Avenue ..... C-6
Sylvester Street ..... E-4

Taft Road ..... F & G-6
Tanner Alley ..... B-4
Tanner Court ..... B-4
Tanner Street ..... B-4
Taylor Lane ..... F-1 & 2, G-2
Thaxter Road ..... D-6
Thaxter Road Ext. ..... D-6
Thornton Street ..... C & D-5
Thornton Street Ext. ..... C-5
Tapna Place ..... C-6
Traffic Circle ..... D-1 & 6
Truman Place ..... C-2 & 1
Tyler ..... C-1

Union Street ..... C-3 & 4, D-3

Vaughans Avenue ..... C-1 & 2
Vaughan Street ..... B-4
Venus Street ..... C-7
Verdun Avenue ..... D-2
Versailles Avenue ..... D-2 & 3
Victory Road ..... F-6
Vine Street ..... E-3

Walden Street ..... B-3
Walker Bungalow Road ..... D-1 & 2
Walker Street ..... B-5
Wall Street ..... B-4
Wallace Road ..... D-3
Walton Avenue ..... (See Inset A-A)
Ward Place ..... D-2
Washington Avenue ..... B-3 & 4
Weald Road ..... B-2
Wedgewood Road ..... C-2
Wentworth House Road ..... D-1
Wentworth Street ..... B-3
Weeden Street ..... B-3
Wendell Court ..... F-6
Wiggin Street ..... C-5
White Birch Drive (PAB) ..... D & E-7
Wilcox Street ..... C-4, D-3 & 4
Willard Avenue ..... D-3 & 4
Wilson Lane ..... C-2
Wilson Road ..... C-2
Winchester Street ..... J-1
Winnicut Road ..... C-2
Winter Street ..... C-4
Walmer Avenue ..... F-7
Woodbine Terrace (PAB) ..... D-8
Woodbury Ave. ..... B-6, C-5, 6, 7 & 8
Woodbury Cutoff ..... C-1
Woodworth Avenue ..... F-6
Worthen Road ..... F-6
Wright Avenue ..... (See Inset A-A)


### ISLANDS

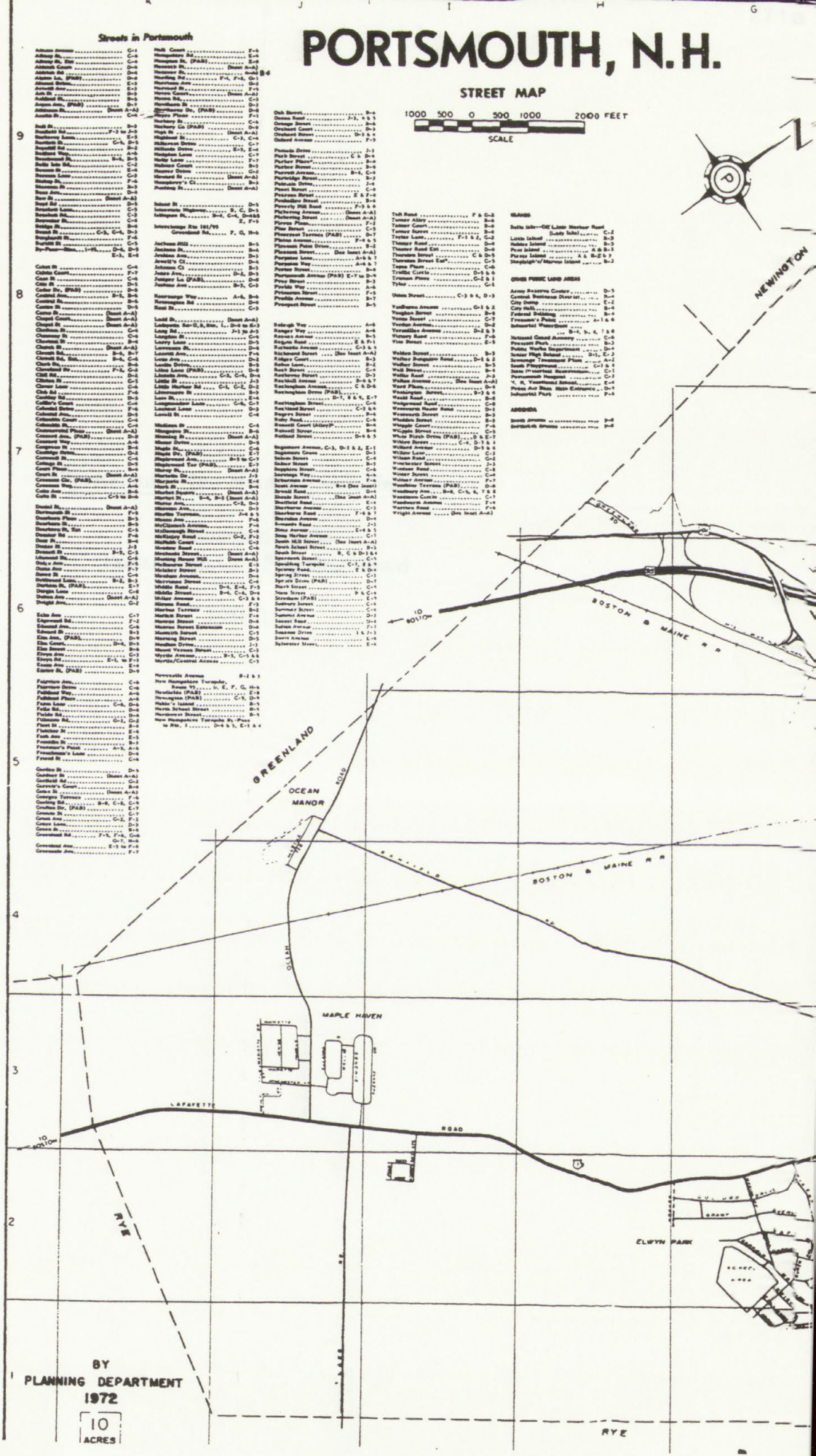

Bolin Isle—Off Lister Harbour Road
(Lady Isle) ..... C-2
Little Island ..... B-3
Rabbit Island ..... B-3
Pest Island ..... A & B-1
Pierce Island ..... A & B-2 & 3
Shapleigh's/Harvey Island ..... B-2


### OTHER PUBLIC LAND AREAS


Army Reserve Center ..... D-5
Central Business District ..... B-4
City Dump ..... C-2
City Hall ..... B-4
Federal Building ..... B-4
Frescoe's Point ..... A-1 & 6
Industrial Waterfront
..... B-4, 5, 6, 7 & 8
National Guard Armory ..... C-6
Prescott Park ..... B-3
Public Works Department ..... D-4
Senior High School ..... B-5, E-3
Sewerage Treatment Plant ..... A-2
South Playground ..... C-1 & 2
State Pr'mental Reservation ..... C-1
Portsmouth Hospital ..... C-3
V. A. Vocational School ..... E-4
Water Ave Base Main Extension ..... D-1
Industrial Park ..... F-6


### AIRPORTS


Smith Airport ..... J-8
Portsmouth Airport ..... J-8


BY
PLANNING DEPARTMENT
1972

10
ACRES

NEWINGTON
NEWINGTON
PEASE AIR BASE
GOSLING MEADOWS
SCHILLER PLANT AREA
SPRAGUE OIL AREA
SEACREST VILLAGE
ATLANTIC HEIGHTS
PANNAWAY MANOR
PISCATAQUA RIVER
SECTION A–A
SENIOR HIGH SCHOOL AREA
LITTLE HARBOR SCHOOL
LITTLE HARBOR
ISLAND
BELLE ISLE
MARY ANN ISLE
NEWCASTLE
RYE
LAFAYETTE ROAD
MIDDLE ROAD
NORTH MILL POND
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

# Portsmouth, New Hampshire Zoning Map

Published by the
Portsmouth City Planning Board

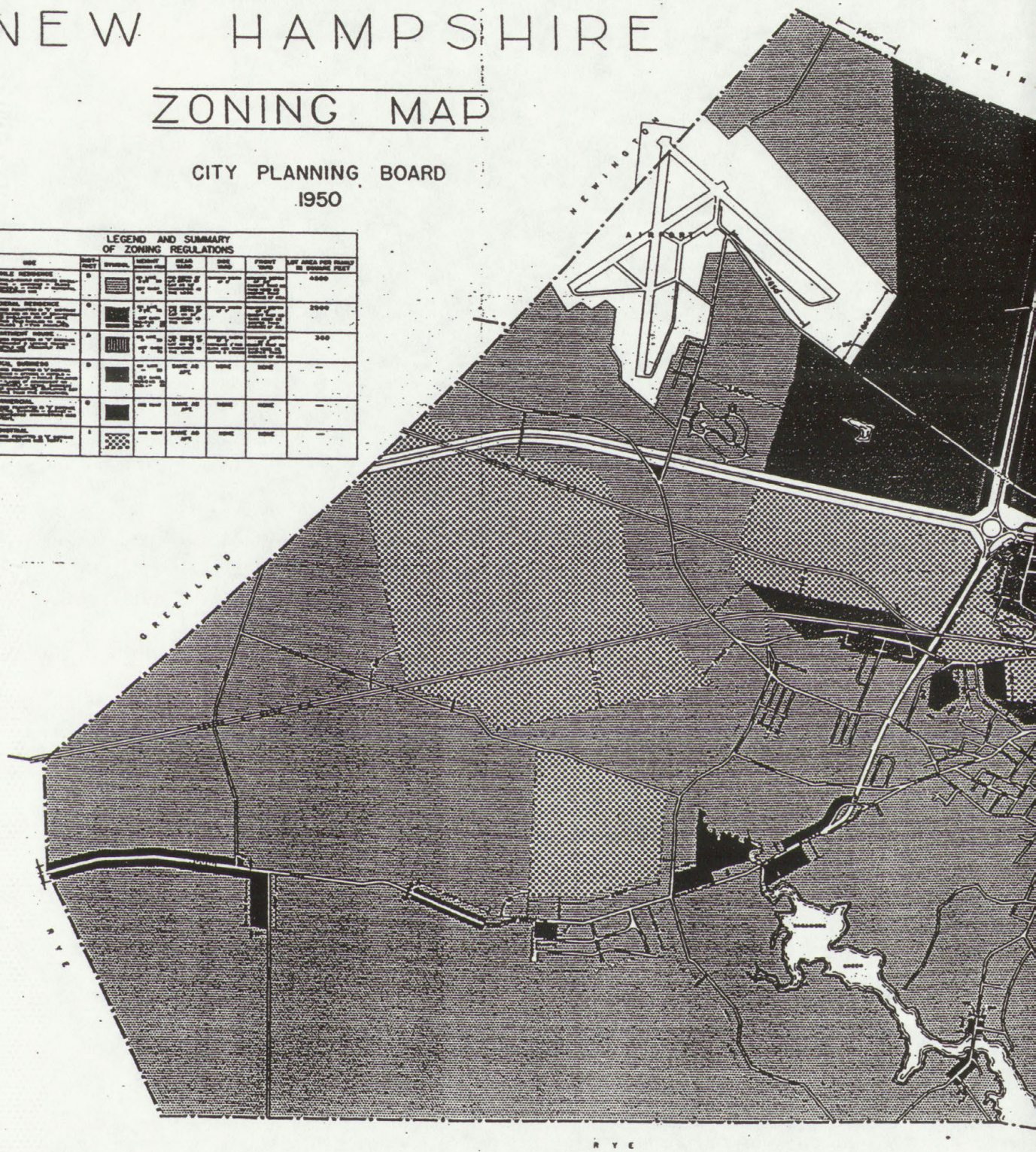
1950-1951

# PORTSMOUTH
## NEW HAMPSHIRE

## ZONING MAP

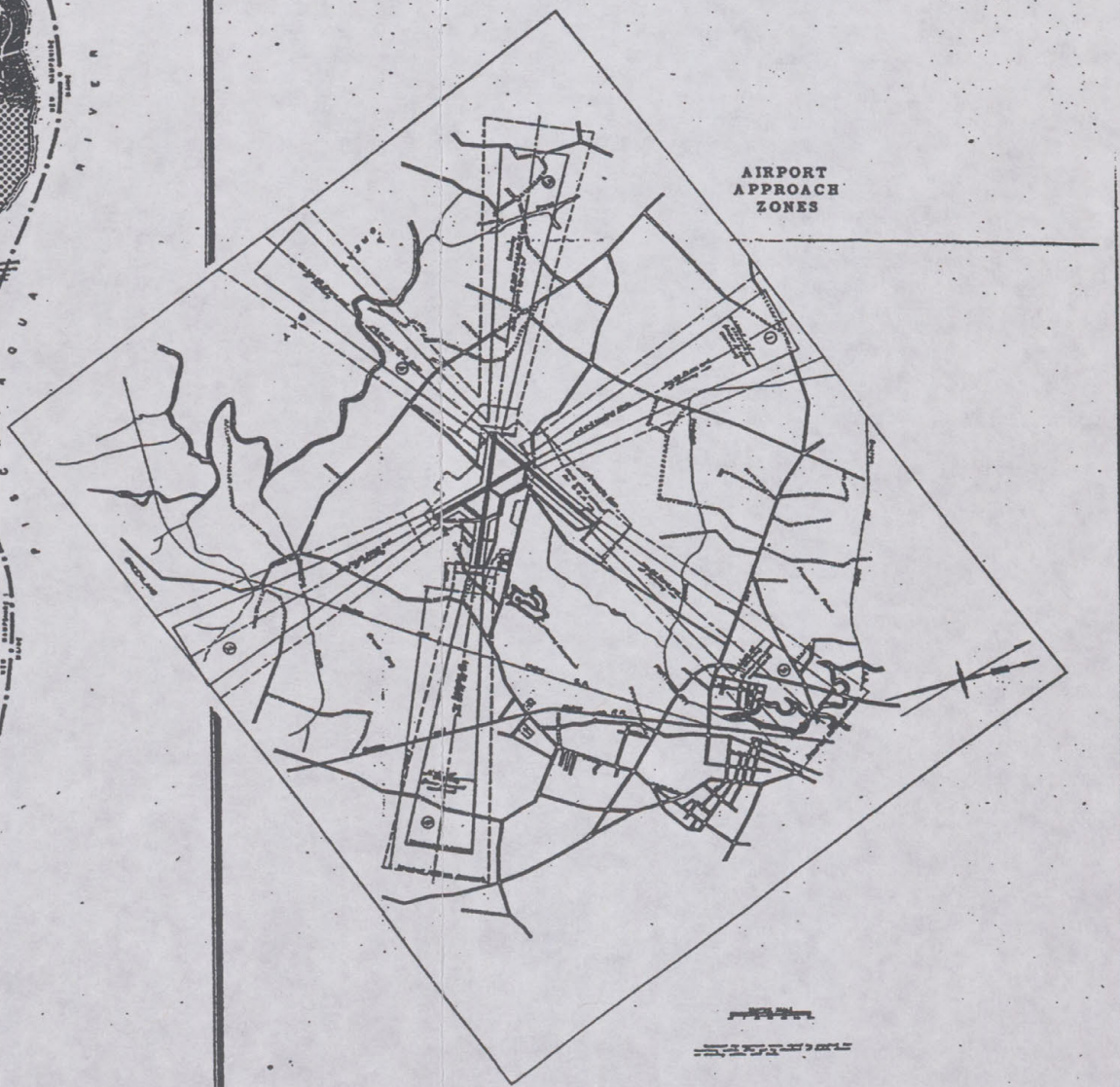
CITY PLANNING BOARD
1950

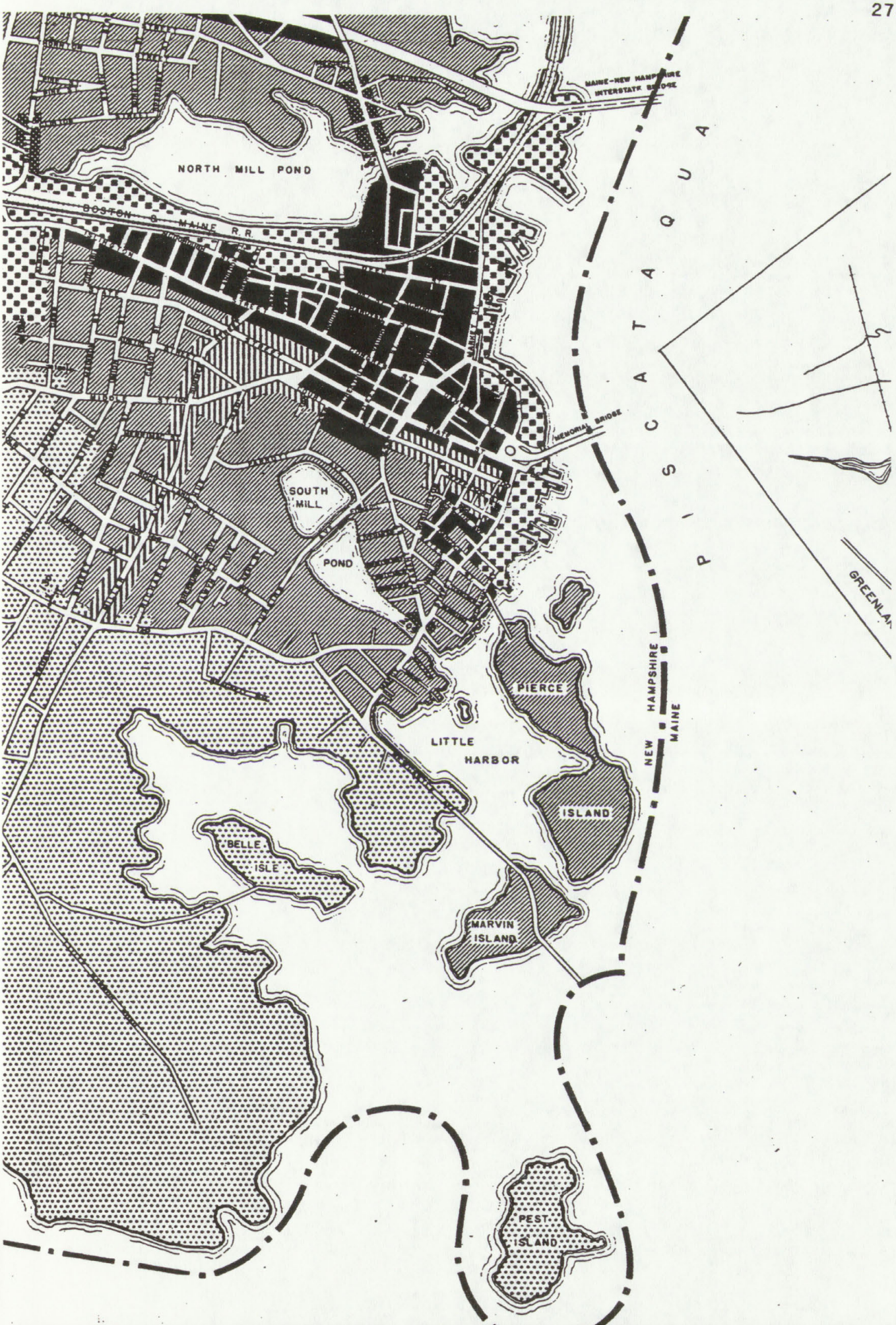
| LEGEND AND SUMMARY OF ZONING REGULATIONS | | | | | | | |
|---|---|---|---|---|---|---|---|
| USE | DISTRICT | SYMBOL | HEIGHT | REAR YARD | SIDE YARD | FRONT YARD | LOT AREA PER FAMILY IN SQUARE FEET |
| SINGLE RESIDENCE | R | | 2½ STY. OR 35 FT. | 25 FEET OR 20% OF DEPTH OF LOT | 7½ FEET | 25 FEET OR AVERAGE OF BUILDINGS ON ADJACENT LOTS | 4000 |
| GENERAL RESIDENCE | R | | 2½ STY. OR 35 FT. | 25 FEET OR 20% OF DEPTH OF LOT | 7½ FEET | 25 FEET OR AVERAGE OF BUILDINGS ON ADJACENT LOTS | 2000 |
| APARTMENT HOUSE | A | | 3½ STY. OR 45 FT. | 25 FEET OR 20% OF DEPTH OF LOT | 7½ FEET FOR 2½ STY. OR 35 FT. BUILDING, 10 FEET FOR 3½ STY. OR 45 FT. BUILDING | 25 FEET OR AVERAGE OF BUILDINGS ON ADJACENT LOTS | 300 |
| LOCAL BUSINESS | B | | 2½ STY. OR 35 FT. | SAME AS R | NONE | NONE | — |
| INSTITUTIONAL | R | | SAME AS R | SAME AS R | NONE | NONE | — |
| INDUSTRIAL | I | | SAME AS R | SAME AS R | NONE | NONE | — |




LEONARD DUNLOP SMITH
CITY AND TOWN PLANNING CONSULTANT
DOVER, N.H.

# Zoning Map of the City of Portsmouth
## New Hampshire
## Prepared by Portsmouth Planning Board
## January, 1951



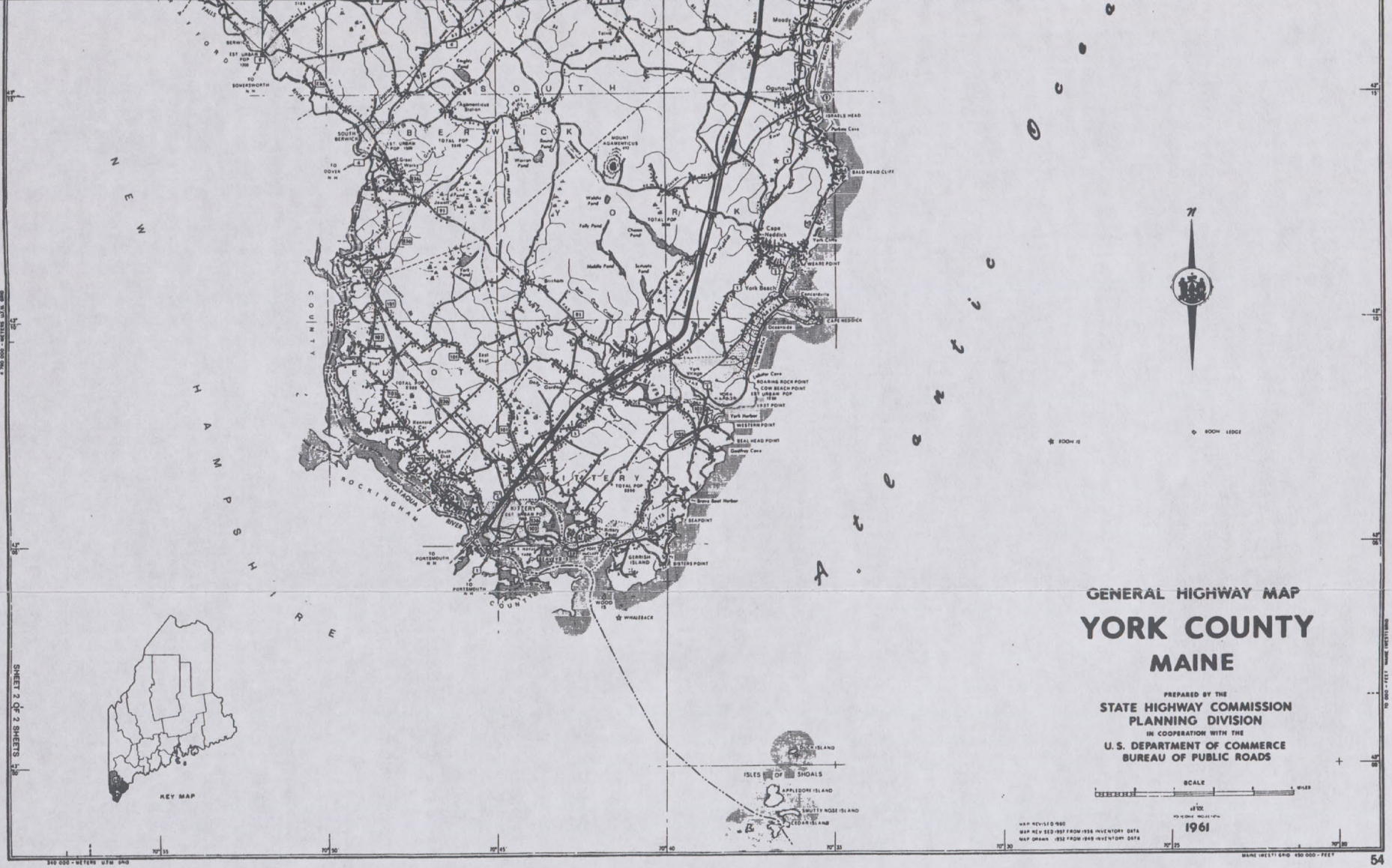

MAINE-NEW HAMPSHIRE INTERSTATE BRIDGE
NORTH MILL POND
BOSTON & MAINE R.R.
MEMORIAL BRIDGE
SOUTH MILL POND
PISCATAQUA
GREENLAND
NEW HAMPSHIRE
MAINE
PIERCE ISLAND
LITTLE HARBOR
BELLE ISLE
MARVIN ISLAND
PEST ISLAND

General Highway Map, York County, Maine

Published by the
Maine State Highway Commission Planning Division

1961

LEGEND
ROAD TYPES
ROUTE AND SYSTEM DESIGNATIONS
BRIDGES
WATER FEATURES
BOUNDARIES
NATURAL FEATURES
RAILROADS
AIRWAYS AND AIRPORTS
PARKS AND RESERVATIONS
CITY AND VILLAGE CENTERS
CULTURAL FEATURES
CUMBERLAND COUNTY
MAP 12
YORK COUNTY
MAP 53
YORK COUNTY
MAP 53
SACO
BIDDEFORD
OLD ORCHARD BEACH
SACO BAY
KENNEBUNKPORT
ARUNDEL
NORTH BERWICK
WELLS
KENNEBUNK


GENERAL HIGHWAY MAP
YORK COUNTY
MAINE
PREPARED BY THE
STATE HIGHWAY COMMISSION
PLANNING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
SCALE
1961
KEY MAP
SHEET 2 OF 2 SHEETS
NEW HAMPSHIRE
Atlantic Ocean
SOUTH BERWICK
ELIOT
KITTERY
YORK
YORK COUNTY
ROCKINGHAM COUNTY
ISLES OF SHOALS
DUCK ISLAND
APPLEDORE ISLAND
SMUTTY NOSE ISLAND
CEDAR ISLAND
WHALEBACK
BOON ISLAND
BOON LEDGE
Cape Neddick
York Beach
York Harbor
Kittery Point
Seapoint
Gerrish Island
Pepperrell Cove
Brave Boat Harbor
Piscataqua River
Agamenticus
Mount Agamenticus
Bald Head Cliff
Israels Head
Weare Point
Boar's Head
Moody
Ogunquit
Cape Neddick
York Corner
Oceanside
Concordville
York Village
York Harbor
Western Point
Seal Head Point
Gunpit Cove
Roaring Rock Point
Cow Beach Point
Fort Point
Sisters Point
Pepperrell Cove
Brave Boat Harbor
Seapoint
Gerrish Island
Whaleback
Isles of Shoals
Duck Island
Appledore Island
Smutty Nose Island
Cedar Island

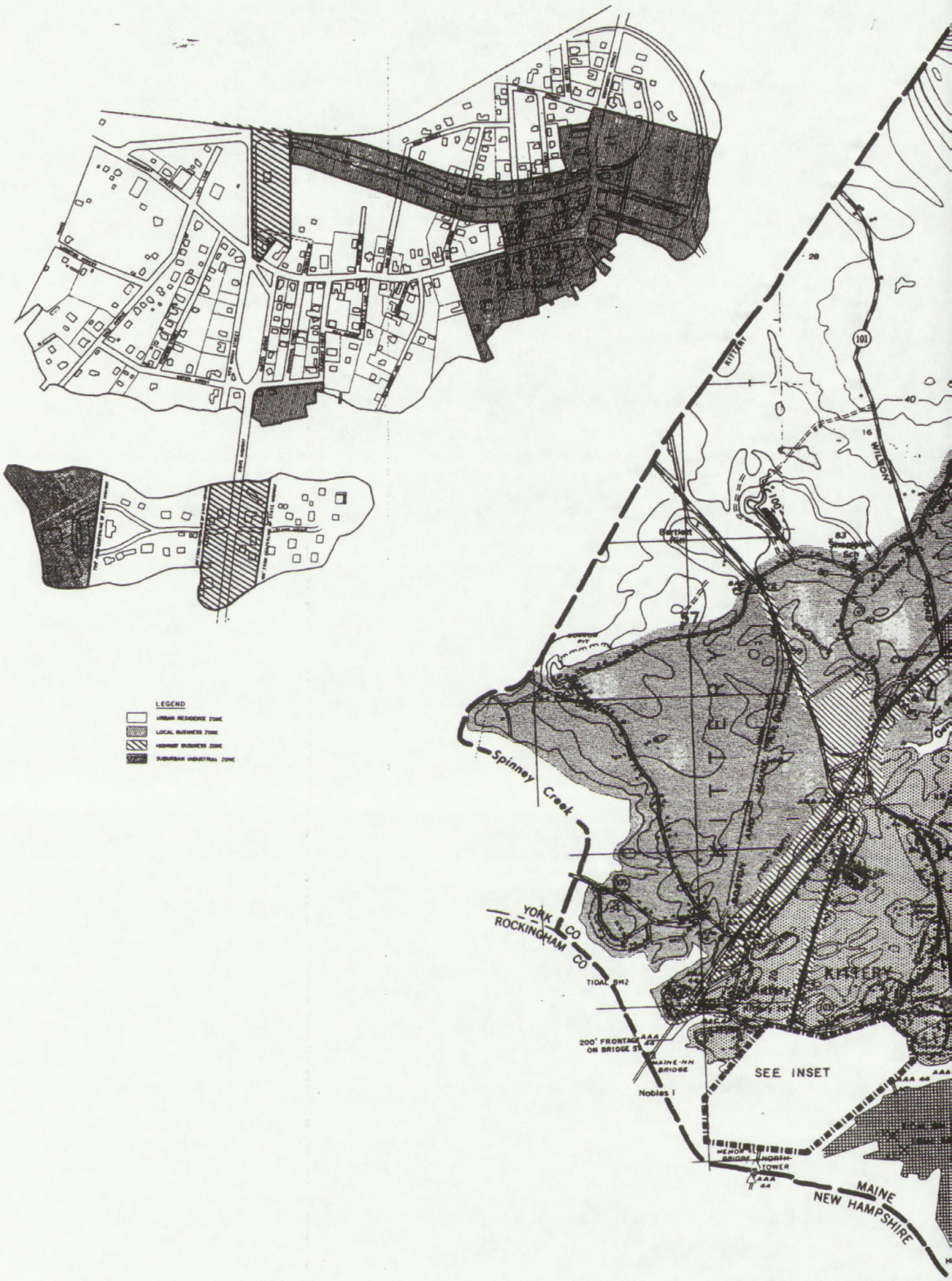
TOTAL POP.
2509
103
236
Creek
Kennard
Cor
South
Eliot
101
Dolly Gordon
Cider
MAINE
Brook
York
Village
RIVER
YORK
HARBOR
Lobster Cove
ROARING ROCK
COW BEACH PO
EST. URBAN POP.
1250
EAST POINT
York Harbor
WESTERN POINT
SEAL HEAD POINT
Godfrey Cove
KITTERY
TOTAL POP.
8380
Brave Boat Harbor
SEAPOINT
CUTTS
IS.
Kittery
Point
KITTERY
EST. URBAN POP
7000
PISCATAQUA
RIVER
U. S. NAVAL
YARD
SEAVEYS IS
FORT
McCLARY
GERRISH
ISLAND
SISTERS POINT
TO
PORTSMOUTH
N. H.
TO
PORTSMOUTH
N. H.
WOOD
IS.
WHALEBACK

Town of Kittery, Maine Zoning Map

Published by the
Town of Kittery

1960

# TOWN OF KITTERY,

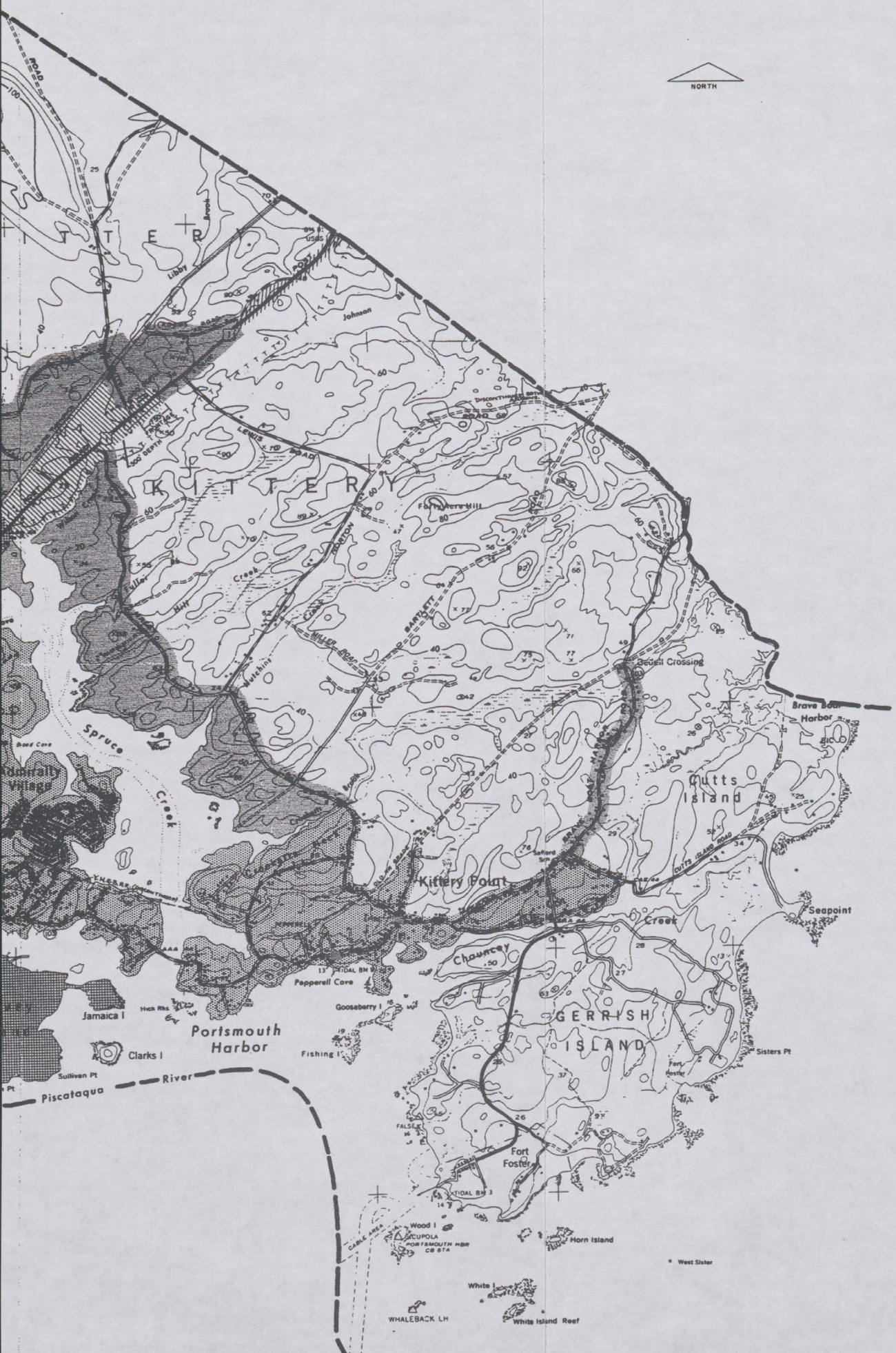



## LEGEND

- RURAL RESIDENCE ZONE
- SUBURBAN RESIDENCE ZONE
- URBAN RESIDENCE ZONE
- LOCAL BUSINESS ZONE
- HIGHWAY BUSINESS ZONE
- SUBURBAN INDUSTRIAL ZONE

# MAINE ZONING MAP

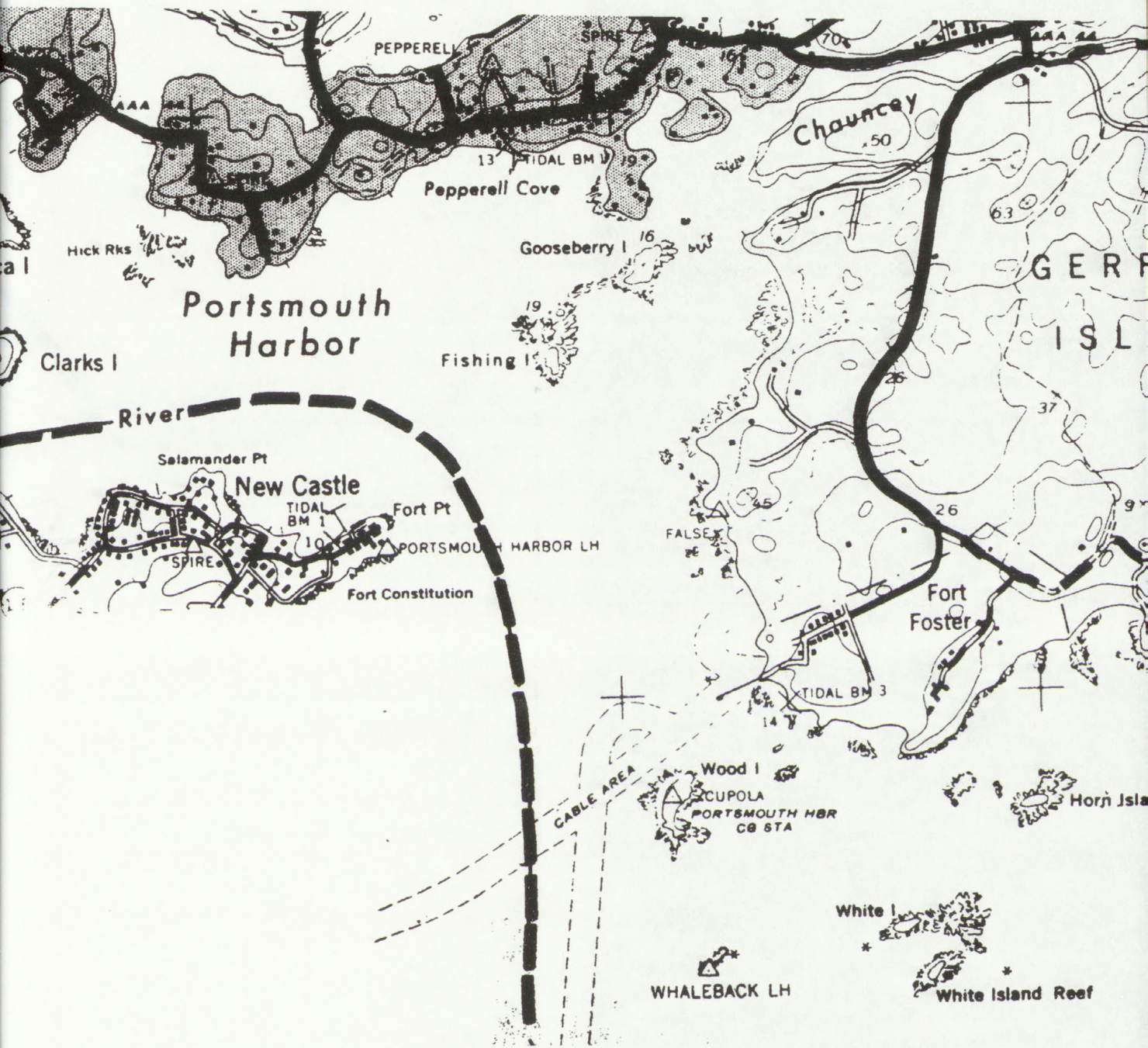


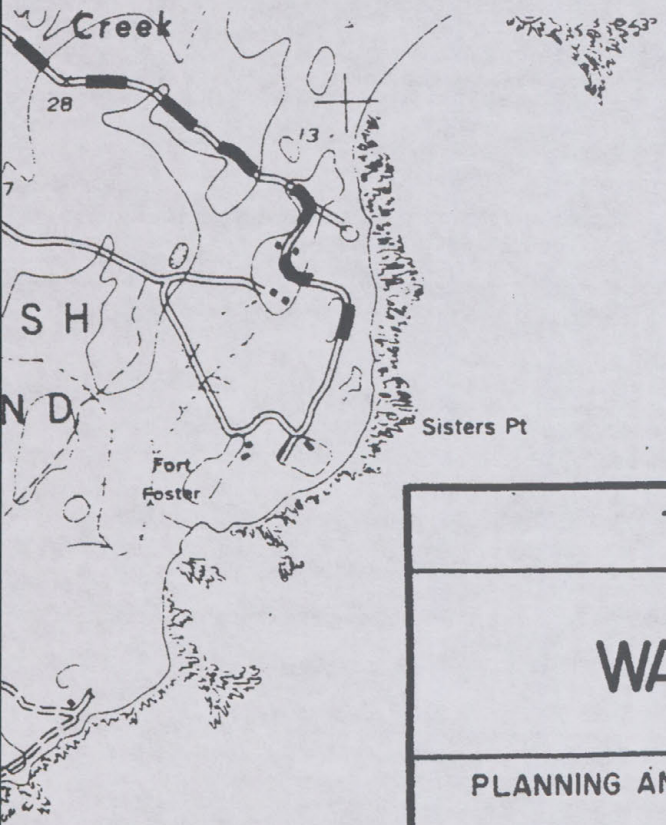


Map of Water Distribution Lines of Town of Kittery, Maine

Published by
Planning and Renewal Associates

1958


PEPPERELL
SPIRE
Chauncey
Pepperell Cove
TIDAL BM 1
Hick Rks
Gooseberry I
Portsmouth
Harbor
Clarks I
Fishing I
River
Salamander Pt
New Castle
TIDAL
BM 1
Fort Pt
SPIRE
PORTSMOUTH HARBOR LH
Fort Constitution
FALSE
Fort
Foster
TIDAL BM 3
Wood I
CUPOLA
PORTSMOUTH HBR
CG STA
CABLE AREA
White I
WHALEBACK LH
White Island Reef




# TOWN OF KITTERY

# WATER DISTRIBUTION

PLANNING AND RENEWAL ASSOCIATES · CONSULTANTS

CAMBRIDGE MASSACHUSETTS

PROJECT NO. 701 MAINE P-3

TOWN PLANNING STUDIES UNDERTAKEN BY THE KITTERY PLANNING BOARD WITH THE ASSISTANCE OF THE DEPARTMENT OF ECONOMIC DEVELOPMENT AND THE U.S. HOUSING AND HOME FINANCE AGENCY

0 500 1000 2000

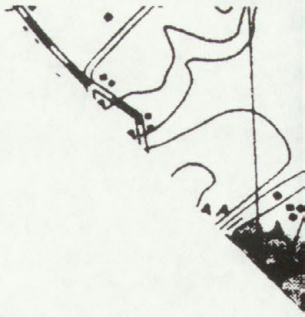
SCALE 1"=1000'

DATE JULY 1958
CODE I-C-2-f
SOURCE
MAP NO. 5

NORTH

* West Sister

The preparation of this report was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.



EXISTING WATER DISTRIBUTION MAINS

EXISTING SEASONAL SERVICE MAINS

KITTERY WATER DISTRICT

WATER SYSTEM SOURCE

WATER SYSTEM FACILITY

A BOLT HILL STANDPIPE

B MAIN FROM BOLT HILL STANDPIPE AND COTTLE SPRING SOURCE

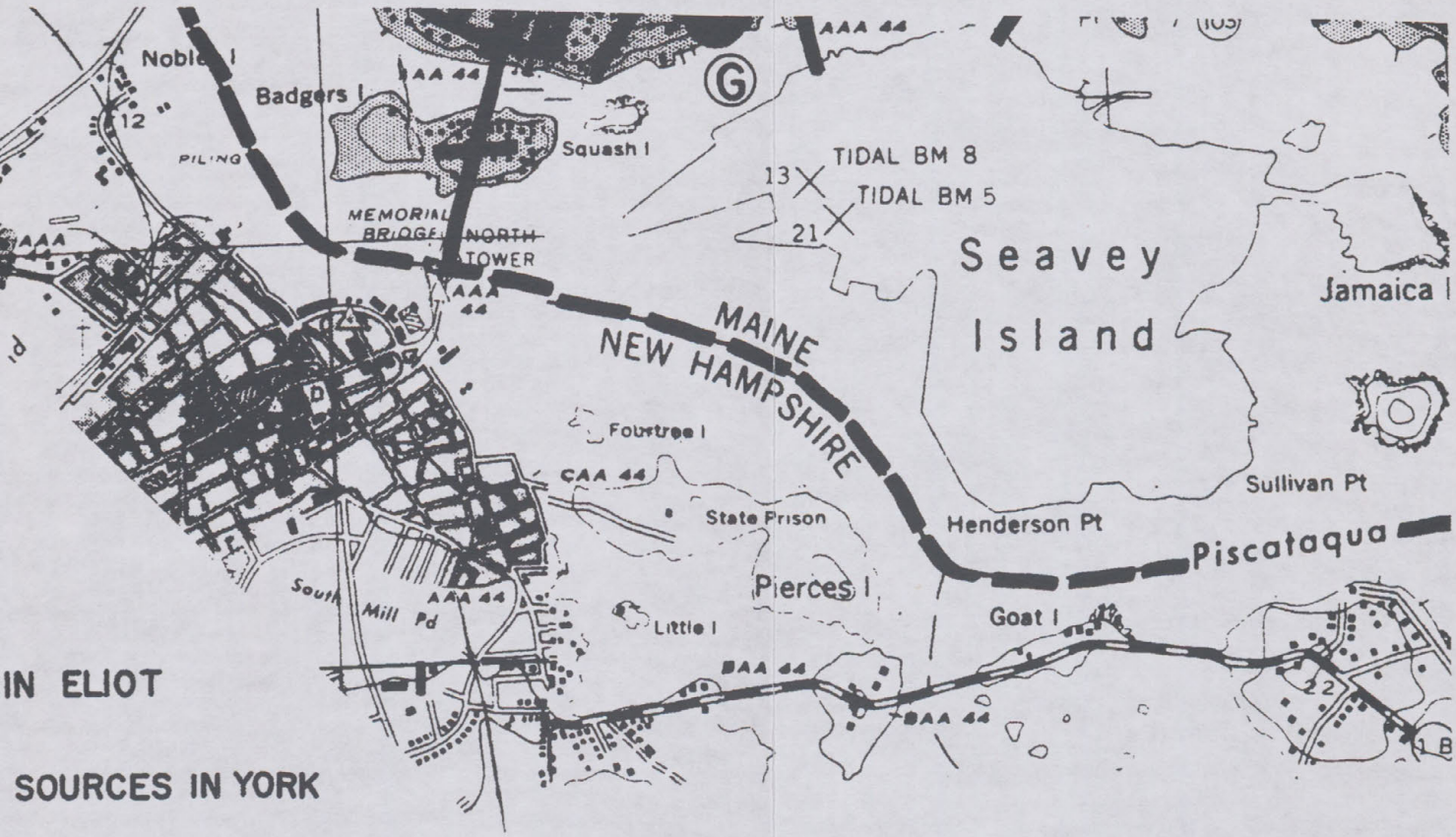
C MAIN FROM MIDDLE POND ,FOLLY POND AND BOULTER RESERVOI

D NORTH KITTERY BOOSTER PUMPING STATION

E SHEPERD HILL STANDPIPE

F WATER DEPARTMENT SHOPS

G WATER DEPARTMENT OFFICES




IN ELIOT

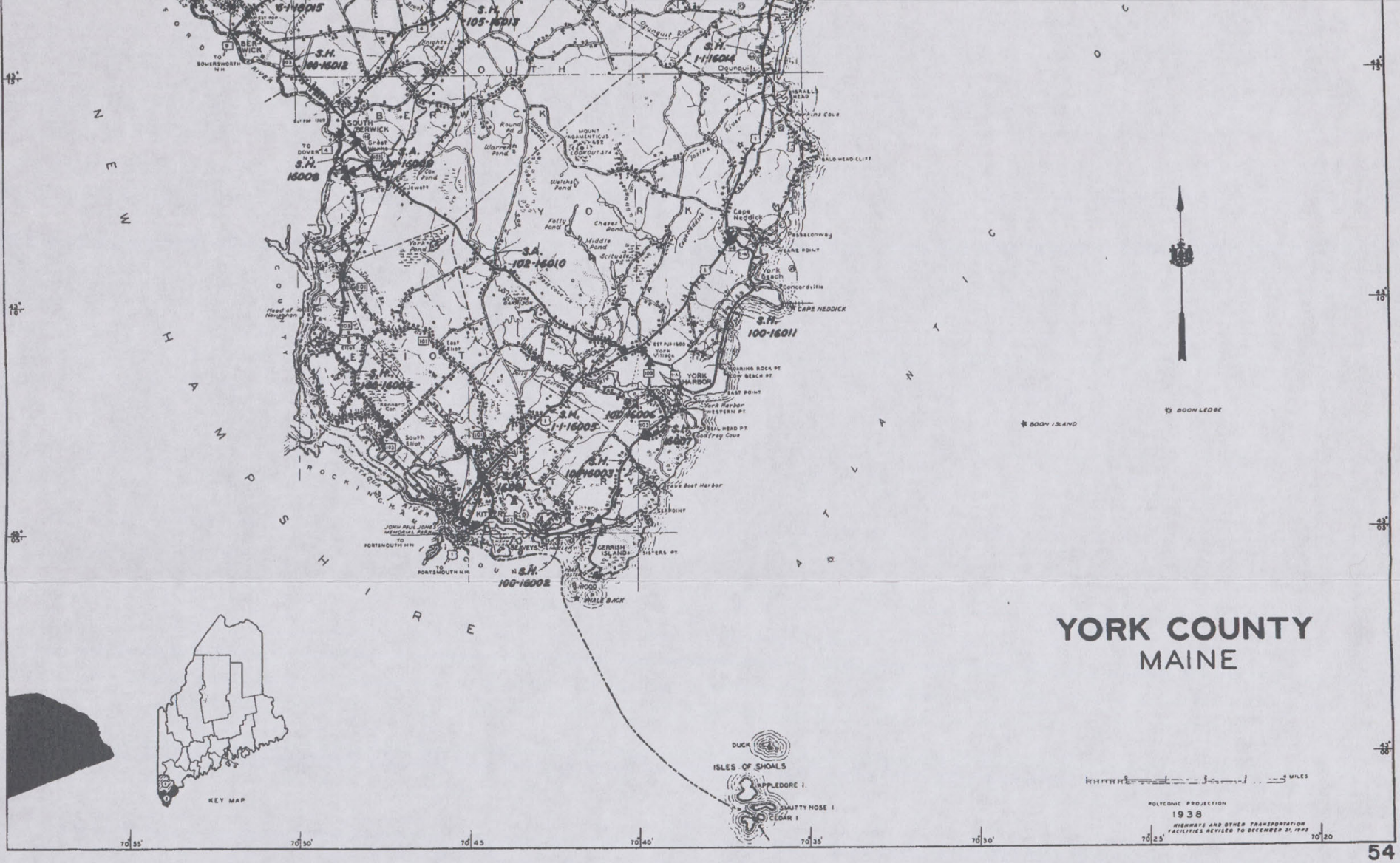
SOURCES IN YORK

Map of York County, Maine

Published by the
Maine Department of Transportation

1938

LEGEND
CULTURAL FEATURES
OCCUPIED VACANT
FARM UNIT
DWELLING OTHER THAN FARM
ROWS OR GROUPS OF DWELLINGS CLOSELY SPACED
SEASONAL OR SUMMER COLONY DWELLING
SEASONAL DWELLINGS CLOSELY SPACED
CAMP OR LODGE
FACTORY OR INDUSTRIAL PLANT
SEASONAL INDUSTRY
CANNERY GRAIN MILL ETC.
SAWMILL (STATIONARY)
POWER PLANT
GRAVEL PIT
QUARRY
TANKS
STORE OR SMALL BUSINESS ESTABLISHMENT
HOTEL
TOURIST CAMP
RADIO STATION
LIBRARY
CHURCH OR OTHER RELIGIOUS INSTITUTION
CEMETERY
TOWNHALL, GRANGE OR COMMUNITY HALL
SCHOOLHOUSE OR OTHER EDUCATIONAL INSTITUTION
POST OFFICE
SUMMER POST OFFICE
GROUP OF MIXED UNITS CLOSELY SPACED, FIGURES OVER INDIVIDUAL UNITS SHOW NUMBER OF EACH, REGARDLESS OF ORDER
CORRECTIONAL INSTITUTION
HOSPITAL
FIRE ENGINE HOUSE
PUMPING STATION
STATE POLICE SUBSTATION
FORT
LIGHTHOUSE
NAUTICAL LIGHT
COAST GUARD STATION
CAMP GROUND
PICNIC GROUND
PLAYGROUND, BALL FIELD ETC.
BATHING BEACH
INTENSIVE RECREATIONAL AREA
SCENIC SITE
BIRD SANCTUARY
GAME FARM
GAME PRESERVE
FOREST RANGER STATION
RANGER STATION NOT PERMANENTLY OCCUPIED
FOREST SERVICE LOOKOUT STATION
FISH HATCHERY
C.C.C. CAMP
ROAD TYPES
PROJECTED ROAD
PRIMITIVE ROAD
PRIVATE ENTRANCE
PRIVATE ROAD OPEN TO PUBLIC
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
UNIMPROVED GRAVEL SURF ROAD
GRAVEL SURFACED ROAD
BITUMINOUS SURFACED ROAD
MIXED BITUMINOUS ROAD
PAVED ROAD
ROUTE AND SYSTEM DESIGNATIONS
U.S. NUMBERED HIGHWAY
STATE NUMBERED HIGHWAY
MILEAGE BETWEEN POINTS
FEDERAL-AID HIGHWAY SYSTEM
FEDERAL-AID SECONDARY HIGHWAY SYSTEM
BRIDGES
BRIDGES 10' TO 20'
BRIDGES OVER 20'
DRAWBRIDGE
SUSPENSION
WATER FEATURES
FREE FERRY
TOLL FERRY
FORD
DAM
STANDPIPE OR RESERVOIR
CANAL
BOUNDARIES
NATIONAL, STATE OR PROVINCE
COUNTY
MINOR CIVIL UNIT, TOWN, TOWNSHIP, PLANTATION ETC.
PARKS, FORESTS AND OTHER RESERVATIONS
NATURAL FEATURES
INTERMITTENT STREAM
BROOK OR SMALL STREAM
WIDE STREAM OR RIVER
NAVIGABLE STREAM OR RIVER
MARSH
LAKE OR POND
MOUNTAIN (WITH ELEVATION)
RAILROADS
RAILROAD (ANY NUMBER OF TRACKS USED BY A SINGLE OPERATING CO.)
ELECTRIC INTERURBAN OR SUBURBAN RAILROAD
RAILROAD STATION
RAILROAD CROSSINGS
GRADE CROSSING
RAILROAD ABOVE
RAILROAD BELOW
RAILROAD SERVICE ABANDONED TRACK RETAINED
RAILROAD ON STREET OR ROAD
AIRWAYS
AIR ROUTES
ARMY NAVY OR MARINE CORPS FIELD
COMMERCIAL OR MUNICIPAL FIELD
MARKED AUXILIARY FIELD
AIRPLANE LANDING FIELD MARKED OR EMERGENCY
SEAPLANE BASE
AIRPORT HOUSING FACILITIES
AIRWAY BEACON LIGHT
PARKS AND RESERVATIONS
GOLF GROUNDS OR COUNTRY CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
SMALL PARKS (S.P.-STATE PARK, M.P.-MUNICIPAL)
FAIR GROUNDS, RACE COURSE OR SPEEDWAY
CITY AND VILLAGE CENTERS
STATE CAPITAL
SHIRE TOWN (COUNTY SEAT)
OTHER CITIES OR VILLAGES
DELIMITED URBAN AREA
ESTIMATED POPULATION OF URBAN (COMPACT) PORTION OF CITY OR TOWN
CUMBERLAND COUNTY
YORK COUNTY
PAGE 12
PAGE 53
SACO
BIDDEFORD
OLD ORCHARD BEACH
KENNEBUNKPORT
KENNEBUNK
WELLS
NORTH BERWICK
S.A. 118-16041
S.A. 1-1-16037
S.H. 1-1-16039
S.H. 114-16036
S.A. 112-16033
S.H. 1-1-16028
S.A. 113-16024
S.H. 1-1-16025
S.A. 112-16026
S.H. 113-16021
S.H. 1-1-16019
S.H. 112-16020
S.H. 105-16018
S.H. 1-1-16016
Saco River
Ocean Park
Camp Ellis
Wood Island Light
Biddeford Pool
Fortunes Rocks
Goose Rocks
Curtis Cove
Timber I.
Cape Porpoise
Stage I.
Trott I.
Cape Porpoise Light
Goat Island Light
Folly I.
Green I.
Kennebunk Beach
Kennebunk Port
Walkers Point
Crescent Surf
Wells Beach
Webhannet River
Boston and Maine Railroad
Mousam River
Kennebunk River
Alewives Pond
Bauneg Beg Pond
Little River
Branch Brook
Merrill Brook
Strayton
Pine Point
Scarboro
Dayton
Lyman
Alfred
Lebanon
Sanford
Waterboro
Bar Mills
Hollis Center
Goodwins Mills


YORK COUNTY
MAINE
KEY MAP
POLYCONIC PROJECTION
1938
HIGHWAYS AND OTHER TRANSPORTATION FACILITIES REVISED TO DECEMBER 31, 1943
S.H. 100-16015
S.H. 105-16014
S.H. 100-16012
S.H. 1-1-16014
S.A. 102-16009
S.H. 100-16008
S.A. 102-16010
S.H. 100-16011
S.H. 1-1-16005
S.H. 100-16006
S.H. 100-16007
S.H. 100-16003
S.H. 100-16002
BERWICK
SOUTH BERWICK
KITTERY
YORK HARBOR
YORK BEACH
CAPE NEDDICK
GERRISH ISLANDS
ISLES OF SHOALS
DUCK
APPLEDORE I.
SMUTTY NOSE I.
CEDAR I.
BOON ISLAND
BOON LEDGE
NEWHAMPSHIRE
ATLANTIC OCEAN
SOUTH
70°35'
70°30'
70°45'
70°40'
70°35'
70°30'
70°25'
70°20'

54

283a

York's Pond
S.A.
102-16
Shorey's Bk.
101
McINTIRE GARRISON
Head of Navigation
103
13.7
Eliot
Sturgeon Bk.
East Eliot
ELIOT
Dolly
S.H.
100-1600
Kennard Cor.
Creek
South Eliot
PISCATAQUA
ROCKINGHAM
RIVER
52
KITTERY
JOHN PAUL JONES MEMORIAL PARK
TO PORTSMOUTH N.H.
U.S. NAVY YARD
SEAVEYS
TO PORTSMOUTH N.H.
S.H.
100-1600

Cape Neddick
Chases Pond
Middle Pond
Scituate Pd.
Cape Neddick R.
Passaconway
WEARE POINT
York Beach
Concordville
CAPE NEDDICK
S.H. 100-16011
EST. POP. 1600
York Village
YORK HARBOR
ROARING ROCK PT.
COW BEACH PT.
EAST POINT
York Harbor
WESTERN PT.
S.H. 100-16006
S.H. 100-16005
SEAL HEAD PT.
Godfrey Cove
S.H. 100-16007
S.H. 100-16003
Brave Boat Harbor
Kittery Pt.
SEAPOINT
GERRISH ISLAND
SISTERS PT.
FORT FOSTER
WOOD I.
WHALE BACK
103
1-A
1
91

Map of York Quadrangle, Maine – New Hampshire

Published by the
United States Geological Survey

1920 (reprinted 1933)

DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

WAR DEPARTMENT
CORPS OF ENGINEERS, U.S. ARMY

MAINE-NEW HAMPSHIRE
YORK QUADRANGLE

Shepherd Hill
Kittery
Crockett Neck
Kittery Point
Bodell
BEACH
BARTLETT
YORK HARBOR
NAVY YARD
Jamaica Island
Seaveys I
Clarks Island
Pepperell Cove
Gooseberry Island
Fishing Island
GERRISH ISLAND
Cutts Island
Goat I
Pest I
New Castle (BM 10)
NEW CASTLE
Salters I
Leach I
Wood I
Horn I
COAST GUARD STA
White Is
WHALEBACK LH
Jaffrey Pt
Little Harbor
WENTWORTH
Sheafes Point
Frost Point
Odiornes Point
BOULEVARD
YORK CO
ROCKINGHAM CO

Map of Kittery Quadrangle, Maine – New Hampshire

Published by the
United States Geological Survey

1956

Shapleigh Sch
Cem
Cem
Tollgate
Cr
Chickering
MANSON
RD
BLUE STAR
K I T T E R Y
Wilson Cr
HALEY
Cem
Fuller Brook
Creek
Forty Acre Hill
ROAD
92
INTERCHANGE 1
100 000 FEET
(ME.)
Gerry Cove
SPRUCE
Hill
NORTON
Creek
MILLER
ROAD
Hutchins
Bedell Crossing
Remick Corners
95
4 LANE
Briggs Corner
CHARLES HILL RD
33
BARTLETT
ROAD
Shepherds Hill
Frisbee Sch
Shepherds Hill Cove
Imhoff Tank
Mill Cove
Eagle Pt
Highland Cem
Park
Orchard Grove Cem
236
Admiralty Village
KITTERY
90
BM 22
CREEK
ROAD
Blk
Crocketts Neck
Cutts Pond
BRAVE BOAT
BM 54
Crocketts
Deerings Pond
Kittery Point
BOND RD
Cem
Kittery Foreside
BM
103
Barters Creek
Mitchell Sch
BM
25
FT MC CLARY STATE PARK
Chauncey RD
Hoyts Island
Squash Island
BM 10
Seavey Island
BM 3
BM 20
Jamaica Island
Hick Rocks
Frisbee Wharf
Phillips Island
Pepperrell Cove
PORTSMOUTH NAVAL BASE
Fourtree Island
Swimming Pool
NEW HAMPSHIRE
Clarks Island
PORTSMOUTH HARBOR
Gooseberry Island
Fishing Island
Sullivan Point
POCAHONTAS
PISCATAQUA
HAMPTON, N.H. 12 MI
PORTSMOUTH, N.H. 1.2 MI.
BOSTON (CIVIC CENTER) 54 MI.
SPAULDING TURNPIKE 2 MI.
S 1) 0.6 MI

PORTSMOUTH (JUNC. U.S. 1) 1.4 MI.
(PORTSMOUTH)
PORTSMOUTH (JUNC. U.S. 1) 1.4 MI.
3.9 MI. TO U.S. 1
RYE 2 MI.
2'30"
Little Island
Fernes Island
Goat Island
Shaws Hill
Riverside Cem
Shapleigh
NEW CASTLE AVE
CITY
BDY
Frame Pt
Lady Isle
LADY ISLE RD
Pest Island
New Castle
Cem
Fort Pt
FORT CONSTITUTION
Lighthouse
Lookout Tower
BM 29
Boatswain Hill
U S NAVAL RESERVATION (CAMP LANGDON)
Leachs Island
BM Water Tower
N E W C A S T L E
New Castle Island
Clempit Island
Goose Island
PORTSMOUTH
Blunts Island
Creek
Swimming Pool
New Castle
U S NAVAL RES (FORT STARK)
Beacon
BM 34
BM 16
Jaffrey Point
Lighted
LITTLE HARBOR
Sagamore
NEW CASTLE
Sheafes Pt
Frost Pt
Wentworth Golf Club
Quarry
Substation
Witch Creek
U S MIL RES (FORT DEARBORN)
ROAD
Foyes Corner
BM 29
PIONEER ROAD
Brook
Cem
Heavey Cr
Portsmouth Harbor Southeast Base
BM 20
Odiornes Point
SAGAMORE ROAD
Berrys
R Y E
BRACKETT ROAD
Fairhill Swamp
Marsh Road Pond
Cem
Tower
BM 32
BM 13
Fairhill Manor
Pulpit Rock
BM 19
High Rock
MARSH RD
CLARK ROAD
RIVER
YORK CO
ROCKINGHAM CO
False
Tower
NAVAL RESERVATION (FORT FOSTER)
BM 49
BM 14
BM 37
BM 27
Sewards Cove
Wood Island
U S Coast Guard Station
Horn Island
White Island
Whaleback Reef
Lighthouse
White Island Reef
ATLANTIC
290a

Atlas of York County, Maine

Published by
Sanford, Everts & Co.

1872

# ATLAS
## OF
# YORK CO.
# MAINE

*From actual Surveys, drawn and*

**PUBLISHED BY**

## SANFORD, EVERTS & CO.

*320 Chestnut Street,*

**PHILADELPHIA**

**1872**

E.F. Sanford
W.P. Everts,
F.B. Roe.

*Assistants* { F.W. Tucker, M.D. Jas. A. Edgerly
A. Landon, N. Geo. Colby.
C.H. Edwards, J.P. Edwards.

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*Engd by Worley & Bracher*
*320 Chestnut St. Phila.*

*Printed by Fred. Bourquin*
*320 Chestnut St. Philada.*

# KITTERY

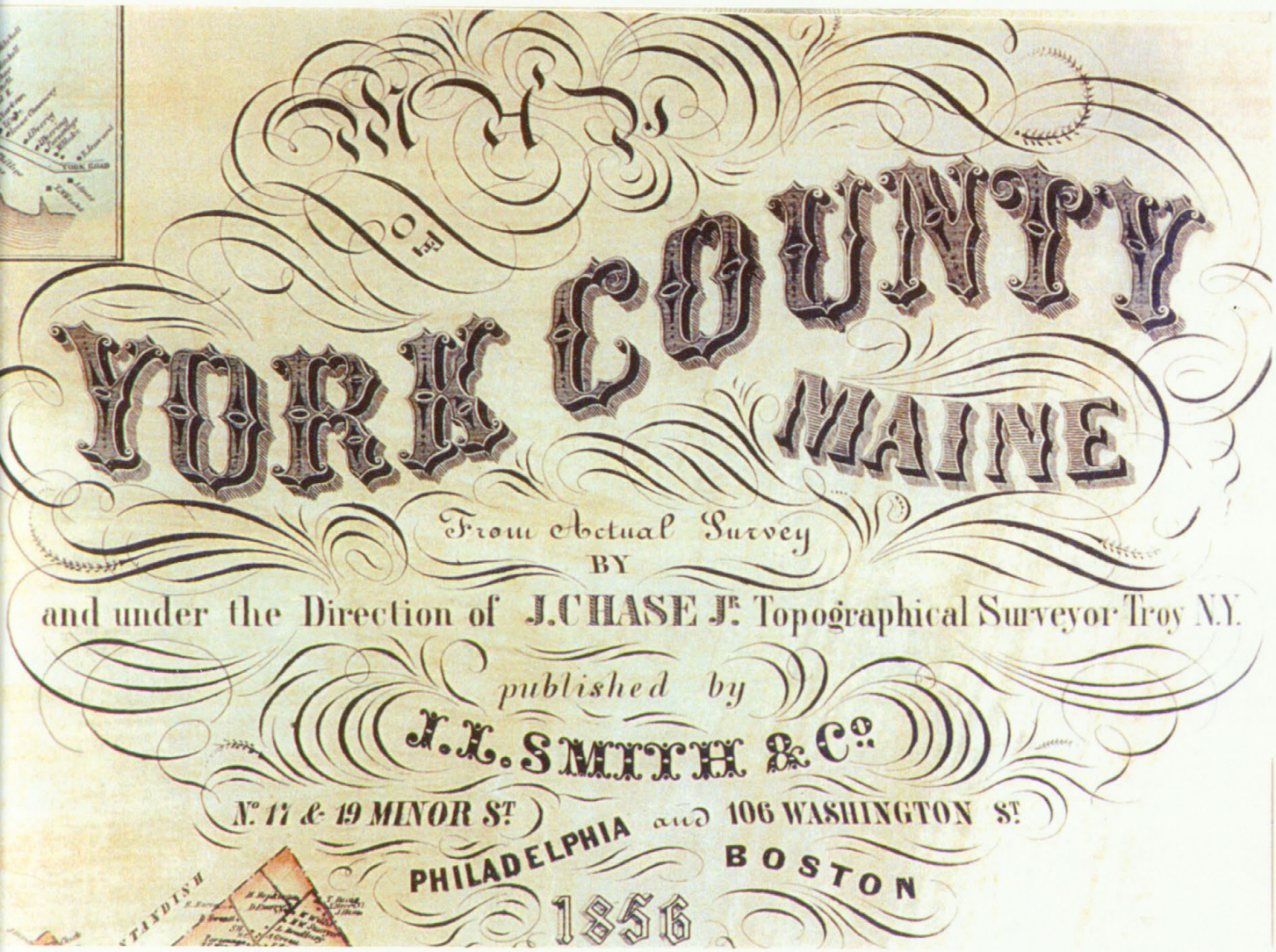
Scale 2 Inches to the Mile

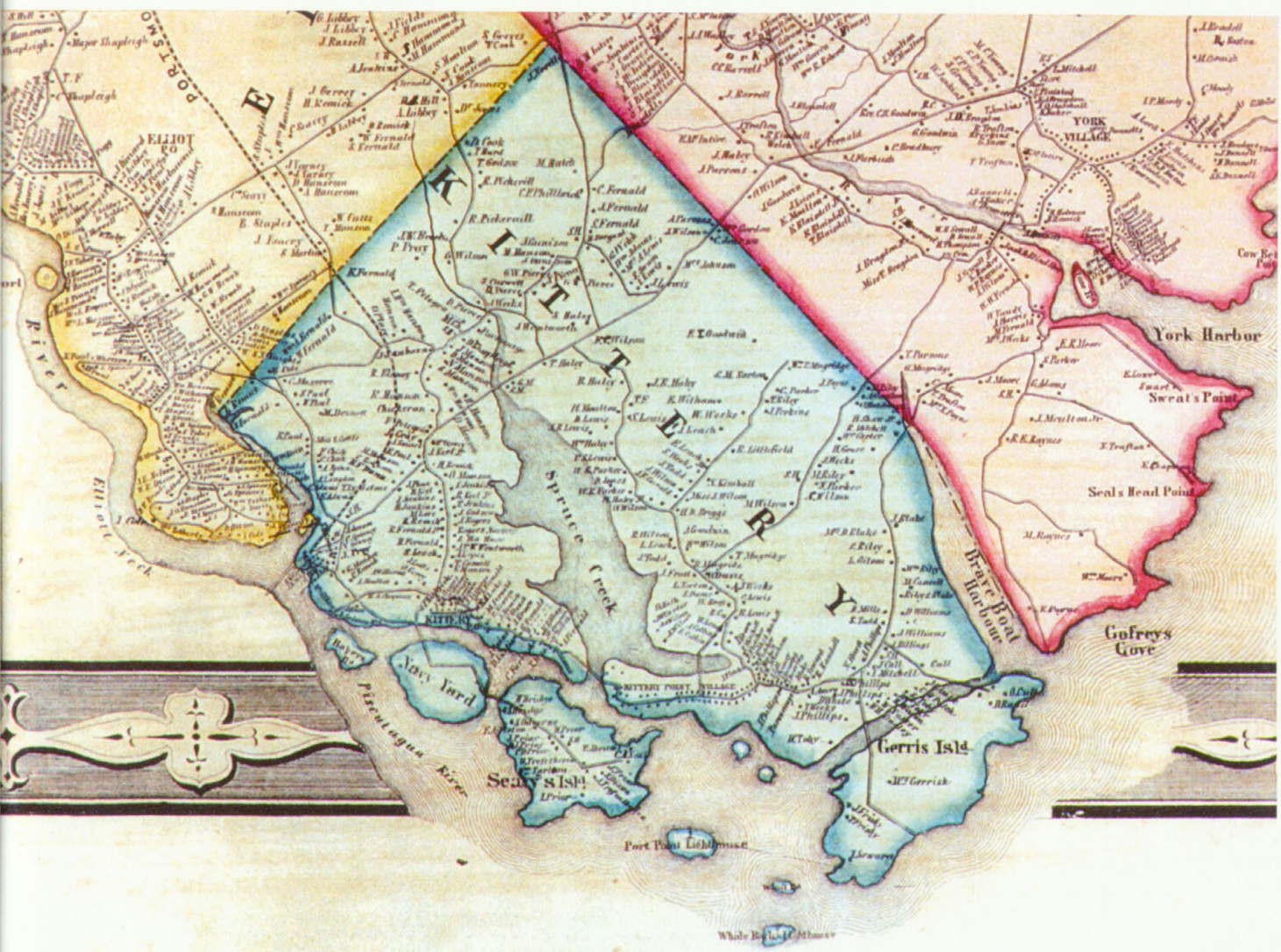
For Directories of Town & Villages See Page 73.

Map of York County, Maine

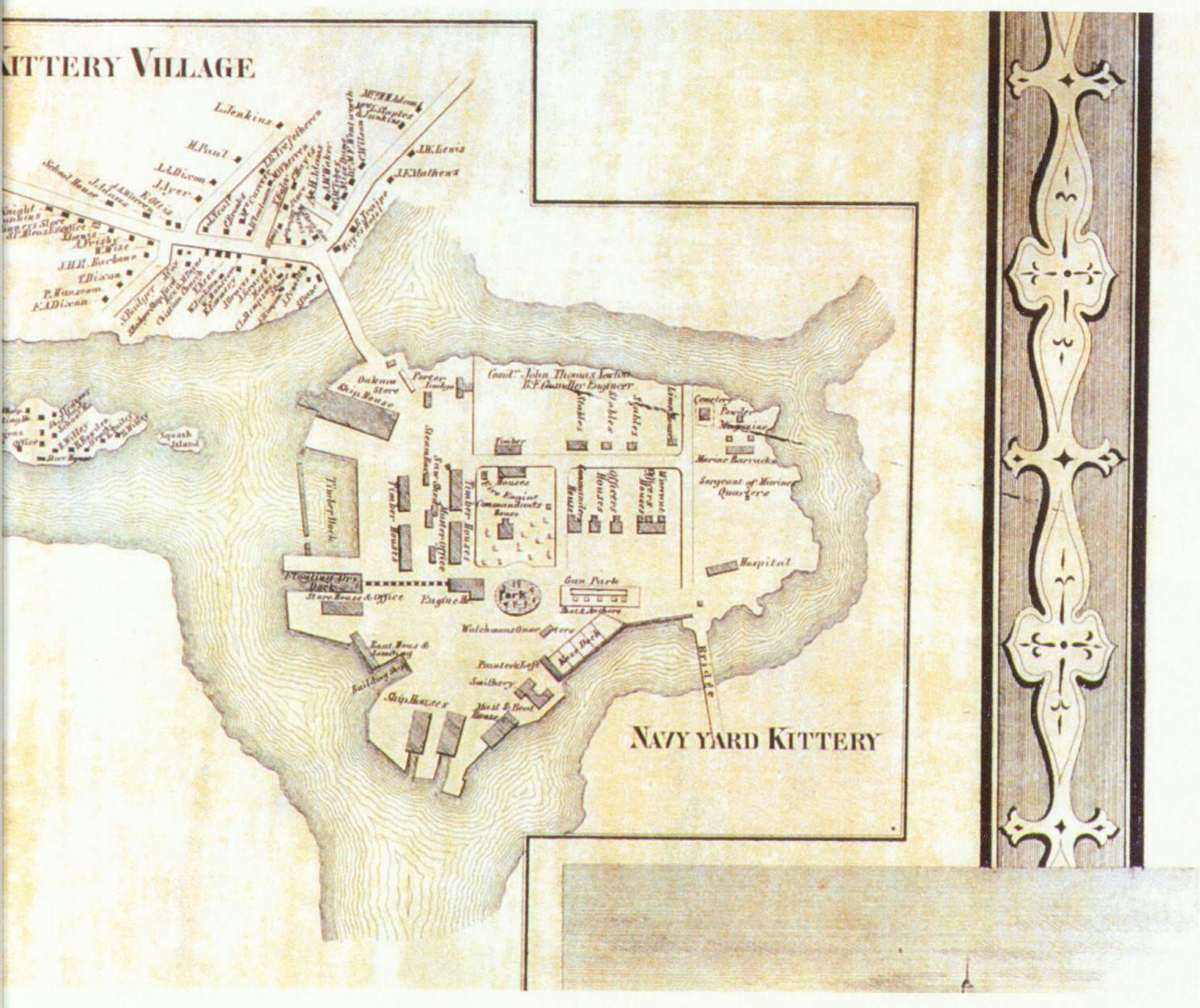
Published by
J.L. Smith & Co.

1856


Map of
YORK COUNTY
MAINE
From Actual Survey
BY
and under the Direction of J.CHASE Jr. Topographical Surveyor Troy N.Y.
published by
J.L. SMITH & Co
No 17 & 19 MINOR St PHILADELPHIA and 106 WASHINGTON St BOSTON
1856


KITTERY
York Harbor
Sweat's Point
Seals Head Point
Brave Boat Harbour
Gofreys Cove
Navy Yard
Gerris Isld
Seavy Isld
Piscataqua River
Spruce Creek
Elliot
River
Port Point Lit House
Whale Back Lit House

Fishcat region River
Albion Island
Sacandaga
Port Royal Island
Hilton Point
Village

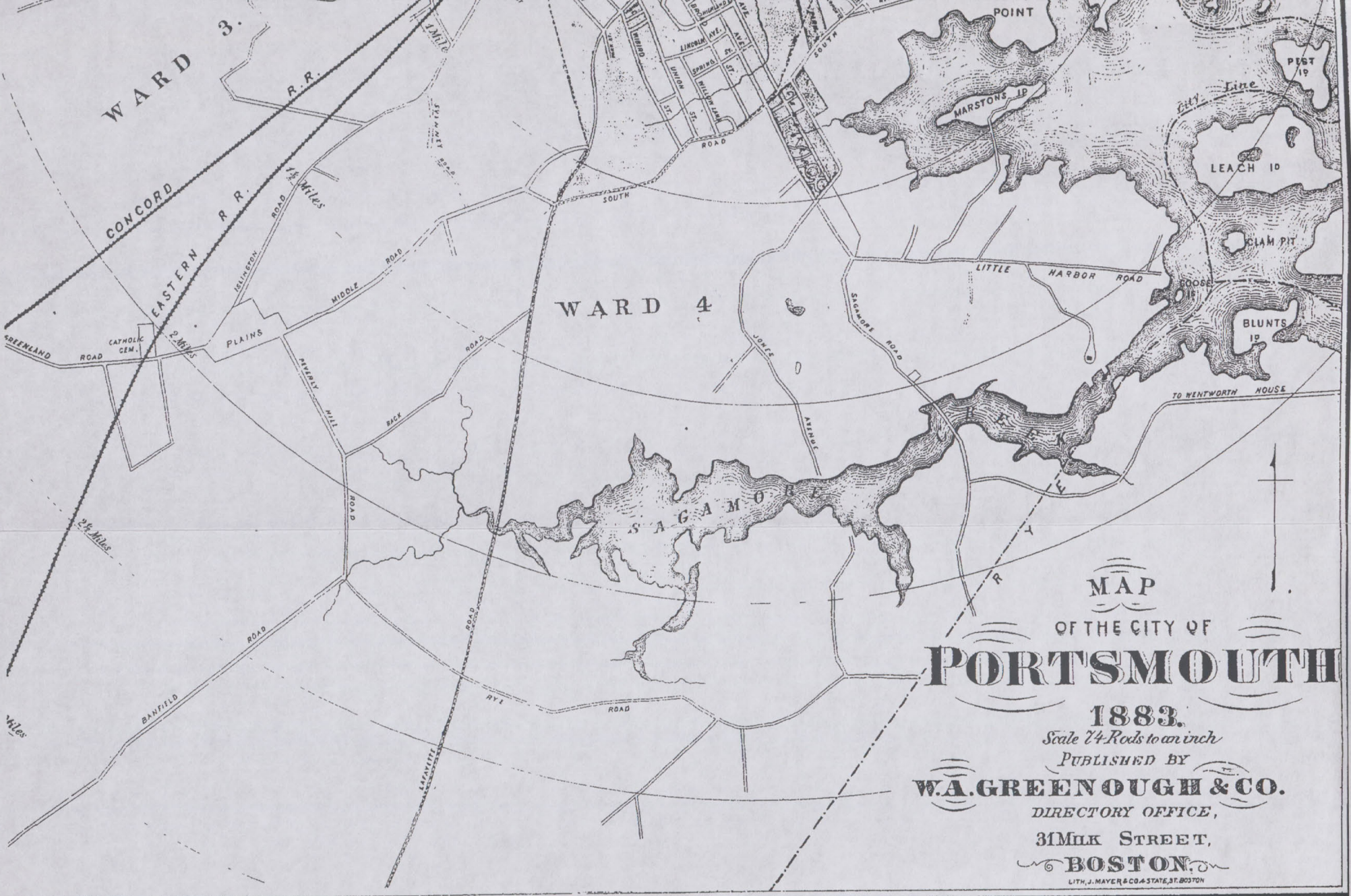

KITTERY VILLAGE
L.Jenkins
H.Paul
J.L.Dixon
J.Iyer
J.W.Lewis
J.F.Mathews
J.H.R. Barbane
T.Dixon
P.Hanscom
F.A.Dixon
Squash Island
Oakum Store
Ship House
Porter Lodge
Timber Yard
Timber Houses
Timber Dock
Store House & Office
Engine House
Commandants House
Officers Houses
Hospital
Gun Park
Boat House
Smithery
Ship Houses
Mast & Boat House
Sergeant of Marine Quarters
Marine Barracks
Powder Magazine
NAVY YARD KITTERY

Map of the City of Portsmouth, New Hampshire

Published by
W.A. Greenough & Co.

1883

ELIOT NECK
PISCATAQUA RIVER
SPINNEYS CR
STATE OF MAINE
P.S. & P.R.R.
KITTERY
PORTSMOUTH & DOVER R.R.
BLAKE
CUTTS
WARD 1.
NEWINGTON
LANE
BARNES
ROAD
NORTH ROAD
NORTH ST
CUTTS
MYRTLE ST.
ELM ST
MARKET
BOW ST
STATE
CONGRESS ST
DANIEL
WATER
MARCY
COURT
MIDDLE
CHESTNUT
PARK
CLINTON ST
SULLIVAN ST
DENNETT ST
STATE
WARD 2
SOUTH MILL POND
NORTH MILL POND
CREEK ST
BOYDS ROAD
AVE
KINGHAM
CITY
Line
U.S.
NAVY YARD
BADGERS Id
SEAVEYS Id
PIERCES Id
ONE TREE Id
OLD FORT WASHINGTON
GOAT Id
State
Line
GOSLING ROAD
City
Line

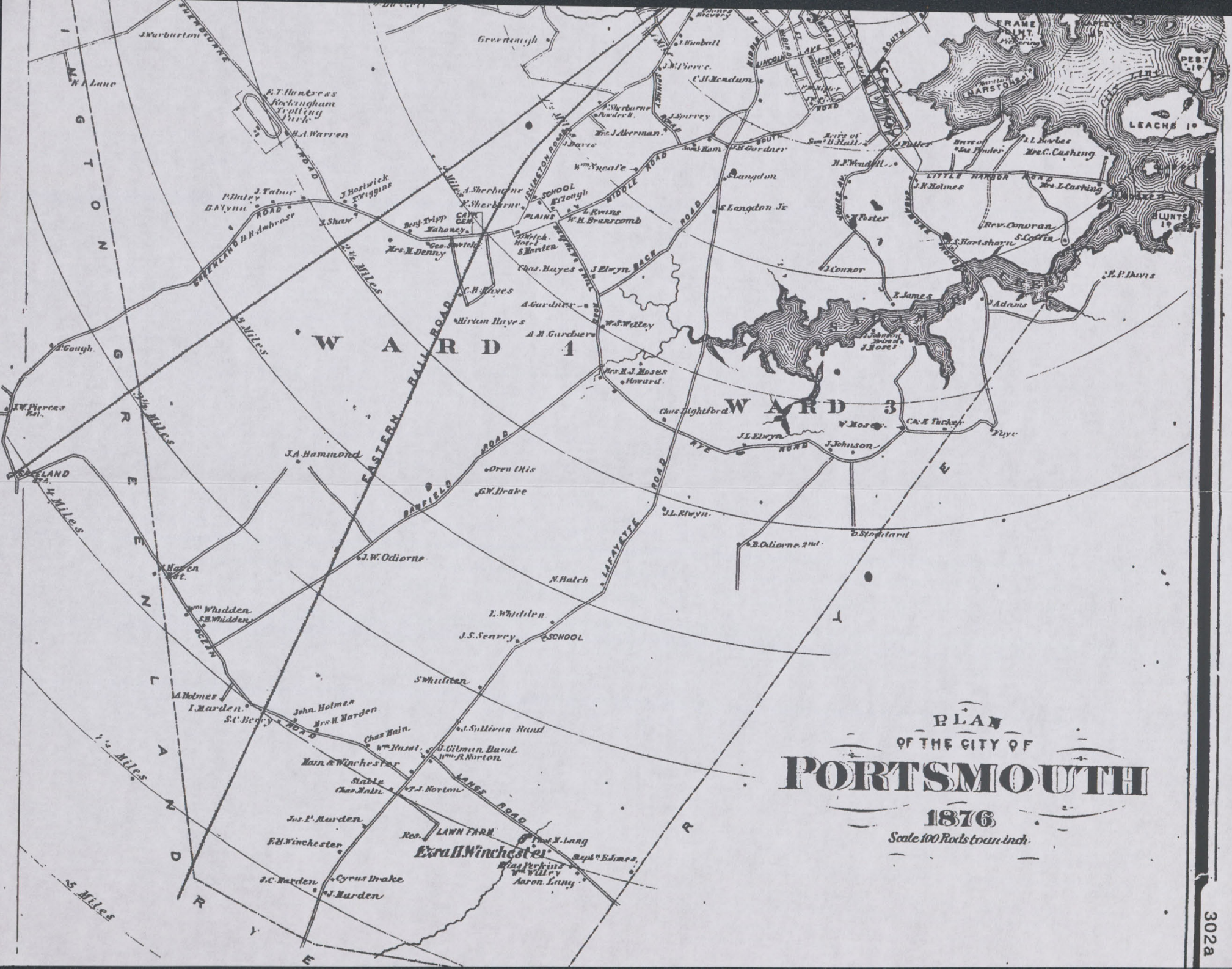

WARD 3.
WARD 4
CONCORD
EASTERN R.R.
R.R.
SOUTH
MIDDLE ROAD
PLAINS
GREENLAND ROAD
CATHOLIC CEM.
2 Miles
BANFIELD ROAD
RYE ROAD
BACK ROAD
BEVERLY MILL ROAD
ISLINGTON ROAD
LINCOLN AVE.
SPRING ST.
UNION ST.
MARSTONS ID
POINT
PEST ID
City Line
LEACH ID
CLAM PIT
LITTLE HARBOR ROAD
GOOSE
BLUNTS ID
SAGAMORE ROAD
JONES AVENUE
TO WENTWORTH HOUSE
SAGAMORE CREEK
MAP
OF THE CITY OF
PORTSMOUTH
1883.
Scale 74 Rods to an inch
PUBLISHED BY
W.A. GREENOUGH & CO.
DIRECTORY OFFICE,
31 Milk Street,
BOSTON.
LITH. J. MAYER & CO. 4 STATE ST. BOSTON

Plan of the City of Portsmouth

Published by
F.W. Beers & Co.

1876

John L. Elwyn
B.F. Mugridge
C. Brackett
B.F.M
Peterson Est.
Hunt
Mrs. J. Brackett
G.J. Smart
Parks
Lombard
Perkins
Hot House
Dr. D.H. Pierce
Mrs. Gardner
J. Marden
SOUTH
Mrs. Hooper
W.B. Lowd
K. Bennett
Dennett
CEMETERY
Misses Haven
ELIOT NECK
PISCATAQUA RIVER
STATE OF MAINE
KITTERY
PORTSMOUTH & DOVER R.R.
EASTERN R.R.
NEWINGTON
Cutts Line
Misses Haven
Dennett
R. Pickering
J. Thompson
Piss.
O'Larkin
H. Pray
J.H. Miller
River & Pray SCHOOL
W. Durgin
L. Durkin
A. Hodgdon
W.H. Denison
C. Thompson
J. Shannon Est
Mrs. J. Garland
H.E. Sheldon
W. Lord
A. Tarlton
J. Tilton
B.F. Rice
F. Jones
Mrs. P. Wiggins
J. Cave
NORTH ROAD
E.S. Goss
Mrs. J. Hunt
MYRTLE ST
C.W. Stimpson
D. Hunt
J. A. Cronkhite
NOBLE
BADGERS
U.S. NAVY YARD
SEAVYS
ONE TREE
PIERCES
OLD FORT WILLIAM & MARY
LITTLE
WARD 1
NEWINGTON
Walter
H.L. Scott
C.E. Cannon
W. Morrill
J. Mason
NEW
ROAD
Hodgdon
Allard
Hoss
W. Hoyt
W.F. Pickering
F. Dame
Mrs. Allard
J. Allard
J. Hoss
W. Hoyt
Mrs. Hodgdon
L. Durkin
A. Hodgdon
Mrs. M. Hodgdon
K. Hall
J. Hough
J. Haiden
W. Partridge
A. Heaney
W. Pierce
R. Lamprey
R. Wentworth
Piss.
O'Larkin
H. Pray
J.H. Miller
River & Pray SCHOOL
W. Durgin
C. Thompson
J. Shannon Est
Mrs. J. Garland
H.E. Sheldon
W. Lord
A. Tarlton
J. Tilton
B.F. Rice
Mrs. P. Wiggins
J. Cave


WARD 1
WARD 3
PLAN
OF THE CITY OF
PORTSMOUTH
1876
Scale 100 Rods to an inch
GREENLAND
NEWINGTON
NEW CASTLE
RYE
EASTERN RAILROAD
MIDDLE ROAD
ISLINGTON ROAD
ISLINGTON BRIDGE
GREENLAND ROAD
PEASE'S LANE
LAFAYETTE ROAD
RYE ROAD
LANES ROAD
BANFIELD ROAD
LITTLE HARBOR ROAD
HARTS NECK
JONES AVE
SOUTH ST
LINCOLN AVE
HANOVER ST
FRANKLIN ST
MARKET ST
STATE ST
CONGRESS ST
PLEASANT ST
MIDDLE ST
CHAPEL ST
DANFORTH ST
ISLINGTON ST
ISLINGTON ROAD
ISLINGTON BRIDGE
SCHOOL
CEMETERY
BREWERY
FRAME PNT.
HARSTONES
LEACHS I.
PEST I.
SUNTS I.
LAWN FARM
Ezra H. Winchester
Cyrus Drake
Aaron Lang
Chas. Hain
Wm. Hunt
Wm. R. Norton
G. Gilman Hunt
J. Sullivan Hunt
Chas. Hayes
C. H. Hayes
Miriam Hayes
W. S. Willey
J. Elwyn Hackett
A. M. Gardner
Mrs. H. J. Moses
Howard
Chas. Lightford
J. L. Elwyn
J. Johnson
V. Moses
C. A. R. Tucker
Rye
J. A. Hammond
Oren Ellis
G. W. Drake
J. L. Elwyn
B. Odiorne 2nd
D. Shapleigh
J. W. Odiorne
N. Hatch
L. Whidden
J. S. Seavey
S. Whidden
A. Holmes
I. Marden
S. C. Berry
John Holmes
Mrs. H. Marden
Jos. P. Marden
F. H. Winchester
J. C. Marden
J. Marden
Main & Winchester
Stable
Chas. Hain
J. J. Norton
Res.
Mrs. N. Lang
Sept. B. Jones
Eliza Perkins
Wm. Willey
Aaron Lang
E. T. Hunkins
Kirkingham Trotting Park
H. A. Warren
J. Warburton
Greenough
J. Hunkins
J. M. Pierce
C. H. Meadum
A. Sherburne
Powder H.
J. Sherburne
Mrs. J. Akerman
J. Dawes
J. Sherburne
P. Sherburne
School H.
Wm. Sweat'e
Langdon
S. Langdon Jr.
L. Ewins
W. H. Braircomb
Welch Hotel
S. Marden
Mrs. M. Denny
Geo. Sawtelle
Benj. Tripp
Mahoney
Cash Cem.
J. Shaw
P. Miley
E. N. Lynn
J. Tabor
J. Hostwick Twiggins
B. R. Ambrose
Greenland R.R.
Miles
N. H. Lane
J. W. Pierces Est.
Gough
Greenland Sta.
Haven Est.
Wm. Whidden
S. B. Whidden
Foster
Conroy
J. James
Johnson
Moses
Howard
Rev. Conroy
S. Coffin
Mrs. L. Cushing
Mrs. C. Cushing
J. L. Fowles
Mrs. Fowler
Mrs. H. Hall
J. Fowler
H. F. Wendell
J. R. Holmes
S. Hartshorn
E. P. Davis
J. Adams
Johnson
Moses
Danforth
Frame Pnt.
Harstones
Leachs I.
Pest I.
Hunts I.