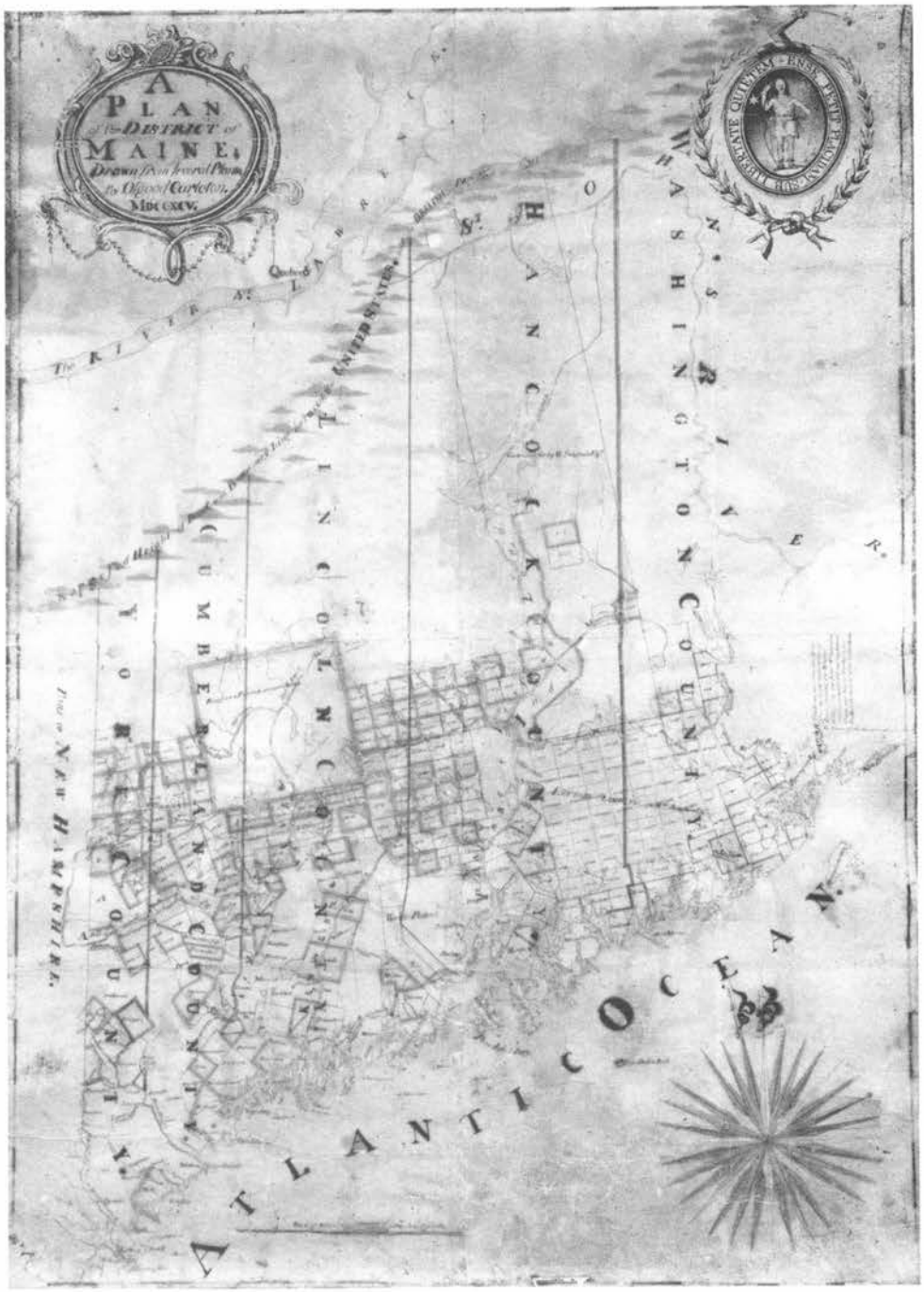
9-1995

Maine 175 - A Celebration of 175 Years of Maine Statehood

Osher Map Library and Smith Center for Cartographic Education

MAINE 175

A CELEBRATION OF 175 YEARS OF MAINE STATEHOOD



OSHER MAP LIBRARY

SMITH CENTER FOR CARTOGRAPHIC EDUCATION

UNIVERSITY OF SOUTHERN MAINE

SEPTEMBER 5, 1995 - JANUARY 28, 1996

DEDICATION

This catalog is dedicated to the memory of Emerson H. Drake, M.D., who died on August 22, 1995. Dr. Drake was a devoted supporter of the Osher Map Library from its inception. With his wife Nancy "Ping," he served on the Steering Committee of the *Charting the Future* development campaign and on the Board of Directors of the Osher Library Associates. He was keenly interested in the *Maine 175* exhibition and enthusiastically supported the publication of this catalog, the first to be issued by the Osher Map Library.

MAPS AND MAINE HISTORY

Maps and their creators have played an important role in the history of Maine from the time of the first visits by European mariners to the present. Explorers and mapmakers struggled first to take the measure of the land and then used maps to take possession of it. French and English officials put forward conflicting claims to Maine in the form of maps, as did the Americans and English in their later boundary disputes.

Supporters of statehood utilized maps to promote the separate identity of the District of Maine and to document the resources of the area. After 1820, Mainers used maps to celebrate statehood and to detail the growth of settlement, industry, and state and county government.

Colonial proprietors and landowners relied on surveyors and mapmakers to take the measure of their grants and used maps to document their claims against squatters and timber thieves. During the robust period of settlement after the Revolution, surveyors on the cutting edge were vulnerable targets for disgruntled settlers. Later, they became symbols of the coming of civilization and progress.

Before the arrival of the railroad, ocean transport was Maine's link to the rest of the nation and the world. Maps and charts of the American coast and ports in Europe and Asia were vital to the Maine mariners who linked the state's commerce with England, India and China. Later, surveyors planned the routes of the railroads which would open up the interior of the state and link it with the rest of the nation.

In the 175th year of statehood, maps of Maine illustrate and document the efforts of explorers, promoters, settlers, political leaders, and businessmen to assess, organize and utilize the resources of the state for the benefit of its citizens.

Joel W. Eastman

MAINE 175

This exhibition is designed to celebrate the 175th anniversary of Maine statehood using maps and other artifacts to illustrate Maine's history. It does not attempt to provide a comprehensive narrative; rather, it focuses on selected events related to the achievement of statehood and the establishment of the state's territorial boundaries. Mapping of the state is traced from the early exploration period to the present, and the contribution of surveying to the compilation of maps is examined. The development of Maine's counties and the determination of the contested boundary with Canada are illustrated in a sequence of maps. Some Revolutionary War incidents involving Maine are recounted, and Maine's maritime history is briefly reviewed.

Most of the maps in this exhibition were originally made to depict contemporary geographic knowledge, settlement patterns, land ownership, and political boundaries. A few were designed to document specific events such as battles, or to support political causes such as statehood or boundary claims. In the aggregate, they provide broad perspectives and unique insights into historic events and the times that produced them.

EARLY IMAGES OF MAINE

Although it is possible that the coast of Maine was visited before 1500 by enterprising European explorers and fishermen, there are no surviving maps or charts to document their findings. The first explorer to provide a detailed record was **Giovanni da Verrazzano**, a Florentine navigator who in 1524, under the auspices of Francis I of France, sailed along the east coast of North America in search of a "northwest passage" to the Orient. His narrative described the coast of Maine as beautiful but inhabited by hostile natives "full of crudity and vices." A large world map drawn in 1529 by his brother **Girolamo** depicts a rather nondescript New England coastline with several rivers, small inlets, and a single large triangular bay which undoubtedly represents Penobscot Bay. Among the coastal place names is "Oranbega," the first appearance on a map of a name which would take various forms on later maps, and eventually become the legendary "Norumbega."

The great Venetian cartographer **Giacomo Gastaldi** produced an entirely different interpretation of Verrazzano's narrative in a 1556 map showing exaggerated renderings of southern New England landmarks, but no identifiable features of the Maine coast. (object 1)

A distinctive island-filled, wedge-shaped portrayal of Penobscot Bay appeared on the 1529 world map by **Diego Ribeiro**, based on the explorations of **Estevan Gomes** in the service of Charles V of Spain in 1524-25. This feature was incorporated into the great Spanish master chart of the world (the *"padron real"*) stored in a vault of the hydrographic office in Seville. Although this was a secret state document, its contents were leaked to French and Italian mapmakers, with the result that this easily identifiable marker for the Maine coast appeared on many European maps of North America throughout the remainder of the sixteenth century. The manuscript chart attributed to **Luis Teixeira** (object 2) is a typical example.

Early maps were based on fragmentary, vague, inaccurate, and sometimes conflicting reports of exploration. Viewed in this light, it is to be expected that they would contain significant gaps and misconceptions and, at best, provide crude approximations of geographic reality. As we shall see, continuing exploration produced more accurate information, and together with advances in the technology of map making, enabled the production of increasingly clear and precise images. (objects 3-5)

1.

1. GIACOMO GASTALDI; Italian, ca. 1500-1565
[Untitled map of New England and eastern Canada]
From: Giovanni Battista Ramusio, *Delle Navigatione et Viaggi*, Venice, 1556/1565
Woodcut, 27.0 x 37.2 cm. Osher Collection

This is the first printed map devoted to the New England region. The geographic information is derived from the 1524 voyage of Verrazzano and the 1534 voyage of Jacques Cartier. The western (left) portion of the coastline portrays regions described in detail by Verrazzano: New York Bay (with the peninsula of "Angoulesme"), Newport Bay ("Port real"), and Narragansett Bay ("Port du Refuge"). Because he sailed cautiously offshore to avoid shoals and reefs, Verrazzano made only spotty and superficial observations of the regions farther to the northeast, including Maine. Accordingly, these regions are compressed into a short nondescript segment named "C. de breton," between "Port du Refuge" and the island of Cape Breton ("c. breton"). Verrazzano's southern New England has thus been merged with Cartier's eastern Canada, omitting the intervening territory, including Maine. A large land area roughly corresponding to present-day New England is depicted as an island separated from the mainland by a joining of the Hudson and St. Lawrence rivers. Not surprisingly, in view of the French sponsorship of both explorers, this region has been given the name "LA NUOVA FRANCIA" (New France). The coastal portion is designated "TERRA DE NURUMBEGA," a name derived from Verrazzano's "Oranbega." This name, in various forms, was applied for many years to both the northeastern region of North America and to a mythical city on the Penobscot River.

2. SCHOOL OF LUIS TEIXEIRA; Portuguese, fl. 1564-1613
Untitled manuscript portolan chart of eastern North America
From: Atlas K3 in the Library of the Hispanic Society of America [Lisbon, ca. 1585]
Color facsimile of manuscript on parchment, Hispanic Society of America, 1993
27.6 x 39.4 cm. Osher Collection

This is an example of a "portolan chart," a type of harbor-finding or coastal navigational chart which came into use about A.D. 1300. Such charts were usually drawn in ink of several colors on specially prepared animal skins called parchment or vellum. They displayed coastlines, islands, and navigational hazards, but no inland features. Place names were recorded inland at right angles to the coast with more important places and major harbors in red. A network of "rhumb" lines radiating from central points indicated compass or wind directions as aids to navigation. Decorations were often added

3.

in the form of elaborate compass roses, mileage scales, flags, and pennants, as seen here.

As was the case on most charts of the period, one of the most prominent geographic features of northeastern North America was the large wedge-shaped, island-studded Penobscot Bay, named "R. de gamas" (Deer River) by Estevan Gomes and popularized by the great world map of Diego Ribeiro.

3. CAPTAIN JOHN SMITH; English, 1580-1631
NEW ENGLAND *The most remarqueable parts thus named by the high and mighty Prince CHARLES...*, 1616/ca.1635
From: Gerard Mercator and Jodocus Hondius, *HISTORIA MUNDI*...London, 1637
Engraving, 30.0 x 35.2 cm. Smith Collection

This map was based on surveys made by Captain John Smith in 1614, possibly supplemented by information from earlier English and Dutch sources. It was the first detailed map of the coastline from Cape Cod to Penobscot Bay, and the most influential of its time. It first appeared in Smith's *Description of New England*, published in 1616 in an effort to lure investors and settlers to the region. While not successful as a promotional piece, the publication made history by conferring the name of New England on the region formerly known as "Norumbega" or "The North Part of Virginia." At Smith's request, Prince Charles suggested English place names to replace "barbarous" aboriginal names. Among them were "Pembrocks Bay" for Penobscot Bay, "Harrington Bay" for Casco Bay, and "Cape Elizabeth" for a point of land across Casco Bay from the present-day town of that name. Of the names given by Prince Charles, only a few have survived in their original locations, none in Maine; they include the "River Charles," "Cape Anna," and "New Plimouth." The latter may have influenced the Pilgrims in naming their colony, since it is known that they used the Smith map during their 1620 voyage. The map was revised several times and appeared in several of Smith's later publications, as well as the English edition of the Mercator-Hondius atlas, from which this copy was taken. Smith's portrait on the map is the only surviving likeness of him.

4. ARENT ROGGEVEEN; Dutch, d. 1679
***Pascaerte van* TERRA NOVA NOVA FRANCIA NIEVW ENGELAND *en de Groote Revier van* CANADA**
From: *Het Eerste Deel Van het Brandende Veen...*, Amsterdam, 1675
Engraving, hand colored, 44.1 x 54.2 cm. Osher Collection

This chart is from one of the rarest and most important Dutch sea atlases, and was made at a time when the Dutch were

world leaders in the art and science of mapmaking. It clearly draws upon Captain John Smith's map together with later Dutch and French sources. The result is a more extensive and detailed map with a mixture of English, Dutch, and French place names. Furthermore, some of the places given English names on the Smith map have had their original Native American names restored: "The River forth" is now "R. Quinobequin" (Kennebec) and "Hoghton Ils" is now "Metinicus Iles." Casco Bay and Penobscot Bay, however, are still "Haringtons bay" and "Penbrocs bay," respectively.

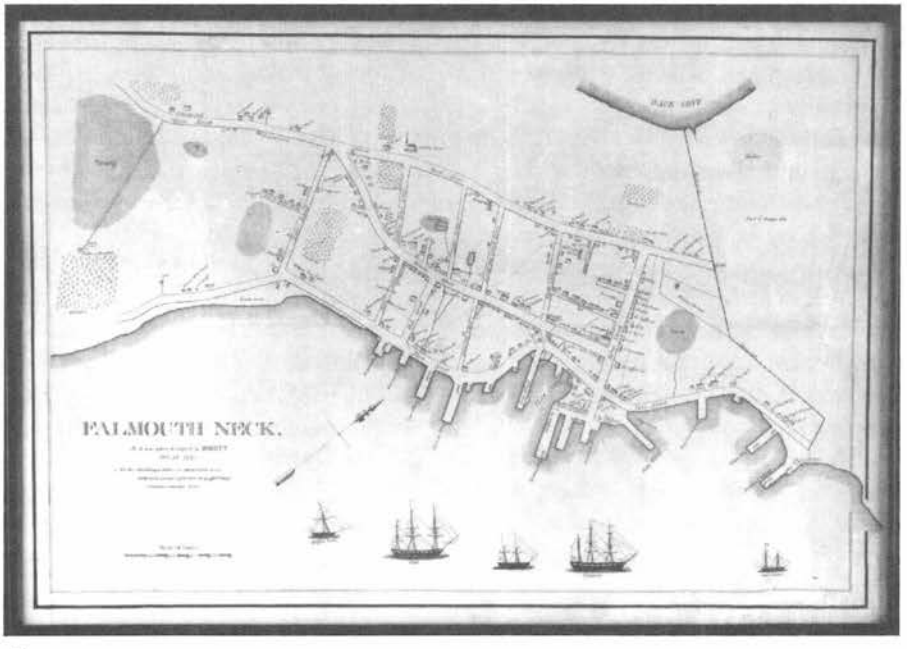
5. THOMAS JEFFERYS; English, ca. 1710-1771
A NEW MAP *of NOVA SCOTIA*, and CAPE BRITAIN...
London, 1755
Engraving, 47.0 x 60.1 cm. Osher Collection

Mapping of northern New England and Maine proceeded at a slow pace until the eighteenth century, when the region became the subject of increasingly bitter rivalry between France and England. Under such circumstances accurate maps assumed great importance, serving to document political boundary claims, assist military commanders in strategic planning, and inform the populace regarding the contested areas. Heralding the outbreak of military conflict, a "map war" erupted in which competing territorial claims were asserted by cartographers on behalf of each nation. This map and an accompanying pamphlet presented the British position on the eve of the French and Indian War, laying claim to all territory south of the St. Lawrence River. A telling inscription on the upper "Kennebek" River notes a location "*extremely proper for a Fort, which wou'd restrain the French & curb ye Abenakki Indians.*" Place names are predominantly of English and Indian origin, with very few French names; even Cape Breton Island is named Cape **Britain**. Present day Maine consists of the "PROVINCE OF MAIN" (from the New Hampshire border to the "Kennebek" River) and the "TERRITORY OF SAGADAHOK" (from the "Kennebek" to the St. Croix River). Coastlines and coastal settlements are portrayed reasonably well. Although this is one of the best maps of its time, information relating to the interior is scanty and largely confined to the major rivers.

MAINE IN THE REVOLUTION

The early inhabitants of Maine contended with harsh climate, inhospitable terrain, hostile Indians, and rival French claimants to the land. Of necessity, they were tenacious, resolute, and self-reliant. It is clear, as well, that they placed a high value on their independence. They submitted to the authority of Massachusetts only after receiving guarantees against involuntary conscription and taxation. When the English Parliament levied taxes on the American Colonies, the people of the Province of Maine actively resisted. They sent money and supplies to relieve Boston after its port was closed, burned customs stamps, boycotted tea purchases, and forcibly retrieved confiscated goods. Within 24 hours of the Battle of Lexington, a company of volunteers from York was on the march toward Boston.

Maine soldiers served with distinction in the Continental Army; at least 1,000 were present at Valley Forge. However, only four significant military actions took place on Maine soil during the war for independence. One resulted in a minor victory; the remaining three were major disasters. All four are depicted on the following maps.



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6. WILLIAM WILLIS; American, 1794-1870
FALMOUTH NECK, ***As it was when destroyed by MOWETT, Oct. 18, 1775***
From: *THE HISTORY OF PORTLAND, FROM ITS FIRST SETTLEMENT*, Portland, 1831
Lithograph, 43.5 x 62.9 cm. Collection of Nicholas Noyes

This plan depicts the town of Falmouth Neck (now Portland) at the time of its destruction by British Captain Henry Mowatt in October 1775. Five months previously, Mowatt had been captured while walking on "Munjoy's Hill" and briefly detained. He now returned, pronounced the town of Falmouth "guilty of the most unpardonable rebellion," and

threatened to "execute a just punishment" unless the townspeople surrendered all their arms and ammunition. When his ultimatum was rejected, Mowatt subjected the town to a vicious day-long bombardment and sent landing parties ashore to set fires. The destruction was catastrophic. At least two-thirds of the structures in the town were reduced to ashes, including dwellings, the courthouse, townhouse, customhouse, Episcopal church, and most of the wharves. Miraculously, no one was killed and only one person was seriously injured. The large area of devastation is outlined on the map, and many of the dwellings and public buildings are identified, along with Mowatt's ships in the harbor.

7. RICHARD PHILLIPS; English, 1767-1840
***A MAP of the Country which was the scene of operations of the* NORTHERN ARMY *including the WILDERNESS through which* General Arnold *marched to attack* QUEBEC**
From: John Marshall, *The Life of Washington*, London, 1806
Engraving, hand colored, 25.4 x 21.6 cm. Osher Collection

While Benedict Arnold is remembered primarily as a traitor, his prior career as an American Army officer marked him as a creative military planner and an inspiring leader. His accomplishments included a major role in American victories at Fort Ticonderoga, Lake Champlain, and Saratoga. However, his boldest and most imaginative campaign, the subject of this map, was a spectacular failure. Arnold's plan was to lead a force of volunteers through the Maine wilderness and stage a surprise attack on the Canadian fortress of Quebec. The expedition proceeded by ship from Newburyport, Massachusetts, to Gardinerstown on the Kennebec River below Fort Western, then by boat and frequent portages up the Kennebec and Dead rivers, over the height of land and down the Chaudiere River to the St. Lawrence River near Quebec. Traveling from mid-September until November 9, 1775, the ill-fated expedition encountered one disaster after another: heavy gales, rain, snow, floods, freezing cold, overturned boats with loss of provisions, illness, and inadequate food to the point of near-starvation. On arrival at Quebec, the exhausted and half-starved troops were unable to mount an assault. By the time fresh American troops and supplies had arrived, the British garrison had been reinforced. When the attack was finally launched, on the last day of 1775, it was soundly repulsed.

8. BENEDICT ARNOLD; American, 1741-1801
Letterbook
Maine and Quebec, 1775-76. Maine Historical Society. Gift of Aaron Burr, 1831

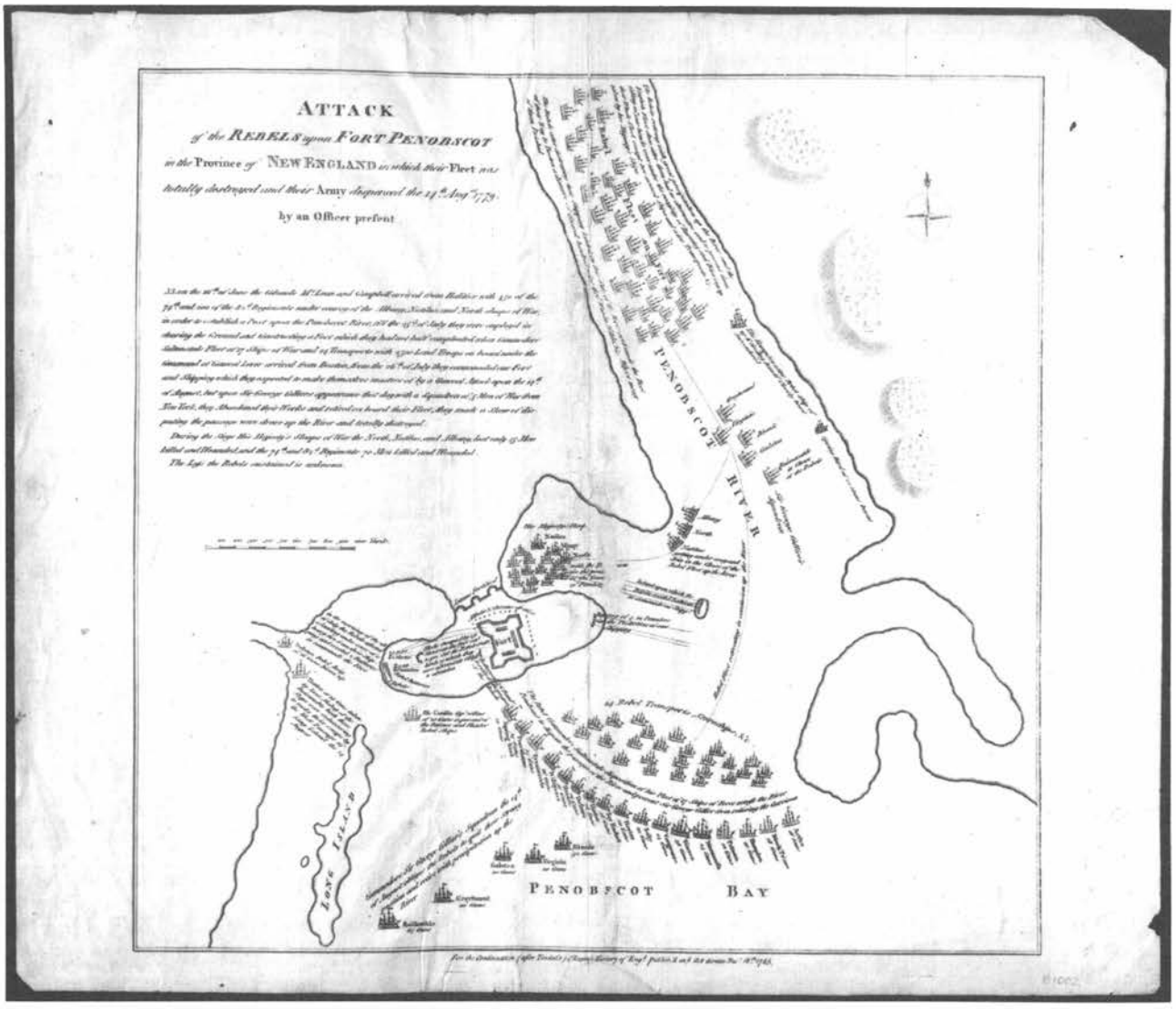
This letterbook contains letters written by Benedict Arnold during his expedition through the Maine wilderness to Quebec. The letters, including progress reports to Generals Washington and Montgomery and a copy of Arnold's demand for the surrender of the city of Quebec, provide a fascinating first-hand account of the historic campaign. The letterbook was donated to the Maine Historical Society by Aaron Burr, who was a member of Arnold's staff during the expedition. Like Arnold, Burr distinguished himself early and ended his career in disgrace. He served as vice-president under Jefferson, killed Alexander Hamilton in a duel, plotted the creation of a separate government in Mexico and the Southwest, and was arrested for treason. Unlike Arnold, he was acquitted, but his public life was ended.

9. JOSEPH F.W. DES BARRES; Swiss/English, 1722-1824
Untitled chart of the coast of Maine...including "Mechiass Bay"
From: *THE ATLANTIC NEPTUNE*, London, 1776
Detail, color laser photocopy. Osher Collection

This chart exemplifies the meticulous detail and elegant engraving characteristic of *The Atlantic Neptune*, generally regarded as one of the greatest hydrographic atlases ever published. It was used by the Royal Navy during the Revolutionary War, and served as the standard guide to North American waters for many years thereafter. The part of the Maine coast seen here includes Machias Bay, the scene of one of the earliest American naval victories of the Revolution. On June 12, 1775, a group of patriots from Machias and neighboring settlements, armed with muskets, swords, axes, and pitchforks captured the *Margaretta*, an armed vessel of the Royal Navy. Coming less than two months after Lexington and Concord, and a few days before Bunker Hill, the "Margaretta Affair" was a source of great pride and encouragement to the American forces.

10. PAUL de RAPIN-THOYRAS; English, 1661-1725
ATTACK *of the REBELS upon FORT PENOBSCOT in the* Province *of* NEW ENGLAND *in which their* Fleet *was totally destroyed and their* Army *dispersed the 14.th Aug.st 1779.* by an Officer present
From: *Rapin's Impartial History of England...*, London, 1785
Engraving, 35.6 x 37.5 cm. Osher Collection

This chart presents a detailed portrayal, from the British perspective, of the worst American naval defeat of the Revolution. Upon learning that the British were constructing a fort at Bagaduce (now Castine) near the mouth of the Penobscot River, the Massachusetts government reacted by hastily launching an expeditionary force. An armada of more than 40 ships with 2,000 men and 350 cannons was assembled, greatly outnumbering the British force of only three armed ships, 750 men, fewer than 60 cannons, and a partly built earthen fort. The British forces were commanded by seasoned professional officers, including the infamous Captain Henry



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Mowatt who had bombarded and burned Falmouth (Portland) in the fall of 1775. Commodore Dudley Saltonstall, an inexperienced and overly cautious Continental naval officer, commanded the American fleet. General Solomon Lovell was in charge of American land forces, with Lieutenant Colonel Paul Revere as his chief of artillery. Within four days, the American marines and militiamen had successfully stormed the British defenses and were in position, with appropriate naval support, to seize the enemy fort. Saltonstall dallied and declined to enter the action even though he had overwhelmingly superior firepower. In due course, a powerful Royal Navy squadron arrived and routed the demoralized American forces. An inscription on the chart reads: "*The Rebels retiring with great precipitation up the River and the English Fleet close after them had no alternative and to prevent them falling into our hands were under the necessity of Burning and Blowing up their Whole Fleet....*" With imminent victory turned into humiliating and costly defeat, courts-martial followed. Lovell was cleared, Revere was initially censured and later cleared, and Saltonstall was, rightfully, found guilty and dismissed from the Navy.

MAINE AND THE SEA

It has often been said that Mainers are born with salt in their blood or sea water in their veins. This close identification of Maine with the sea is a natural consequence of its geography – a long coastline with numerous sheltered coves and deep natural harbors. The earliest settlements were on the coast and along the shores of navigable rivers, and settlers utilized their watery surroundings for their food, transport, and livelihood. Fishing, shipbuilding, and waterborne commerce were established during the colonial period as key ingredients in the economic life of Maine. The first English ship built in North America, the *Virginia*, was constructed in 1607 by Popham colonists at the mouth of the Sagadahoc (Kennebec) River, a site which later became one of the great shipbuilding centers of New England. Trading in fish, furs, and lumber stimulated the development of shipping during the seventeenth century, initially along the coast from Maine to Virginia, and subsequently to the West Indies and Europe. With a ready source of seaworthy vessels and able crews, Maine entrepreneurs established a thriving world-wide commercial shipping industry. Prosperous seaports arose along the entire coast from Kittery to Passamaquoddy Bay. Falmouth Neck, which became Portland in 1786, was the most successful of all, owing to the natural advantages of its deep, sheltered, and ice-free harbor.

The changing fortunes of Maine's maritime ventures paralleled major historical events at home and abroad. During the Revolution and the War of 1812, Maine shipowners engaged in the hazardous practice of privateering and suffered great losses at the hands of the British navy. When the embargo of 1807 prohibited United States ships from entering foreign harbors, Mainers survived by becoming proficient smugglers. During the "clipper ship" era, which peaked between 1846 and 1859, Maine shipbuilders excelled in the production of these speedy and profitable ships. Likewise, Maine shipowners prospered by meeting the needs created by mass migration to America, the gold rushes in California and Australia, and the opening of the China Trade as the British monopoly ended. In the latter half of the nineteenth century Maine-built sailing vessels, the "down-easters" and the "great schooners," carried cargo throughout the world; however, Maine's contribution to shipping and shipbuilding declined with the transition to iron and steel and steam power.

The consequences of maritime activities on Maine's economy and way of life were considerable. In addition to providing employment for seamen and marine tradesmen and generating profits for shipowners and merchants, waterborne commerce was the lifeblood of Maine's economy. Products such as fish, furs, lumber, masts, wood products, and agricultural produce were carried by ship to markets in the colonies and elsewhere. Conversely, a variety of seaborne imports stimulated trade and enhanced the quality of Maine life: cotton, tobacco, and rice from the southern colonies; sugar, coffee, molasses, and rum from the West Indies; manufactured goods from Europe; ivory and gold from Africa; and spices, silks, porcelain, and other luxury items from the Orient.

11. ATTRIBUTED TO LEMUEL MOODY; American, 1761-1846
SIGNALS AT PORTLAND OBSERVATORY
Portland, Maine, ca. 1807
Watercolor and pen and ink on paper, 43.2 x 55.6 cm.
Maine Historical Society. Gift of Thomas L. Merrill

This watercolor drawing was in all probability made by Lemuel Moody, a retired sea captain and builder of the Portland Observatory. From the 82-foot tower situated on Munjoy Hill, ships approaching Portland could be seen by telescope at some distance offshore. Signal flags such as those illustrated here could then be hoisted to advise interested parties of the type and number of ships and their locations. Additional flags, not shown here, identified the shipowners' names. The structure adjacent to the tower is Lemuel Moody's home; above it, an inscription "admission is 12½ cents" refers to the charge for using Moody's telescope. Other inscriptions include "Uncle Sam" (above the ship in the harbor) and "J.Q. Adams for President" (at center).

12. MAKER UNKNOWN; England, ca. 1850
Telescope
Brass and leather, 6.3 cm. diameter x 50.5 cm. long. Maine Historical Society

An inset on the telescope cover illustrates flags and pennants of British merchant and naval ships and foreign vessels.

13. PROBABLY HERCULANEUM POTTERY; Liverpool, England, ca. 1807
Pitcher
Creamware with hand-enamel painting and transfer-printing, 22.9 cm. high
Maine Historical Society. Bequest of Charlotte A. Fenton, 1920

Creamware pitchers made in Liverpool, England, were popular "collectors items" in the early nineteenth century and remain so today. These "Liverpool jugs" were specially decorated for specific markets and were sometimes used for commemorative purposes. As in this case, the decorations could be made to order or copied from existing designs. This pitcher is one of 75 said to have been ordered by Lemuel Moody and patterned after his watercolor drawing.

14. SPENCER, BROWNING AND COMPANY; London, mid-nineteenth century
Quadrant with wooden case
Ebony, brass, and ivory
Maine Historical Society. Gift of Lizzie Morgan Field, 1925

This quadrant is typical of the instruments used in the nineteenth century to determine latitude by measuring the altitude of the sun or a star. It was the property of Captain John A. Morgan (1831-1925).

15. Edward Kelleran, MASTER; American
Logbook Of The Brig *Dash*
Manuscript Log of Voyage, 1813-1814. Maine Historical Society

The brig *Dash* was one of the most famous privateers on the Maine coast during the War of 1812. She was built in 1813 at Porter's Landing on the Harraseeket River in Freeport. After several profitable voyages as a blockade runner, she was commissioned as a privateer by President James Madison in 1814. In seven cruises she took 15 prizes; she became known as "The Pride of the Bay" and it was said that "She never suffered defeat, never attacked an enemies' [sic] ship in vain, was never injured by a hostile shot and knew no equal in speed." Her luck ran out in a winter gale and she went to the bottom with all hands.

The logbook seen here records details of a voyage between Portland and Santo Domingo from December 13, 1813 to February 17, 1814.

16. MAKER UNKNOWN; Nineteenth Century
Ivory Tusk With Scrimshaw
Portland Museum of Art. Gift of Mr. and Mrs. William V.K. Fletcher, 1992

Scrimshaw refers to carving or engraving by sailors, typically those on whaling vessels. The most common materials used were sperm-whale teeth and walrus tusks, and the usual engraving instrument was a needle designed for stitching sails. The popularity of scrimshaw was such that it sometimes took precedence over sailors' duties, prompting the imposition of controls over the practice.

17. ANONYMOUS ITALIAN ARTIST; Naples, Italy, 1869
Brig Derigo* [sic] *of Haerrington* [sic] *Entering the Bay of Naples Dicember* [sic] *1869 Capt T.C. Coffin
Tempera on paper, 41.4 x 59.0 cm. Maine Historical Society

The brig *Dirigo* was built in Harrington, Maine in 1862. Captain T.C. Coffin, a member of a prominent family of shipbuilders and sailors, commissioned this painting while on a visit to Naples in 1869.

18. MAKER UNKNOWN; China, ca. 1880
Silver Tea set, three piece
Silver Goblet with framed portrait medallions
Silver Biscuit jar
Collection of Jody Sataloff and David Cluchey

Among the lesser known luxury items imported from the Orient in the late nineteenth century was Chinese silver. Seen here are examples of these beautifully crafted objects decorated with Chinese motifs including courtyard scenes, bamboo branches, cherry blossoms, and dragons. Some have pseudo-English hallmarks as well as Chinese ideograms.

19. MAKER UNKNOWN; India, ca. 1820
Scarf
Silk batik
Maine Historical Society

This silk batik scarf from India was owned by Henry Wadsworth Longfellow's second cousin, Mercy Owen Richardson, whose initials are embroidered on it.

20. MAKER UNKNOWN; Brazil, ca. 1830-1840
Rubber Overshoes
Maine Historical Society

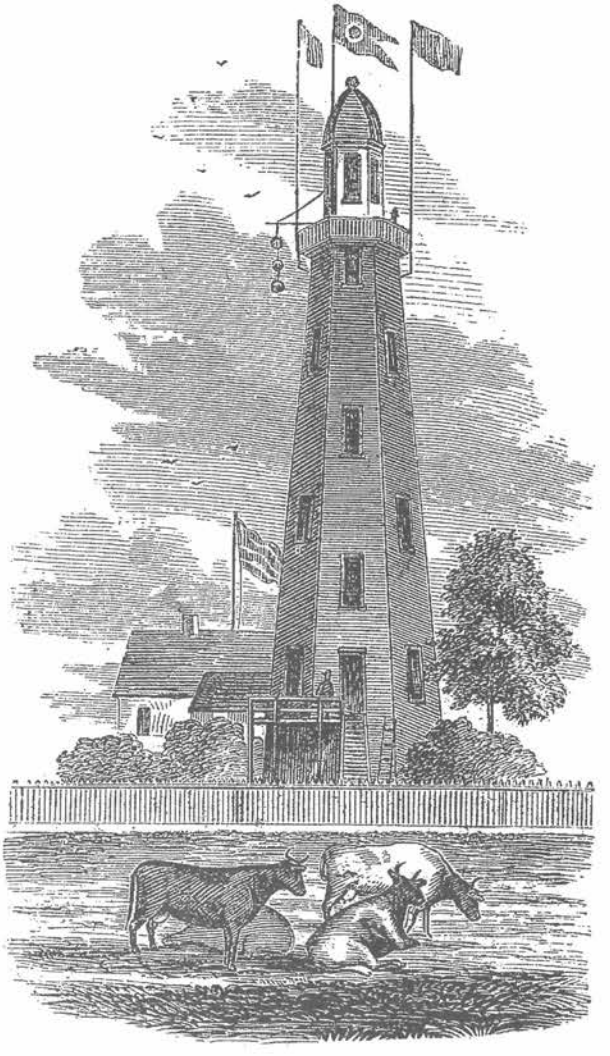
These "rubbers," now quite stiff, were originally pliable enough to be worn over regular shoes. They were made by Brazilian Indians and decorated with native designs.

21. MAKER UNKNOWN; China, nineteenth century
Tea Caddy with Cover
Plate
Pot-de-Creme
Hard-paste porcelain with underglaze blue and white Canton pattern
Portland Museum of Art
Bequest of Annie D. McLellan, 1968 (Tea Caddy and Plate)
Gift of Robert S. Black in memory of Barbara Bell Black, 1994 (Pot-de-Creme)

Because of their attractive designs and low cost, Chinese porcelains of this type were imported to America in huge quantities during the nineteenth century and were thus available to average households. Their popularity is indicated by the fact that "china" became the generic name for porcelain ware or crockery, regardless of its country of origin. Furthermore, Chinese designs served as models for English and other porcelain makers.

22. THIERRY & SONS
Pair of Slippers
Paris and London, ca. 1840-1860
Silk satin
Maine Historical Society

In the mid-nineteenth century women's skirts became fuller and shorter than previously, exposing the ankle and foot. As a consequence, fine stockings and delicate slippers came into vogue. These imported silk slippers are from the Longfellow family.



FROM PROVINCE TO DISTRICT

Throughout its colonial history, the territory now comprising the State of Maine was the subject of numerous charters and grants, often with conflicting boundaries and inconsistent nomenclature. The following is a brief account of the most frequently used names, with their origins and prescribed boundaries.

In its 1622 grant to Ferdinando Gorges and George Mason of the land between the Merrimac and Sagadahoc (now Kennebec) rivers, the Council for New England designated the territory as the "**Province of Maine**." King Charles I confirmed Gorges's ownership of the land between the Piscataqua and Kennebec rivers in 1639, directing that the area "should forever hereafter be called and named the **Province or County of Maine**, and not by any other name or names whatsoever." In 1652 the Massachusetts Bay Colony claimed ownership of the Province of Maine, and by 1658 induced the citizens of the Province to submit to its authority; as a part of Massachusetts, the region was given the name of **York County**. The territory extending eastward from the Kennebec River to the St. Croix, known as the **Territory of Sagadahoc**, was annexed to York County in 1716. The name York County then applied to the entire Maine region, with the portion west of the Kennebec River retaining its original designation as the Province of Maine (often spelled "Main"), and the eastern portion called the Province (or Territory) of Sagadahoc. In 1778, Massachusetts was divided into three districts by the Continental Congress; the northernmost, comprising all of Maine from the Piscataqua River to the St. Croix, was officially designated as the **District of Maine**. In practice, however, the word "Province" was sometimes substituted for "District," and older names often continued in use for some time after they were superseded, resulting in maps with ambiguous nomenclature and uncertain political boundaries.

23. ANONYMOUS
A MAP of the BRITISH & FRENCH PLANTATIONS in NORTH AMERICA
From: *London Magazine*, London, 1755
Engraving, hand colored; 21.0 x 26.3 cm. Osher Collection

This English map of 1755 designates the entire region from Lake Champlain to the St. Croix River as YORK COUNTY. The region of present-day Maine is subdivided into "MAIN PROV" (from the New Hampshire border to the Kennebec River) and "SAGADAHOC" (from the Kennebec to the St. Croix).

24. ANONYMOUS
A MAP of that part of AMERICA which was* the Principal Seat of War, *in 1756.
From: *The Gentleman's Magazine*, London, 1757
Engraving, hand colored; 21.8 x 33.2 cm. Osher Collection

This map exemplifies the confusing terminology applied to the Maine region in the middle of the eighteenth century. Although it was made in the same city (London) only two years after the previous map (object 23), it carries entirely different nomenclature. The principal designation is "EASTERN PART OF THE PROVINCE OF MASSACHUSETTS BAY"; the name "COUNTY OF YORK," usually applied to the entire Maine region, is confined to the traditional "Province of Maine" area west of the Kennebec River. The "Territory of Sagadahoc" is not named.

OSGOOD CARLETON AND HIS MAPS OF MAINE

Osgood Carleton (1742-1816) was one of the leading American mapmakers of the post-Revolutionary period. Born in New Hampshire, he enlisted in the army at the age of 16 and served with New England colonial troops under British command during the siege of the French fortress of Louisbourg. It is believed that he became a protegé of the chief engineering officer and received extensive training in engineering, mathematics, astronomy, and surveying during five years of service. After leaving the army he worked as a surveyor in his native New Hampshire. At the outset of the Revolutionary War he volunteered for service with the Continental Army and took part in the battle of Bunker Hill. Following the war, Carleton established a private school in Boston, offering instruction in arithmetic, algebra, geometry, astronomy, navigation, surveying, geography, and the use of globes. In addition to his teaching, Carleton carried on an active surveying practice, wrote a textbook of "practical mathematics," published a series of almanacs, and contributed mathematical tables to other publications. While these activities earned him recognition and esteem among his contemporaries, Carleton's lasting fame rests on his achievements as a mapmaker.

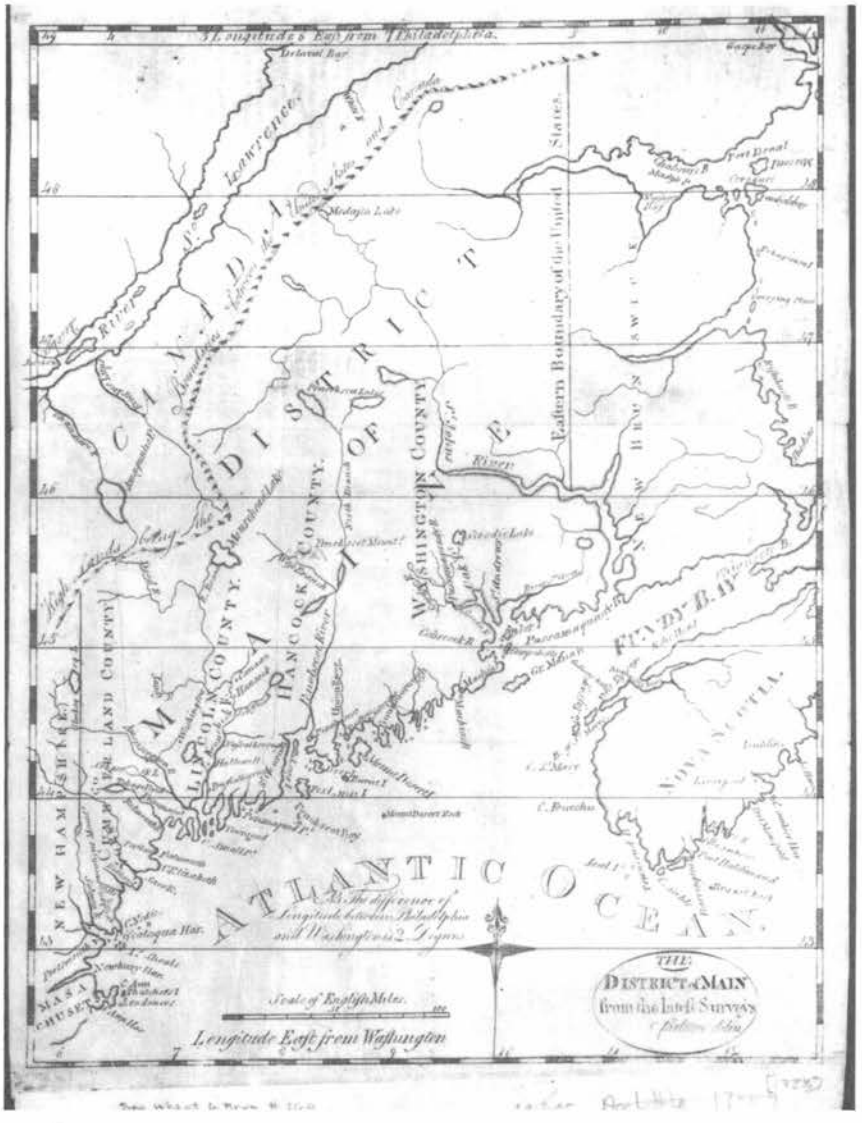
In collaboration with John Norman, a Boston engraver and publisher, Carleton produced a chart of the West Indies in 1789; an atlas of coastal charts, the first printed in the United States, in 1790; and a six-sheet map of the United States in 1791. His first map of Maine was a small image with little detail (objects 25a, 25b) drawn for the 1793 edition of Jedidiah Morse's *American Universal Geography.* Recognizing the need for basic topographic information, Carleton petitioned the Massachusetts legislature in January 1794 recommending that each town in the Commonwealth, including the District of Maine, be ordered to submit a survey of its territory for use in compiling an official map of the Commonwealth. These surveys and plans, together with materials collected by Carleton through his own efforts, enabled him to produce the first detailed maps of Massachusetts and its "District of Maine."

While Carleton's maps are now rare, the Osher Map Library collection contains examples of most of his maps of Maine, including the only known surviving copy of his manuscript wall map of 1795.

25a. OSGOOD CARLETON, American, 1742-1816
***The District of MAIN from the latest Surveys*, Boston, 1793**
Manuscript, ink and watercolor, 29.5 x 21.5 cm.; color photocopy, 90%
Courtesy of the Harvard Map Collection

This is the only known manuscript copy of Osgood Carleton's earliest map of Maine, probably the first map of American origin showing the entire "**District of Main**," then a part of Massachusetts. The lack of detail and the inaccurate depiction of such important features as the "R. St. Croix," " Scoodic R.," and "Passamaquady B" reflect the dearth of topographical knowledge of the region. The "Kennebeck" River originates from "Mousehed [Moosehead] Lake" and the Falmouth River arises from "Tobago [Sebago] Lake."

Its deficiencies nothwithstanding, this map represented an important advance in the mapping of Maine.



25b

25b. OSGOOD CARLETON, American, 1742-1816
***THE* DISTRICT of MAIN from the latest Surveys**
From: Jedidiah Morse, *The American Universal Geography*, Boston, 1793
Engraving, 26.5 x 20.3 cm. Smith Collection

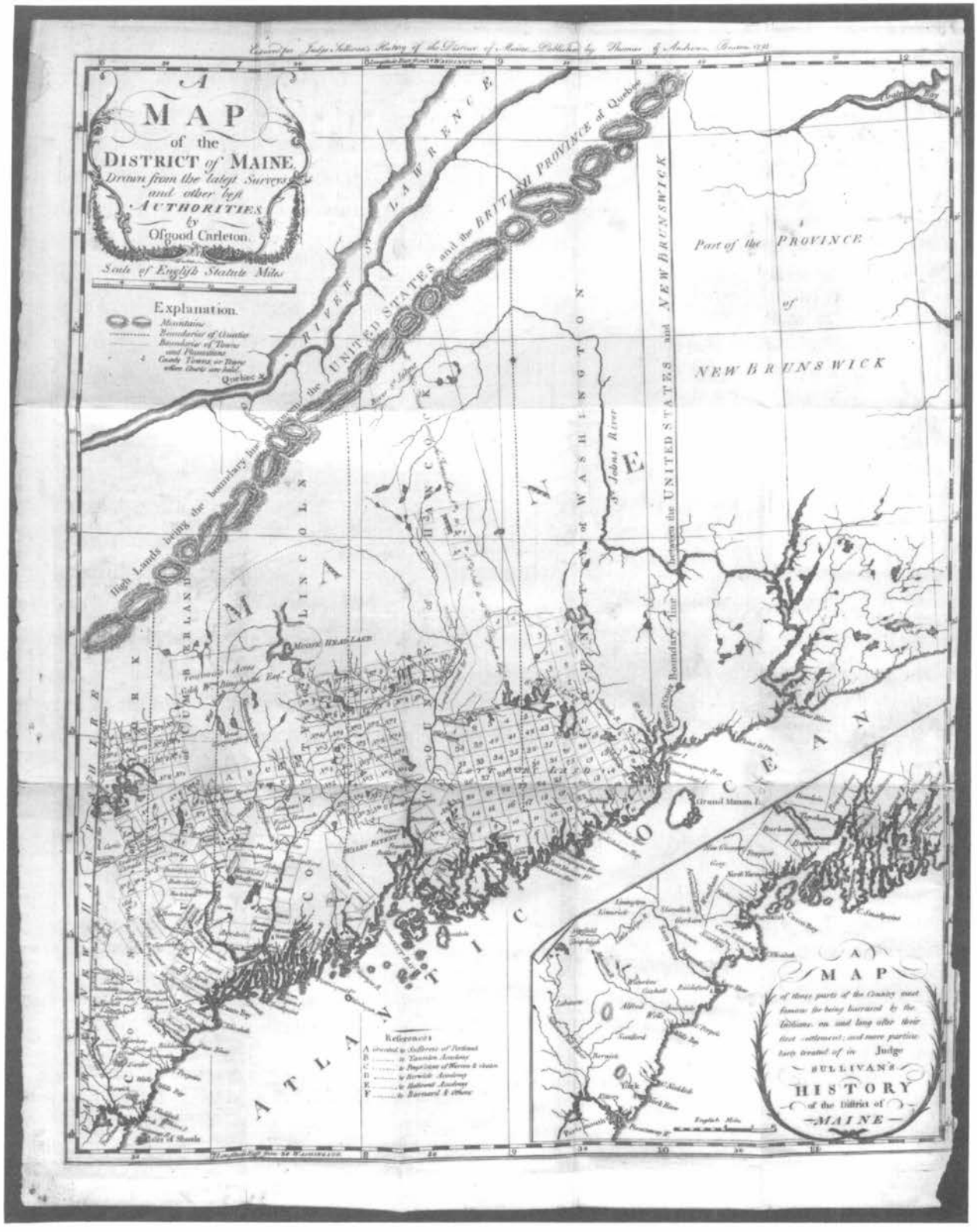
This is the printed version of the preceding manuscript map. In general, it is a faithful rendition, with only minor differences in the positioning of place names and in the design of the title cartouche. However, the origin of the "Eastern Boundary of the United States" from the source of the R. St. Croix, correctly shown on the manuscript, is lacking on the printed version.

Maine Counties in 1793:

When Massachusetts gained jurisdiction over the "Province of Main" in 1658, it consisted of a single county named **York** or **Yorkshire**. With the eastward spread of settlements across the province, access to the courts became increasingly difficult and petitions were submitted to the General Court of Massachusetts for the formation of new counties with their own courthouses and jails. In 1760, the counties of **Cumberland** and **Lincoln** were set off, and in 1789 the counties of **Hancock** and **Washington** were formed. Curiously, the remnant of York County was omitted from this map, and Cumberland County encompasses the entire region from the New Hampshire border to the mouth of the Androscoggin River.

26. OSGOOD CARLETON, American, 1742-1816
A* MAP of the DISTRICT *of* MAINE, *Drawn from the latest Surveys and other best AUTHORITIES
From: James Sullivan, *The History of the District of Maine*, Boston, 1795
Engraving, 52.2 x 41.7 cm. Osher Collection

This map achieved wide circulation because of its appearance in the first general history of the District of Maine, written by Judge James Sullivan, a Maine native who later served as


A
MAP
of the
DISTRICT of MAINE
Drawn from the latest Surveys
and other best
AUTHORITIES
by
Osgood Carleton.
Scale of English Statute Miles
Explanation.
Mountains
Boundaries of Counties
Boundaries of Towns
and Plantations
County Towns or Those
other Towns are built
Quebec
ST LAWRENCE RIVER
the UNITED STATES and the BRITISH PROVINCE of Quebec
Part of the PROVINCE
of
NEW BRUNSWICK
NEW BRUNSWICK
St Johns River
Boundary line between the UNITED STATES and
High Lands being the boundary between the
LINCOLN
WASHINGTON
HANCOCK
Mount DESART
Grand Manan I.
ATLANTIC OCEAN
References
A directed to Stafford of Portland
B ... to Thornton Academy
C ... to Proprietors of Harvard & others
D ... to Berwick Academy
E ... to Hallowell Academy
F ... to Barnard & others
A
MAP
of those parts of the Country most
famous for being harrassed by the
Indians, on and long after their
first settlement; and more particu-
larly treated of in Judge
SULLIVAN'S
HISTORY
of the District of
MAINE

26.

governor of Massachusetts. In the two years since Carleton's first map, a great deal of new information had become available, as evidenced by the enormous increase in detail seen here. There is now far more topographic information, and numerous towns, unorganized townships, and land grants are shown. District, county, and local boundaries are clearly delineated. The eastern boundary of the district, representing the international border between the United States and Canada, begins at the source of the St. Croix River in accordance with the Treaty of Paris (1783) ending the Revolutionary War. However, the actual location of the St. Croix River was in dispute. This map upholds the American claim, erroneously identifying the Magaguadavic River, the easternmost river draining into Passamaquoddy Bay, as the St. Croix, while the true St. Croix, some distance to the west, is named Scoodic. The correct location of the St. Croix River was finally determined by an international Boundary Commission in 1798. Other portions of the international boundary remained in contention for nearly half a century.

Maine Counties in 1795:

All five existing counties are shown, York County having reappeared as a narrow strip along the New Hampshire border.

27. OSGOOD CARLETON, American, 1742-1816
Autograph letter to Col. Little, Boston, March 27, 1795
Maine Historical Society

Sir,

I have undertaken to draw two Plans of the District of Maine for the Committee; if you wish me to draw one for you, please to write me by Post; and I will endeavour to have it done by the time the General Court comes together.

The Plan will be comprized in four large sheets of Imperial paper; and contain the whole District, part of the River St. Lawrence, — the City of Quebec; part of the River St. Johns, the whole of the River Androscoggin, with its Course through part of N. Hampshire, and the several Lakes from which it issues, &c; with all the latest Surveys.

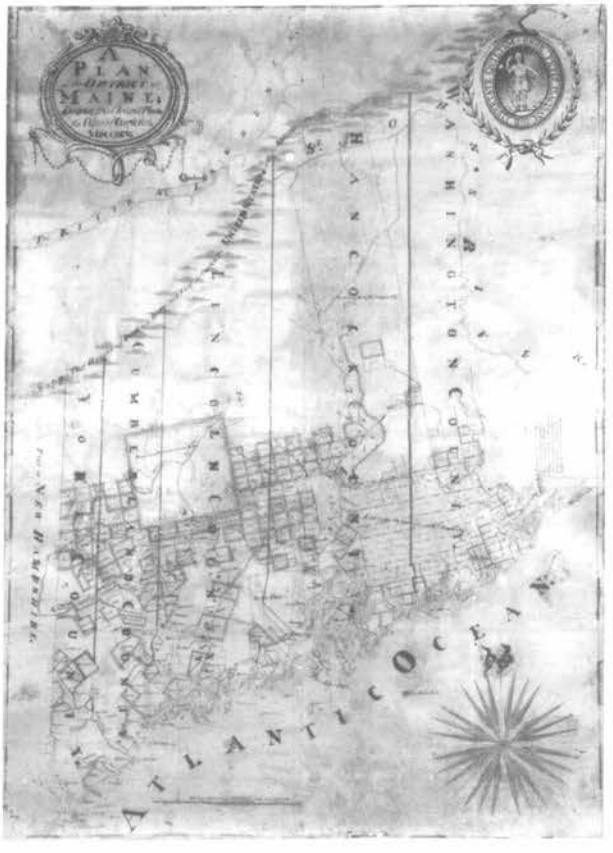
I am Sir
Your most obedt. Servt
Osgood Carleton

Boston Mar 27, 1795
Col. Little

In this letter, Carleton indicates that in March 1795 he was drawing two maps of the District of Maine for "the Committee," presumably the Committee for the Sale of Eastern Lands. This group was charged by the General Court (the combined House and Senate of Massachusetts) with overseeing the sale of land in the District of Maine and collecting surveys of Maine lands. The "Col. Little," for whom Carleton offers to draw an additional map was probably Josiah Little, a member of the General Court with substantial land holdings in Maine. The map described in this letter corresponds exactly to the manuscript wall map on display here.

28. OSGOOD CARLETON, American, 1742-1816
A PLAN *of the DISTRICT of* MAINE; *Drawn from several Plans By Osgood Carleton.*
MDCCXCV. Boston, 1795
Manuscript on laid paper; colored; backed on linen, 146.0 x 103.5 cm.
Osher Collection

Carleton's letter indicates that he drew two "Plans of the District" for the "Committee" and possibly a third for Col. Little. In a petition to the General Court in 1800, Carleton referred to one of the four-sheet maps as hanging in the Old State House. Until recently, however, none of these maps could be located. In early 1994 this manuscript map, conforming exactly to the description in Carleton's letter, was discovered among the archives of a private surveying office located in a



28.

Maine county courthouse. The map was subsequently acquired by the Osher Map Library and professionally restored. It would appear to be the only surviving copy of this seminal map, very possibly the one made for Col. Little.

This map was apparently drawn shortly after the map for the Sullivan history (object 26). The availability of additional surveys is evident in the improved delineation of southern York and Cumberland counties and the boundary between the two. The northern mountain range confidently described on the earlier map as "High Lands being the boundary line between the UNITED STATES and the BRITISH PROVINCE of Quebec" is now termed "**Supposed** *Height of Land, and Boundary Line...*" [Emphasis added] The eastern boundary line and the source of the St. Croix River are no longer indicated. Instead, a cautionary inscription states: "*This river, and a line due North from its source to the height of Land, dividing the Streams falling into the River St. Lawrence, from those which fall into the Atlantic Ocean and Bay of Fundy is the Eastern Boundary of the United States.*" An additional inscription adjacent to the St. Croix River notes that "*The source of this River is not ascertained.*" These admissions of uncertainty probably stem from the fact that an international Boundary Commission had recently been appointed to resolve the eastern boundary dispute.

29. OSGOOD CARLETON, American, 1742-1816
AN ACCURATE MAP, of the DISTRICT OF MAINE Being Part of the Commonwealth of MASSACHUSETTS..., Boston, 1798
Engraving, in four sheets, 136.5 x 96.5 cm. Osher Collection

In 1797 Osgood Carleton and John Norman, a Boston engraver and publisher, were awarded a contract by the General Court to compile and publish official maps of Massachusetts and the District of Maine. When the completed maps were submitted in June 1798, they were rejected on the grounds that while the compilation (by Carleton) was careful, the quality of the engraving (by Norman) was unacceptable. The makers were allowed seven months to make corrections and improvements in the quality of the engraving. When Norman failed to comply, Carleton was directed to recompile the maps under the supervision of Agents of the General Court who were also charged with the selection of another engraver. Undeterred by this rejection, Norman proceeded to offer the original edition of the map for public sale, apparently concentrating his marketing efforts in Maine. This is an example of his product.

While the competence of the engraving may indeed be suboptimal, the map contains numerous improvements based on additional local surveys. The eastern boundary is now correctly depicted in relation to the true St. Croix River, apparently in anticipation of the impending decision of the Boundary Commission.

Maine Counties in 1798:

There are five counties as before, each county extending from the coastline to the northern border. The southern portion of the boundary between York and Cumberland counties has been shifted eastward, restoring Buxton and Pepperelboro (now Saco) to York County.

30. OSGOOD CARLETON, American, 1742-1816
Map OF THE DISTRICT of MAINE MASSACHUSETTS, COMPILED from ACTUAL SURVEYS...
Boston, 1802
Engraving, in four sheets, 134.6 x 94.0 cm. Collection of Peter L. Murray, Esq.

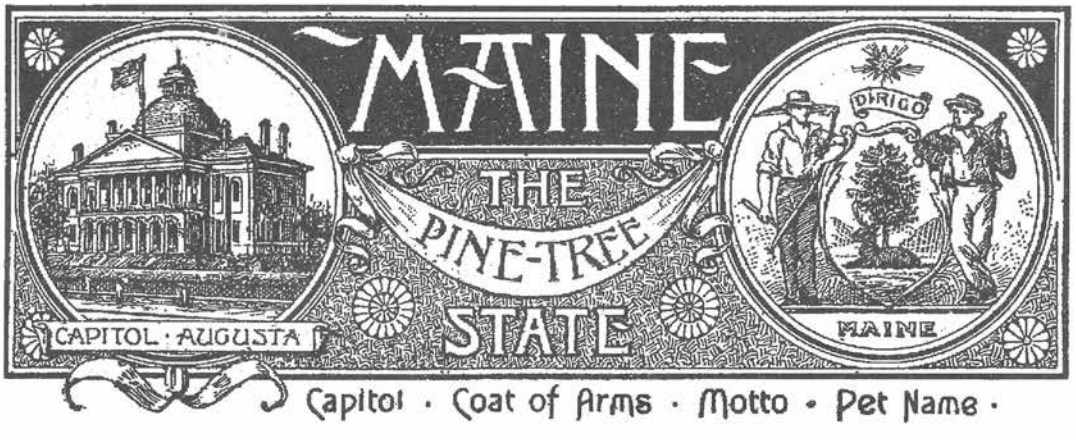
In accordance with the directive of the General Court, Carleton recompiled the map of Maine, using surveys provided by the Committee for the Sale of Eastern Lands and the St. Croix Boundary Commission. The revised map presented a significantly improved delineation of the northern regions of the District and of the rivers in the eastern portion. Both the updated map and its engraving (by Callender and Hill) were accepted by the Agents of the General Court and approved for publication in 1801. A second edition of the map, without change in the geographical delineation, was published in 1802; this is an example of that edition.

Maine Counties in 1802:

As a consequence of increasing population of interior regions, the county of "**Kennebeck**" was set off from the northern portion of Lincoln County in 1799. In a departure from the previous practice of naming counties after English shires or American political figures, this was the first county to be given an "Indian" name.

FROM DISTRICT TO STATE

Discussion of separation from Massachusetts began soon after the end of the Revolutionary War. The first newspaper in the District, the Falmouth *Gazette* was founded in 1784 to advocate separation. A series of conferences and conventions took place in 1785 and 1786, at which grievances were discussed and petitions were considered, but no definitive actions were taken. Discussions continued intermittently and votes were taken in 1792, 1797, and 1807, each yielding a majority against separation. The tide turned during the War of 1812, when all of Maine east of the Penobscot River was occupied by the British. Maine's appeals for assistance from Massachusetts went unheeded, leading to strong feelings of alienation and outrage in the district. A referendum in May 1816 produced a significant majority in favor of separation, but the turnout was deemed inadequate. A repeat vote in September 1816 resulted in a bare majority favoring separation, and further action on an Act of Separation was deferred on procedural grounds. Finally, in 1819 the General Court of Massachusetts overwhelmingly passed an Act of Separation providing for the convening of a constitutional convention in Maine, contingent on an unequivocal popular vote in favor of separation. The vote was more than two-to-one in favor of statehood, and in October 1819 the constitutional convention gathered in Portland. A constitution modeled after that of Massachusetts was adopted, and the name Maine was chosen in preference to other suggested names such as Columbus and Ligonia. The constitution was adopted by a landslide popular vote of 9,040 to 796. In accordance with the Missouri Compromise, President Monroe signed the Maine statehood bill on March 3, and on March 15, 1820, Maine became the 23rd state of the Union.



31. MOSES GREENLEAF, American, 1777-1834
MAP OF THE DISTRICT OF MAINE...1815, Boston, 1816
Engraving, hand colored in outline, 102.5 x 66.5 cm. Fleet Bank Collection

This is the first map made by Moses Greenleaf, Maine's first mapmaker and an ardent advocate of separation of the District of Maine from the State of Massachusetts. The map and a companion volume emphasized the abundant natural resources and advantages of the District and greatly influenced public opinion in favor of separation. Accordingly, Greenleaf has been called the "real state-maker of Maine."

Greenleaf spent five years compiling the map from pre-existing maps, plans, and surveys, supplemented by his personal surveys and eyewitness reports from hunters and prospectors. By his own description, the map was expected to be accurate for those areas based on actual surveys and "tolerably correct" for the "little explored...extensive interior." The map was actually the most detailed and accurate of its time, as evidenced by the fact that the State of Massachusetts purchased 1,000 copies for distribution throughout its territory.

Maine Counties in 1816:

Reflecting the northward spread of settlements, three additional counties were formed in the first two decades of the nineteenth century. **Oxford** County was set off from York and Cumberland counties in 1805. The northern portion of Kennebec was separated as **Somerset** County in 1809. Similarly, in 1816 the northern part of Hancock became **Penobscot** County, the ninth Maine county and the last to be created by Massachusetts. The appearance of the Penobscot County on this map establishes its date of publication as no earlier than 1816, despite the title date of 1815.

32. MOSES GREENLEAF, American, 1777-1834
MAP OF THE STATE OF MAINE, Boston, 1820/22
Engraving, sectioned and mounted on linen, 103.5 x 67.3 cm. Osher Collection

When his dream of Maine statehood was realized in early 1820, Greenleaf immediately revised his earlier map. The word "district" was replaced by "state" in the title, and the dedication to the "Honourable Legislature of the state of Massachusetts" was deleted, probably with considerable satisfaction on Greenleaf's part. A number of corrections were made on the basis of new information, and several new towns were added. Overall, however, the map was not greatly changed from the first edition; no new counties had been formed.

Greenleaf's cartographic efforts elicited commendations from the new state's legislature, and he received grants to assist in his later productions including an atlas of the state published in 1829. He was, in effect, the unofficial state cartographer.

COUNTY DEVELOPMENT 1820-1860

During the 40 years following statehood, seven additional counties were formed as a consequence of population growth and changing settlement patterns. The following maps, from American atlases of the period, record the progress of county development to its completion in 1860.

33. ANTHONY FINLEY, American, ca. 1790-1840
MAINE
From: *A New General ATLAS*, Philadelphia, 1829
Engraving, hand colored, 28.8 x 21.9 cm. Osher Collection

In 1827 the portion of Hancock County lying to the west of Penobscot Bay was joined with adjacent parts of Lincoln and Kennebec counties to form **Waldo** County, Maine's 10th county and the first to be established after the advent of statehood.

34. SAMUEL AUGUSTUS MITCHELL, American, 1792-1868
A New Map of MAINE
From: *A NEW UNIVERSAL ATLAS*, Philadelphia, 1846
Lithograph, hand colored, 36.2 x 28.5 cm.
Osher Collection

Two additional counties, the 11th and 12th, were formed in 1838. **Franklin** County was set off from Oxford, Kennebec, and Somerset counties, and **Piscataquis** County was set off from Penobscot and Somerset counties. The 13th and largest county, **Aroostook**, was set off in 1839 from Penobscot and Washington counties, and enlarged in 1843 and 1844 by addition of the northern portions of Penobscot, Piscataquis and Somerset counties.

35. JOSEPH H. COLTON, American, 1800-93
MAINE
From: *COLTON'S GENERAL ATLAS*, New York, 1857
Engraving, hand colored, 35.8 x 28.5 cm. Osher Collection

The 14th and 15th counties were erected in 1854. **Androscoggin**, the 14th, was taken from Cumberland, Oxford, Kennebec, and Lincoln. An additional portion of Lincoln County was set off to form the 15th county, named after the ancient territory of **Sagadahoc**.

36. JOSEPH H. COLTON, American, 1800-93
ALVIN J. JOHNSON, American, 1827-84
JOHNSON'S MAINE
From: *JOHNSON'S New Illustrated FAMILY ATLAS*, New York, 1862
Lithograph, hand colored, 35.7 x 28.4 cm. Osher Collection

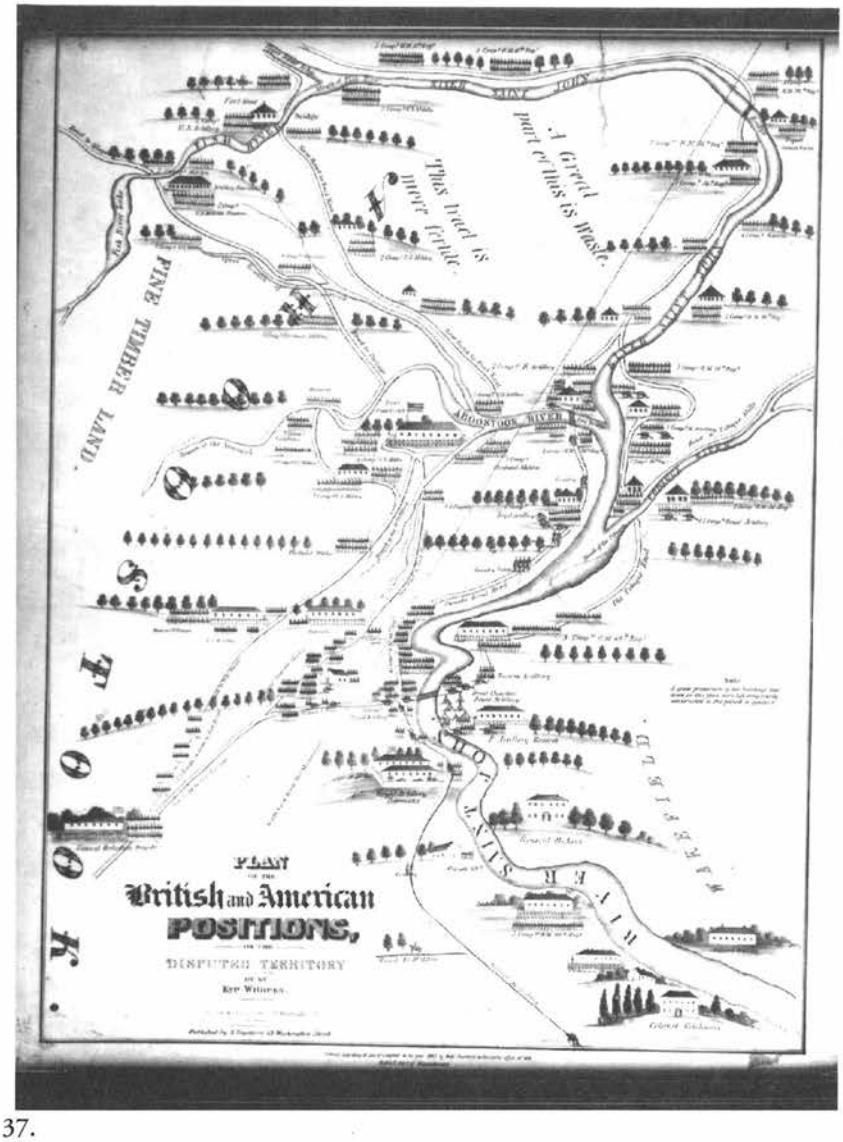
The 16th and final county, **Knox**, was set off from Lincoln and Waldo counties in 1860. This is a revised version of the previous map, updated to show the new county; it is otherwise unchanged except for the addition of Johnson's name to the title, the change in the publisher's name, and the addition of a decorative border.

NORTHEASTERN BOUNDARY CONTROVERSY

Following the Revolutionary War, the Treaty of Paris (1783) defined the northeastern boundary of the United States as "*...a line drawn due north from the source of Saint Croix River to the Highlands; along the said Highlands which divide those rivers that empty themselves into the river St. Lawrence, from those which fall into the Atlantic Ocean, to the northwesternmost head of Connecticut River....*" More than 30 years later, the Treaty of Ghent (1814) concluding the War of 1812 recognized that the boundary had not yet been surveyed, and provided for an international commission to survey and map the boundary. It further provided that if the commission could not agree on the location of the boundary the dispute would be arbitrated by a "*friendly sovereign or State.*"

After years of deliberation the commission was unable to reach agreement, and in 1828 the King of the Netherlands was chosen as the arbiter. The crux of the arguments presented to the arbiter by the contending nations was a fundamental difference in interpretation of the term "Highlands," as used to identify the boundary in the Treaty of Paris. The American position was that the term referred to a continuous line of terrain dividing the rivers flowing into the St. Lawrence River from those emptying into the Atlantic Ocean, regardless of whether or not the line consisted of mountains. Under this interpretation Maine territory extended well into present day Canada, almost to the southern shore of the St. Lawrence River. The British contention was that "Highlands" constituted a range of mountains or a hilly region beginning near Mars Hill, and that the rivers "which fall into the Atlantic Ocean" were the Penobscot, Kennebec, and Androscoggin. This claim relegated most of what is now Aroostook County together with the northern portions of Penobscot, Piscataquis, and Somerset counties to the British Province of Lower Canada. The decision of the King of the Netherlands, announced in January 1831, approved neither of the contending claims but recommended instead a compromise based on an intermediate boundary of his own making. The recommendation was rejected by both governments and the controversy continued.

In spite of growing impatience on the part of Maine citizens, the pattern of indecision and procrastination persisted. In fact, the failure of the American national government to take a firm stand encouraged aggressive behavior on the part of officials in New Brunswick, strongly supported by Great Britain. A series of incidents followed in which Maine residents of Madawaska and the Aroostook River valley were subjected to arrest and imprisonment on charges such as conspiracy, sedition, and trespassing on crown lands. Illegal taxes were assessed, and lumber and produce were confiscated *en route* to market on the St. John River. Escalating tensions reached crisis proportions in February 1839 when a Maine land agent on official business was arrested near Madawaska and jailed in New Brunswick. Troops were quickly mobilized and deployed by both sides; but a negotiated settlement averted bloodshed, and the "Aroostook War" ended before it began. The near-calamity apparently served as a stimulus for resolution of the border dispute, and in 1842 the lingering controversy was finally settled with the signing of the Webster-Ashburton Treaty.



37.

37. NATHANIEL DEARBORN, American, active 1840's
PLAN OF THE British and American POSITIONS IN THE DISPUTED TERRITORY, Boston, 1843
Lithograph, 71.3 x 53.4 cm. Osher Collection

News of the arrest and jailing of Maine's land agent and members of his party aroused great anger among the citizens of Maine. A subsequent proclamation by Lieutenant Governor Harvey of New Brunswick claiming jurisdiction over the disputed territory caused further resentment and indignation. When Governor Fairfield and the Maine legislature responded by calling for troops to defend the state's territorial rights, there was an outpouring of volunteers motivated by patriotic fervor. Within a few weeks more than 10,000 Maine troops were in place, and the Congress of the United States had authorized President Van Buren to raise up to 50,000 additional troops in support of Maine. The stage was thus set for the "Aroostook War."

This plan, published four years after the event, purports to show the disposition of the various units of the opposing forces and their military installations as recorded "by an Eye Witness." Even though this rendition may be inaccurate, it is apparent that if hostilities had actually supervened, casualties would have been substantial.

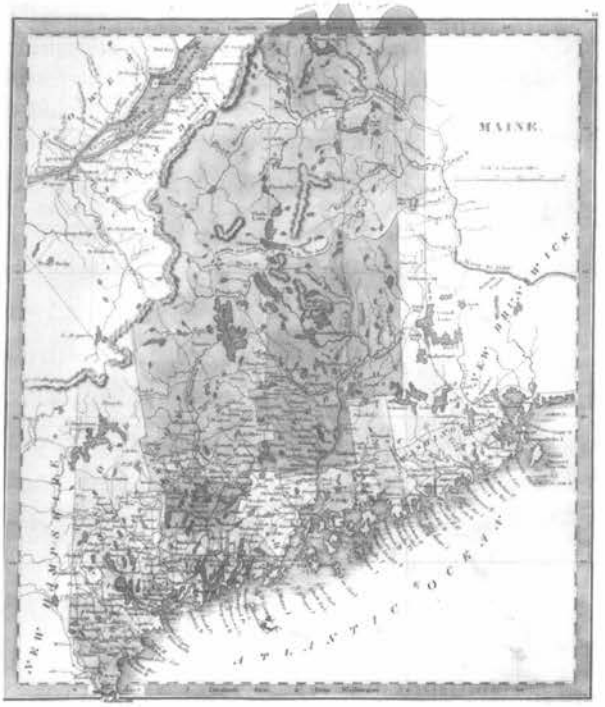
38. GENERAL WINFIELD SCOTT, American, 1786-1866
Autograph letter to General H.S.A. Dearborn, Augusta, Maine, March 27,1839
Maine Historical Society

When it appeared that hostilities were imminent, President Van Buren dispatched General Winfield Scott to Maine on a mission to achieve "Peace with honor." In a skillful negotiation, General Scott persuaded Lieutenant Governor Sir John Harvey of New Brunswick to renounce the use of military force to take possession of the disputed territory or to expel Maine forces, in exchange for which Governor Fairfield agreed to withdraw Maine's military forces, leaving only a land agent and a small civil posse. This compromise ended the threat of war, and opened the way for the eventual diplomatic settlement.

General Scott's letter, written two days after the successful conclusion of his mission, provides an intriguing insight into his attitudes toward war and peace, "diplomatists," and "the mighty Anglo-Saxon race."

The relevant portion of the letter is as follows:

> *"I shall...positively depart Monday morning; for I have much to do in the way of preparation for war, if negociation [sic] should fail to settle the boundary question. If that too could be left to my excellent friend, Sir J. Harvey, & myself, I am persuaded that we might settle it over the first bottle, & exhaust a second in drinking to a perpetual peace between our countries. Poor devils that we are! by smoothing the way for diplomatists, he has lost a peerage, & I another vote of thanks with a gold medal! Such are the sacrafices [sic] we have made to the general good of the mighty Anglo-Saxon race, divided into two great nations.*



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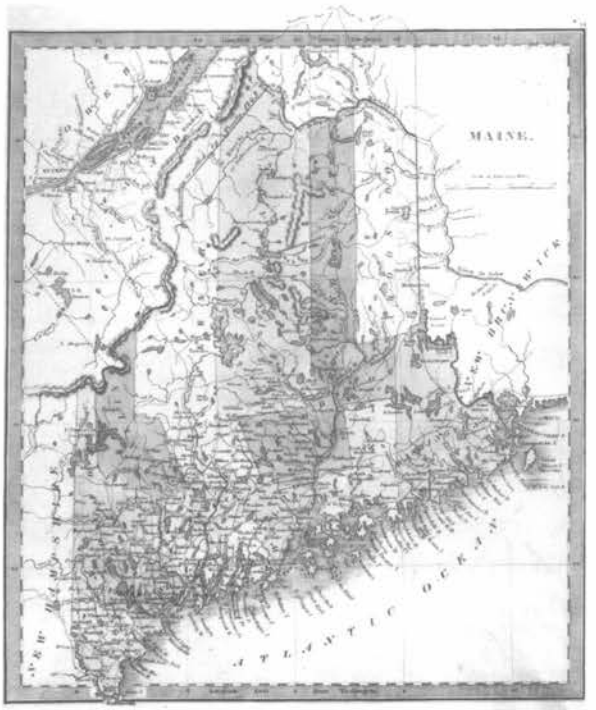

40.

39. JEREMIAH GREENLEAF, American, 1791-1864
MAINE
From: *A NEW UNIVERSAL ATLAS*, Brattleboro, VT, 1840
Engraving, hand colored, 32.1 x 27.3 cm. Osher Collection

The original version of this map was made in 1835 when the northeastern boundary was very much in dispute. Three competing boundary lines are depicted. The boundary claimed by Maine is at the very top, extending beyond the printed border of the map. The boundary recommended by the King of the Netherlands is slightly to the south, along the St. Francis and St. John rivers. The boundary claimed by New Brunswick (and Britain) is considerably further to the south. It is evident that the amount of territory in dispute is quite substantial.

40. JEREMIAH GREENLEAF, American, 1791-1864
MAINE
From: *A NEW UNIVERSAL ATLAS*, Brattleboro, VT, 1842
Engraving, hand colored, 32.1 x 27.3 cm. Osher Collection

This is a revised version of the preceding map, issued shortly after settlement of the boundary controversy by the Webster-Ashburton Treaty of 1842. The engraving has been updated to show the new counties of Franklin, Piscataquis, and Aroostook. The obsolete engraved northeastern boundary lines are still present, and the newly established boundary is indicated by a superimposed hand-drawn line. A manuscript legend identifies the "*Boundary as settled by Treaty 1842.*" The northern portion of the boundary follows the St. Francis and St. John rivers as recommended by the King of the Netherlands, but the northwest portion of the boundary has been adjusted in favor of the British province of Lower Canada.

The final boundary settlement departed from earlier treaty provisions and evoked condemnation from critics on both sides — perhaps an indication of its essential fairness. Most importantly, it ended the long and bitter controversy between "the two great Anglo-Saxon nations."

MODERN MAPMAKING

The new technologies adopted by mapmakers since 1800 — beginning with lithography and proceeding through a variety of photographic/mechanical processes — have steadily improved not only the quality and comprehensiveness of geographical information but also the ease and efficiency of map production. Nonetheless, the new technologies have not changed the basic character of mapmaking. The necessary geographic information for a new map must be assembled, usually in manuscript form, and then must be transferred to a printing plate. Since 1970, however, the development of the computer has caused a revolution in the making of maps. Under the leadership of the federal government, all sorts of basic geographical information from property boundaries to rivers to complex relief models are being converted into digital form. As long as those data are digitized properly ("garbage in: garbage out"), they will provide permanent databases within the computer from which paper maps can be produced. Moreover, computer cartography is leaving the printed map behind. Digital data can be used to create three-dimensional images in "virtual reality"; they can be combined with satellite or census data to map out otherwise invisible trends in ecology and demography. Maps can be animated on a video screen to show change over time; some cartographers are starting to add sound to their maps, too. Strictly digital maps can be used for guidance by computers in cruise missiles, airplanes, or (coming soon!) the family car.

Maine features prominently in this innovation. The University of Maine at Orono is one of three universities which comprise the federally sponsored National Center for Geographic Information Analysis. This consortium seeks to develop new conceptual models for understanding and managing geographical data. Commercially, DeLorme Mapping of Freeport is widely recognized throughout the United States as an innovator not only in using digital data to make paper maps but also for constructing digital map products.

41. BILL DUFFY, American, 1954-
THOMAS L. LYNCH, American, 1971-
Physiographic Map of Maine, Augusta, ME, 1995
Computer-generated color-shaded relief map, 105.6 x 75.2 cm.
Courtesy of the Maine Office of GIS

This example of the current state of the art of mapmaking was kindly made for the Osher Map Library by the Maine Office of GIS. Geographic information systems (GIS) are advanced computer software programs for managing geographical data in digital form. The ability to manipulate geographic information, often in combination with other kinds of data, creates a powerful tool for the design of customized or specialized maps displaying a variety of useful information. Our request was for a modern map to compare with those made by Osgood Carleton and Moses Greenleaf 175 to 200 years ago; that is, a relief map of similar size showing major topographical features and political boundaries. This was accomplished by using U.S. Geological Survey data to first create a relief or elevation model, assigning specific colors to each altitude. Light and shadow were then simulated as though the sun were located at the upper right at an elevation of 30 degrees. Finally, major lakes and rivers and political boundaries were overlaid, and the map was printed in color on an ink jet plotter.

Technical data:

1:100,000 scale
U.S. Geological Survey Digital Line Graph files, ca.1985
Arc/Info Geographic Information System software, Version 7.0.2
Hewlett Packard 650c DesignJet Plotter
24 lb. coated opaque Jet Set™ Color Ink Jet Paper

SURVEYING

Surveying is the scientific process of measuring and describing areas on the surface of the earth. Using geometrical methods, surveyors determine the spatial characteristics of natural physical features such as mountains, valleys, flatlands, bodies of water, and coastlines, and of man-made entities such as buildings, roads, dams, property lines, and political boundaries. Measurements are made of distances, directions, and elevations, in order to establish horizontal and vertical relationships. This information is then put in graphic form by plotting the measured points on a grid to create a plan or map. Accordingly, surveys are the building blocks of maps, which may be based on a single survey or **compiled** by incorporating information from multiple sources.

When the whole earth or large parts of it are surveyed, the earth's curvature must be taken into account and complex mathematical projections are used, a process called **geodetic surveying**. For smaller areas the curvature is minor and can be ignored without sacrificing accuracy; this method is called **plane surveying**. Surveys serve many purposes including documentation of land ownership and political boundaries; they are prerequisites for land development and almost all types of construction.

Maps and plans are drawn according to a scale which determines the relationship between distances on the map and those on the earth: for example, one inch to 10 miles, or one centimeter to 10 kilometers. Scale may also be expressed as a ratio; 1:100,000 indicates that one centimeter on the map represents 100,000 centimeters (one kilometer) on the earth. With this knowledge, distances between points on a map may be estimated. Conventions may be used to convey additional information, such as specific colors for forests and bodies of water, contour lines for elevations, and characteristic symbols for mountains, towns of different sizes, or various types of structures.

42. UNKNOWN AMERICAN COPYIST, ca. 1847
Surveying Lesson Book
Manuscript. Collection of David and Nancy Garcelon

At a time when the expense of textbooks made them unavailable to many students, lesson books such as this were common. Information was painstakingly copied from books or classroom slates by apprentice surveyors or students. The material seen here deals with the classic method for estimating heights, as elucidated in the textbooks above.

43. WILLIAM SMYTH, American, 1797-1868
ELEMENTS OF PLANE TRIGONOMETRY, SURVEYING AND NAVIGATION
Boston, 1855. Collection of David and Nancy Garcelon

This plate illustrates the use of trigonometry to estimate the height and position of an inaccessible object. The author was a professor at Bowdoin College.

44. JOHN LOVE, English, d. ca. 1712
SAMUEL CLARK, English, fl. ca. 1771
GEODÆSIA: OR, THE ART OF SURVEYING...TO LAY OUT NEW LANDS IN AMERICA..., London, 1771
Collection of Richards and Cranston, Land Surveyors, Rockland, Maine

This is the first textbook to deal with the problems of surveying in America. John Love, who called himself *Philomathematicus*, surveyed lands in Carolina and Jamaica before returning to London to write his book in 1688. This is the ninth edition, published long after Love's death but still useful to American surveyors.

45. PHILIP HARRY, American, fl. 1840-1857
View from Station 212
Co-cum-go-muc-sis Lake...
Piscataquis County, Maine and Washington, DC, 1840
Camera lucida drawings with added watercolor; photographs, 16.2 x 24.1 cm.
National Archives, courtesy of Down East Magazine

In 1840, more than a year after the Aroostook War, the boundary controversy was still unresolved. President Van Buren appointed three boundary commissioners to conduct surveys of the disputed territory in an effort to identify the "boundary highlands." One of the commissioners was Captain Andrew Talcott, an army engineer assigned to survey the drainage area of the west branch of the Penobscot River. Talcott supplemented his surveys with images obtained by using a camera lucida, a device which uses a prism to project a scene onto drawing paper, so that it can be traced. Accurate drawings produced in this manner, the first known portrayals of the northern Maine wilderness, were subsequently enhanced by the addition of watercolor. Seen here are photographs of two of these remarkable landscapes, with informative depictions of members of the survey team and their equipment in the foreground.

46. JOHN WEYMOUTH, American, fl. 1873
[Manuscript survey plan of the Town of Burnham, Maine]
Burnham, Maine, 1873
Manuscript, ink and watercolor, 33.5 x 42.5 cm.
Collection of Richards and Cranston, Land Surveyors, Rockland, Maine

The note at the upper right states that this town plan was copied in 1873 from an earlier plan, which in turn was copied from a plan made in 1812. Additional inscriptions dated from 1888 to 1907 provide updates on range lines and magnetic variation. Lot numbers, sizes, and ownership are indicated, and changes are noted in a later hand.

47. ATTRIBUTED TO DAVID CLARK, American, fl. 1800
Four Pole Gunter's Chain
Probably Ovid, NY, ca. 1800
Iron chain with swivel handles and notched brass "tallies"
Collection of David and Nancy Garcelon

The concept of the chain as a surveyor's tool and standard unit of length was developed by the English mathematician and astronomer Edmund Gunter in the early seventeenth century. The 66-foot chain consists of 100 links, each 7.92 inches in length. Thus 25 links equal 16.5 feet, a measure of length known as a "rod" or "pole," and the full chain of 100 links or 66 feet is equal to four "poles." These units of measurement were adopted by the United States General Land Office in the early nineteenth century and were used in America well into the twentieth century.

48. MAKER UNKNOWN, American, ca. 1850
Two Pole Gunter's Chain
Iron chain with swivel handles
Collection of Richards and Cranston, Land Surveyors, Rockland, Maine

Because of their design, Gunter's chains tended to get snagged on brush, making it difficult for surveyors to pull them straight and level. Short chains such as this – two poles or 33 feet – were easier to handle and were preferred by many surveyors. Lewis and Clark carried a two pole chain with them on their exploring expedition to the Pacific Ocean (1804-1806).

49. HENRY SLEEPER PEARSON, American, 1789-1878
Wooden Surveying Compass
Portland, Maine ca. 1820
Mahogany with engraved paper dial. Collection of David and Nancy Garcelon

This rare early nineteenth-century surveying compass was made in Portland, Maine. It was used to determine the direction (azimuth) of a boundary line or of objects the surveyor wished to include on his map. Simple in design, it is nevertheless a precision instrument capable of producing accurate measurements in the hands of an experienced surveyor.

50. CHARLES DAVIES, American, ca. 1805-1880
ELEMENTS OF SURVEYING AND NAVIGATION, WITH DESCRIPTIONS OF THE INSTRUMENTS...
New York, 1854. Collection of David and Nancy Garcelon

This was probably the most widely used textbook of surveying in the United States for more than 50 years after its first appearance in 1830. Its author, Major Charles Davies, graduated from the United States Military Academy at West Point and taught most of the Army topographical engineers who served in the Civil War and later made the first maps of the western United States. The instruments illustrated here are a Vernier compass (bottom), surveyor's cross (upper left), and plotting protractor (upper right).

51. WILLIAM HART, American, 1734-1812
Graphometer (Semicircumferentor)
Portsmouth, NH, 1769
Wood (probably yellow birch) and brass. Osher Collection

Like the surveying compass, the graphometer was used by surveyors to take bearings. The instrument was oriented along a north-south meridian, using the rectangular "trough compass." The pivoting brass "alidade" or sighting rule was then

lined up with the object whose bearing was being measured, and the angle read directly from the graduated semicircular scale. When not in use, the brass alidade was stored around the edges of the wood block.

Instruments of this type were commonly used by New England surveyors during the colonial period. Most were made by local artisans; this is one of the few surviving examples signed by a known instrument maker.

52. MAKER UNKNOWN
Compass
Ca. 1800
Wood, lined with hand-colored, printed paper. Maine Historical Society
Gift of the Society of United States Daughters of 1812, 1951

This compass was used by Jeremiah Clements (1799-1866) of Westbrook, Maine for lumber surveys.

53. QUEEN & CO.
Mapmaker's Scale, Triangular
Philadelphia, ca. 1900
Boxwood, 12 inches long. Collection of David and Nancy Garcelon

Scales were used by mapmakers to create accurate spatial relationships between points on the earth and the corresponding points on a map. For example, if the map scale is one inch to 50 miles, cities 100 miles apart would be two inches apart on the map. The triangular design provides six edges, each with a different scale.

54. KEUFFEL & ESSER
Mapmaker's Scale
New York, Ca. 1875
Turkish boxwood, 24 inches long
Collection of Richards and Cranston, Land Surveyors, Rockland, Maine

As noted earlier, small distances on a scale often represent large distances on a map. Consequently, minor expansion or contraction of the scale resulting from changes in environmental temperature or humidity would lead to inconsistent measurements and unacceptable errors in estimated distances. This scale was made from Turkish boxwood because of its resistance to deformation and ability to give consistent measurements from day to day.

55. MAHO PRÄZISION PFRONTEN-ALLG.
Drafting Set
German, early twentieth century
Nine piece set in fitted, morocco covered case. Collection of David and Nancy Garcelon

Instruments of this type were used by cartographers to turn the surveyors' "field measurements" into maps. Ruling pens were used for line work, and compasses for drawing curved lines and circles and for bisecting angles. Dividers were used to measure distances and transfer measurements from a scale to a map and *vice versa.*

56. MAKER UNKNOWN
Border Pen
German, late nineteenth century
German silver and ebony
Collection of Richards and Cranston, Land Surveyors, Rockland, Maine

This instrument was used to draw wide lines such as those on map borders, hence its name. The width of the line could be varied by adjusting the interval between the nibs, a delicate process requiring considerable experience.

57. DELORME MAPPING
Street Atlas USA 3.0
Freeport, Maine, 1995
CD-ROM
Courtesy of DeLorme Mapping

This is a computerized demonstration of the cutting edge of modern mapmaking. A single CD-ROM contains an extraordinarily detailed map of the United States in digital form. Simple computer commands allow visualization of regions varying in size from a small neighborhood to a city, state, or entire country. More than 25 million street segments and more than a million topographic features and man-made structures may be displayed, with automatic indication of their latitudes and longitudes. A powerful search feature calls up any desired location by entering its place name, street address, zip code, or even its telephone number. Maps may be edited by insertion of notations or symbols, or by deletion of unwanted detail; the original map or its altered version may be printed in color or black and white.

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OSHER MAP LIBRARY

Smith Center for Cartographic Education

The Osher Map Library and the Smith Center for Cartographic Education officially opened in October 1994. As the only separately established rare map library in northern New England, it has drawn support and interest from the State of Maine, the region, and indeed, from the cartographic community worldwide.

As an integral part of a comprehensive urban university, the Osher Map Library is committed to sharing its collection with a broad constituency by means of exhibitions, lectures, conferences, and other special events. It encourages collaborative efforts with other institutions including museums, historical societies, and teaching institutions ranging from primary schools to the university level.

The Osher Map Library is located on the ground floor of the newly reconstructed library building on the Portland campus of the University of Southern Maine. The facility includes an exhibition gallery and seminar room in addition to a reference area and reading room, staff offices, work area, and storage vault.

The Cartographic Collection was formed from two major gifts, the first from the late Lawrence M.C. and Eleanor Houston Smith, and the second from Dr. and Mrs. Harold L. Osher. The combined collections contain approximately 20,000 maps as separate sheets or bound in atlases, geographies, travel accounts, and similar volumes. There are more than 80 European and American globes and several early navigational and surveying instruments. The collections span the time period from 1475 to the early twentieth century, with the majority of objects dating from before 1800. While the scope of the collections is global, the discovery and exploration of North America are especially well documented, with a focus on Maine, New England, and the Canadian Maritimes. The original materials are supplemented with a teaching collection of facsimile maps and atlases and a collection of reference works.

The operations of the Osher Map Library have been greatly assisted by the generosity of many individual and corporate donors to an endowment campaign, the first stage of which was completed one year ahead of schedule. An affiliated group, the Osher Library Associates, has taken an active role in supporting the programs of the library.

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