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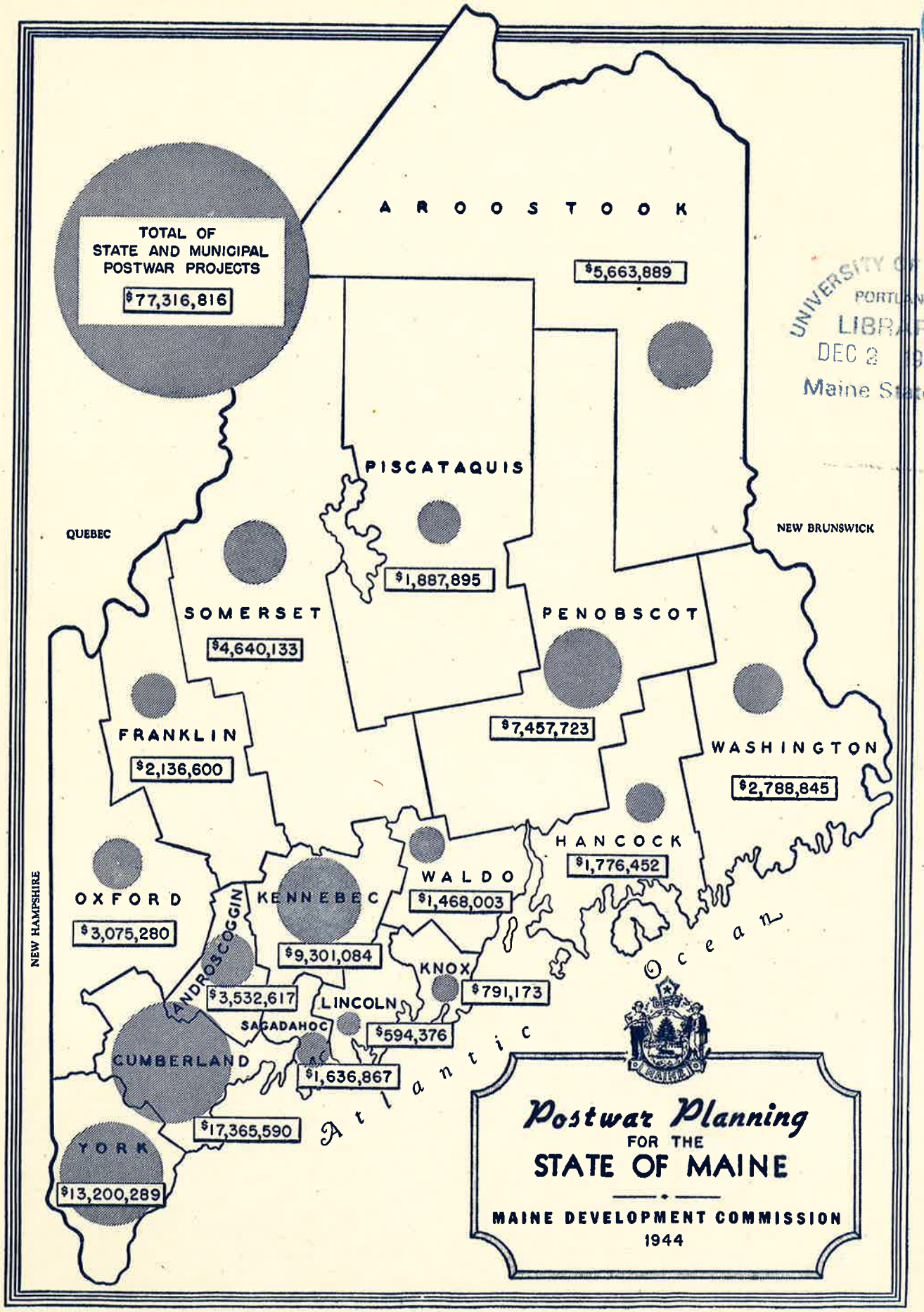


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# POSTWAR PLANNING

FOR THE

# STATE OF MAINE

BY THE

## Maine Development Commission

AS COMPILED NOVEMBER 1, 1944

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# POSTWAR PLANNING FOR THE STATE OF MAINE

## INTRODUCTION

The 91st Legislature, foreseeing the problems likely to be imposed by the return of peace, enacted a Law, Chapter 353, as follows:

**AN ACT to Provide for Post War Planning**

**Sec. 1. Purpose of act.** The purpose of this act is to provide for the welfare of the people of the state during the economic readjustment period following the present war.

**Sec. 2. Duties of the Maine Development Commission.** The Maine Development Commission, in addition to its duties and powers as already provided by law, is hereby further authorized and directed to cooperate with the various departments of the state, the federal government or any of its agencies, the municipalities of this state, or private agencies within this state in developing and coordinating long-range plans for post war activities, and shall report to the next special or regular session of the legislature on its activities under this section.

**Sec. 3. Definition.** "Post war activities" whenever used in this act shall mean any activities involving employment in the field of public or private enterprise which will aid in facilitating the change from the economy of war to an economy of peace.

**Sec. 4. "Maine Post War Public Works Reserve" established.** There is hereby established an account to be known as the "Maine Post War Public Works Reserve" for which there is hereby appropriated the sum of $1,000,000 to be taken from the sinking fund reserve of the general fund, which account shall be set up as a separate account on the books of the state and shall be available only for expenditures by the state for projects involving post war activities for capital acquisition, replacement, improvements, construction, reconstruction, and deferred maintenance, including, but not by way of limitation, expenditures made in cooperation with the federal government or its agencies for the purpose of carrying out such projects, which expenditures may include the cost of plans and specifications for such projects and general surveys related thereto, provided, however, that the cost of such plans, specifications and surveys shall not exceed $50,000 in the aggregate.

**Sec. 5. Approval of projects.** Except for the $50,000 to be used for the cost of planning as specified in section 4, no expenditures shall be made from this fund until the project or projects have been approved by legislative resolve. Effective July 9, 1943.

The 91st Legislature, by enacting this Law, recognized the urgent desirability of an orderly transition from the economy of war to the economy of peace. This war, to a degree unrecorded in our history, has produced an economic upheaval that by its very magnitude will challenge the ablest leadership of Labor, Management and Government in their coordinated efforts to accomplish an orderly return to an economy geared to our peacetime needs. This complex problem that must be faced offers to the State a challenge to assume an aggressive leadership position in Postwar Planning that will effectually aid the economic re-

establishment of the men and women of Maine who are in wartime service on world wide battlefields and in the war plants of this and other states. Such transition, if it is to be successfully completed, must be supported by carefully designed plans, prepared well in advance of the need. The Maine Development Commission, following the enactment of "An Act to Provide for Post War Planning", proceeded with the preparation of the plans and data submitted herein. In this work the Commission makes full acknowledgement of these factors of limitation:

1. Insofar as basic changes may develop in the normal national economy, the Commission makes no assertion that its findings or conclusions serve to predict exact national employment levels in the postwar period. The basic problem is one of employment in Maine in the postwar period. The essential employment data assembled reflect economic conditions in Maine prior to the war period and during the war period. From this Maine employment data and from Commission determination of the probable limits within which the national economy will fluctuate, the general dimensions of Maine's postwar employment needs have been studied and the conclusions contained herein reflect the considered opinion of the Commission.

2. Insofar as exact determinations for or against specific state projects, the Commission, governed by the enabling legislation set forth on Page 5, makes no recommendations. It is a continuing and normal function of the Maine Development Commission to encourage and promote every form of sound business and industrial operation and expansion within the State. In this work we are confident of continuing success. However, as related to state projects that may be authorized for the postwar period, the Commission has proceeded with full understanding that our task was one in which we assemble for the Legislature all pertinent data on all state projects that appear desirable to the state departments submitting the projects. The Commission, with the helpful assistance of the state departments, has assembled this material in this report. Similarly, it has been our purpose to encourage municipalities in similar work to prepare for postwar employment problems. Our summary of their progress is also a part of this work. The Commission offers frank acknowledgement of an opinion that all of the postwar projects summarized herein will not be undertaken in the immediate future.

In concluding these introductory statements, the Commission acknowledges its appreciation to the Legislators who expressed their confidence in our work by their designation of the Maine Development Commission to assemble this data. We are hopeful that this report presents to the Legislature a reasonably clear picture of the problem along with descriptive detail on postwar projects sufficient to permit the Legislature a wide and varied selection of such projects as it may wish to investigate in more complete detail.

## SUMMARY STATEMENT

### Postwar Employment Levels

The Commission's estimates of postwar employment in Maine must depend, to a substantial degree, upon estimates of labor requirements by large and small employers since the basic source of employment for Maine citizens is in private industry as distinguished from public enterprise. Manufacturing employed 91,642 in 1940. During the war period this has increased to over 150,000 and, if management surveys prove to be correct, continued employment will be available for more than 113,000 in the postwar period. Deferred maintenance work and delayed construction work combine with the normal production requirements to produce this conclusion from the careful surveys made among a large number of representative managements of Maine business and industry. This survey, first made in 1943, was again checked in 1944 and each survey resulted in substantially the same conclusion.

However, in nearly every interview, managements pointed out to us that while they were not influenced in their estimates by present day labor shortages, they recognize that a substantial downward trend in the national economy could serve to reduce their postwar payrolls below the levels estimated. Thus, it is the Commission's conclusion that while the Legislature should accept as factual estimates the employment data submitted in detail in this report, it is at least possible that the projected postwar employment estimates, reduced by the impact of lower levels than are anticipated in the national economy may well result in the unemployment problem which each of us hopes will not exist. However, a constructive postwar employment program ready to be utilized by the State should the need for the program assert itself is sound insurance. To this extent, at least, the Commission seeks, in this summary statement, to edit frankly its own findings, as recited in detail on following pages.

### State Projects

The various Departments of the State have assisted the Commission by preparing lists and cost estimates of projects which they recommend as desirable. Where funds were required for this preparatory work by the Departments, the Commission allocated such sums as were necessary from the funds made available for this purpose. The Commission has made reasonable determination that the projects as submitted by the state departments are generally useful and desirable. Beyond this general determination, the Development Commission makes no recommendations as to specific projects. This determination is clearly a prerogative reserved by the Legislature to itself.

## Municipalities

The Commission has recognized its responsibilities, under "An Act to Provide for Post War Planning" to work closely with the cities and towns in their work of preparing their own postwar programs. Substantial progress has been made by many communities. Other communities, while aware of their likely responsibilities, are not as far advanced. In summary, 389 Maine communities, within which live more than 90% of our citizens, have at least made reports of their progress. This work has been difficult but productive of results. Detail of this phase of postwar planning is summarized on Pages 43-52 of this report.

## CONCLUSIONS

The dimensions and description of Maine's "Postwar Plan" is clearly a legislative problem in its final determination. We have found that the problem is complex and is surrounded by many essential factors not readily predictable with reasonable accuracy. We are convinced, however, that the State has a definite obligation to have a "plan" ready to put into operation if and when postwar unemployment becomes an acute problem within the state. We are also convinced that the "plan" must be sufficiently flexible as to render itself applicable to new sets of economic facts that may confront the State with little warning. Considering all of these general conclusions, the Maine Development Commission, believing that at least the spirit of Chapter 353 permits that the Legislature have our suggestions as to its action, respectfully submits the following:

1. **Continued Effort Among Municipalities and Private Employers.** We recommend that the State continue to urge and promote sound postwar planning among managements of private industry and among municipalities within the state. Responsibility for executive direction of this work is obviously a problem of legislative selection. The Maine Development Commission believes that the Governor and Council should provide executive direction of this continuing effort. In conjunction with its normal industrial development work, the Commission pledges its active cooperation in assisting the development of sound postwar plans in private industry.

2. **Extent of Maine's Postwar Public Works Expenditures.** The "Act to Provide for Post War Planning" appropriated $1,000,000 of which $50,000 was allocated for planning work, leaving $950,000 available for legislative allocation to specific projects. In Special Session, September 1944, the 91st Legislature approved projects carrying additional appropriations of $635,000. Thus, $1,585,000 has been directly appropriated for a Postwar Public Works Program.

This sum, insofar as it represents potential postwar employment, is further increased by $8,761,400 of other State funds which may be available, $8,006,400 of which represents Highway Funds. In addition to these items totaling $10,346,400, there is an unappropriated surplus of the General Fund from part of which further sums may be made available by the Legislature for postwar public works. Thus, in summary, State funds for State construction expenditures in the postwar period that may be made available are as follows:

| | | |
|---|---|---|
| Postwar Public Works Reserve | | $ 950,000 |
| Special Session Appropriations: | | |
| Fisheries and Game | $200,000 | |
| Pownal State School | 435,000 | |
| | | 635,000 |
| Fisheries and Game (Surplus) | | 270,000 |
| Institutions (Appropriated 1943) | | 100,000 |
| Sea and Shore (Appropriated 1943) | | 40,000 |
| University of Maine (Misc. Funds) | | 345,000 |
| Highway Funds | | 8,006,400 |
| Total | | $10,346,400 |

Thus, with over $10,000,000 probably to be available for capital expenditures by the State, the Commission has listed for the convenience of the Legislature a cost summary of projects which state departments have advised us will be submitted to the Legislature. This listing does not reflect Commission recommendation but is submitted as the summary of those projects deemed most urgently desirable by the several state departments. This list follows:

| Department | 1945-46 | 1946-47 |
|---|---|---|
| Agriculture | $ 734,130 | $ 734,130 |
| Education | 2,800,000 | |
| Forest Service | 1,779,910 | 1,779,910 |
| Health and Welfare | 147,000 | 146,000 |
| Inland Fisheries and Game | 100,000 | 100,000 |
| Institutional Service | 897,000 | 897,000 |
| Park Commission | 277,150 | 227,708 |
| Sea and Shore Fisheries | 50,000 | 50,000 |
| University of Maine | 629,176 | |
| Supt. Public Buildings (General) | 48,750 | 48,750 |
| *Highway Commission | | |
| State Police | 74,000 | 25,000 |
| Supt. Public Buildings (Highway) | 1,500 | 1,500 |
| Total | $7,538,616 | $4,009,998 |
| Grand Total for 1945-47 | $11,548,614 | |

* In the event that Federal funds for roads are made available to the states as provided in Senate Bill 2,105, passed by the Senate, September 15, 1944, and awaiting action by the House of Representatives, Maine will need $3,200,000 for the year 1945-46 and $2,389,000 for the year 1946-47 for matching funds.

In summary, therefore, the Legislature will have specific requests for the above $11,548,614, which, if granted, would make approximately $21,000,000 of state postwar projects available during the transition period.

It is the opinion of the Maine Development Commission that re-employment problems may exist in the State of Maine in magnitude sufficient to make desirable the employment that would be created by the expenditure of this entire sum.

3. **Procedure Following Selection of State Projects.** Following project selections by the Legislature, authorization should be made for completion of all final surveys, detailed plans, land or land option purchases, etc., as required in preparation for actual work. The Commission recommends that the Governor and Council, in constant readiness to actuate plans as may be approved by the Legislature, should have final authority as to project starting dates. A complete list of desirable State projects as submitted by several state departments is contained herein and each of the departments assisting in the preparation of this report is prepared to furnish such supporting data as may be required by the Legislature. The Commission acknowledges that other equally desirable projects may deserve similar legislative consideration.

In concluding this summary report, the Commission is hopeful that it has prepared for the Legislature the essential basic facts from which the Legislature may determine and develop a program that will furnish desirable, timely employment on carefully selected state projects of lasting value and benefit to the citizens of Maine.

On the following pages of this report the Legislature will find brief summaries of data, surveys, studies and projects assembled since July, 1943. All of this work has been under the very able direction of Mr. Harry B. O'Brien, Director of Postwar Planning. The Commission acknowledges its reliance upon Mr. O'Brien whose constructive analysis of this complex problem has been substantially responsible for the conclusions of the Commission as expressed herein.

The Commission also acknowledges its appreciation to the several state departments, the cooperating executives of Maine industry, officials of cities and towns, and the many interested citizens who have made possible our surveys and data as herein submitted.

# GENERAL EMPLOYMENT DATA

# GENERAL EMPLOYMENT DATA

### The Total Working Force in Maine

Our studies of employment in Maine have served to produce reasonably accurate summaries. These studies, to be projected into likely postwar employment must depend upon employer estimates which, in turn, depend upon the aggregate accuracy of all of the employers questioned. The basic findings are these:

RELATION OF WORKING FORCE TO POPULATION AND EMPLOYMENT BY INDUSTRY GROUP

| POPULATION | U. S. Census 1940 | "Postwar" (Estimated) |
|---|---|---|
| Total Population of State of Maine | 847,226 | 872,000 |
| Those under 18 and over 64 years of age (43.1%) | 365,063 | 375,832 |
| Those from 18 to 64 years of age (56.9%) | 482,163 | 496,168 |
| Employed (except on public emergency work) | 279,036 | 330,930 |
| Employed on public emergency work | 12,307 | |
| Unemployed | 39,078 | 9,150 |
| Total Working Force (39% of population) | 330,421 | 340,080 |
| **Employed by Industry** | | |
| Agriculture, Forestry and Fishing | 39,722 | 39,722 |
| Mining | 562 | 562 |
| Construction | 12,050 | 24,100 |
| Manufacturing | 91,642 | 113,636 |
| Transportation, Communication and Public Utilities | 17,190 | 17,190 |
| Wholesale and Retail Trade | 41,787 | 51,816 |
| Finance, Insurance and Real Estate | 5,220 | 5,742 |
| Business and Repair Services | 5,465 | 6,011 |
| Personal Services | 26,325 | 28,957 |
| Amusement, Recreational and Related Services | 1,782 | 1,960 |
| Professional and Related Services | 20,484 | 23,294 |
| Government | 11,331 | 12,464 |
| Industry not reported | 5,476 | 5,476 |
| Public Emergency Work | 12,307 | |
| Unemployed | 39,078 | 9,150 |
| Total Working Force (39% of population) | 330,421 | 340,080 |

## EMPLOYMENT ESTIMATES BY INDUSTRIES

The Commission acknowledges that the estimated employment in the postwar years is dependent for its accuracy upon the estimates made by Maine employers. Our survey represents contacts with the managements of 382 enterprises employing 91% of Maine manufacturing workers in 1940. The representative nature of this survey is indicated in the following table that summarizes the information from the 382 companies providing data.

SURVEY OF EMPLOYMENT BY CLASSES OF MANUFACTURERS

Covering 382 Employers

| Classification | Companies Reporting | Employment | | | Now in Service | Estimated number not seeking reemployment |
|---|---|---|---|---|---|---|
| | | 1940 | May, 1944 | Estimated Peacetime | | |
| Cotton Textiles | 11 | 12,757 | 11,423 | 15,378 | 2,104 | 519 |
| Transportation and Utilities | 3 | 5,890 | 6,053 | 5,795 | 687 | 210 |
| Paper and Pulp | 17 | 12,532 | 12,212 | 13,833 | 3,408 | 2,433 |
| Plywood | 6 | 642 | 898 | 1,122 | 186 | 115 |
| Shoe Industry | 36 | 11,105 | 7,290 | 11,189 | 1,614 | 633 |
| Lumber Industry | 37 | 2,181 | 1,340 | 2,544 | 445 | 100 |
| Woolen Industry | 41 | 12,273 | 13,949 | 13,901 | 2,670 | 1,588 |
| Shipbuilding | 19 | 10,947 | 65,062 | 18,202 | 19,176 | 29,461 |
| Woodturners | 52 | 4,954 | 3,945 | 5,492 | 1,212 | 239 |
| Miscellaneous | 160 | 10,173 | 11,722 | 13,687 | 2,619 | 1,802 |
| Total | 382 | 83,454 | 133,894 | 101,143 | 34,121 | 37,100 |

Thus, as indicated in the preceding summary statement and acknowledged in the conclusions, the alert, intelligent management of private industry in Maine is prepared with ambitious, foresighted plans for Maine's industrial future. Supported by a normal level in the national economy the Commission is confident that private industry will accomplish the production levels that are reflected in this survey.

## RE-EMPLOYMENT AND RELOCATION

Re-employment and relocation, as a postwar problem, has been studied insofar as agency responsibility is concerned. Our study indicates that existing agencies, which appear likely to be continued into the postwar period, are prepared to render a competent service in this respect:

1. The United States Employment Service has full-time branches in fourteen Maine communities and part-time branches in several others.

2. Returning members of the armed forces have the services of federal legislation, the "G. I. Bill of Rights", providing procedure for Hospitalization, Education, Loans and Employment. Currently supporting this general program are employment groups responsible to Selective Service officials.

3. The Commission has been assured that complete cooperation will be organized and developed between the Maine Unemployment Compensation Commission and whatever state executive department is selected by the Legislature as responsible for the orderly release of Maine's Postwar Public Works Program.

Concluding the summary relating to general employment, the Commission invites any interested member of the Legislature to request of us such additional data as may be available from the mass of survey detail that has been assembled. In a comprehensive report of this nature it does not seem desirable that we reproduce more than those summaries of the inquiries, employment studies, tabulations and charts which are presented herein. However, substantial material is in our files and readily available whenever required.

---

### POSTWAR PROJECTS AT MAINE COLLEGES and MARITIME ACADEMY

| Projects | Funds Available | Estimated Cost | Estimated Man-hours |
|---|---|---|---|
| BATES COLLEGE, Lewiston | | | |
| New Men's Commons and Library Annex | $ | $ 400,000 | 200,000 |
| BOWDOIN COLLEGE, Brunswick | | | |
| *Repairs and Rehabilitations | 25,000 | 25,000 | 15,000 |
| COLBY COLLEGE, Waterville | | | |
| *Continue Campus Relocation, involving completion of 5 buildings and erection of 11 others | 500,000 | 2,225,000 | 1,112,500 |
| MAINE MARITIME ACADEMY, Castine | | | |
| New Dormitory, Wharf, Athletic Field and Fieldhouse | 50,000 | 300,000 | 150,000 |
| TOTAL | $575,000 | $2,950,000 | 1,477,500 |

*Ready-to-go.

These projects are not included in the summaries of State and Municipal projects in this report.
See page 35 for University of Maine proposals.

# STATE PROJECTS

# STATE PROJECTS

## POSTWAR PLANNING EXPENDITURES

Each State Department or Commission was requested to prepare a list of worthwhile and needed projects, indicating estimated cost and estimated man-hours. Some departments were able to develop their recommendations without benefit of additional funds, while others requested of the Commission certain sums for this work. By departments, allocations and expenditures, as provided for in Chapter 353, have been as follows:

| Department | Allocated | Expended to Nov. 1, 1944 | Unexpended Balance |
|---|---|---|---|
| Agriculture | $ 2,500.00 | $1,771.68 | $ 728.32 |
| Institutional Service | 20,000.00 | | 20,000.00 |
| Park Commission | 5,000.00 | 2,398.69 | 2,601.31 |
| Turnpike Authority | 6,000.00 | | 6,000.00 |
| Total | $33,500.00 | $4,170.37 | $29,329.63 |

The results of these studies by State Departments have produced a list of desirable state projects amounting to over $63,000,000 and requiring more than 44,000,000 man-hours of labor. A general summary of the state projects, as submitted, is tabulated on the following pages, which is followed by brief descriptions, of the plans from each State Department.

In addition to the $33,500 allocated as above, of which $4,170.37 has been expended to November 1, 1944, the Development Commission, by way of report of its expenditures under Chapter 353, submits the following information as to other expenditures incurred in its postwar planning work:

| Item | Allocated to Dec. 31, 1944 | Expended July 9, 1943 to Nov. 1, 1944 | Balance |
|---|---|---|---|
| Salaries | $12,218.21 | $10,446.54 | $ 1,771.67 |
| Travel | 2,685.33 | 2,484.67 | 200.66 |
| Office Supplies | 1,596.46 | 730.61 | 865.85 |
| Total | $16,500.00 | $13,661.82 | $ 2,838.18 |
| Grand Total | $50,000.00 | $17,832.19 | $32,167.81 |

In summary, therefore, the Development Commission accounts for the $50,000 provided in Chapter 353, as follows:

1. The sum of $13,661.82 was expended from July 9, 1943 to November 1, 1944 and additional expenditures of $2,838.18 are anticipated to December 31, 1944, a total of $16,500.

2. Of the remaining $33,500 that was allocated for cost of surveys and plans among state departments, $4,170.37 had been expended to November 1, 1944 leaving a balance available to the departments of $29,329.63, which sum the Commission believes will be wisely expended by the departments indicated.

## SUMMARY OF STATE PROJECTS

| Departments | Ready-to-go | | Not Ready-to-go | |
|---|---|---|---|---|
| | Estimated Cost | Estimated Man-hours | Estimated Cost | Estimated Man-hours |
| GENERAL FUND | | | | |
| Agriculture | $ ..... | ..... | $ 9,788,400 | 7,341,300 |
| Education | ..... | ..... | 3,100,000 | 1,525,000 |
| Forest Service | 6,571,934 | 9,657,944 | 81,000 | 42,880 |
| Health and Welfare | ..... | ..... | 293,000 | 155,000 |
| Inland Fisheries and Game | * 994,086 | 896,832 | 20,000 | 18,100 |
| Institutional Service | ..... | ..... | ‡ 4,395,700 | 1,649,712 |
| Liquor Commission | ..... | ..... | 250,000 | 125,000 |
| Park Commission | 306,595 | 349,955 | 2,320,018 | 2,560,532 |
| Port of Portland Authority | ..... | ..... | 785,000 | ..... |
| Sea and Shore Fisheries | † 90,000 | 109,300 | 50,000 | 42,850 |
| Supt. Public Buildings | ..... | ..... | 173,470 | 49,720 |
| University of Maine | 345,000 | 185,000 | 800,000 | 400,000 |
| HIGHWAY FUND | | | | |
| Highway Commission | 4,942,370 | 3,706,800 | 13,764,100 | 10,323,200 |
| State Police | 100,000 | 0 | 62,000 | 31,000 |
| Supt. Public Buildings | ..... | ..... | 33,200 | 12,800 |
| QUASI-INDEPENDENT AGENCIES | | | | |
| Geological Survey | 29,000 | 11,040 | ..... | ..... |
| State Office Building Authority | ..... | ..... | ** 2,000,000 | 1,000,000 |
| Turnpike Authority | ..... | ..... | ** 12,000,000 | 4,800,000 |
| GRAND TOTAL | $13,378,985 | 14,916,871 | $49,915,888 | 30,077,094 |

* Includes two new fish hatcheries, $200,000 authorized at the September 1944 Special Session of 91st Legislature.

‡ Includes construction at Pownal State School authorized by the 91st Legislature in regular or Special Session as follows:

Male Nurses Home, $100,000
Two Dormitories and equipment, $360,000
Enlargement of Heating Plant and Water Reservoir, $75,000.

† Includes Lobster Rearing Station at Lamoine, $40,000 authorized by 91st Legislature.

** These authorities have been created by the Legislature.

**Total Estimated Cost of Projects ..... $63,294,873**

**Total Estimated Man-hours ..... 44,993,965**

## FUNDS AVAILABLE FOR STATE PROJECTS

The summary shown below, together with the explanatory notes indicates the funds available, and the source of these funds, for the State Projects listed on the preceding page.

| Source of Funds | Estimated Cost of Projects | Available Funds | |
|---|---|---|---|
| | | State | Other |
| GENERAL FUND | | | |
| Agriculture | $ 9,788,400 | $ | $ |
| Education | 3,100,000 | | |
| Forest Service | 6,652,934 | | |
| Health and Welfare | 293,000 | | |
| Inland Fisheries and Game | 1,014,086 | 470,000 | |
| Institutional Service | 4,395,700 | 535,000 | |
| Liquor Commission | 250,000 | | |
| Park Commission | 2,626,613 | | |
| Port of Portland | 785,000 | | 138,690 |
| Sea and Shore Fisheries | 140,000 | 40,000 | |
| Supt. Public Buildings | 173,470 | | |
| University of Maine | 1,145,000 | 345,000 | |
| Postwar Public Works Reserve | | 950,000 | |
| Total General Fund | $30,364,203 | $ 2,340,000 | $ 138,690 |
| HIGHWAY FUND | | | |
| Federal Aid Highways | $13,052,170 | † | † |
| Secondary Highways | 1,601,000 | | |
| Bridge Construction | 4,053,300 | | |
| Maine State Police | 162,000 | | |
| Supt. Public Buildings | 33,200 | | |
| Total Highway Fund | $18,901,670 | $ 8,006,400 | $ 7,584,173 |
| QUASI-INDEPENDENT AGENCIES | | | |
| Geological Survey | $ 29,000 | | |
| Maine State Office Building Authority | * 2,000,000 | | *$ 2,000,000 |
| Maine Turnpike Authority | ‡ 12,000,000 | | ‡ 12,000,000 |
| Total Independent Agencies | $14,029,000 | | $14,000,000 |
| GRAND TOTAL | $63,294,873 | $10,346,400 | $21,722,863 |

† HIGHWAY FUND

It is estimated that the following State funds will be available for highway purposes during the next two fiscal years:

| | |
|---|---|
| Present unexpended balances: | |
| Grade Crossings | $ 100,000 |
| Federal Aid Secondary Roads | 248,000 |
| To be provided from current revenues for matching Federal funds | 1,169,400 |
| To be provided from current revenues for bridge construction | 900,000 |
| To be provided by bond issues if authorized by the Legislature | 5,589,000 |
| Total | $8,006,400 |

The proposed Federal Highway program would make available for the State of Maine approximately $3,466,000 annually for three years, which probably will be matched on a 50/50 basis with the State paying for costs of right-of-way. Balances of Federal money now available and unobligated totaling $684,173 will also be available. No attempt has been made to break down either State or Federal funds according to the various programs since interpretation of the law will enter into such a distribution.

While on this basis it would appear funds are available for the major portion of the proposed program, the estimated costs used are on the basis of 1941 estimates and are undoubtedly low. Since bridge construction and grade crossing elimination are dependent to a large extent upon action by and agreements with cities, towns, railroads, and the Federal Government, the proposed program shown here will very probably be substantially exceeded.

* MAINE STATE OFFICE BUILDING AUTHORITY

State House Office Buildings are estimated to cost $2,000,000 and will be financed by a bond issue. The Maine State Office Building Authority will be responsible for the financing.

‡ MAINE TURNPIKE AUTHORITY

This estimate of $12,000,000 represents the Kittery-Portland section of the Turnpike Authority project. Financing of this project will be by bond issue.

## MAINE AERONAUTICS COMMISSION

John E. Willey, Chairman

This report is made to advise concerning man-hours of labor and costs of materials which may be employed or used for airport development in immediate postwar projects.

The Commission advises that presently there are no funds appropriated, either by municipal, state or Federal agencies, available for immediate postwar development of airports; hence, any attempt by this Commission to estimate possible immediate man-hours of labor, or costs of materials that might be used in such projects, would of necessity be based entirely on mere conjecture.

However, Federal legislation is now pending, the passage of which may make funds available for immediate postwar construction of airports.

To that end, the Commission has made a survey and recommends that as soon as funds are available four of our present airports be enlarged, that there be constructed twenty-one additional Class Two and twenty-two additional Class One "Airparks", together with as many "Air Harbors", at quiet bodies of water adjacent to communities or recreational areas, as can possibly be established.

[**Note:** Since compilation of this text the Civil Aeronautics Authority, on November 28, 1944, recommended to Congress a billion dollar national airport program to be financed on a matching basis by the federal government and the various states. The proposed expenditure in Maine of $19,565,000 would provide for the construction of 43 new airports and the improvement of 24 now in existence. Six of the existing airports in this State would not be further improved in executing this particular program. Upon completion of this proposal 73 airports would be established in Maine.]

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## DEPARTMENT OF AGRICULTURE

Carl R. Smith, Commissioner

Commissioner Smith, in his recommendation for postwar projects of most essential value to agriculture in Maine, has submitted as his considered recommendation a 10-year Feeder Road Program. He states that this plan would be administered by the Highway Department.

This comprehensive study has been the work of Commissioner Smith, Dr. Charles H. Merchant, Head of the Department of Agricultural Economics at the University of Maine, Dr. George F. Dow of the same Department, the County Agents and interested community authorities. The program, as briefly summarized here, represents postwar work of the type providing maximum employment in relation to the total expenditure.

Using a general estimate of $4,000 per mile, the cost by counties is as follows:

**Proposed Feeder Road Program**

| County | Total Estimated Cost | Proposed Mileage |
|---|---|---|
| Androscoggin | $ 930,400 | 232.6 |
| Aroostook | 1,294,400 | 323.6 |
| Cumberland | 738,000 | 184.5 |
| Franklin | 403,600 | 100.9 |
| Hancock | 278,000 | 69.5 |
| Kennebec | 894,000 | 223.5 |
| Knox | 273,200 | 68.3 |
| Lincoln | 139,200 | 34.8 |
| Oxford | 1,303,600 | 325.9 |
| Penobscot | 1,060,400 | 265.1 |
| Piscataquis | 213,600 | 53.4 |
| Sagadahoc | 265,600 | 66.4 |
| Somerset | 558,400 | 139.6 |
| Waldo | 530,000 | 132.5 |
| Washington | 183,600 | 45.9 |
| York | 722,400 | 180.6 |
| Total | $9,788,400 | 2,447.1 |

This program is recognized by the Development Commission as a long term project most desirable as a means of increasing the value of agricultural property, lowering the cost of transportation to and from the farm, increasing farm incomes, and assisting the farmers of Maine to enjoy the sociological benefits that accrue from better transportation facilities.

The Feeder Road Program has been mapped for the entire state and the Legislature and others interested are invited to examine the conveniently mounted maps which serve to indicate the extensive nature of this comprehensive program.

| Proposed Project | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | | |
| Feeder Roads (10-year program) | $9,788,400 | 7,341,300 |

## EDUCATION DEPARTMENT

Harry V. Gilson, Commissioner

**Normal Schools.** The urgent building needs of our Normal Schools are a shop training building at Gorham, and a home economics and science building at Farmington.

**Public Schools.** While the construction of public school facilities has been the responsibility of the individual towns, the need for new school buildings and extensions will be so heavy after the war as to require financial assistance from the State. Maine's school building program has been very small in recent years and this, combined with an inability to make proper repairs and renovations during the war years, will result in many buildings depreciating to a point unsuitable for school purposes. The demand for a proper program of public education will require, in many areas, the consolidation of small school units into new and larger units adequate to the educational needs of the present and future. To facilitate the consolidation of elementary schools within the communities and to assist in the consolidation of small secondary schools into area high schools, an initial building fund of $2,000,000 is needed to subsidize the towns on a dollar for dollar basis. Otherwise, many towns will find themselves unable to provide minimum school building facilities.

**Area Vocational Schools.** Legislation now before Congress would, if passed, provide for the distribution of surplus war equipment to the various states to be used for vocational training purposes. If such equipment becomes available, the State of Maine should take advantage of this opportunity to establish area vocational schools strategically located. These schools would serve the needs of youth, our veterans, and displaced civilian workers by providing training for employment in the skilled trades. Preliminary building plans are in process of completion and more detailed plans and specifications will be developed early in November.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | $3,100,000 | 1,525,000 |
| **Normal Schools:** | | |
| Gorham, Shop Training Building | 100,000 | 50,000 |
| Farmington, Home Economics & Science Building | 150,000 | 75,000 |
| Equipment for both | 50,000 | 0 |
| **Public Schools:** | | |
| State building fund for subsidy to towns | 2,000,000 | 1,000,000 |
| **Area Vocational Schools:** (2) | 800,000 | 400,000 |

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## FOREST SERVICE

Raymond E. Rendall, Commissioner

Commissioner Rendall has developed a comprehensive program of desirable projects, substantially all of which could be undertaken almost immediately upon its authorization and need.

The **State-wide Forest Survey** would provide basic information upon which efficient planning, administration, development and use of our 16,270,000 acres of forest ground is dependent. The work,

essentially aerial photography, is already partially completed by various federal agencies and in conjunction with ground checks would serve to make available accurate maps and estimate volumes of forest growth.

The **Study of Forest Economy** would embrace plans for the regulation of cutting forest growth to insure a perpetuation of yield, all phases of forest protection, and equitable tax adjustment studies. This basic material obtained by the survey will be used in planning the future proper use of forests. Industry will cooperate, and existing industries will be expanded and new ones created because of the definite facts determined.

The **Forest and Woodlot Improvement** project includes such work as weeding out inferior species, thinning of dense stands, and pruning of merchantable growth to improve quality. Slash disposal and the elimination of dead trees is particularly important in the reduction of fire hazard and the improvement of forest soil.

The **Forest Products Access Roads** project will be divided into two parts and would not duplicate any projects which might be submitted by the Highway or other state departments: (1) Permanent truck trails similar to those constructed under the CCC program which could be used by the traveling public; (2) Logging or woods roads which would run from inaccessible areas to the truck trails.

The **Increased Fire Suppression and Prevention Facilities** project would provide fire lookout towers that should be constructed to complete the coverage of our forest areas, together with facilities such as telephone lines, warden cabins and storehouses, and seaplane bases.

The **Reforestation** project will make it possible to intensify the reclaiming of our idle and waste lands which will be justified after the completion of a state-wide protection system. It would also be possible to replenish gaps in our understocked forest land and to work on roadside beautification.

The **Development of State and Community Forests** project would enable the improvement of public reserved lots where the state retains title to stumpage and to state-held tax delinquent lands.

The **Boundary Line Survey** project would cover all state-owned land and lands owned by counties and towns. Cooperation might be made available to private owners.

**Increased Insect and Disease Control** studies are necessary to develop methods of control and a survey should be completed to determine what insects and diseases are prevalent in our forests. All necessary control work should be kept current.

Consideration should be given to a stream improvement project which would be limited to the clearing of debris and the building of dams to aid in the driving of forest products with due consideration to the fish and game conservation program. Protective planting on the shores of lakes and streams is needed in many places to aid in the control of water flow.

For future consideration a **State Building** in which to exhibit all native woods of the state and in which to portray the history of forest industries of the state. This building could also be used for the same purpose by such departments as Inland Fisheries and Game, Sea and Shore Fisheries, Department of Agriculture, State Highway Commission, Department of Health and Welfare, State Park Commission and possibly others.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| READY-TO-GO: | $6,571,934 | 9,657,944 |
| State-wide forest survey | 925,000 | 800,000 |
| Study of forest economy | 311,800 | 126,200 |
| Forest and woodlot improvement | 1,500,000 | 4,000,000 |
| Forest products access roads | 1,600,000 | 2,400,000 |
| Increased fire suppression and prevention facilities | 340,362 | 263,352 |
| Reforestation | 1,051,760 | 1,397,760 |
| Development of state and community forests | 343,200 | 80,000 |
| Boundary line survey | 210,560 | 244,080 |
| Increased insect and disease control | 289,252 | 346,552 |
| NOT READY-TO-GO: | | |
| State Building | $ 81,000 | 42,880 |

## DEPARTMENT OF HEALTH & WELFARE

Harry O. Page, Commissioner

**Indian Reservation Improvements.** At present 1,200 Indians live in 200 homes, about 150 of which are one or two story shacks. The $100,000 now being spent yearly for the support, maintenance and education of the Indians would produce greatly improved results if they were properly housed. It is proposed that a total of seventy-five new houses, of three different types, be built at an estimated cost of $248,000 and that $600 be spent on each of the seventy-five remaining houses. This would permit the Indians to live in houses that can be kept clean and warm. The replacement of the present crowded, unsanitary conditions will eliminate the high social cost currently endured.

The Department does recommend, however, that attention be given to the poorly located and inconvenient field offices now in use. In centers throughout the state where various state departments rent field offices, consideration should be given to the erection of state office buildings adequate to house in one unit the workers whose official headquarters are in the city or town.

This Department, alone, now spends $18,552 per year for the rent and upkeep of field offices throughout the state. In many instances the office space is not conveniently located for public service and the offices themselves are so crowded as to assure little, if any, privacy for the discussion of the personal situations which individuals wish to talk over in a social welfare agency. When citizens with government business to transact can go to a single building in a city or town and find there the agencies of government they wish to contact, it will be a great time saver for everybody concerned.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | $ 293,000 | 155,000 |
| **Indian Reservation Improvements:** | | |
| 75 new houses | 248,000 | 130,000 |
| Repairs to 75 old houses | 45,000 | 25,000 |

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## INLAND FISHERIES AND GAME

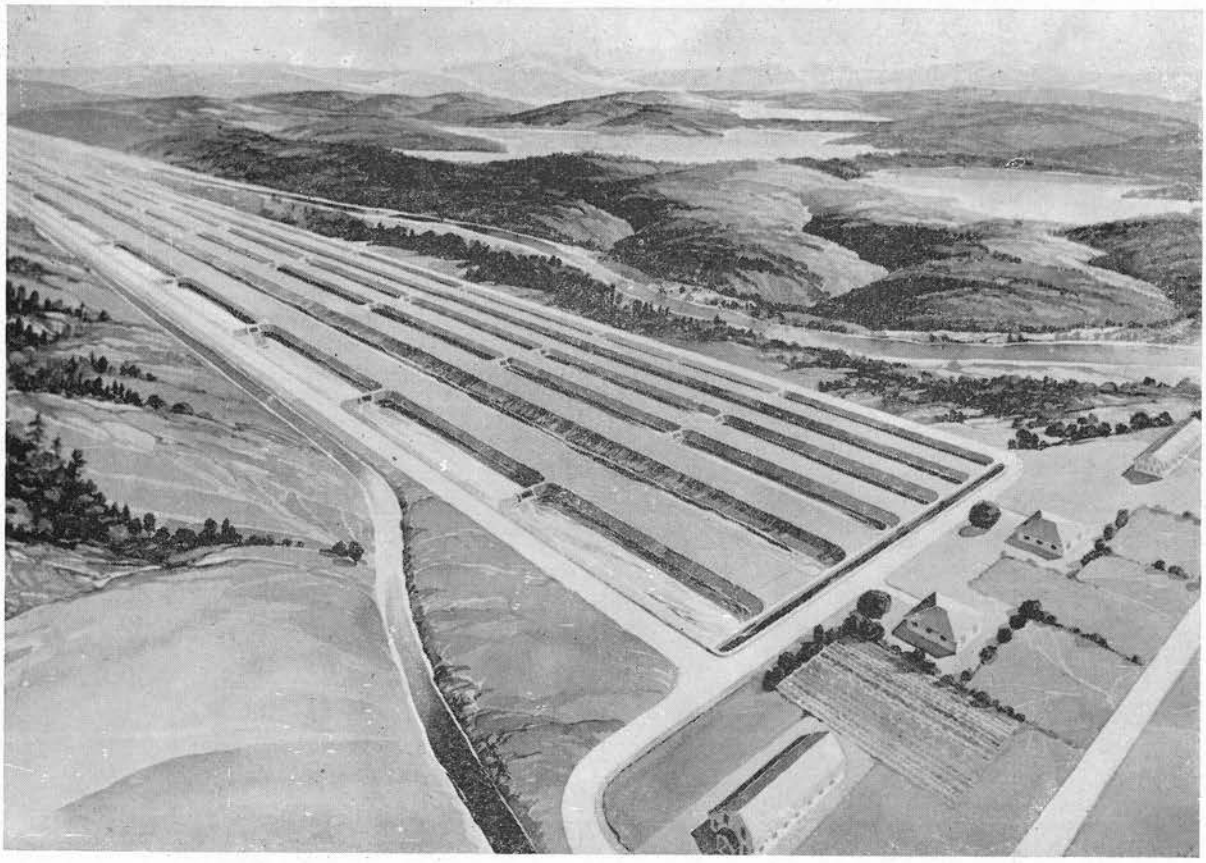
George J. Stobie, Commissioner

The Department of Inland Fisheries and Game has a surplus of $270,000 which added to the $200,000 granted by a Special Session of the 91st Legislature provides for the construction of five proposed hatcheries, as soon as war conditions permit. These projects proposed for **Fish Propagation** include hatching and raising facilities with accompanying cold storage equipment to permit the purchase of fish food in car-load lots at considerable saving.

Immediately following World War I, there was an increase of approximately 100% in the fishing licenses sold, not only in the State of Maine, but throughout the entire nation. Therefore, it is reasonable to assume that the percentage of increase following World War II, while not necessarily 100%, will be large.

In 1941 there were, in round figures, 90,000 residents who purchased licenses and 52,000 non-residents. The number of fishermen has been steadily on the increase and has reached a point where our propagation facilities are taxed to the utmost. If we are to protect the enviable position that Maine enjoys in the field of recreation, with fishing one of the foremost attractions, we must increase our fish propagation facilities in order to maintain and further improve our excellent fishing.

The expansion of the **Game Farm** will be necessary for adequate propagation of pheasants to meet increased demands after the present war. Hunting increased nearly 100% after the last war. The present Game Farm facilities are too small to supply the additional stock which will be required to supply good pheasant hunting for the number of hunters anticipated.



A Proposed Modern Fish Hatchery and Rearing Pool. Annual capacity about 3½ million.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| READY-TO-GO: | $ 994,086 | 896,832 |
| Dead River Hatchery | 98,333 | 84,316 |
| Grand Falls Hatchery | 83,720 | 81,500 |
| Kokadjo Hatchery | 98,333 | 84,316 |
| Kokadjo Pools | 38,500 | 30,800 |
| Cherryfield Hatchery | 108,000 | 98,600 |
| Caratunk Plantation Hatchery | 125,000 | 116,800 |
| Mopang Hatchery | 192,200 | 178,500 |
| Eagle Lake Hatchery | 95,200 | 83,400 |
| Jackman Hatchery | 102,800 | 90,400 |
| 3 Cold Storage Plants & 4 Ass't. Supt. Houses | 52,000 | 48,200 |
| NOT READY-TO-GO: | | |
| Game Farm | $ 20,000 | 18,100 |

## DEPARTMENT OF INSTITUTIONAL SERVICE

Harrison C. Greenleaf, Commissioner

The Department of Institutional Service submitted a proposed building program embracing the thirteen State Institutions calling for an estimated expenditure of $4,395,700 and providing an estimated 1,649,712 man-hours of employment. The program is based upon recommendations of Superintendents and is designed as an over-all program to present current and anticipated requirements and desirable construction in State Institutions.

The Department had divided this over-all program into two parts: (1) An immediate program necessary to meet existing needs for institutional care, and (2) other projects that are not necessarily urgent, but are desirable for inclusion in postwar plans for State Institutions.

The immediate and urgent program embraces: Pownal State School, Augusta State Hospital, and Bangor State Hospital.

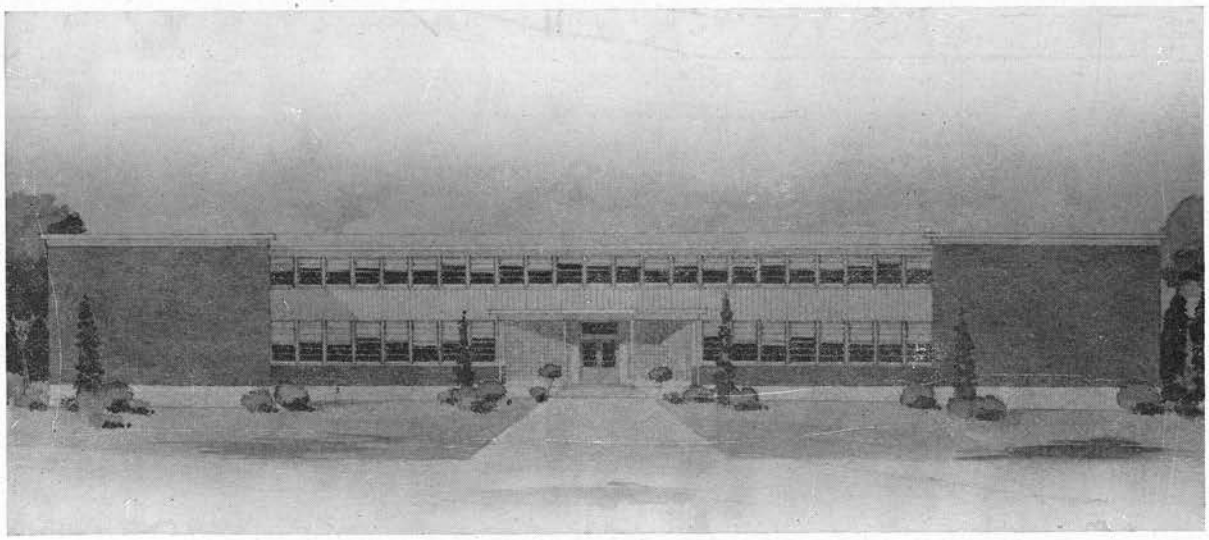
The Department does recommend, however, that attention be given as soon as possible to the construction of gymnasium facilities at the State School for Boys, State School for Girls and the State Reformatory for Men, and to the construction of a vocational training building at the State School for Boys so that a better program for vocational training can be carried out at this Institution.

**Pownal State School.** The contemplated expansion of this School, urgently necessary, and in part already authorized follows:

Male dormitory for 200 patients,
Female dormitory for 200 patients,
Cottage for male patients,
Cottage for 35 female patients,
School building,
Employees' building,
Remodeling and alterations:
- Heating plant,
- Dining and kitchen facilities,
- Water system.

Legislative authorizations amounting to $535,000 are included in these items. The 91st Legislature in 1943 appropriated $100,000 for the Employees' Building but war prevented construction, and in September 1944 the Legislature appropriated $435,000 for the two dormitories listed, and for remodeling and alterations to the Heating Plant and Water Reservoir.

The Pownal State School, with a current population of 1,089 patients, has a current waiting list of 420 persons representing cases whose admission to this Institution has been recommended. They include many cases that are extremely serious because they constitute not only community but family problems. The Institution, according to Dr. N. S. Kupelain, Superintendent, now is crowded. New admissions to the Institution are governed almost entirely by deaths or discharges among the



**Tentative Sketch of Proposed Dormitory for 200 Patients, Pownal State School.**

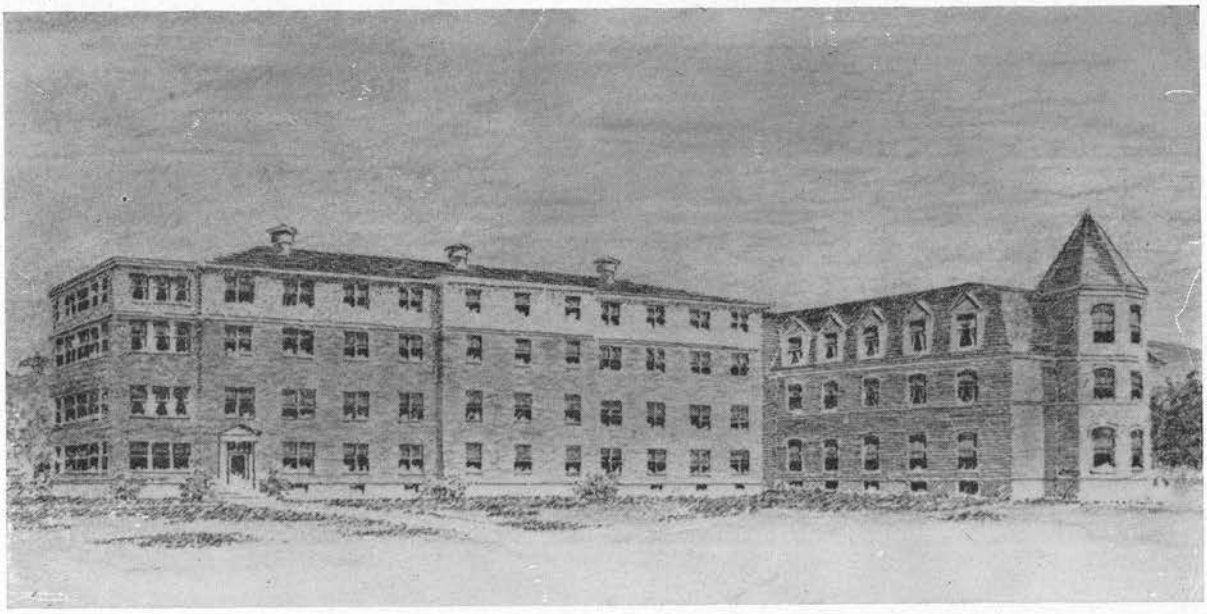
present population. It appears imperative that new buildings be erected at this Institution if the State is to meet its needs to care for these cases.

The Department has given careful study to the proposals for the expansion of this Institution. Preliminary architectural plans for the new construction have been completed. The favorable action of the 91st Legislature made possible the preparation of blueprints and specifications, so that a good portion of this program can be started just as soon as war conditions permit.

**Augusta State Hospital.** While other recommendations are included in the over-all program for this Institution, the immediate program embraces:

New male wing for patients and employees to include hospital unit,
Dormitory for female patients (infirmary type)
Extensions (40 feet) on third female and third male stone buildings for isolation wards to accommodate highly disturbed patients,
Remodeling and alterations:
Fireproofing male pavilion.

The normal capacity of the Augusta State Hospital is 1,208 patients, according to Dr. Forrest C. Tyson, Superintendent. As of September 30, 1944, there were 1,498 patients in the Hospital. Obviously from these figures, the facilities of this Institution are over-taxed and the proposed con-



**Tentative Sketch of Proposed Male Wing for Patients and Employees, Augusta State Hospital.**

struction outlined here has been recommended by the Department. Preliminary sketches have been obtained but the Department is not in a position to proceed further with plans for postwar construction until funds are provided by the Legislature. When the Legislature appropriates funds for the construction program, working drawings can be completed so that immediately at the end of the war the building program for this Institution can be started.

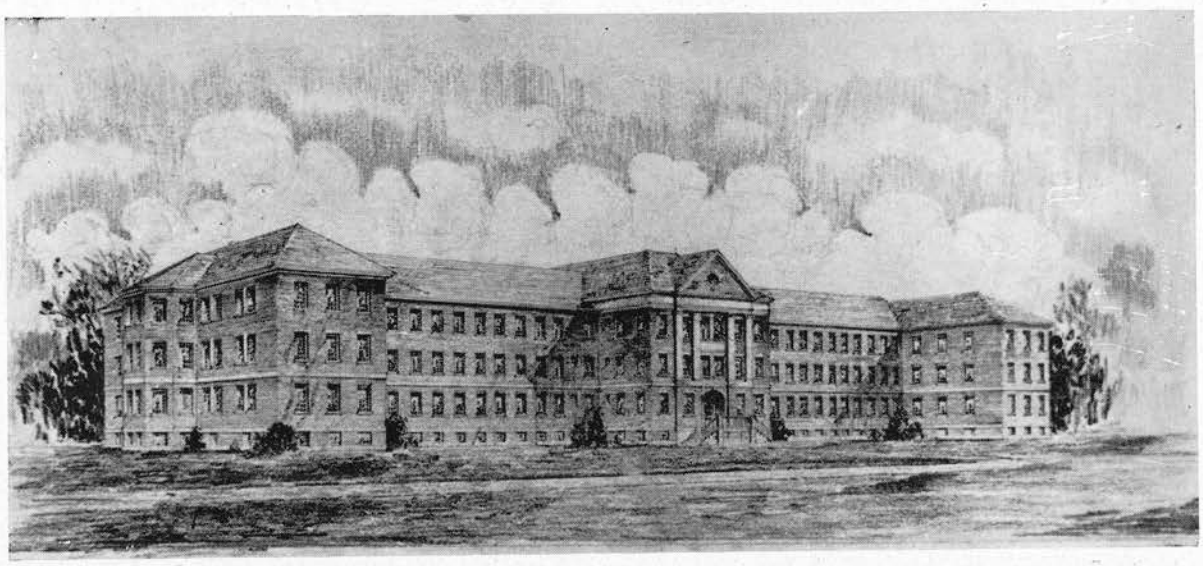
**Bangor State Hospital.** The most urgently needed improvements are:

Dormitory for 208 patients,
Employees' building with accommodations for 24 married couples and 52 single employees,
New laundry.

According to Dr. Carl J. Hedin, Superintendent, the normal capacity is 937 patients. The Institution had 1,131 as of September 30, 1944 or 194 above normal capacity. Accordingly, the above new buildings have been recommended by the Department. Preliminary sketches have been furnished by an architect.

Here again the Department has gone as far as it can with plans for new construction at this Hospital until funds for the new construction are provided. When such funds are provided, the Department can have ready at the end of the war, working drawings for the new buildings proposed at this Institution so that construction may be started without delay.

The remainder of the Institutional program which has been suggested is not in the urgent class, but has been presented as an over-all program for future expansion of the Department. The projects included in it are desirable, but not urgent.



**Tentative Sketch of Proposed Wing for Men and Women Patients, Bangor State Hospital.**

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | $4,395,700 | 1,649,712 |
| **Urgently Needed:** | | |
| Pownal State School | 724,000 | 220,300 |
| Augusta State Hospital | 690,000 | 280,000 |
| Bangor State Hospital | 815,000 | 271,000 |
| **Long-range Plans:** | | |
| Augusta State Hospital (including new infirmary) | 928,500 | 391,000 |
| Bangor State Hospital | 20,000 | 9,000 |
| Central Maine Sanatorium | 240,400 | 93,280 |
| Northern Maine Sanatorium | 80,000 | 24,000 |
| Western Maine Sanatorium | 39,700 | 17,992 |
| State Reformatory for Men | 340,800 | 138,000 |
| State Reformatory for Women | 159,000 | 64,060 |
| State School for Boys | 183,300 | 67,080 |
| State School for Girls | 175,000 | 74,000 |

## STATE LIQUOR COMMISSION

Harold B. Emery, Chairman

During the postwar period there will be great need for improving the forty-one state liquor stores. All stores should be uniform in design and decorations; new fixtures and equipment would be essential. The exterior of all stores should be brought into modern lines. All these improvements would eliminate the warehouse and stockroom appearance of our stores. Our thought is to put this chain of liquor stores on as high a plane as any chain of department stores. Each store would be similar in respect to floor coverings, lighting systems, counters and display shelves.

Our estimate of the cost of these improvements is $250,000. We realize that the greater part of the cost of this project would be for materials and supplies, rather than man-power. At the same time, we believe it the duty of the State of Maine to keep the liquor business within our borders at the highest possible standard.

| Proposed Project | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | | |
| State Liquor Stores Improvement (41) | $ 250,000 | 125,000 |

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## STATE PARK COMMISSION

George H. Thomas, Chairman

Charles P. Bradford, Field Superintendent

The Development Commission acknowledges the comprehensive nature of the studies completed by the State Park Commission. Their proposals, if accepted, will add immeasurable value to Maine's recreational facilities and will be facilities to be used and enjoyed by our own citizens as well as our out-of-state visitors. The Park Commission has summarized, very briefly, descriptive material on each of their proposals. The Park Commission has substantial detail on each project and invites your more careful inspection of these well planned parks and memorials.

### Existing State Parks

**Bradbury Mountain State Park, Pownal,** is a small scenic park within twenty-five miles of more Maine citizens than any other point in the state. It is proposed to expand the picnicking, camping and hiking facilities of this 173 acre park that offers admirable facilities for winter sports.

**Lake Saint George State Park, Liberty,** has two areas, one of 375 acres and the second 4,817 acres. In the water front area more trails and parking space are needed while the Frye Mountain area requires timber stand improvement.

**Mount Blue State Park, Weld,** is enjoyed by over 15,000 in normal years. Expansion and improvement of all facilities are provided for in this estimate.

**Aroostook County State Park, Presque Isle,** was given to the State in 1938. The Park Commission proposes to expand this one hundred acre park to 1,000 acres. A ski jump and camp facilities are among the recreational facilities provided for in this plan. (See sketch on next page.)

**Sebago Lake State Park, Naples,** contains one and one-half miles of sand beach and 1,296 acres adjacent to Sebago Lake. Proposed in plans for this park are further developments in Witch Cove and Cub Cove. The Park Commission states that normal use by 40,000 visitors could be increased to well over 250,000 by judicious development of this attractive park located near the large population centers of Maine.

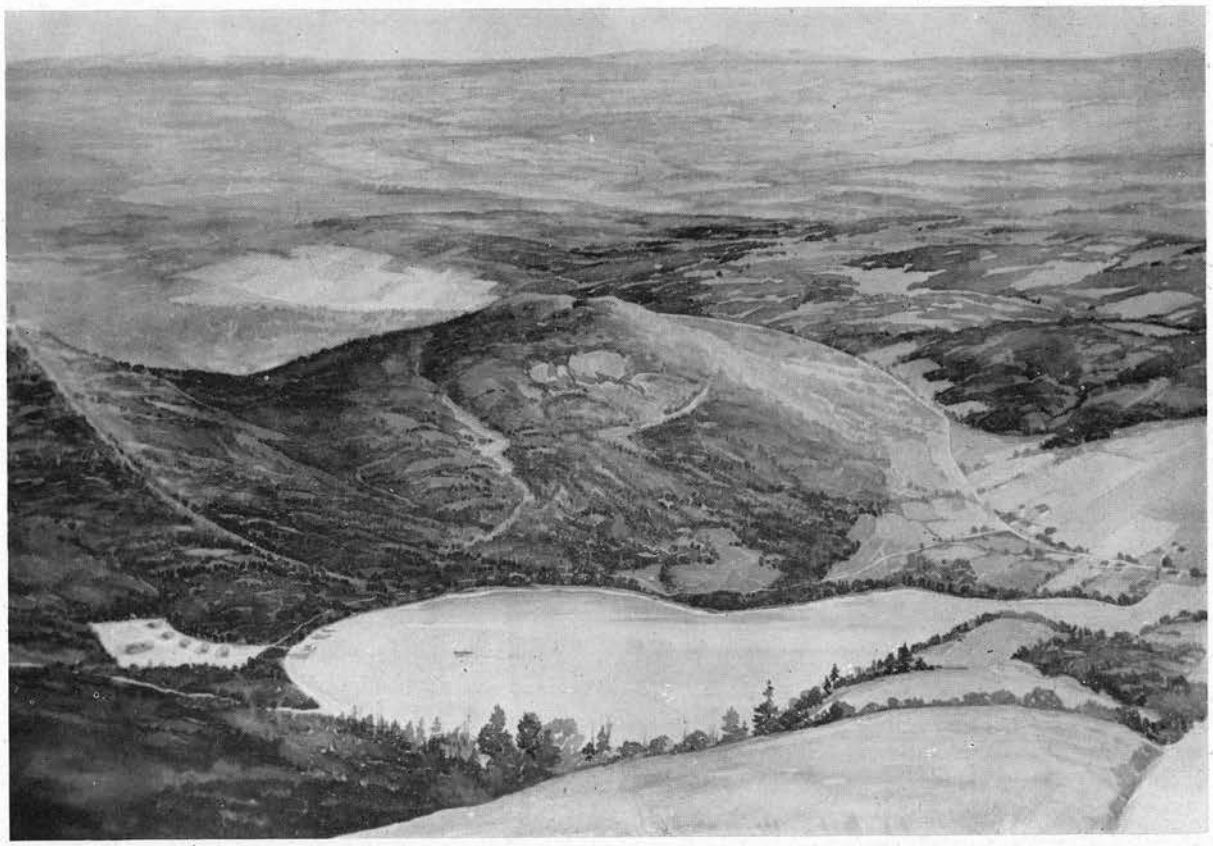
### Existing Memorials

**Fort Knox Memorial, Prospect,** preserves one of the largest brick-and-mortar forts of the Civil War era. A sentinel of the Penobscot it requires substantial improvements to make it the attractive memorial that its historical importance deserves.

**Fort McClary Memorial, Kittery,** one of the few old blockhouses in existence, requires restoration and rehabilitation along with improvement in the bathing, picnicking and camping facilities.

**Fort William Henry Memorial, Bristol,** the only site in the country where four forts have been erected, requires the minor repairs covered in this estimate.

**Fort Edgecomb Memorial, Edgecomb,** on which stands an old wooden blockhouse, requires substantial repairs and improvements, including simple equipment for picnicking.



**Proposed Expansion of Aroostook County State Park on Echo Lake near Presque Isle.**

Consideration of existing public parks in Maine would be incomplete without reference to the recreational opportunities for resident and summer visitor in Acadia National Park on Mount Desert Island and Schoodic Peninsula. This, the only national park in New England, is famous for its extensive system of motor roads, bridle trails and footpaths. The spectacularly close association of fresh water lakes and ponds, the ocean, and mountains is seen from the Cadillac Mountain motor road and in other parts of the 22,000 acres of national park land. Other recreational attractions include nature guide services, a museum, and motor camping.

Limited recreational opportunities are found in the part of the White Mountain National Forest located in Maine. The Evans Notch scenic road runs nearly parallel to the Maine-New Hampshire line and camping is provided at the Gilead Camp Site under national forest supervision.

## Proposed State Parks

**Camden Hills Demonstration Area, Camden,** has been developed by the National Park Service. If the Camden Hills Area is given to the State, considerable work of an utilitarian nature should be done to make the park most servicable to the public. Proposals include woodland protection from fires and pests, roads, utility buildings, trails, water storage pools, and entrance gates.

**Popham Beach State Park Proposal, Phippsburg,** presents an opportunity for the establishment of an ideal state park. The acquisition of a suitable area near the place where the first English Colony to pass a winter in America lived in 1604-1605; Fort Popham, a Civil War construction; and Fort Baldwin, built during World War I and re-armed in World War II, would be located on one of the finest sandy beaches on the Maine coast. This spot overlooked Arnold's Expedition to Quebec when his sailing boats turned northward to begin that Revolutionary War invasion of Canada. There is evidence that this peninsula was visited by Norsemen in the year 1005 A. D. Nearly half

**Proposed State Park at Popham Beach, Phippsburg, Sagadahoc County.**

of the citizens of Maine, 350,000, live within fifty miles of this area. The land is unproductive and presumably inexpensive. Roads must be improved to make the area accessible and bathing, picnicking and limited camping facilities would be installed with ample space for expansion of these and other recreational opportunities. The full development of the potential historic interests would not be immediately undertaken.

**Crescent Beach State Park Proposal, Cape Elizabeth,** would provide a suitable area with approximately three-quarters of a mile of excellent sandy beach located eight miles from the city of Portland and readily accessible by bus service from that city. This is suggested as an ideal location for the establishment of one of the first state parks on the coast of Maine. The State does not own any park on the coast at present. Crescent Beach is now freely used by the public but the unsuper-

vised visitors are exposed to needless physical hazards while conditions disgust nearby residents. It is confidently predicted that the income from nominal fees will exceed the cost of operation. The complete development of the area as a state park would include a bathhouse and other bathing facilities, camping and picnicking equipment, a dock, and administration structures.

**Proposed State Park at Crescent Beach, Cape Elizabeth, Cumberland County.**

**Salmon Falls State Park Proposal, Buxton,** consists of eighty acres on the brink of a quarter mile gorge, thirty to sixty feet deep, where the Saco River has cut a picturesque waterway through solid rock. The Appalachian Mountain Club owns the tract and at one time was disposed to give it to the State. The gift is presumed to be still available. The chief improvements would be roads, vistas, picnicking, and camping facilities. The scenic interest in the period of spring high water is intensified by the annual log drive, one of the few remaining places where the driving of logs down river can be witnessed.

**Douglas Hill State Park Proposal, Baldwin,** is offered as a gift to the State. It is located about four miles from Sebago Lake and seven miles from Sebago Lake State Park and affords an exceptional panorama from Casco Bay to the White Mountains and possibilities for all forms of year-round recreation except water sports. It is said to provide the best opportunity for good skiing near Portland and other large population centers in the vicinity. The more expensive improvements would be parking and toilet facilities, while foot and ski trails and picnic facilities are included.

### Proposed Lunch Grounds

It is estimated that the construction of about 100 additional lunch grounds to supplement the major park system and the existing lunch grounds will give residents and tourists suitable picnicking places throughout the state. The opportunities provided by National, State, Municipal, and private agencies still leave many wide gaps where the public seeks unsuccessfully to find picnic sites. Many

picnic sites could be established where a commanding view and convenient resting place can be combined with water, toilet, fireplaces, and picnic tables.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| READY-TO-GO: | $ 306,595 | 349,955 |
| **Existing State Parks:** | | |
| Bradbury Mountain | 7,035 | 8,120 |
| Lake Saint George | 14,800 | 19,000 |
| Mount Blue | 9,070 | 11,800 |
| Aroostook County | 40,550 | 49,800 |
| Sebago Lake | 161,150 | 168,800 |
| **Existing Memorials:** | | |
| Fort Knox | 41,600 | 50,400 |
| Fort McClary | 17,240 | 22,235 |
| Fort William Henry | 1,200 | 1,600 |
| Fort Edgecomb | 13,950 | 18,200 |
| NOT READY-TO-GO: | $2,320,018 | 2,560,532 |
| **Existing State Parks:** | | |
| Bradbury Mountain | 64,475 | 78,560 |
| Lake Saint George | 253,335 | 327,500 |
| Mount Blue | 202,670 | 259,900 |
| Aroostook County | 185,925 | 209,680 |
| Sebago Lake | 252,585 | 311,740 |
| **Existing Memorials:** | | |
| Fort Knox | 59,805 | 60,900 |
| Fort McClary | 41,791 | 49,758 |
| Fort William Henry | 3,760 | 4,800 |
| Fort Edgecomb | 1,250 | 1,600 |
| **Proposed State Parks:** | | |
| Camden Hills | 133,729 | 149,990 |
| Popham Beach | 296,005 | 248,559 |
| Crescent Beach | 265,163 | 172,445 |
| Salmon Falls | 59,725 | 72,500 |
| Douglas Hill | 48,300 | 50,600 |
| **Lunch Grounds:** | | |
| 100 different locations | 451,500 | 562,000 |

## PORT OF PORTLAND AUTHORITY

Henry F. Merrill, President

The **Maine State Pier,** the only publicly owned marine terminal in the state, has been in constant use for over twenty years. At times the State Pier experienced serious congestion of cargo in its available limited storage space. It is proposed to alter the present facilities and make the terminal modern and reasonably efficient. The proposal would change the present single railroad side-track on the east side of the pier to a double side-track to eliminate time lost by longshore gangs when switching cars. This side would then be equipped with a modern heavy-lift crane. The west side of the pier would also be altered by replacing the present facilities for handling coastwise traffic with a deep water berth, sheds and proper opportunities for the discharge of cargo from large boats which now often find adequate storage unavailable on the east side of the pier.

The Port of Portland Authority has given consideration to the possible permanent occupancy of the State Pier by the United States Government. If the present pier is not returned to the State, the Port of Portland Authority is in position to make tangible proposals promptly.

| Proposed Project | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | | |
| Maine State Pier | $ 785,000 | |

## DEPARTMENT OF SEA & SHORE FISHERIES

Arthur R. Greenleaf, Commissioner

**Propagation of Sea Life** that is a source of human food will materially increase the volume of sea food produced in Maine. Propagation will increase the amount of productive sea life on many flats and other areas which are now understocked. Maine has witnessed a steady, year by year, increase in the lobster catch from five million pounds in 1937 to more than eleven million pounds indicated for 1944. This increase, in spite of substantially fewer traps being in operation this year, can be credited in a large measure to the success of the modest propagation and conservation programs that have had prior legislative approval.

The construction of a **Lobster Rearing Station at Lamoine** has been authorized and funds provided. Construction has been postponed because of wartime conditions. This rearing station will make possible the increase of lobster production along the eastern coast of Maine.

The construction of a **New Lobster Rearing Station** on the southwestern shore of the State will result in a greater catch of lobster in our southwestern coastal waters.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| READY-TO-GO: | $ 90,000 | 109,300 |
| Propagation of sea food | 50,000 | 75,000 |
| Lobster Rearing Station at Lamoine | 40,000 | 34,300 |
| NOT READY-TO-GO: | | |
| New Lobster Rearing Station in southwestern Maine | $ 50,000 | 42,850 |

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## SUPERINTENDENT OF PUBLIC BUILDINGS (General)

I. W. Russell, Superintendent

The project described as **Improvements to State House** includes cleaning the entire exterior by sand blasting, pointing the exterior masonry, modernizing of heating system and heating controls, new heating system for the House and Senate Chambers.

| Proposed Project | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | | |
| State House Improvements | $ 173,470 | 49,720 |

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## UNIVERSITY OF MAINE

Arthur A. Hauck, President

Construction of a new **Library Building,** now partially completed, was stopped by the war. Reserve funds and gifts from alumni and friends of the University totaling $220,000 will be available for its completion. Another reserve of $125,000 will permit the making of **additions and repairs to the Heating Plant.** Two additional buildings, a **Plant Science Building** and an **Engineering Building,** are proposed for early erection since from the standpoint of economic interest, agriculture, forestry, and engineering are important fields for instruction and research. The present Engineering Building, which had been scheduled for early replacement, was partially destroyed by fire in 1943 and must soon be replaced by a larger structure.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| READY-TO-GO: | $ 345,000 | 185,000 |
| Completion of Library Building | 220,000 | 110,000 |
| Additions and repairs to Heating Plant | 125,000 | 75,000 |
| NOT READY-TO-GO: | $ 800,000 | 400,000 |
| Plant Science Building | 450,000 | 225,000 |
| Engineering Building | 350,000 | 175,000 |

## STATE HIGHWAY COMMISSION

Stillman E. Woodman, Chairman

Lucius D. Barrows, Chief Engineer

The State Highway Commission is endeavoring to complete all preliminary engineering for a substantial postwar highway construction program, so that actual construction plans will be ready if and when funds are made available. Such a program will be badly needed for reconstruction of highways in order that they may more adequately serve anticipated postwar highway traffic needs, and to provide a substantial measure of employment.

In anticipation of the Federal Government's participation in such a program, the Congress in appreciation of the needs of advance planning and of the time required for such work, passed the Defense Highway Act of 1941, a month before America declared war. This Act authorized the expenditure of $10,000,000 to be matched with state funds for surveys, plans, specifications and estimates for future construction on the strategic highway network and on routes in, through, and around cities. Last July, Congress, in the enactment of Public Law 146, provided for the use of unobligated Federal Aid balances of apportionments previously made to the states, for surveys, plans and specifications and for rights-of-way for future work. As a result of hearings on the proposed Postwar Highway Act H. R. 2,426, two new highway bills have been presented, Senate Bill S. 2,105 and House Bill 4,915. Each bill provides for the use of federal funds for surveys and preparation of plans in addition to construction work.

It is difficult to even predict at this time what the final action will be with reference to federal funds for a postwar highway program. Each bill provides for substantial appropriations for postwar federal aid to highways to be matched by state funds. Each of the bills contemplates construction of projects on the regular federal aid highway system and also the application of federal funds to projects in urban areas and secondary or feeder roads. Senate Bill S. 2,105 which has been passed by the Senate calls for $450,000,000 annually for three years after the close of the war. Under this bill the annual apportionment to Maine would be approximately $3,466,000. House Bill H. R. 4,915 authorizes an annual appropriation of $500,000,000 over a three year period following the war. Under the terms of this bill the annual apportionment to Maine would be about $4,013,000.

As of June 20, 1944, surveys and plans were under way for work on the **State and Federal Aid Highway** systems for which the total estimated cost is $13,000,000. This includes approximately 274 miles.

Preliminary engineering work has already been undertaken for the construction of forty-one **Bridges,** for which the estimated cost is $4,000,000.

Surveys and plans for Federal Aid **Secondary and other Highways** are under way for forty-six miles of roads, for which the estimated cost is $1,601,000.

Much of the preliminary engineering work involved in the above is being carried on in cooperation with the Public Roads Administration under the various authorizations for use of federal funds.

The State Highway Commission has also undertaken preliminary engineering, surveys and plans for an express highway between Portland and Kittery. This work is also being carried out in cooperation with the Public Roads Administration. Should this highway be developed as a toll road under the provisions of the Act creating the Maine Turnpike Authority, it is anticipated that the plans would be turned over to the Turnpike Authority.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| READY-TO-GO: | $ 4,942,370 | 3,706,800 |
| State and Federal Aid Highways | 2,371,070 | 1,778,300 |
| Bridge Construction | 2,571,300 | 1,928,500 |
| NOT READY-TO-GO: | $13,764,100 | 10,323,200 |
| State and Federal Aid Highways | 10,681,100 | 8,010,900 |
| Secondary Highways | 1,601,000 | 1,200,800 |
| Bridge Construction | 1,482,000 | 1,111,500 |

## MAINE STATE POLICE

Capt. Laurence C. Upton, Acting Chief

The impact of peacetime conditions upon the police functions of the State of Maine can be expected to be no less severe than upon the domestic economy. The drastic changes involved in the reemployment and relocation of thousands of citizens are certain to result in increased demands upon the police service.

A **Radio Communication** system was partially completed prior to 1941, but does not provide state-wide coverage. Equipment should be purchased for the Barracks at Scarborough, Bangor and Houlton and more modern, efficient equipment should be installed in our automotive units to gain longer range performance. It is also desirable that our equipment be coordinated with other law enforcement agencies in the state and with other agencies operating under the Federal Communications Commission.

Improved **Barracks, Troop B, Scarborough,** has been a proposed item in the departmental construction program but deferred until after the war. Although this area is one of the most densely populated sections of the state, no provision has been made for suitable State Police quarters. Under the plan of decentralized control, each troop should have suitable office space and sleeping quarters. The present Barracks is a make-shift building and is too small. The present site must be vacated immediately to permit the town to build a schoolhouse on the site. The cost for a one and one-half story building, approximately 85′ by 35′, similar to the Barracks at Thomaston and Houlton would be $16,000.

A **Garage, at Scarborough,** appears advisable to service all the mobile equipment in the western and southern section of the state. Should this construction be made a part of the Troop B Barracks, its cost would not exceed $5,000.

The proposed **Barracks, Troop E, Bangor,** would replace the temporary quarters in the Bangor State Armory. The present space is inadequate and sleeping quarters are unsuitable. Radio installation at the Armory would be impossible except at the greater cost of remote control accessories. It is suggested that the Barracks be constructed a few miles out of Bangor. The cost would be approximately the same as for the Scarborough Barracks, or $16,000.

State Police Headquarters, Augusta, even though built in 1941, does not provide sufficient office space for all the State Police personnel located in Augusta. The floor space should be increased by at least one-third by an addition to the existing building or by providing suitable space in another state building. This project is listed under the Superintendent of Public Buildings' report which follows.

The present State Police **Garage, Augusta,** is located at Camp Keyes. The officials of the Adjutant General's Department have, on several occasions, expressed their desire to purchase the building and use it for their regular functions as it is located in the same group with their many other buildings at Camp Keyes. Moreover, the State Police hire additional storage space in Augusta because this garage was constructed when the State Police had mostly motorcycle equipment and few patrol cars. At some future date, consideration should be given to building a garage near the present Headquarters.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| READY-TO-GO: | | |
| Communication, Radio | $ 100,000 | 0 |
| NOT READY-TO-GO: | $ 62,000 | 31,000 |
| *Barracks and Garage, Troop B, Scarborough | 21,000 | 9,000 |
| *Barracks, Troop E, Bangor | 16,000 | 9,000 |
| Garage, Augusta | 25,000 | 13,000 |

* Land to be acquired.

## SUPERINTENDENT OF PUBLIC BUILDINGS (Highway)

I. W. Russell, Superintendent

The **Highway and Warehouse Building** needs only minor maintenance and alterations.

The **Automobile Registration Building** needs an improved parking area, improvement of exterior and interior appearances, and minor plumbing facilities.

The **State Police Headquarters** needs thirty-three percent more floor space which could be provided by an addition. This essential state need as listed here is not provided for in the summary of projects submitted by the Maine State Police.

| Proposed Projects | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | $ 33,200 | 12,800 |
| Highway and Warehouse Building | 6,000 | 2,000 |
| Automobile Registration Building | 2,200 | 800 |
| State Police Headquarters | 25,000 | 10,000 |

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## MAINE GEOLOGICAL SURVEY

Joseph M. Trefethen, State Geologist

The **Maine Geological Survey** proposal is intended to expand the field work now being carried on regularly and would extend over several field seasons. Such field work is an essential for the collection of sufficient information to guide the development of the mineral resources of Maine. The proposed work would make available information of commercial significance regarding such natural resources as peat, pegmatites, sand and gravel, limestone, and granite, while magnetic surveys would systematically locate iron deposits if there are any in the sections of the state where geophysical prospecting of this type seems justified.

| Proposed Project | Estimated Cost | Estimated Man-hours |
|---|---|---|
| READY-TO-GO: | | |
| Geological Survey | $ 29,000 | 11,040 |

---

## MAINE STATE OFFICE BUILDING AUTHORITY

Donald W. Philbrick, Chairman

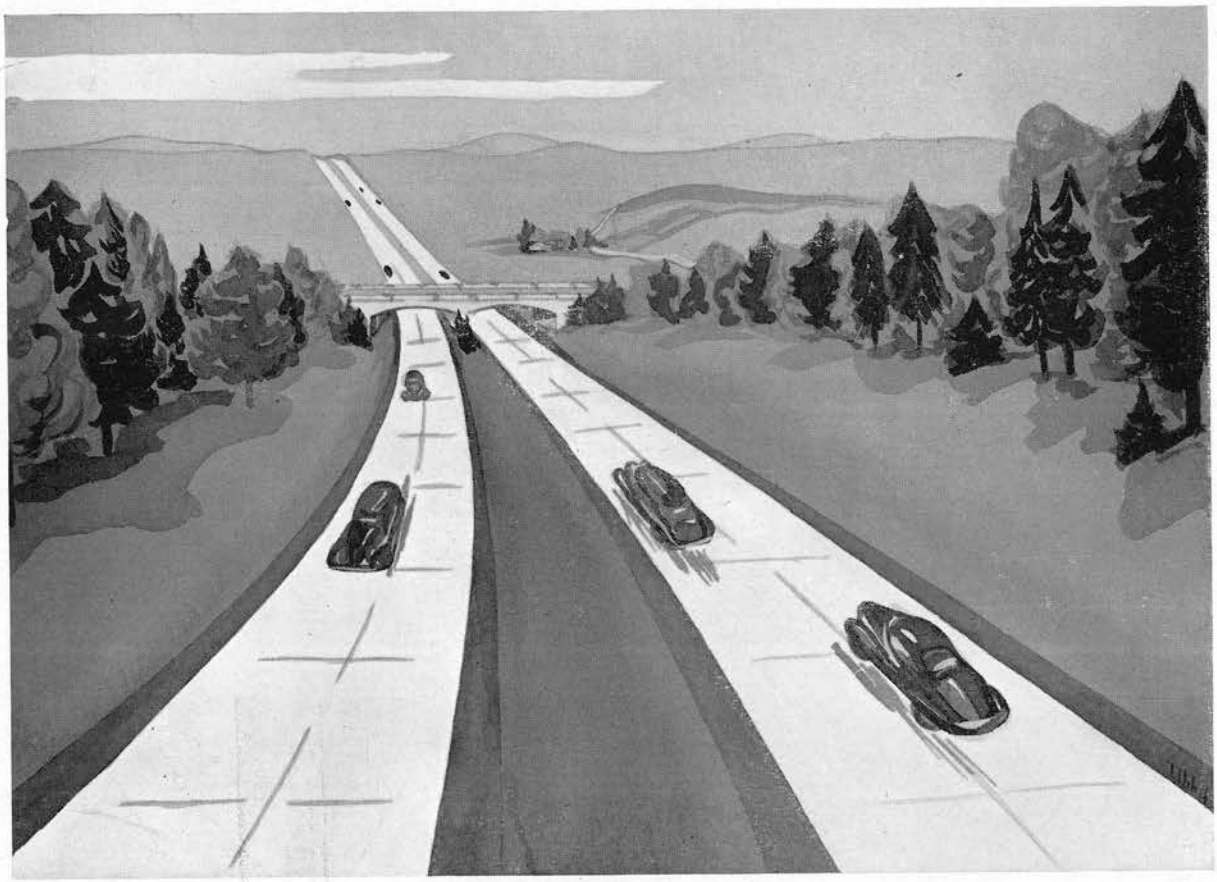
**State House Office Buildings,** as a desirable capital expenditure has had serious study and consideration by the Maine State Office Building Commission. The Maine State Office Building Authority has the responsibility of financing this project. Departments and affiliated agencies are now paying approximately $24,000 annual rental for space in Augusta because of the insufficient space in State owned buildings. There are eight state departments paying rentals and five departments are divided between two or three buildings with varying degrees of resulting inefficiency. There is great inconvenience to citizens and officials because of scattered location of state offices. The cost of janitor, heating and associated services, also, is increased by the present arrangements.

| Proposed Project | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | | |
| State House Office Buildings | $2,000,000 | 1,000,000 |

## MAINE TURNPIKE AUTHORITY

Joseph T. Sayward, Chairman

The **New Kittery-Portland Highway** is the first link under consideration for development as the heaviest traveled section of the proposed Kittery-Fort Kent Highway. Over such a modern road automobile traffic will be able to enter the state more rapidly and easily. Records at the Maine-New Hampshire Toll Bridge over the Piscataqua River show that 1,405,115 vehicles used this bridge in the year before Pearl Harbor. In Connecticut where a high-speed, limited-access highway has been built, similar to the proposed Kittery-Portland road, it proved to be profitable on a toll basis without materially reducing the number of vehicles using parallel routes. This with other evidence has lead the Turnpike Authority to believe this road south of Portland to be financially feasible. The final extent of such a toll road will depend upon the results of careful studies to determine its self-



**Sketch of Proposed Kittery-Portland Highway.**

supporting ability. The studies of the inter-regional highways made by federal agencies also indicate this to be an important trunk line.

There is some possibility of federal participation in the construction of this road, but no definite action has been taken. Whether or not this highway is developed as a toll road with federal funds must, of course, depend upon present or future laws which govern the use of such funds.

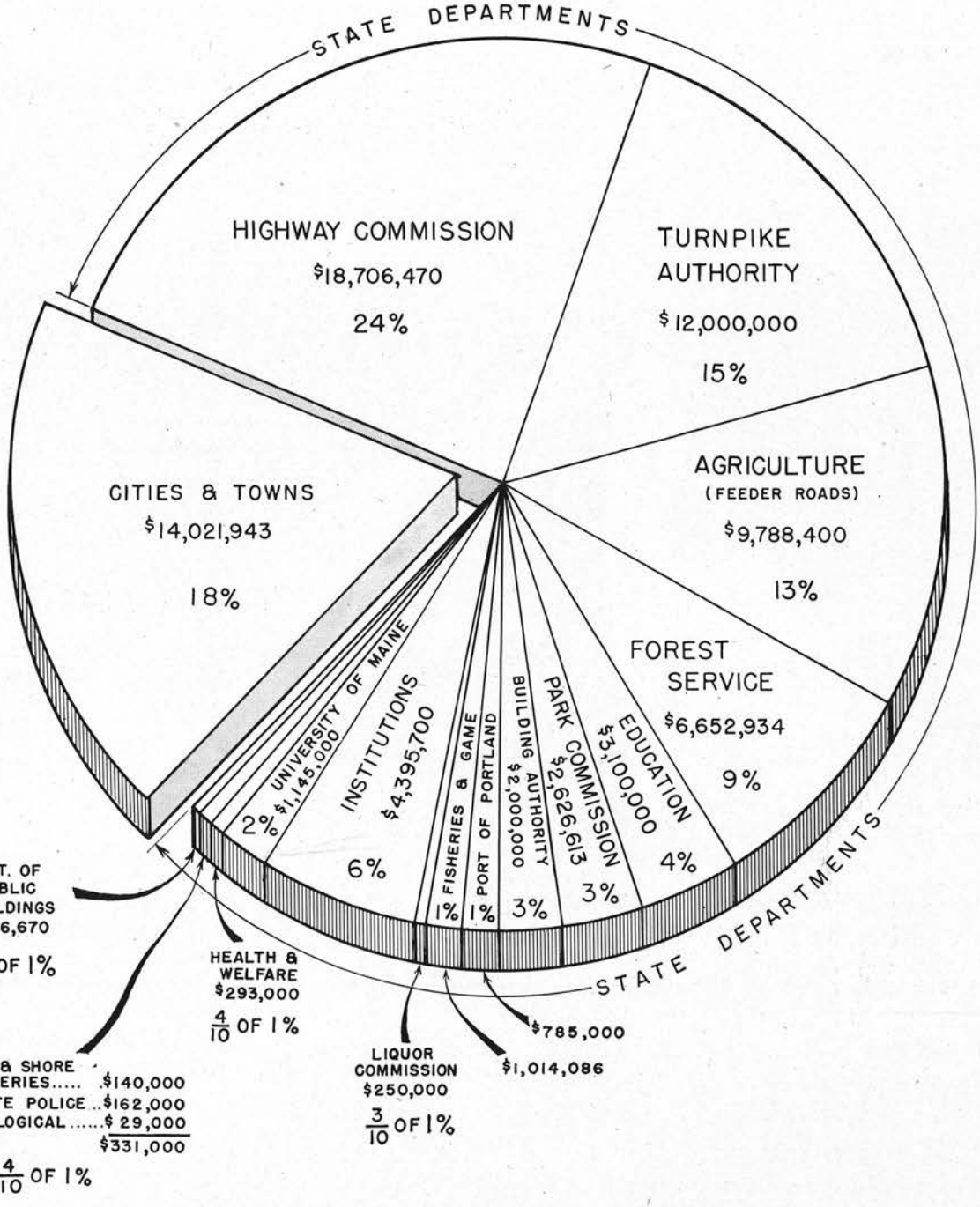
Sufficient funds are available to employ competent engineering consultants to determine the economic and engineering phases of this first section of the Kittery-Fort Kent Highway.

| Proposed Project | Estimated Cost | Estimated Man-hours |
|---|---|---|
| NOT READY-TO-GO: | | |
| New Kittery-Portland Section of Kittery-Fort Kent Highway | $12,000,000 | 4,800,000 |

# STATE AND MUNICIPAL POSTWAR PROJECTS

ESTIMATED COST

$77,316,816



# MUNICIPAL PROJECTS

# SUMMARY OF MUNICIPAL PROGRESS

Maine municipalities have reported to this Commission specific postwar projects totaling $14,021,943. The information received from 389 cities, towns, and plantations, up to September 30, 1944, included 343 which reported definite postwar projects under consideration and 46 which indicated inactivity in preparing a local postwar program. Among the 343 municipalities, 218 reported projects ready-to-go within thirty days estimated to cost $3,072,722 and to provide approximately 2,218,165 man-hours of work (in this group 74 had other projects in preparation but not yet ready-to-go). Of the remaining 125 municipalities, 78 listed all of their projects as **not** ready-to-go and 47 were unable to provide cost estimates. The total estimated cost of **not** ready-to-go projects in the 152 municipalities mentioned (74 plus 78) amounted to $10,949,221 requiring an estimated 6,781,893 man-hours. Municipal funds in excess of $1,500,000 are already assigned to these projects, $721,107 to those ready-to-go and $840,120 to those not yet ready.

Thirty or more Maine municipalities have voted to establish Protected Reserves of capital as authorized in Chapter 199, Laws of 1943. Altogether the immediately available funds reported by municipal officials, excluding municipal borrowing capacity, amounts to $2,015,477. The charts and tables on the following pages summarize the data received while another indication of the state-wide interest in preparing for postwar problems has been the increase in the number of municipalities that have designated postwar planning committees.

If municipal construction jobs are to counter-balance unemployment successfully they must be started **neither too early, nor too late.** Many of the projects recorded are urgently needed and will be undertaken as soon as men and materials are available. Nevertheless, others are less urgent, although practical and needed in the community, and may well be held as a reservoir of work to be used only in case there is serious local unemployment. Starting such work at the right time to counter-balance local unemployment will give Maine communities worthwhile roads, buildings, and other improvements, and simultaneously give maximum economic benefit to local business and local citizens.

MUNICIPAL POSTWAR PROJECTS

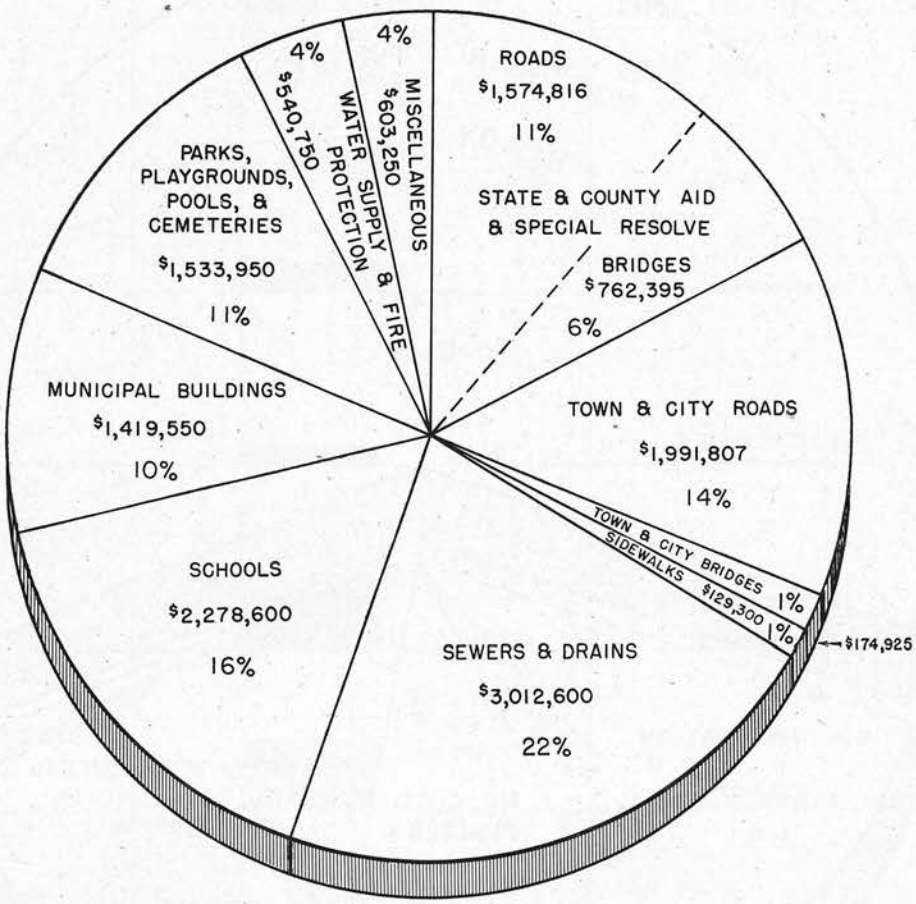
ESTIMATED COST AND MAN-HOURS BY COUNTIES

Projects Reported by 296 Municipalities to September 30, 1944

| County | Number of Municipalities Reporting | Population of Municipalities Reporting Specific Projects | Estimated Cost of Projects | | | Estimated Man-hours, Total of all Projects Reported |
|---|---|---|---|---|---|---|
| | | | Ready-to-go | Not Ready | Total | |
| Androscoggin | 13 | 71,081 | $ 159,550 | $1,714,099 | $1,873,649 | 978,347 |
| Aroostook | 58 | 68,891 | 452,438 | 593,742 | 1,046,180 | 971,056 |
| Cumberland | 19 | 122,065 | 399,346 | 6,431,649 | 6,830,995 | 4,097,803 |
| Franklin | 21 | 13,293 | 115,869 | 5,833 | 121,702 | 96,648 |
| Hancock | 28 | 22,928 | 335,175 | 161,540 | 496,715 | 275,680 |
| Kennebec | 20 | 25,629 | 126,344 | 23,703 | 150,047 | 126,100 |
| Knox | 15 | 22,742 | 120,742 | 112,887 | 233,629 | 168,388 |
| Lincoln | 15 | 11,872 | 60,353 | 132,700 | 193,053 | 107,858 |
| Oxford | 27 | 31,405 | 220,419 | 59,094 | 279,513 | 228,510 |
| Penobscot | 45 | 84,594 | 466,720 | 848,383 | 1,315,103 | 861,020 |
| Piscataquis | 21 | 16,229 | 42,382 | 90,276 | 132,658 | 102,080 |
| Sagadahoc | 8 | 18,231 | 11,400 | 92,919 | 104,319 | 70,195 |
| Somerset | 28 | 30,069 | 207,966 | 103,000 | 310,966 | 307,727 |
| Waldo | 20 | 15,472 | 30,325 | 99,580 | 129,905 | 72,823 |
| Washington | 26 | 16,846 | 94,378 | 236,850 | 331,228 | 201,931 |
| York | 25 | 71,493 | 229,315 | 242,966 | 472,281 | 333,892 |
| Total | 389 | 642,840 | $3,072,722 | $10,949,221 | $14,021,943 | 9,000,058 |

# MUNICIPAL POSTWAR PROJECTS

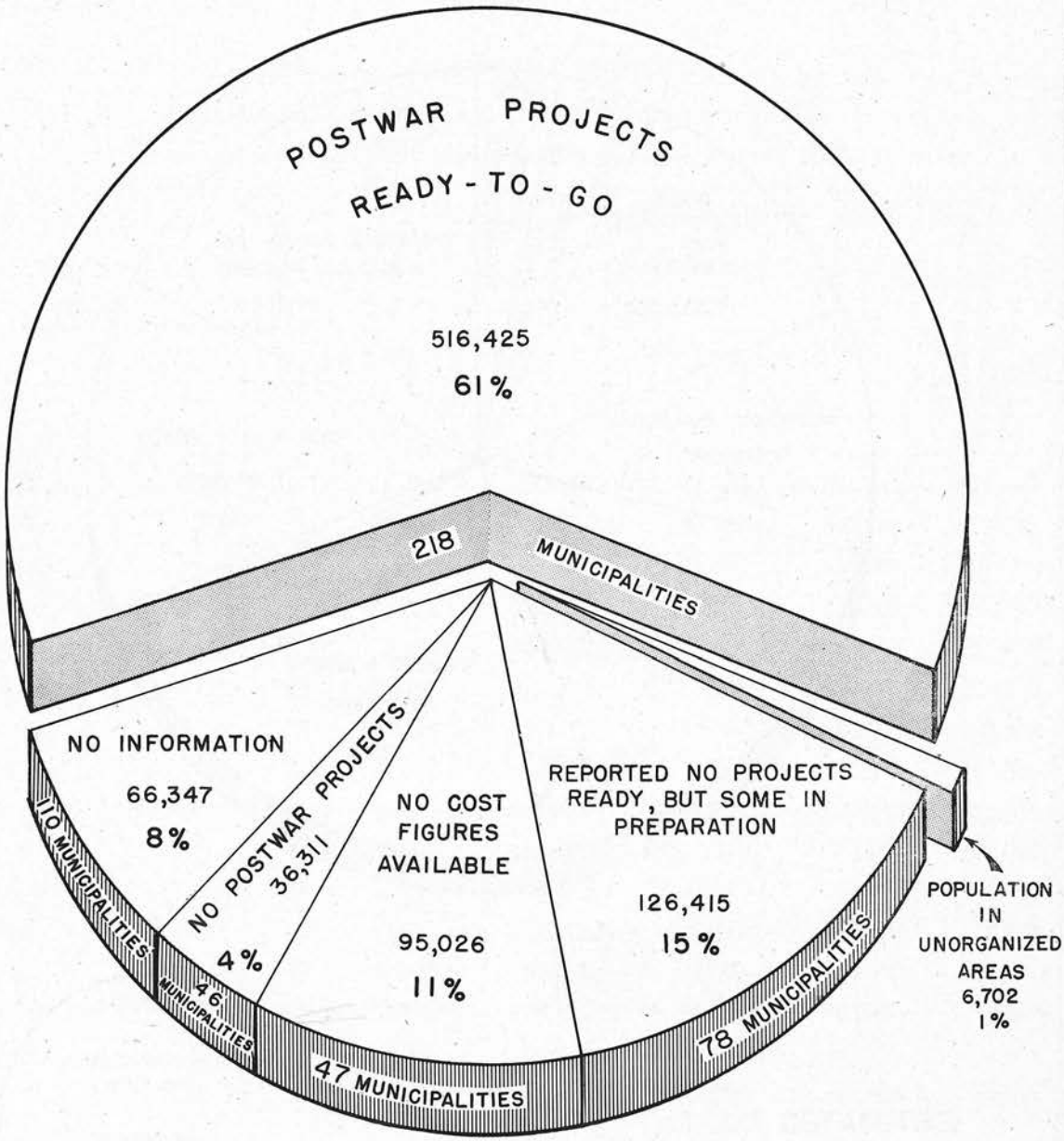
## BY TYPES




ESTIMATED COST
$14,021,943

# POPULATION REPRESENTED

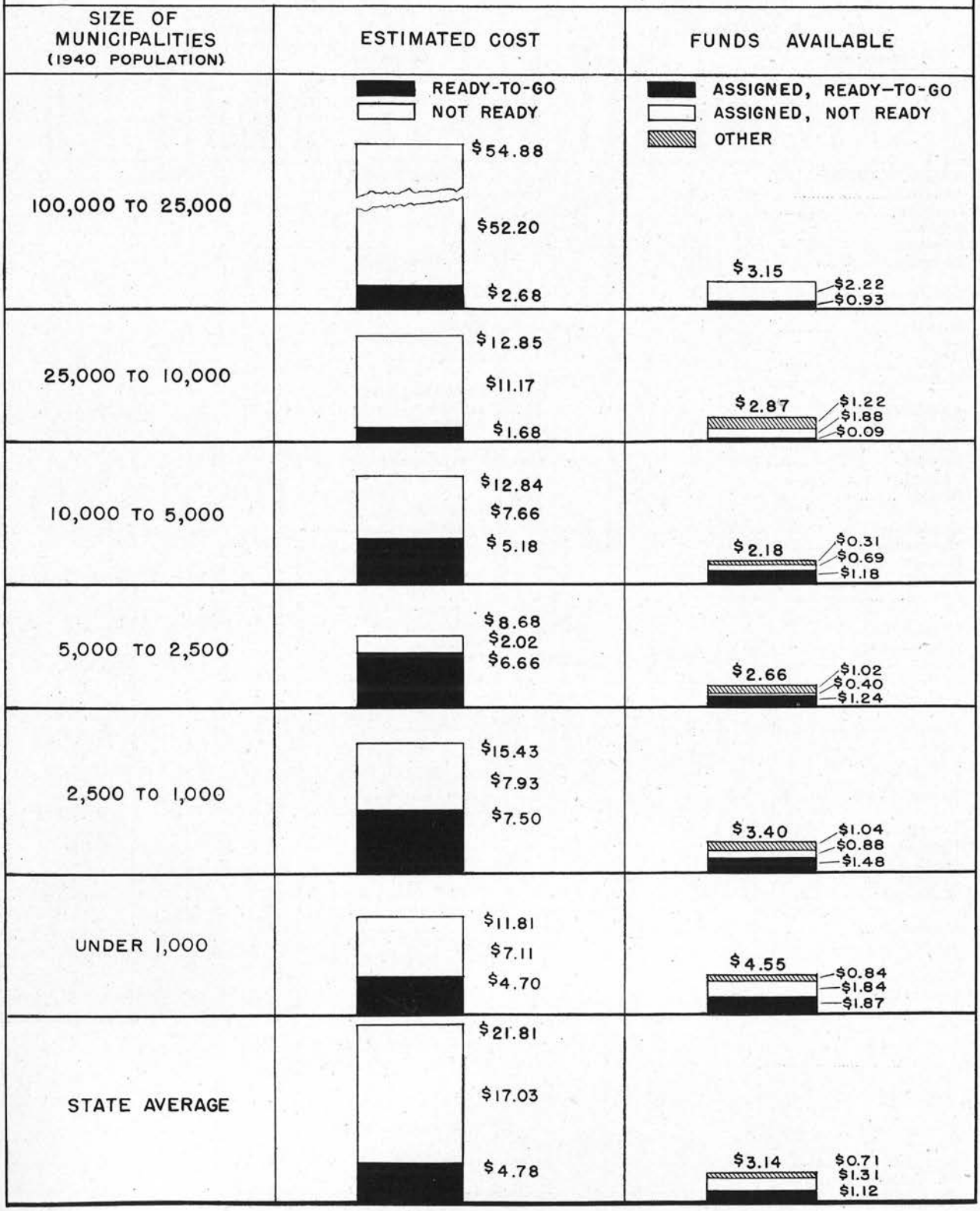
## IN MUNICIPALITIES REPORTING ON POSTWAR PLANS




STATE POPULATION
1940 U.S. CENSUS
847,226

499 MUNICIPALITIES IN MAINE

# MUNICIPAL POSTWAR PROJECTS
## DOLLARS PER CAPITA COMPARISON BY SIZE OF MUNICIPALITIES



## POSTWAR PLANS IN 343 MAINE MUNICIPALITIES
### to September 30, 1944

Symbols: X—Yes. P—Protected Reserve. C—Other municipal cash reserves, excluding borrowings or funds to match state aid.

| County and Municipality | Postwar Projects Cost Estimates: Available: Projects Ready-to-go | Postwar Projects Cost Estimates: Available: Projects Not Ready | Postwar Projects Cost Estimates: Not Available | Funds Reported | Planning Committee Authorized |
|---|---|---|---|---|---|
| **ANDROSCOGGIN** | | | | | |
| Auburn | X | X | | | X |
| Durham | X | | | C | |
| Greene | X | | | P | |
| Lewiston | X | X | | P | |
| Livermore | | X | | C | |
| Livermore Falls | X | X | | C | X |
| Mechanic Falls | X | X | | C | |
| Poland | X | | | | |
| Turner | X | | | C | |
| Wales | | X | | | |
| Webster | X | | | | |
| **AROOSTOOK** | | | | | |
| Allagash Plt. | | X | | C | |
| Amity | X | X | | | |
| Ashland | X | X | | | |
| Bancroft | | | X | | |
| Blaine | X | X | | C | |
| Caribou | X | X | | PC | X |
| Chapman | X | | | C | X |
| Connor | | X | | | |
| Crystal | | X | | | |
| Cyr Plt. | X | X | | | |
| Dyer Brook | X | | | | |
| Eagle Lake | X | | | | |
| Easton | | X | | C | |
| Fort Fairfield | X | X | | P | |
| Fort Kent | | X | | | |
| Frenchville | | X | | | |
| Garfield Plt. | | | X | | |
| Glenwood Plt. | X | | | | |
| Grand Isle | X | X | | C | |
| Hammond Plt. | X | | | | |
| Hersey | X | | | | |
| Houlton | X | X | | PC | X |
| Island Falls | X | X | | C | |
| Linneus | | | X | | |
| Madawaska | X | | | | |
| Macwahoc | X | | | | |
| Mapleton | | | X | | |
| Mars Hill | X | X | | P | |
| Masardis | X | | | P | |
| Nashville Plt. | X | | | | |
| New Canada Plt. | X | | | | |
| New Sweden | X | | | C | |
| Oakfield | X | X | | | |
| Orient | | X | | | |
| Oxbow Plt. | | | X | | |
| Portage Lake | | | X | | |
| Presque Isle | | X | | C | X |
| Reed Plt. | X | | | | |
| St. Agatha | X | | | | |
| St. Francis Plt. | | | X | | |
| **Aroostook (Cont'd.)** | | | | | |
| St. John Plt. | X | | | | |
| Sherman | X | | | | |
| Van Buren | X | X | | | X |
| Wade | X | | | | |
| Wallagrass Plt. | X | X | | | |
| Washburn | | X | | C | |
| Westmanland Plt. | | X | | C | |
| Weston | | X | | C | |
| Winterville Plt. | | X | | | X |
| Woodland | | | X | P | |
| **CUMBERLAND** | | | | | |
| Baldwin | X | | | | |
| Bridgton | X | | | | |
| Brunswick | | X | | C | X |
| Cape Elizabeth | X | X | | C | X |
| Cumberland | X | | | P | |
| Falmouth | X | | | | |
| Freeport | | X | | C | X |
| Gorham | X | | | | |
| Harrison | X | | | C | |
| Naples | X | X | | | |
| Portland | X | X | | C | X |
| Raymond | | X | | | |
| Scarboro | X | X | | C | |
| South Portland | | | X | | |
| Standish | X | X | | PC | |
| Westbrook | | X | | | |
| Windham | | X | | P | |
| Yarmouth | X | X | | C | X |
| **FRANKLIN** | | | | | |
| Avon | | X | | | |
| Carthage | X | | | | |
| Chesterville | X | | | | |
| Coplin Plt. | X | | | | |
| Dallas Plt. | X | | | | |
| Farmington | X | | | | X |
| Industry | X | X | | C | |
| Jay | X | | | C | |
| Kingfield | | | X | | |
| New Sharon | | | X | | |
| Phillips | X | | | | |
| Rangeley Plt. | | | X | | |
| Salem | | X | | | |
| Sandy River Plt. | X | | | | |
| Strong | | | X | C | |
| Temple | | | X | | |
| Weld | | X | | C | |
| Wilton | X | | | C | |
| **HANCOCK** | | | | | |
| Amherst | | | X | | |
| Aurora | X | | | C | |

## POSTWAR PLANS IN 343 MAINE MUNICIPALITIES (Continued)

Symbols: X—Yes. P—Protected Reserve. C—Other municipal cash reserves, excluding borrowings or funds to match state aid.

| County and Municipality | Postwar Projects Cost Estimates: Available: Projects Ready-to-go | Postwar Projects Cost Estimates: Available: Projects Not Ready | Postwar Projects Cost Estimates: Not Available | Funds Reported | Planning Committee Authorized |
|---|---|---|---|---|---|
| **Hancock (Cont'd.)** | | | | | |
| Bar Harbor | X | X | | P | X |
| Blue Hill | | X | | | |
| Brooklin | X | | | | |
| Brooksville | X | X | | C | |
| Bucksport | X | X | | | X |
| Castine | | | X | | |
| Eastbrook | | X | | | |
| Ellsworth | X | X | | | X |
| Gouldsboro | | X | | | |
| Lamoine | X | | | | |
| Mariaville | | X | | | |
| Mount Desert | X | | | C | X |
| Osborn Plt. | | | X | | |
| Otis | | | X | | |
| Sedgwick | | X | | | |
| Sorrento | | | X | | |
| Southwest Harbor | X | | | C | |
| Stonington | X | | | | |
| Surry | | X | | C | |
| Swans Island | X | | | | |
| Trenton | | | X | C | |
| Verona | | | X | | |
| Winter Harbor | X | X | | C | |
| **KENNEBEC** | | | | | |
| Augusta | | | X | | X |
| Belgrade | X | X | | C | |
| China | X | | | | |
| Clinton | X | | | C | |
| Fayette | X | | | | |
| Gardiner | X | | | C | |
| Hallowell | | | X | P | X |
| Litchfield | X | | | | |
| Manchester | X | X | | | |
| Monmouth | X | X | | P | |
| Oakland | X | | | C | |
| Randolph | | X | | | |
| Sidney | | | X | C | |
| Vassalboro | | | X | | |
| Waterville | | | X | C | X |
| Wayne | | | X | | |
| West Gardiner | X | | | | |
| Windsor | X | | | C | |
| Winslow | X | | | | X |
| Winthrop | X | | | C | X |
| **KNOX** | | | | | |
| Appleton | X | | | | |
| Camden | X | | | P | X |
| Friendship | | X | | C | |
| Hope | X | | | | |
| Isle-au-Haut | | | X | | |
| North Haven | X | | | | |
| **Knox (Cont'd.)** | | | | | |
| Owl's Head | | X | | C | |
| Rockland | X | X | | | |
| Rockport | | | X | | |
| South Thomaston | | X | | | |
| St. George | | | X | C | |
| Thomaston | X | | | C | X |
| Union | X | X | | C | |
| Vinalhaven | X | | | | |
| Warren | X | | | C | |
| **LINCOLN** | | | | | |
| Alna | | X | | | |
| Boothbay | X | | | | |
| Bremen | X | X | | | |
| Bristol | X | X | | C | |
| Damariscotta | X | | | | X |
| Jefferson | X | X | | | X |
| Newcastle | X | X | | P | |
| Somerville Plt. | X | | | C | |
| South Bristol | X | | | C | X |
| Waldoboro | X | X | | | |
| Westport | X | | | | |
| Whitefield | X | X | | C | |
| Wiscasset | X | X | | PC | |
| **OXFORD** | | | | | |
| Andover | X | | | | |
| Bethel | | X | | | |
| Brownfield | | X | | | |
| Buckfield | | | X | | |
| Byron | X | | | | |
| Canton | | X | | C | |
| Dixfield | X | X | | C | |
| Fryeburg | X | | | C | |
| Gilead | | | X | | |
| Greenwood | X | | | | |
| Hiram | | X | | | |
| Lincoln Plt. | | X | | C | X |
| Magalloway Plt. | | | X | | |
| Mexico | X | | | PC | X |
| Newry | X | | | | |
| Paris | X | | | C | |
| Peru | X | | | C | |
| Roxbury | X | X | | | |
| Rumford | X | X | | C | X |
| Sumner | X | | | | |
| Sweden | | X | | | |
| Upton | X | | | C | |
| Woodstock | | X | | | |
| **PENOBSCOT** | | | | | |
| Bangor | X | X | | PC | |
| Bradford | | X | | | |
| Brewer | X | | | PC | X |

## POSTWAR PLANS IN 343 MAINE MUNICIPALITIES (Continued)

Symbols: X—Yes. P—Protected Reserve. C—Other municipal cash reserves, excluding borrowings or funds to match state aid.

| County and Municipality | Postwar Projects Cost Estimates: Available: Projects Ready-to-go | Postwar Projects Cost Estimates: Available: Projects Not Ready | Postwar Projects Cost Estimates: Not Available | Funds Reported | Planning Committee Authorized |
|---|---|---|---|---|---|
| **Penobscot (Cont'd.)** | | | | | |
| Burlington | | X | | | |
| Clifton | X | | | C | |
| Corinna | X | X | | C | |
| Dexter | X | | | P | X |
| East Millinocket | X | X | | | |
| Eddington | | X | | | |
| Enfield | | X | | P | |
| Etna | | | X | | |
| Exeter | | X | | | |
| Glenburn | X | | | | |
| Grand Falls Plt. | X | | | | |
| Hampden | X | X | | C | |
| Hermon | X | | | | |
| Holden | X | | | | |
| Howland | X | | | PC | |
| Hudson | | X | | | |
| Kingman Plt. | | X | | | |
| Lagrange | X | | | C | |
| Lakeville Plt. | X | | | | |
| Lincoln | | X | | C | |
| Lowell | X | | | | X |
| Mattawamkeag | X | X | | PC | X |
| Medway | | | X | | |
| Millinocket | | X | | P | |
| Mount Chase Plt. | X | | | C | |
| Newburg | X | | | | |
| Newport | X | | | | |
| Old Town | X | X | | | |
| Orono | X | | | | |
| Orrington | X | | | C | |
| Passadumkeag | | X | | | |
| Patten | X | X | | | |
| Prentiss Plt. | X | | | | |
| Stacyville Plt. | X | | | | |
| Webster Plt. | X | X | | | |
| Winn | X | | | | |
| Woodville | X | X | | C | |
| **PISCATAQUIS** | | | | | |
| Abbott | X | | | C | |
| Atkinson | | X | | | |
| Barnard Plt. | | X | | | |
| Blanchard | X | X | | | |
| Brownville | X | X | | C | |
| Dover-Foxcroft | X | X | | C | |
| Elliottsville Plt. | X | | | | |
| Greenville | | X | | | X |
| Guilford | | X | | P | X |
| Kingsbury Plt. | | | X | | |
| Lakeview Plt. | X | | | | |
| Milo | X | | | C | X |
| Monson | | X | | C | |
| Orneville | X | | | | |

| County and Municipality | Postwar Projects Cost Estimates: Available: Projects Ready-to-go | Postwar Projects Cost Estimates: Available: Projects Not Ready | Postwar Projects Cost Estimates: Not Available | Funds Reported | Planning Committee Authorized |
|---|---|---|---|---|---|
| **Piscataquis (Cont'd.)** | | | | | |
| Parkman | X | | | | |
| Shirley | X | | | | |
| Wellington | | X | | | |
| Willimantic | | X | | | |
| **SAGADAHOC** | | | | | |
| Arrowsic | X | | | | |
| Bath | | X | | C | |
| Bowdoinham | X | | | C | |
| Phippsburg | | X | | | |
| Richmond | X | | | | |
| Topsham | | X | | C | X |
| West Bath | X | X | | | |
| Woolwich | X | X | | C | |
| **SOMERSET** | | | | | |
| Anson | X | | | P | |
| Bingham | | | X | | |
| Brighton Plt. | X | | | | |
| Canaan | | | X | | |
| Cornville | X | | | | |
| Dead River Plt. | | | X | | |
| Embden | X | | | | |
| Fairfield | X | | | P | |
| Harmony | X | | | | |
| Jackman Plt. | X | | | C | X |
| Madison | X | | | | |
| Mercer | X | | | C | |
| New Portland | X | | | C | |
| Norridgewock | X | X | | | |
| Palmyra | | X | | | |
| Pittsfield | X | | | PC | X |
| Pleasant Ridge Plt. | X | | | | |
| Ripley | X | | | | |
| Skowhegan | X | | | | |
| Solon | X | | | | |
| Starks | | X | | | |
| The Forks Plt. | X | | | | |
| **WALDO** | | | | | |
| Belfast | | X | | | X |
| Burnham | X | | | | |
| Frankfort | | X | | | |
| Jackson | | X | | | |
| Liberty | X | | | | |
| Lincolnville | X | | | | |
| Monroe | X | X | | C | |
| Montville | X | | | | |
| Morrill | X | X | | C | |
| Palermo | X | | | | |
| Prospect | X | X | | | |
| Searsmont | | X | | | |
| Swanville | X | | | | |
| Thorndike | | X | | C | |
| Troy | X | | | C | |

## POSTWAR PLANS IN 343 MAINE MUNICIPALITIES (Continued)

Symbols: X—Yes. P—Protected Reserve. C—Other municipal cash reserves, excluding borrowings or funds to match state aid.

| County and Municipality | Postwar Projects Cost Estimates: Available: Projects Ready-to-go | Postwar Projects Cost Estimates: Available: Projects Not Ready | Postwar Projects Cost Estimates: Not Available | Funds Reported | Planning Committee Authorized |
|---|---|---|---|---|---|
| **Waldo (Cont'd.)** | | | | | |
| Unity | | X | | | |
| Winterport | X | X | | C | |
| **WASHINGTON** | | | | | |
| Addison | | | X | | |
| Baileyville | X | X | | C | |
| Beals | X | | | | |
| Calais | | | X | | |
| Centerville | X | | | | |
| Cherryfield | | X | | | |
| Codyville Plt. | | X | | | |
| Columbia | X | | | C | |
| Columbia Falls | | X | | | |
| Crawford | X | X | | C | X |
| Danforth | X | X | | | |
| East Machias | X | | | | |
| Eastport | | | X | | |
| Harrington | X | | | | |
| Lubec | X | X | | | |
| Machias | X | X | | PC | X |
| Marshfield | X | | | | |
| Milbridge | | X | | C | X |
| No. 14 Plt. | | | X | | |
| Princeton | X | X | | | |
| Roque Bluffs | | X | | | |
| Steuben | X | X | | | |
| Waite | X | | | | |
| **YORK** | | | | | |
| Acton | | X | | C | |
| Alfred | | X | | | |
| Berwick | X | | | | |
| Biddeford | X | X | | C | |
| Buxton | X | | | | |
| Dayton | X | | | C | |
| Eliot | | | X | | |
| Hollis | | X | | | |
| Kennebunk | X | | | | |
| Kennebunkport | X | X | | PC | X |
| Kittery | X | | | | X |
| Lebanon | | X | | | |
| Limerick | | | X | | |
| Lyman | | X | | | |
| Newfield | X | | | | |
| North Berwick | X | X | | PC | |
| Old Orchard Beach | X | | | | X |
| Saco | X | X | | | X |
| Sanford | | X | | P | X |
| Shapleigh | X | | | | |
| South Berwick | X | | | | |
| York | X | | | C | |

The Development Commission has recognized that the State is without authority or desire to offer more than constructive encouragement to the municipalities in the problem of municipal postwar planning. We have attempted to assume, however, an expressive degree of leadership in helping the alert communities to forward their own postwar plans. We have found that each community, if it is to be well prepared to face its own community responsibility in this essential preparatory work, must have an energetic citizen group, ready to identify practical community needs, prepared to actuate adequate municipal action and insistent that the necessary plans and specifications are ready-to-go.

To measure adequately and to report accurately our progress in municipal postwar planning is more difficult than the task of evaluating state plans. The Development Commission is convinced of the importance of this phase of postwar planning and in our recommendations to the Legislature we have suggested that state promotion work of this nature be continued.

The Commission has maintained, with reasonably accuracy, its own records of municipal plans, as expressed to the postwar planning personnel assigned to this work. We recognize that municipal plans may be expanded or contracted without reference to state plans but we have summarized progress, to September 30, 1944, in our efforts to encourage this phase of the work.

By way of summary, this report is concluded by the notation that state projects as summarized on Page 20, list desirable postwar projects of $63,294,873 while municipal projects, listed on Page 44, totaled $14,021,943, a grand total of $77,316,816 representing potential employment of 53,994,023 man-hours. Obviously, not all of these projects will be completed in the first postwar years. The progress so far made, as witnessed by this assembly of material, represents sincere, conscientious, cooperation among hundreds of Maine citizens. The Development Commission is hopeful that the material submitted will enable the Legislature to define the nature and dimension of a desirable postwar program for the State of Maine.

Respectfully submitted,

November 1, 1944.

MAINE DEVELOPMENT COMMISSION

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