

12-24-1824

Letter to Benjamin Dodd Dec 24 1824

Moses Greenleaf

Follow this and additional works at: http://digitalmaine.com/moses_greenleaf

Recommended Citation

Greenleaf, Moses, "Letter to Benjamin Dodd Dec 24 1824" (1824). *Moses Greenleaf, Cartographer*. 33.
http://digitalmaine.com/moses_greenleaf/33

This Text is brought to you for free and open access by the Special Collections at Maine State Documents. It has been accepted for inclusion in Moses Greenleaf, Cartographer by an authorized administrator of Maine State Documents. For more information, please contact statedocs@maine.gov.

Dear Sir

of state, which perhaps may not be ^{good} answer to trouble you with -

In my estimate of the expense of transporting by water, I forgot the hauling to the landing place, about 3 miles, ~~for which~~ ^{per trip of 100} I should add about one dollar per ton. Since this I have re-examined my lowest estimate, & made some enquiries, from which I draw the following as the nearest ~~lowest~~ which would be safe to calculate on at present.

There will not be pine lumber made hereabout, to carry any considerable quantity of slate, & it will soon be done with, therefore to transport slate by water, to any considerable extent ^{locally, or to} recourse must be had to ^{as far} expense & cargo, which is not worth enough in Bangor to pay its own freight & charges, ^{alone} but to ^{enough} may be worth to pay charges after allowing freight for the slate it carries.

Taking a long course of years, I suppose that spruce & cedar may be cut & hauled to the landings on Lake & Pleasant river, for about \$1.50 per ton (round).

One ton of slate by weight, will probably require from 2 to 4 tons, of timber, by means, to float it safely in rafts, over the falls -

A raft of about 10 tons of timber will be about sufficient for two men to manage. This would carry from 10 to 20 tons of slate, but to be on the safe side I say only ten tons. The expense of running this to Bangor would be ^{perhaps in some cases \$20} about \$16.00 - The amount then would be, if we allow only 10 tons of slate to the raft -

hauling 10 tons slate from the quarry to the landing - 10¢ -

cutting & hauling 40 tons of timber " " " " " 60

rafting & running to Bangor - day T 16

886.00

which, if the timber should fetch nothing there, would make the slate cost \$3.60 per ton freight from this to Bangor - but as out of the timber there probably might be some cedar fit for posts, & some spruce fit for spars, & the rest worth something for oven wood I will suppose that at least it will fetch 75 cents per ton, - say \$3.85 for the raft, leaving \$5.60 to charge upon the slate, which reduces it to \$5.60 per ton - & if the timber will fetch enough to pay for cutting & hauling to the landing, then the freight of the slate will stand at only \$2.60 per ton. -

The quarrying & dressing the slate, I find not at present fix nearer than my former estimate, viz from 83 to 86 ^{or say - 4.65 to 5.00} per ton - therefore, I now conclude as follows -

Swimming & dressing - 10 hrs. from + - - - - 40 to 50.00

hunting to the landing - - - - - 10:00
- - - - - 20:00

rafting & running to Bangor -	16	20
net cost of 40 tons timber for raft, after deducting	00	60

the proceeds of sale of the same at Bangor - - - - -

Total ^{net} cost of ^{house} state at Ranger -- \$66 00 (4)

The two greatest items are the quarrying & dressing slate, & the cost of the carts. The former perhaps can not be reduced much, but the latter will very probably be reduced one half & perhaps the whole, by the sale of the carts at Bangor, & perhaps may also be procured for less than I have stated. Therefore the most probable average cost of the slate, when ready for shipping at Bangor will be from \$8.50 to \$11.50 per ton - & allowing \$2.00 per ton freight from that to Boston & other ports, it will probably make a very average if it will command from 10.50 to 12.50 per ton at its final market.

The question now comes up as to its quality, when compared with Welsh & Vermont slate. I sent some samples to Boston 8 or 10 years ago, & your uncle wrote me that it was pronounced equal to the best Welsh slate - I have myself seen ^{samples of} the Welsh, & the Vermont - & am decided that ours is far superior to the Welsh, & I see no reason why not fully equal to the Welsh, at any rate I would risk to throw it into the market at the same price against any quality in the least shade inferior to the Welsh. ~~I think I have said something~~

I engaged a workman, with my brother to assist & direct him, to make an attempt to break into the ledge, the workman was not acquainted with working slate rock, & was obliged to go away again so I got him at it but one day, my brother however has been delving at it pretty much for a week, & though the situation of it is such ^{especially at this season when the snow is a foot deep} that very little progress has been made yet I am enabled to form a better idea of the quarry than ever heretofore, & now will venture describe it a little more particularly ~~than heretofore~~.

The quarry forms the basis of a large hill, covering say about 500 acres, & elevated probably 2 or 300 feet from its base. The slate appears on one side a little distance from the foot of the hill & again near the top of the hill, rather on the N. Eastern declivity. There are a few ^{broken} projections above the surface, by which it was first discovered, but in general it is covered with the soil. The growth on a number of acres (near the top of the hill) shows that the ledge is very near the surface - where trees have been ~~blown down~~ ^{blown down} by the winds, they show the bare ledge. Proceeding down hill the soil appears to be deeper & deeper so that probably a large part of the rock ~~is~~ ^{is} too deep ^{covered} ~~to~~ ^{to} be profitable working ^{at present}, which is the reason why I have limited my estimate of the quantity to 10 acres. The strata lie in a direction nearly east & west, stand nearly perpendicular or if any thing rather leaning to the south, occasionally there are cross seams (North & South) which divide it into tables of different widths I should judge in general from 16 to 24 inches, & some times much wider. We have found some tables of 6 inches - ~~some of~~ 12 - 18 - & in one place where we have worked find no cross seam for 6 or 8 feet - how deep the tabularium before they come to any horizontal seams we can not tell. where we have begun is a projecting block six or eight feet above the surface & we find ~~no~~ ^{horizontal} ~~even~~ ^{seam} as yet. For aught we can judge they may be 20 feet deep. I once examined a fissure in the ledge at the foot of the hill & got out sheets 7 or 8 feet long, about 16 to 24 inches wide & 1/2 inch thick, & I think these were broken off at the bottom, without coming to a seam. (I should have examined the same place at this time, but should have to clear a road half a mile to it, & besides was satisfied as to that place, & wanted to know more about that at the top of the hill) - It splits into sheets from 1/8 to 3/8 inch thick - splits so easily in most places that we have not been able to get any out in blocks, though I suspect that if we were below into the ledge which lies altogether under the surface we might get it in blocks.

I shall send you a sample of such as we have, as soon as I can get it to
Bristol & find a vessel. ^{But must observe that the place where we have no}
^{quarry is about the poorest quality of any of it which I have seen -}
To get it out by the imperfect means we have ~~at~~ present, it will be
as much as one half waste, perhaps more - but probably if begun in the
right place & in the right manner, it might be quarried with not more than
one quarter waste. If I could once see a quarry with the newest
work in it, I think I should not be afraid to venture upon it with such
hands as I could pick up here. If it was my own I should undertake to
visit to the New York & Vermont quarries to examine them for myself
& learn what I could -

There is one article I have not taken into the estimate. viz the expense
of the first attempt. Before it can be got out to advantage in any large
quantities there must be an opening or trench cut in the ledge, parallel to
the strata & as deep as the length of the uppermost table, & wide enough to
^(say 3 feet) work in, & long enough to open a sufficient field, which may be more or less
according to circumstances, this would be much more expensive than the
succeeding work in getting out the rock. Probably the expense of this
in trench as would be necessary to begin with on a large scale
~~first preparation~~ would be from 100 to 300 Dls. - But I acknowledge that I
can form but a very uncertain guess about it.

When I suggested that settlers would probably be glad to work the quarry
in payment for land, I forgot that most of them would need something to live
upon while they were at work, or in other words could not go directly to work
without a part of their pay in something else than land. Considering this
it would be necessary to supply them & their families (if they have them) with
such articles as they needed & of course there must be some active capital
invested before the business could be carried on to profit - I should say
that in general any number might be obtained, if they were offered one
half of their wages in land, ^{when the state was bankrupt} the other half in cash ^{or such articles as they}
~~when the state was bankrupt~~ wanted in advance.

I do not think of any thing more upon this subject at present, I
believe you will be glad to be relieved from reading any more - I shall
write next upon some other subject -

Yours friend & sent
H-G-

~~PS - If the business should be carried on to a great extent - say 1000 tons yearly~~
~~a considerable saving might be made in freight by a ship, one or two small boats~~
~~& a dock or two with slips on whatstone brook - expense say \$1000 ^{or less} saving yearly~~
~~in freight say 50 cents per ton - or \$250 to \$500 per ann.~~

Question - If the rafts of timber would not sell at Bangor - would
~~in conclusion~~ they pay freight by keeping a vessel or two in constant
employ to Boston & elsewhere? -

To Mr. Long "Dover"
Hancock, N.Y.

Boston

25 Dec. 1894

Waste