

## Tab D. Background and History of the Maine Approach

### 1. Maine Approach

In September 1921, the Maine Highway Department completed the design for the spans going between the north abutment of Memorial Bridge and Badgers Island (the Maine Approach). In late September 1921, Maine selected Holbrook, Cabot & Rollins, contractor for the substructure of Memorial Bridge, as the contractor for the substructure of the Kittery Approach (Herald, September 30, 1921). The design consisted of roughly equal spans, with a total length of 300' (Figure D-1). Given that the depth to rock changed significantly over that length, some piers were set on piles while others were set directly on bedrock. Courses of granite block, backfilled with concrete, armored the pier above and below the high water mark. From that elevation, truncated concrete pyramids topped with blocks of concrete reached the base plate elevations of crossing girders. Riveted steel girders fabricated from plates and steel angles rested on the two piers and cantilevered out to pick up sidewalks on both sides of the approach. Longitudinal stringers were riveted to webs of the built up girders of rolled steel, and a concrete deck for the roadway and sidewalks were poured on the stringers.

Construction started in October and by December 1921, the stone piers from the north abutment to the island were in place and awaited only the concrete tops, which were added when the weather warmed in the spring (Herald December 20, 1921; Herald March 1, 1922). The superstructure of the approach was completed during the summer and early fall of 1922 and by November 1922, the spans were largely finished except for surfacing. Work was completed well before the August 17, 1923, opening of the Memorial Bridge.

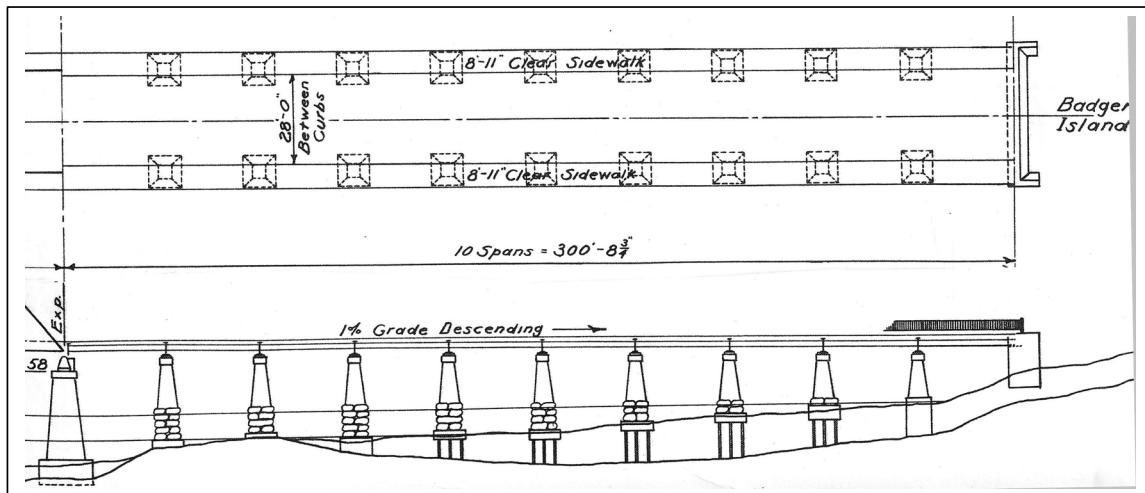


Figure D-1: Badgers Island Approach Span (NHDOT) [Larger scale plan at Tab O]

### 2. Badgers Island and Mainland Construction

Although the planning and construction of the approach span connecting Memorial Bridge and Badgers Island kept pace with the rest of the bridge, the remainder of the construction in Maine lagged. As late as January 1921, when work had already started on dredging for the Badgers Island pier of Memorial Bridge, the Bridge Commission had not yet decided on the route for the

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access road to the bridge. The reason for the uncertainty related to differences of opinion between the Navy and the Maine Highway Commission as to the best route for the road. The Navy wanted the new bridge between Badgers Island and the mainland to be located as near as possible to the entrance of the Navy Yard—a southeast approach. The Maine Highway Commission however, was concerned that this would involve condemning expensive property and cause more traffic, particularly at the congested intersection at Government Street at the entrance to the Yard. The Highway Commission was successful in promoting a more westerly approach so that traffic would come out at Newmarch Street. From Newmarch Street a new road would link up to the State Road (also known as Post Road) at the corner of Rocher Road (Herald January 5 and 10, 1921).

By July 19, 1922, plans for the Kittery Approach were completed and five days later bid packages were prepared for construction of the bridge from Badgers Island to the mainland. Plans called for a 544' long pile bridge with concrete or asphalt deck (Herald July 19, 1922). Late in July, F. W. Carleton of Bath, Maine, was awarded the \$54,000 contract for the work. Across Badgers Island a 460' long highway linked the Kittery Approach of Memorial Bridge to the Badgers Island Bridge. It was estimated that the cost of steel spans to the island, the road across the island and the bridge, all paid for by the State of Maine would not cost as much as Portsmouth's approach (Herald August 1, 1922). Land condemnation proceedings began around this time.

In the fall of 1922, work on the Badgers Island Bridge was underway. Plans were the responsibility of Walter H. Norris, bridge engineer for the Maine Central Railroad, who served as engineer for the State of Maine. Land on Badgers Island was condemned in December 1922 for the connecting road. However, there was concern that no work had been done on the mainland road leading to the bridge. The Badgers Island Bridge terminated at a block of six houses located between Newmarch and Pierson Streets. Plans called for acquiring the 500' long by 150'-200' wide rectangle of land bordered by these streets and demolishing the houses. The approach was to consist of two one-way streets "broad and easy of grade" one for north and one for southbound traffic. In the center was to be a park. Never acted upon were suggestions to build a "pretty office building or maybe a rustic or log cabin, or a typical tourist looking building" to properly define the area as "the doorway to Maine." Other unutilized ideas included building restrooms, a small parking space, and a restaurant (Herald October 21 and 28, 1922) (Figure D-2). Commercial ventures were rejected on the grounds that they were not in keeping with what was to be the solemn purpose of the park (Baxter 1924). By late 1922 and early 1923, land was being acquired for the park area.

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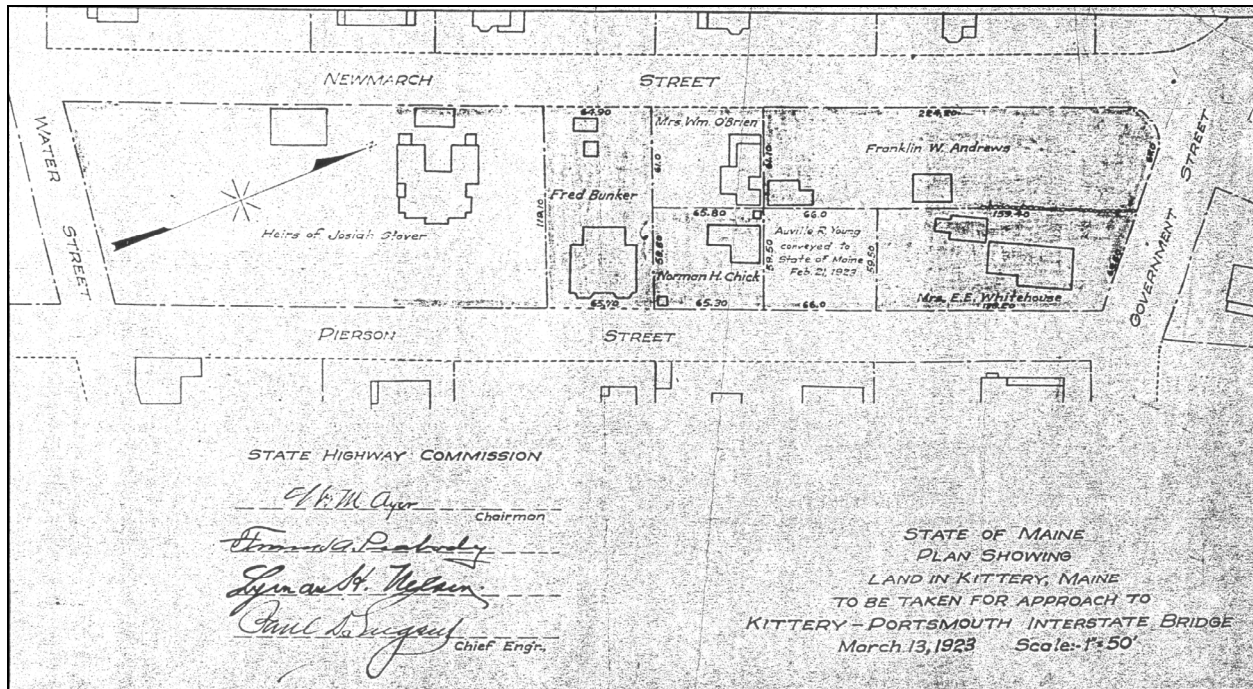


Figure D-2: Plan showing land acquisition for park at Maine Approach (Maine SHPO)

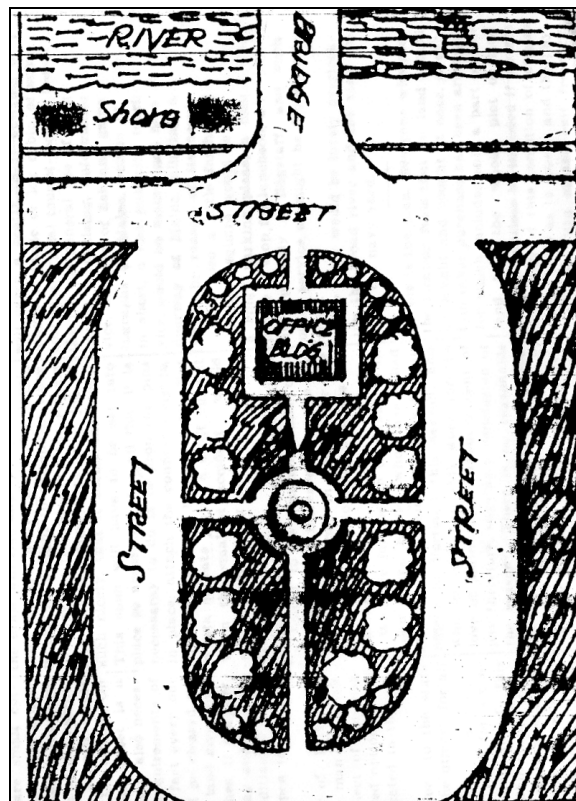
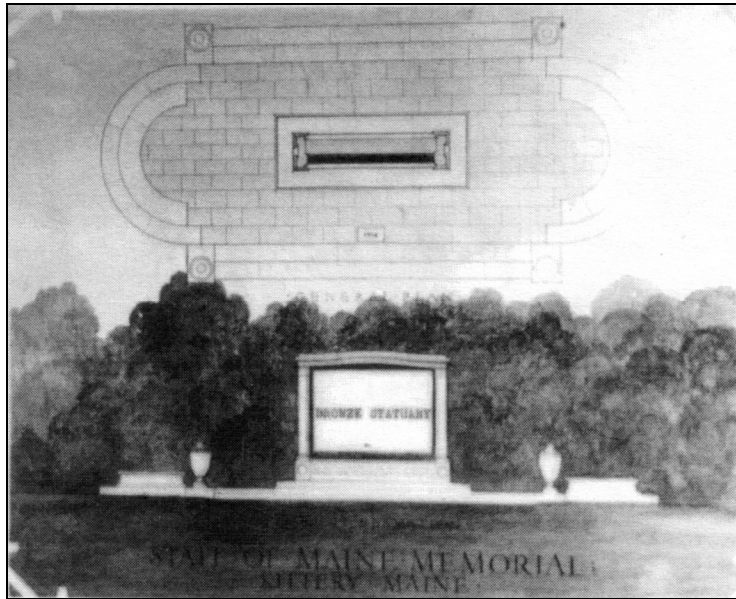


Figure D-3: Preliminary plan for park at Kittery Approach (*Herald* 10/28/22).

By January 1923, the plans for the mainland side of the Maine Approach were firmed up. But progress in the spring and summer of 1923 was slow and when Memorial Bridge opened in August 1923, although the roadwork was completed, construction of the planned park was not

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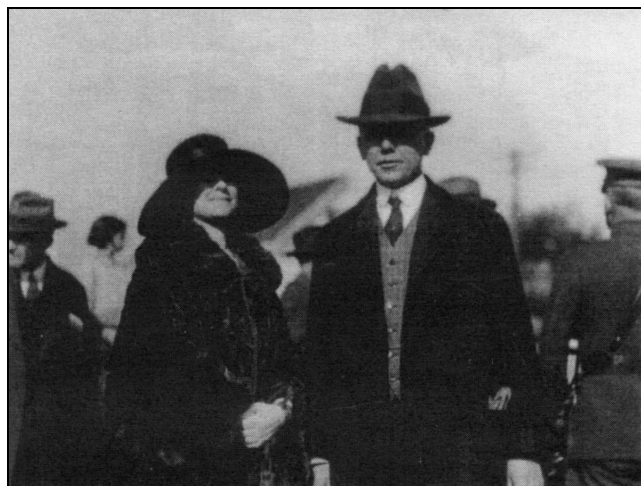
complete. It was a little over a year later that the park, which contained Maine's first state Memorial, was dedicated. On November 11, 1924, the grassy oval-shaped park was developed with trees planted and walks laid out. At one end of the park, its centerpiece was a granite podium and base for a not-yet finished bronze bas relief.



*Figure D-4: Rendering of the Maine Memorial (Maine SHPO)*

Maine Governor Percival P. Baxter's speech dedicating the park emphasized that the "bridge, the principal gateway into Maine, and this memorial ever will remind all who enter our State that Maine does not forget the sacrifices of her loyal sons." The park was planned to be "dignified and striking" and "worthy of our State's noblest traditions." Beyond this, Baxter's eloquent speech spoke of the need to work towards peace and the sacrifice of the fallen soldiers:

This memorial... is not erected as a glorification of war; it is in protest against it. It is a memorial to service and sacrifice, a tribute to those who, caught in the meshes of world unrest and selfishness, proved themselves unselfish enough to risk their all in the belief that at last had come a "war to end war." (Baxter 1924)



*Plate D-1: Governor Baxter and Edith Paeff (Maine SHPO)*



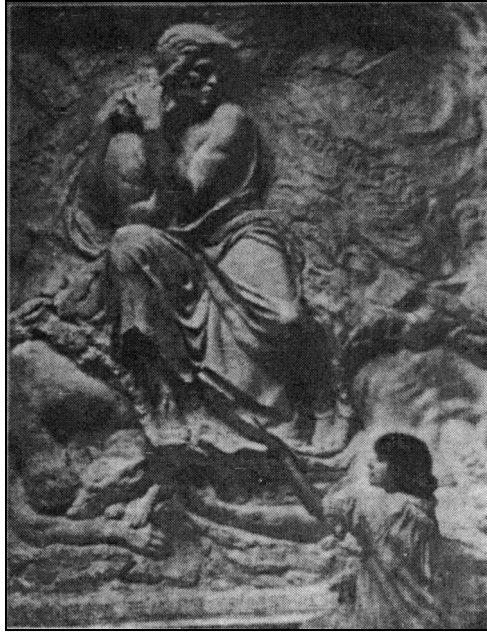
*Plate D-2: View of Maine Memorial November 11, 1924 (Maine SHPO)*

The design of the planned bronze bas relief proved to be a flash point for those in favor of “preparedness” over pacifism. Baxter had appointed a committee of servicemen to consult on its design and a competition was held with some twenty submissions (Mohoney 1997). In May 1924, design of the memorial monument was awarded to Boston sculptor Bashka Paeff (1894-1979).<sup>38</sup> The original design for the bronze bas relief was approved by then-Governor Baxter. This design included a central image of a mother shielding a child, with fallen soldiers on either side. By the time the clay model was completed in 1925, Maine’s new Governor Ralph Brewster rejected the design as pacifist and inappropriate as a memorial to Maine’s soldiers. To address these complaints, smaller low-relief images of soldiers marching to the front were added to the background of the design before it was cast (Robinson 2004).

As completed, the monument consists of an 11' x 8' bronze bas relief set in a 13'-high granite base. Weighing 2,800 pounds, at the time it was the largest bronze tablet in the United States. The inscription at the bottom of the bas relief reads: “State of Maine, To Her Sailors and Soldiers. Lord God of Hosts Be With Us Yet, Lest We Forget, Lest We Forget.” The latter part of the inscription comes from Rudyard Kipling’s 1897 poem “Recessional.” On the reverse side of the memorial is the seal of the State of Maine. Although WWI memorials were common throughout the country, the Maine memorial was unusual in its emphasis on the horrors of war. Like many World War I memorials (Mayo 1988:10), the significance of the Maine memorial, however, was soon lost. Although Governor Baxter had pledged that the park would be to honor veterans “for all time” and should be kept “sacred and intact,” just three years after it was completed, the State of Maine officially named the park the John Paul Jones Memorial Park, obscuring the original purpose of the park. Over time a number of smaller memorials honoring various causes were added to the park, further diminishing the original purpose of the park and memorial.

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<sup>38</sup> Born in Minsk, Russia, Paeff was raised in the Boston area and trained at the Boston Museum School of Fine Arts. At one time, she was a member of the McDowell artist’s colony of Peterborough, New Hampshire.



*Plate D-3: Bas Relief Kittery Memorial (Maine SHPO)*

The Badgers Island Bridge was replaced in 1938.

