



WESTPORT – WISCASSET
BRIDGE

Linking The Island of Westport
To The Mainland of Wiscasset

[illustration of seagull]

DEDICATION
June Twenty-fifth, Nineteen Hundred and Fifty

Contributed to Maine Memory Network by Westport Island Historical Society
MMN # 105002
Date: June 25, 1950
Description: Dedication Program Westport-Wiscasset Bridge, Westport Island

DEDICATION
And Official Opening of The
WESTPORT-WISCASSET BRIDGE
JUNE 25, 1950

3:30 P. M. Concert by Dunlap Commandery, Knights Templar Band,
Bath

4:00 P. M. Introductory Remarks Senator Edward B. Denny Jr.,
Chairman Westport-Wiscasset Bridge District

Introducing members of the District
Edwin R. Cromwell, Westport
John R. Swanton Jr., Westport
Dr. C. J. DiPerri, Wiscasset
Harry D. Mosher, Wiscasset

Representing the Town of Westport Melvin C. Knight
Representing the Town of Wiscasset Carl M. P. Larrabee

Representing the Contractors – W. H. Hinman Co.
Phillip V. Corey, Vice President

Representing the State of Maine
The Honorable Lloyd B. Morton, Chairman
Maine State Highway Commission

Representing the United States
The Honorable Charles P. Nelson,
U. S. Representative, 2nd Congressional District

Parade of first official crossing of Bridge
Cutting of Ribbon – Mrs. Edward B. Denny Jr.
Officials of the State Highway Commission
Members of the District and wives
Dunlap Commandery, Knights Templar, Bath
Selectmen of Westport
Selectmen of Wiscasset
Children of Westport
General Public *

* Those passing toll house must present complimentary tickets or pay
the scheduled toll

Traffic directed during ceremonies by courtesy Bath Barracks, Maine
State Police

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DID YOU KNOW THAT —

This is the second Westport Island Bridge. The first bridge was built in 1840 and taken out by the ice in 1893. It was a wooden pile structure 1350 feet long across Montsweag Bay at Phipps Point, five miles south of this location. It is said the cost was about \$6000 and financed by the residents of the Island.

This new bridge should probably be called a causeway as it is nearly all stone fill with a steel span of about 60 feet covered with cement surface and resting on concrete abutments.

The new bridge weighs 1000 times as much as the old one and it cost 50 times as much. The causeway and bridge without approaches cost approximately \$300,000.

Great Jumbo weighed 6 tons
The USS Missouri weighs 30,000 tons
The Washington Monument weighs 81,120 tons
The Queen Mary has a displacement of 81,235 tons
This Bridge weighs 200,000 tons

There are approximately 10,000,000 rocks of all shapes and sizes in the causeway. Placed end to end they would reach from Westport to Miami, Florida.

The causeway and bridge can be crossed safely in about 14 seconds. The cable ferry was crossed in seconds, minutes, hours. (You fill it in.)

The Bridge Act was signed by Governor Horace Hildreth on April 7th, 1947.

Financial arrangements were completed on August 24, 1949.

The construction contract was let August 26, 1949.

The Bridge was open to traffic, as scheduled, on May 1, 1950.

Mr. Francis Eaton of Westport donated to the Town of Westport two rods of land on each side of the Westport approach to be used as a permanent park.

Engineers for the Bridge were — Fay, Spofford and Thorndike, Boston.

Contractors — W. H. Hinman Co., Westbrook, Maine.

The Town of Westport donated \$10,000 toward the cost of approach on the Westport side.

The Maine State Highway Commission appropriated \$25,000 toward the cost of the approach on the Wiscasset side.

To date, June 25, 1950, tolls have equaled the estimated amount.

The District now owns the Ferry. Want to buy it? Make us an offer.

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Immediately following the Bridge Dedication Ceremonies the citizens of Westport are serving a shore dinner to invited guests who have helped make Westport-Wiscasset Bridge a reality.

Admission by invitation only



MONDAY, JUNE 26
9:00 P. M.
BRIDGE DEDICATION DANCE
Free To All
— Foster Pratt Orchestra —
Given by the Citizens of Westport
Westport Town Hall

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