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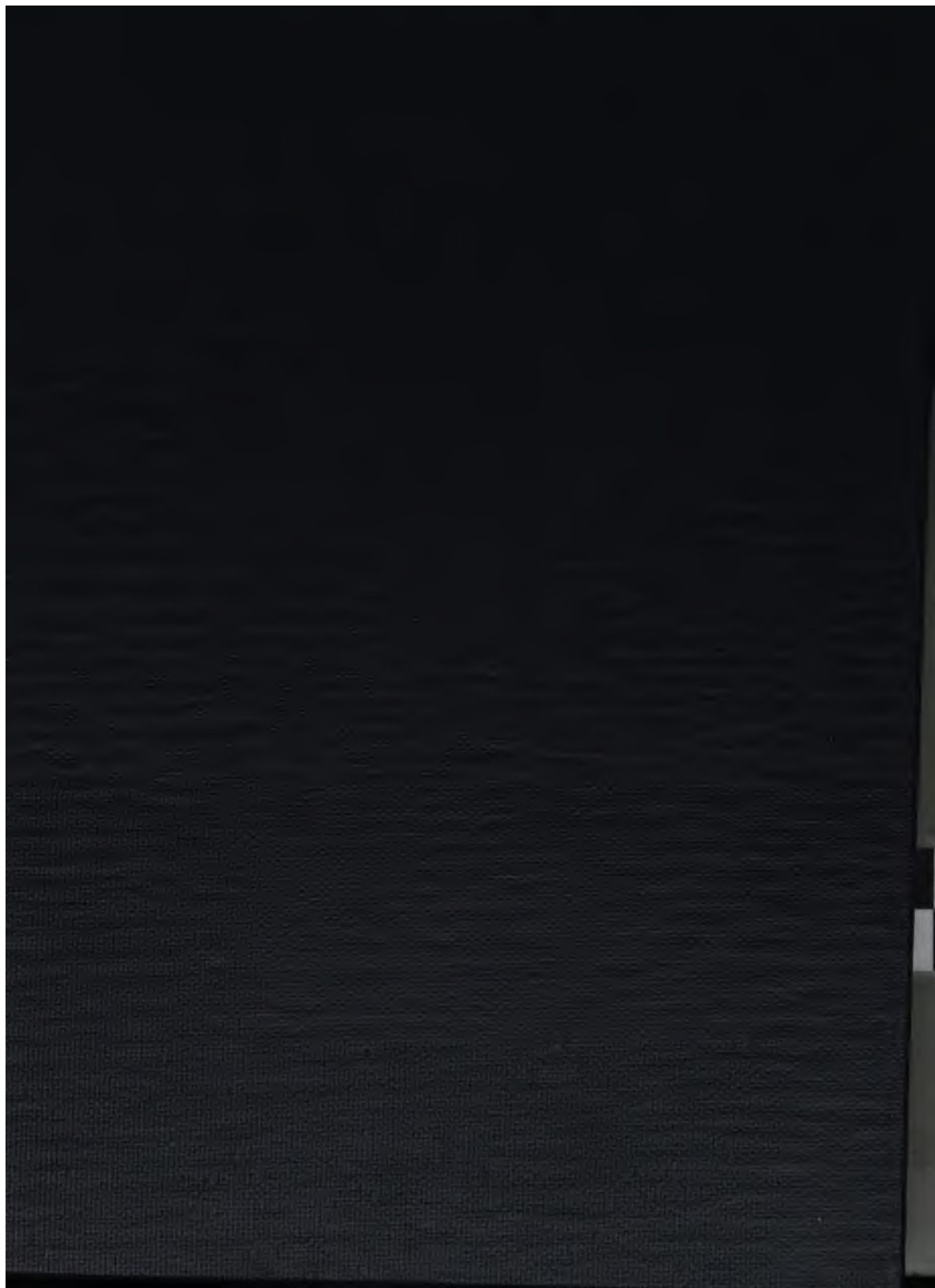
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Harvard College Library



FROM THE
BRIGHT LEGACY

One half the income from this Legacy, which was received in 1880 under the will of

JONATHAN BROWN BRIGHT
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THE CITY OF BANGOR



The Industries, Resources, Attractions and Business
Life of Bangor and Its Environs



Manufacturing Advantages, Commercial Relations, Trans-
portation Facilities, Business Resources, Educational
Opportunities, and Social Features of the
Metropolis of the Northeast



COMPILED AND PUBLISHED BY
EDWARD MITCHELL BLANDING
SECRETARY OF THE BANGOR BOARD OF TRADE
AND
EDITOR OF THE INDUSTRIAL JOURNAL



BANGOR, MAINE



1899

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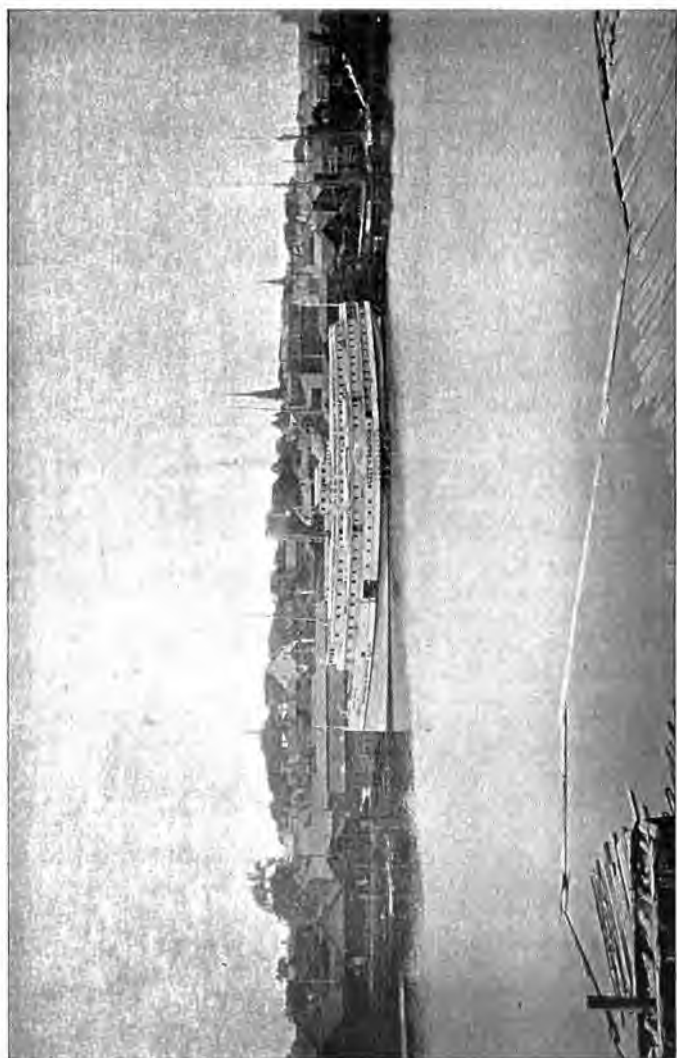
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INTRODUCTORY

DURING the twenty-seven years the Bangor Board of Trade has been in existence there have been brought out under its auspices several publications setting forth the industries and resources of Bangor, a city universally recognized as the business centre of Eastern Maine, and rapidly coming to the front as the metropolis of the Northeast. The first of these pamphlet publications appeared in 1873 and others were issued in 1883 and 1888.

More than a decade of years have elapsed since the appearance of the last of these elaborate business reviews, and as these years have been characterized by a notable advancement in the realms of trade, commerce and industry, especially fitting it is that something now be brought out descriptive of the Bangor of to-day and worthy of the proud city at the head of navigation on the noble Penobscot. The object in view is to set forth in attractive and convenient form the industries, resources, attractions and business life of the City of Bangor and its environs. In the present day illustrations play a prominent part in all of the higher class of publications and these pages are embellished with the finest half-tone engravings obtainable.

Desirous of enlisting the aid of lovers of the camera the Secretary of the Bangor Board of Trade invited all amateur photographers — both ladies and gentlemen — to submit photographs taken in this vicinity, the views to represent either scenery, public buildings, business blocks, manufacturing plants or residences, and for the three best photographs prizes were offered. The committee on award was composed of Charles S. Pearl, Esq., President of the Bangor Board of Trade; Hon. Henry Lord, President of the State Board of Trade; and Mrs. L. M. B. Thompson, Chairman of the Art Committee, Athene Club. Widespread interest was taken in this competition and a very large number of views submitted. The contest closed June 27th and prizes were awarded as follows: 1st, W. E. Spear, "Falls on the Kenduskeag;" 2nd, Mrs. Katherine E. P. Stewart, "Bird's Eye View of Bangor from the Standpipe;" and 3rd, Louis R. Boyd, "Residence of Hon. Franklin A. Wilson." The prize views, together with many others submitted by the contestants, will be found in "Bangor and Vicinity Illustrated."



HISTORICAL SKETCH



THE history of Bangor begins with the coming of one Jacob Buswell, of Salisbury, Mass., with his wife and nine children, in 1769, to the junction of the Penobscot river and Kenduskeag stream, where he built for himself and family a rude log house. The site of this first Bangor home was near the spot where now stands St.



THE BUSINESS CENTER FROM STATE STREET.

John's Catholic Church,—a place chosen because of the near proximity of a spring of cold water, and its commanding view of the noble river and valley below. Jacob Buswell had been a soldier in the King of England's forces during the French and Indian war, was in straightened circumstances, and came to the heart of the Maine forests because there he found promise of the easiest and surest means of subsistence for himself and his family. As a squatter, his homestead cost him nothing, the



CITY HALL.

forest timber promised him warmth and shelter, while an abundance of fish and game provided him with sure and unfailing supplies of food. The fact that this neighborhood had then long been the camping ground of the Tarratines, a famous Indian tribe, shows that the first white settler on the site of Bangor chose his dwelling place with excellent judgment.

But the pioneer Buswell was not the first white man to visit or note the advantages of settlement at the confluence of Kenduskeag stream and the Penobscot river. As early as 1605 the French had visited the



4
INTO THE CITY'S HEART FROM HAMMOND ST. CHURCH.

locality, and in 1613 the Jesuits had contemplated planting a mission here, but finally determined on Mount Desert. About 1670 Baron de Castine of Canada came into the region, gained great influence with the Tarratine Indians by means of marriage with the daughter of Chief Modockawando and established a trading place where now stands the historic town of Castine. As a consequence, for almost a century before the first settlement on Bangor's present site, the Penobscot river was a highway of communication between Canada and the French trading posts established in the Penobscot region. And it was not till the fall



BIRD'S EYE VIEW FROM THE STAND-PIPE.

of Quebec and the final crushing of French power in America in 1759 that this region became inviting to settlers from England or the colonies to the southward.

Kadesquit was the first name by which Jacob Buswell knew the place of his settlement. Later it became Condeskeag, and then Kenduskeag. Mr. Buswell and family were lone settlers for a year, when a newly-married son brought his wife to Kadesquit, and one Caleb Goodwin, wife and eight children also cast their lot with the new settlement.



LOVERS' LEAP, ON THE KENDUSKEAG.

More families came with each succeeding year, and when the Revolutionary war broke over the American colonies, Kenduskeag plantation contained probably about seventy-five souls, and on both banks of the Penobscot between Stillwater and Bald Hill Cove, in 1776, there were seventy-eight heads of families.

As early as 1771, John Brewer of Worcester, Mass., had come to this region and built a mill on the east side of the Penobscot river where the city of Brewer now stands, at the mouth of Segeundunk stream.



THE HIGHLANDS FROM LOVERS' LEAP.

He, with twenty-one others, ran out the first tract of timber land, and was the pioneer mill man of the region. In 1772 Solomon and Silas Harthorn built a saw mill at the mouth of the Penjewisock near the present site of Mount Hope cemetery. In the same year James Budge, an enterprising lumberman, erected a saw mill on Mantawassuck stream, which enters the Penobscot midway between the Bangor Water Works and Eddington Bend.

The period of the Revolutionary war was a hard and trying one for



EASTWARD FROM CITY HALL TOWER.

the people of Kenduskeag plantation. The British had control of the Penobscot river and commanded the subjection of all the inhabitants on its banks. But the people of the little settlement were heart and soul for the cause of independence. A military band of twenty white men and ten Indians was organized in 1776. Headquarters were established at a rough barrack built near the present Mount Hope cemetery. These men helped drive Sir John Collier from Machias, and it was through their efforts that the powerful Penobscot Indians were held loyal friends to the American cause throughout the war. The mouth of Kenduskeag stream in the Penobscot was the final scene in August, 1779, of the ill-



THE STAND-PIPE AT SUMMIT PARK.

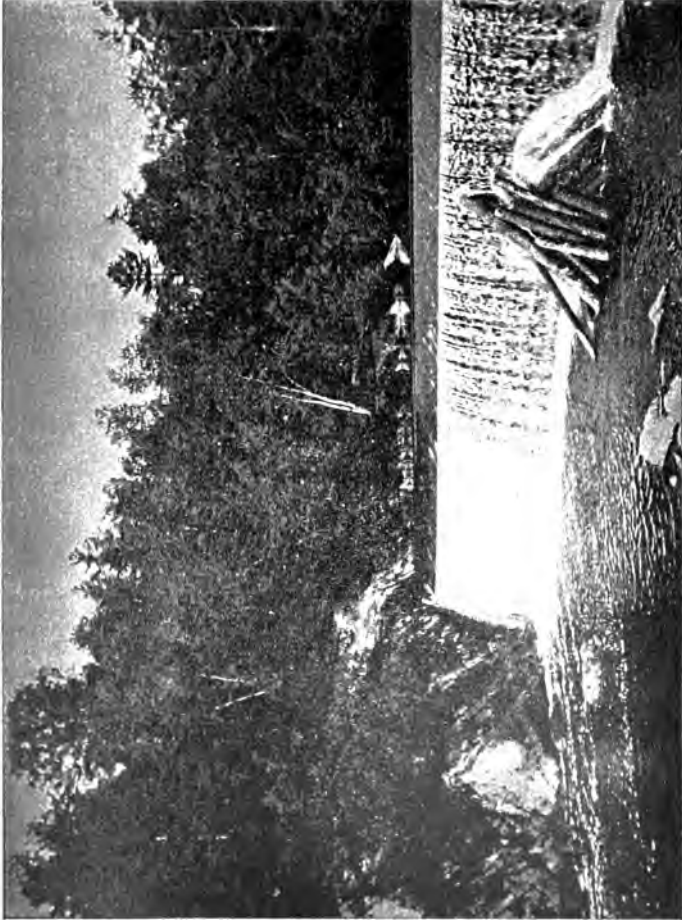
starred expedition of Commodore Richard Saltonstall and General Solomon Lovell, sent out of Massachusetts against the British who had established themselves at Castine. A British fleet under Sir George Collier made its appearance in Penobscot Bay and so frightened the American fleet and forces that they fled before the British ships up the Penobscot, and at the mouth of the Kenduskeag the Americans blew up or burned their nine ships of one hundred and fifty-four guns and three transports, and made their retreat through the pathless forests west-



RIVERWARD FROM THE UNIVERSALIST CHURCH.

ward. One of the cannon of these ships was raised from the river's bottom in 1876, and is now to be seen in front of the Bangor post-office and custom house building.

Many of the settlers left the Penobscot after the disaster to the Penobscot expedition, and of those few who remained many, with the promise of safety and security from the British, took the oath of allegiance to the crown. But it should be said that only those in direct circumstances and who were hampered by poverty or large and needy families remained in the region to take the oath of allegiance, and con-



FALLS ON THE KENDUSKEAG.

quered against their will, they were of the American opinion still, and remained so till the close of hostilities two years later.

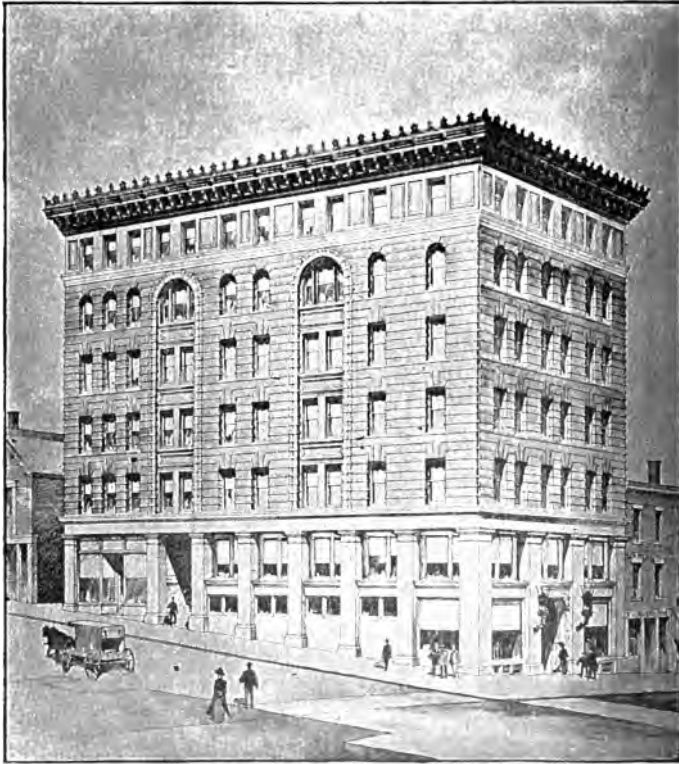
With the advent of peace between England and the United States, came a revival of the settlement at Kenduskeag. Many who had left the region because of British persecution returned. But this revival and growth was slow, and the records of it very meagre. In 1786 the general Government sent General Lincoln, General Putnam and Dr. Thomas Rice to Condeskeag to purchase the title of Indians to the lands on the Penobscot river. The chiefs with whom they gravely treated



THE WEST SIDE, FROM AN EAST SIDE VANTAGE GROUND.

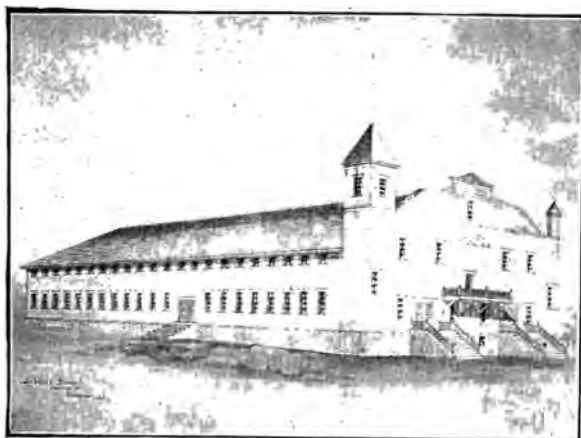
were Orono, Orson, Neptune and Neptonbovitt. The Indians agreed to quit their right to the land "six miles wide from the river" from a point three miles above Oldtown, but were to retain Oldtown Islands and Black Island and White Island in the bay, with lands "up the river." And because of this agreement there are Indians on Oldtown Island to-day.

About this time there came to Condeskeag one who should receive mention, because to him the city of Bangor owes its name. This man was Rev. Seth Noble, a native of Westfield, Mass. He was a patriot



MORSE-OLIVER BLOCK.

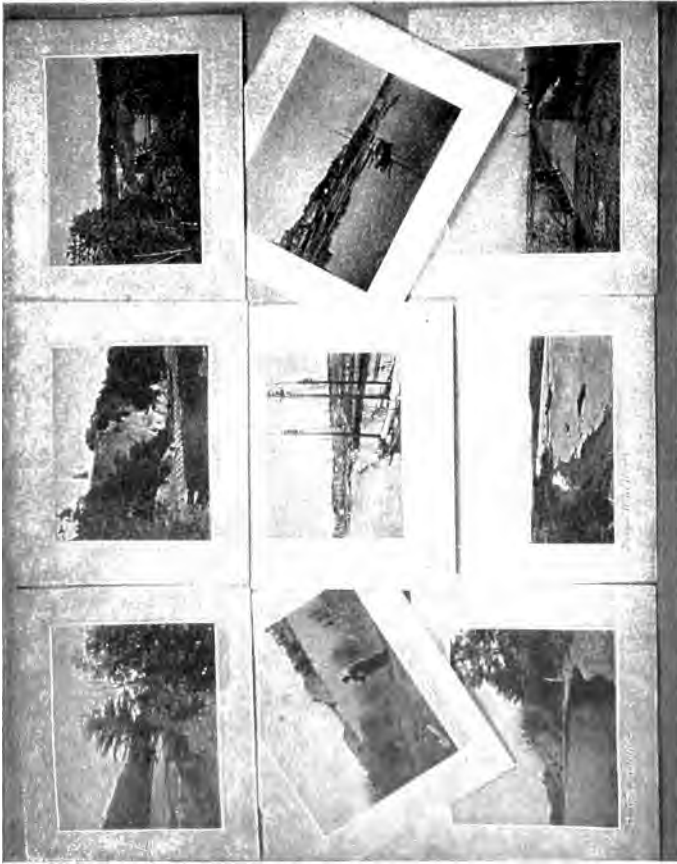
and a chaplain in the Maine forces during the Revolutionary war, and was the first installed pastor in Condeskeag, although he had no meeting house in which to preach. He was a good speaker, but far from ministerial in his habits and talk. He first taught the people of Condeskeag to call their settlement Sunbury. In 1791 the population of Sunbury numbered one hundred and fifty people and the plantation organization seemed to its people to be primitive and outgrown. Accordingly it was decided to ask the General Court of Massachusetts for an act of town incorporation and Parson Noble was delegated to visit Boston and secure the same. Supposedly the town was to be incorporated as Sunbury, but at Boston Mr. Noble, who was a great



THE AUDITORIUM.

lover of music, asked that the town be incorporated Bangor, the name of a favorite hymn, and the General Court so incorporated it, February 25, 1791. Mr. Noble's constituents never expressed dissatisfaction, and so, the name of Bangor,—town and city.

In 1791 Robert Treat began shipbuilding in Bangor and built the first ship ever launched from Bangor ways. About this time the production of lumber became an important industry in the region. As early as 1786 William Potter had built a small mill on the Kenduskeag at the falls under Lovers' Leap. In 1795 William Hammond and John Smart built a sawmill where Morse & Company's mills now stand. Fish began to be an important export of Bangor inhabitants at this time, and ves-



BANGOR VIEWS IN MINIATURE.

sels began to frequent the river for the purpose of securing cargoes of both lumber and fish.

Bangor entered upon the nineteenth century, thirty-one years after its settlement, with a population of 277. Its growth thus far had been slow. Not till 1801 had a single settler a legal title to his land. In that year the General Court of Massachusetts passed a resolve giving deeds of land to the early settlers on most liberal terms, also providing for a committee to survey lots and establish their bounds. The result of this act and a legislative provision giving farms for the asking to bona fide settlers had the effect of setting immigration from the more thickly settled part of Massachusetts toward the Penobscot region. The admirable situation of Bangor at the head of navigation on the Penobscot and



ENTRANCE TO NIBEN CLUB BICYCLE PATH.

its central location in what was obviously to be a thriving community, further conduced to increasing the population at the opening of the new century.

Proof of the growth of Bangor at the time is found in the fact that in 1802 two taverns had become necessary to entertain travelers and wayfarers; that the town was divided by its selectmen into four school districts, and that serious discussion of a toll bridge across Condeskeag stream near its mouth was entered into by the inhabitants of Bangor. The bridge was built six years later.

During the war of 1812 Bangor had sorry experience at the hands of the British, as it had in the war of the revolution. In September, 1814, the town was taken possession of by the British and for about 30 hours

its stores, offices and deserted dwellings were pillaged, and eight merchant vessels at the wharves taken or burned. The town escaped being burned only by the selectmen bonding it to fulfill certain hard conditions with the British whose headquarters were at Castine. The occupation of Bangor by the British was preceded by a fight at Hampden between raw American recruits under General Blake of Brewer and men from the United States ship Adams commanded by Captain Mills, who had anchored his vessel at Hampden for repairs, and was there attacked in large force by a British fleet and troops. In the skirmish at Hampden eleven Americans were wounded and one killed; two British were killed and seven wounded. The American raw recruits broke almost at the first fire and retreated in all directions. General Blake was



BOFFIN'S BOWER, NIBEN CLUB BICYCLE PATH.

captured at his home in Brewer. Eighty prisoners were taken by the British in Hampden, the United States ship Adams was blown up by her own men, but her twenty guns fell into the hands of the British, and the town was sacked and bonded, like Bangor, to hard conditions.

In 1815 Bangor possessed its first newspaper, the Bangor Weekly Register, edited by Peter Edes who came from Augusta, Me. The Bangor Whig and Courier of today is the lineal descendant of this first Bangor newspaper. The Register's editorial columns were used to endorse strongly the separation of Maine from Massachusetts. This year, too, saw the inauguration of the first Sabbath school in Bangor, and \$700 was appropriated as a salary for Minister Loomis and \$600 for the

schools. The population of the town had grown to be about 1,000 souls.

In 1820 Maine became a state and Bangor seemed to receive a new impulse to growth from its share in statehood. Agriculture prospered, the lumber interests increased and shipbuilding flourished. A bank had been established and thrived; the town possessed a court house and jail; several churches were erected and the theological seminary had been established.

In the early thirties Bangor made rapid growth, land valuations materially advancing and the era being one of great speculation. From 1830 to 1834 the population increased from 2808 to about 8000. It was in the latter year that Bangor became incorporated as a city, Hon.



THE ARCH, NIBEN CLUB BICYCLE PATH.

Allen Gilman being the first mayor. It was in the fall of the following year, 1835, that Daniel Webster, who was then in the zenith of his power, and who, in his young manhood, came near locating in this city, was tendered a banquet at the Bangor House, then recently built. Mr. Webster expressed the current opinion regarding Bangor in the opening remarks of his address on that occasion, when he said:

“Having occasion to come into the state on professional business, I have gladly availed myself of the opportunity to visit this city, the growing magnitude and importance of which have recently attracted so much general notice. I am happy to say that I see around me ample proofs of the correctness of those favorable representations which have gone abroad. Your city, gentlemen, has undoubtedly experienced an



EASTERN MAINE INSANE HOSPITAL.

extraordinary growth; and it is a growth, I think, which there is reason to hope is not unnatural, or greatly disproportionate to the eminent advantages of the place. It so happened that, at an early period of my life, I came to this spot, attracted by that favorable position which the slightest glance on the map must satisfy everyone that it occupies."

Among the events that have left their imprint on the history of this region was the famous Aroostook war. In 1826 arose the northeastern boundary dispute, and it was not till the early forties that the controversy was finally settled. Until 1812 there was no question raised regarding the boundary, the St. Croix being agreed upon as the correct division; but beyond the monument marking the head of the river all



ON THE KENDUSKEAG, ABOVE BULL'S EYE BRIDGE.

was undetermined. After the treaty of Ghent a commission of English and American engineers was appointed to run the boundary line. It was to extend north to the highlands, from which the waters flow to the Atlantic and to the St. Lawrence. No difference of opinion arose among the engineers until Mars Hill was reached; then the English engineers claimed they had reached the "highlands," while the Americans dissented, and both parties reported to their respective governments. To be ready in case of an emergency the United States sent a detachment of troops to Houlton, and they remained in barracks there until 1842, when the boundary settlement was finally reached. In 1828 Congress made provision for a military road from Bangor to Houlton,

and this was completed in 1830, this great highway being an important factor in opening up to development the fertile lands of that region. The claim of the British was a large one and meant that Maine would be robbed of about a third of its territory. In 1839 it was reported to the state authorities that New Brunswick lumbermen were carrying on extensive lumbering operations on the disputed territory. The sheriff of Penobscot County was then ordered to Aroostook, and took with him a posse of two hundred men, the trespassers retiring into New Brunswick; but breaking into the government arsenal at Woodstock they



HON. FRANKLIN A. WILSON'S RESIDENCE.

returned armed and ready to meet the sheriff, in the meantime having captured the Maine land agent. The Maine legislature immediately appropriated \$800,000 to defend the public lands and the governor called out 10,000 militia, while the United States Congress appropriated \$10,000,000 to meet probable expenses and authorized the President to raise 50,000 volunteers. In due time the trouble was settled by a mutual withdrawal of troops and the protection of the lumber by a civil posse of Maine. Thus ended the bloodless Aroostook war; but those were stirring times in the vicinity of Bangor. The boundary question was permanently settled in 1842 by Lord Ashburton and the American

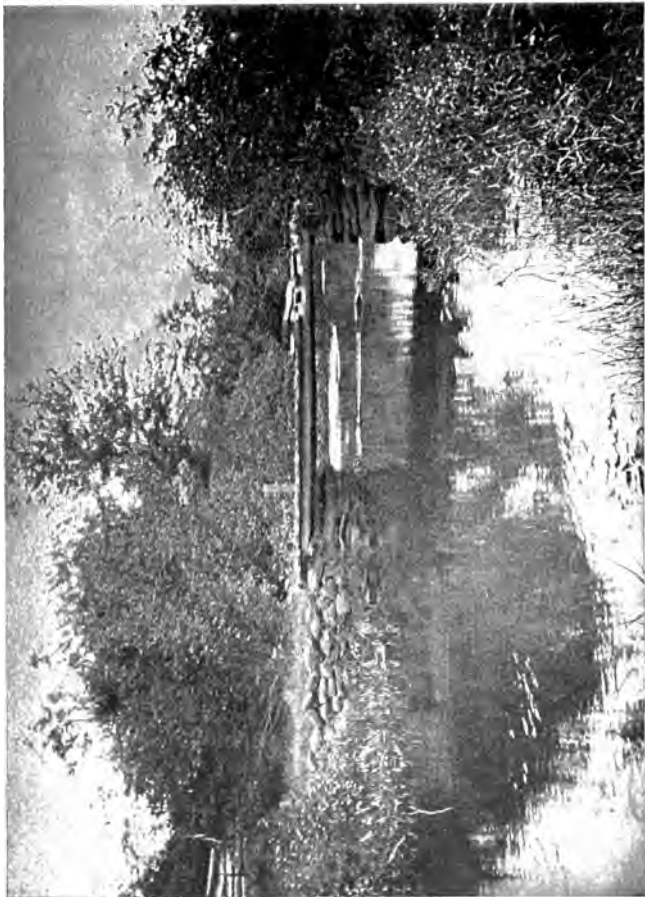
Secretary of State, Daniel Webster, together with the commissioners appointed by Maine.

A prominent place in the city's history was filled by the great flood of 1846. The conditions that winter were exceptional, and the entire bed of the river, except the channel, seemed to have become an almost solid body of ice. With the approach of spring the river began to break up for thirty miles above the city, while it continued firmly bound for twelve miles below. At different points above the city there were jams



HON. HANNIBAL HAMLIN.

or ice dams, the two most formidable being seven miles above the city, in the vicinity of the two largest and most important ranges of saw mills. These mills were raised from their foundation by the high waters, and as the jam gave way they were swept down the river. The jams gradually worked their way down, carrying destruction to bridges and buildings along the banks, until they were all concentrated in one immense mass four miles in length, of great height and depth, filling the river, while above the jam the water was twenty to thirty feet above



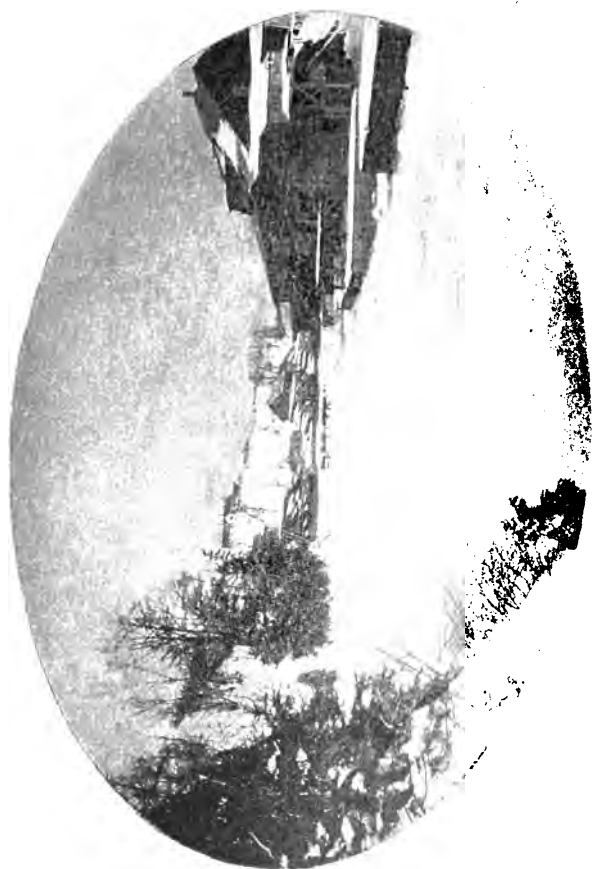
ON THE SEGEUNKEDUNK.

its usual height, making a dead level of the falls. The first injury to the city was by the breaking away of a section of the dam, resulting in the inundation of a score of houses on the west bank and the sweeping of buildings and lumber on the wharves. Meanwhile another auxiliary to the fearful work had been preparing by the breaking up of the ice in the Kenduskeag river, which flows through the heart of the city. The whole flat on the margin of the river is covered with stores and public



HON. CHARLES A. BOUTELLE.

buildings. At midnight the bells were rung to announce the giving way of the ice. The streets were thronged with people, who gathered to behold the ice avalanche. The jam passed on to High Head, but in the narrows it came to a halt, and quickly the water commenced to roll back upon the fated city. So quick was the revulsion that it seemed but a moment before the entire flat comprising the business section was deluged, and it required the utmost speed on the part of the people to escape the rising water. The following day, Sunday, was the saddest and most serious ever passed in Bangor. In the early evening the alarm was again rung, and the citizens came out to witness the climax of this



ON THE KENDUSKEAG IN WINTER.

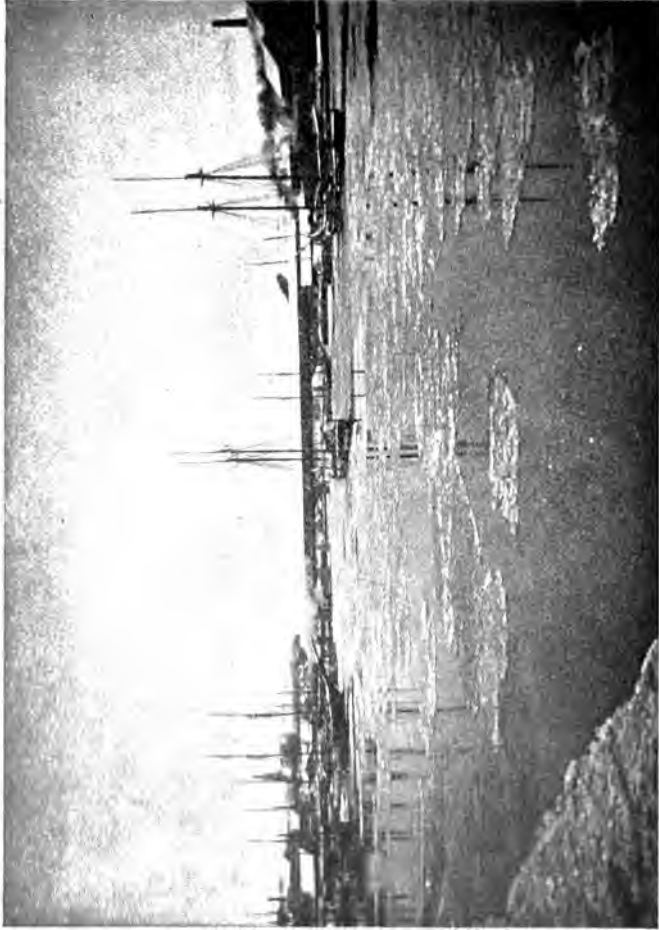
unparalleled disaster. Darkness soon shrouded the scene, but the terrific uproar beat upon the ear, and amid the roaring of the waters and crash of buildings, bridges and lumber, the eye could trace the mammoth ice jam of four miles long, which passed on majestically but with lightning-like velocity, bearing the contents of both rivers on its bosom. The great covered bridge across the Penobscot, two bridges across the Kenduskeag, the new market and the two long ranges of saw mills, besides other mills, houses, shops, logs and lumber enough to build a



GEN. SAMUEL F. HERSEY.

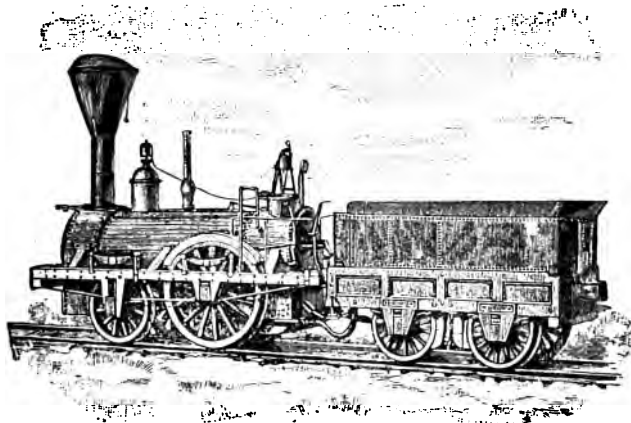
town, all swept on toward the sea. Fortunately the disaster was not accompanied with loss of life, but the loss amounted to about \$200,000.

Bangor's citizens in the early days were ready to undertake large enterprises, and back in the thirties they built and operated the first steam passenger and freight railroad in Maine, and one of the first in the country. The road was built by the Bangor and Piscataquis Canal and Railroad Company, which was subsequently changed to the Bangor, Oldtown and Milford Railroad Company. Prominent among its promoters were Messrs. E. and S. Smith, two brothers actively inter-



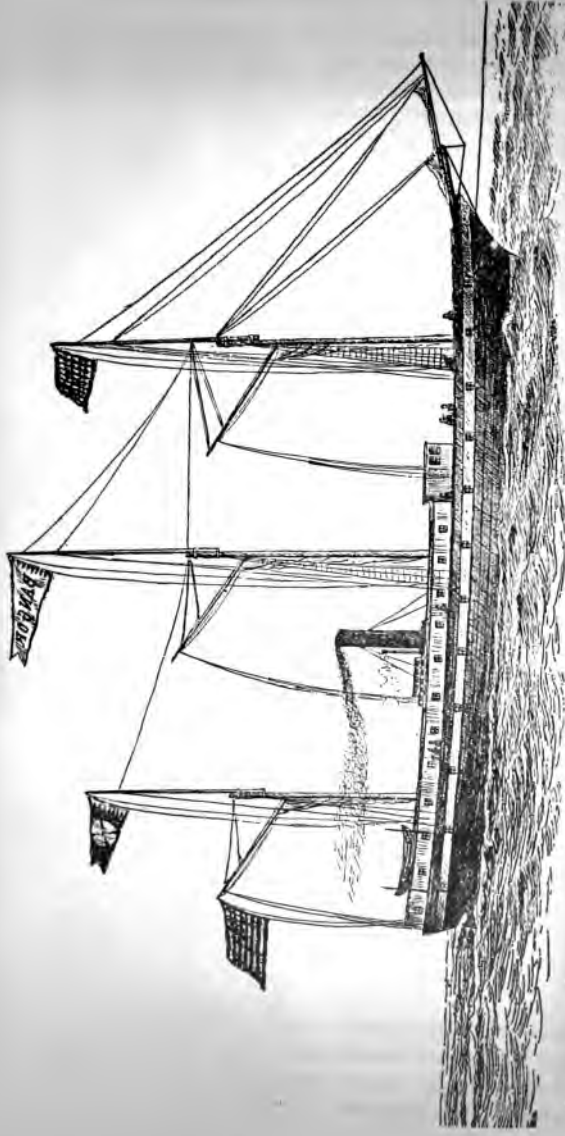
BANGOR HARBOR IN EARLY WINTER.

ested in real estate and timber lands. Later General Samuel Veazie, one of the wealthiest business men of the Penobscot Valley, secured control of the line, and it subsequently became known as the Veazie Railroad. The railroad was started in 1835 and begun operation during 1836, the formal opening being a red letter day throughout this section of the state, people flocking from miles away to join in the celebration. The road was originally twelve miles long, but afterward was extended to Milford, the cost of the railway and equipment being \$600,000. At first there were two engines, the "Pioneer" and "No. 6," a third, the "Elliott," being later secured in Boston. The two original locomotives were of the Stevenson make and came from England.



LOCOMOTIVE "PIONEER."

They had no cabs when sent here, but were afterwards provided with rude contrivances called cabs. The old engines weighed, including the tender, about ten tons each. They burned wood and were provided with bells somewhat resembling a cow bell. The original cars were also of English manufacture and were in style decidedly unique, especially in comparison with the modern railway coaches. They were merely platform cars upon which were placed a boxlike arrangement resembling the ancient stage coach, which would carry eight people to a car, two seats facing each other carrying four persons each. After a time the cars were made larger, so that they were all of twenty feet in length. It was thought that the heaviest engine they could use would be thirteen tons. The gauge of the road was four feet eight and one-



AMERICA'S FIRST IRON STEAMSHIP "BANGOR."

half inches, now the standard gauge, and the old strap rails were one and five-eighths inches thick. The speed acquired by the trains over this road was not terrific, the run of twelve miles being made in about forty minutes; but that was considered pretty swift in those days. The construction of the track was, to say the least, novel. To begin with, piles were driven into the ground just as far as the nature of the ground would permit, the piles being twelve feet apart in two rows. Some were driven in twenty-five or thirty feet, and others more. Then they were cut off so that the rows would be nearly of a height, and on top were laid stringers and on them sleepers. On these were spiked down heavy narrow timbers, and on top of all a flat piece of iron for the rail, making what was called the strap iron rail. A considerable portion of the roadbed traversed a bog, and in driving the piles a pile-driver dropped down into the lower regions, the machine never



being recovered. The road continued for years to do a large business, but early in the seventies the Veazie road was bought up by the European and North American Railway, a line which had just been built from Bangor to St. John, President Grant being present at its formal opening. The new owners removed the rolling stock and rails, and the running of trains permanently ceased. The roadbed of this historic line is now used as a bicycle path, having been acquired by Bangor's flourishing social organization, the Niben Club.

Bangor has ever been a pioneer in transportation matters. Not only did the city have one of the first railroads in the country, but the pioneer iron steamship constructed in America was built to run to this port — and bore the name "Bangor." The steamship registered two hundred and thirty tons. She was built on the Delaware, her owners being the Bangor Steam Navigation Company of Maine, and the firm of Betts,

Harlan & Hollingsworth of Wilmington, Del., her builders. The "Bangor" was designed for passenger and freight service between Boston and Bangor; but, on the second trip from Boston, August 31, 1845, she caught fire off Castine and was burned to the water's edge. She was afterwards towed to Bath, rebuilt, and ran again on the line until December, 1846, when she was purchased by the United States Government for \$28,975, and re-named the "Scourge," at the time of the breaking out of the Mexican war.

The first bridge across the Penobscot connecting Bangor and Brewer was constructed in 1832 by the Bangor Bridge Company, at a cost of



FOREIGN STEAMSHIPS AT HIGH HEAD.

\$40,000. This bridge, as noted above, was swept away by the great freshet of 1846; and was replaced in 1847 by a new truss bridge at a cost of \$31,000. In 1850 broke out the cholera plague in Bangor, which claimed one hundred and sixty-one victims, and for a time paralyzed all activity. At this time, the population of Bangor was about 12,000, and more than 3,000 children were enrolled in the public schools. In 1854 the custom house and post-office building, constructed of granite was completed. The next year famous old Norombega Hall was built.

The ten years preceding the Civil war were not years of marked prosperity in Bangor. Political excitement and uncertainty resulted in business depression. The sympathy of the Bangor people was heartily

and strongly with the anti-slavery cause. The presidential contest of 1860, when Hon. Hannibal Hamlin, the city's foremost man, was a candidate for vice-president on the Republican ticket with Lincoln, saw the most loyal enthusiasm in Bangor. When the dark days of war came on, the city was first and foremost in the state to respond to Lincoln's call for volunteers. The Second Regiment Maine Volunteers, enlisted in Bangor, was one of the first in the country to go to the front. It was largely composed of Bangor men. Gen. George Varney, now one of Bangor's leading business men, and the late Gen. C. W. Roberts, were colonels of this regiment. The list of brave and capable officers who went out from Bangor in the Civil war was a long one. About one-fifth of the male population of the city was enrolled in the Union armies,—in all, over 2700 men went to the front from here. About 300 of these men never returned. The city contributed over \$300,000 in private and public ways, in supporting the cause of the Union.

At the close of the war the valuation of the city of Bangor was \$7,076,000, and the business for a time was exceptionally good and remained so till 1873, when the financial panic of that year had its depressing effect. The European and North American Railroad was opened to Vanceboro in 1871, giving Bangor a much wider zone trade. In 1872 there were 246,453,000 feet of lumber surveyed in Bangor, this being the highest figure ever reached. In 1869 the city celebrated its centennial with elaborate exercises, on which occasion the Hon. John A. Peters delivered one of the most eloquent speeches of his life. In 1875 the water works system of the city was begun and the first undertaking completed two years later at a cost of \$500,000. About this time the ice business began to play an important part in Bangor's enterprises, and several large ice houses were erected on the Penobscot near the city. It was during the eighties that the pulp business was inaugurated on the Penobscot, and so rapid has been the growth of pulp and paper manufacturing on the river that it has now become a foremost industry of this region.

In the past decade Bangor has made giant strides in the line of advancement. The city has gained materially in population, stately business blocks have replaced many of the structures of other days, industries have multiplied in numbers and grown in importance, wholesale and retail establishments have assumed more metropolitan characteristics, and the dwellings have gained in numbers, beauty of design and elegance of furnishings.



THE CITY FROM THE MOUTH OF THE KENDUSKEAG.

THE BANGOR OF TO=DAY



THE Bangor of to-day is a flourishing city of about 25,000 people, and the towns immediately environing, including the city of Brewer across the river, swell the population to 40,000. As the shire town of a county embracing some 75,000 inhabitants; as the trade centre and shipping point for a large and rich agricultural section



Y. M. C. A. BUILDING, W. E. MANSUR, ARCHITECT.

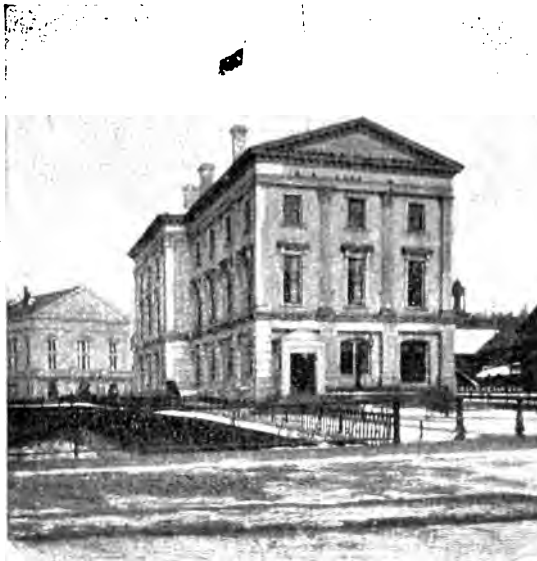
and for many thriving industrial communities; as a point of convergence for numerous important railway and steamship lines, and a consequent carrying place for great numbers of tourists, sportsmen and commercial travelers; these together with the busy commerce of its port, the metropolitan character of its hotels and the compactness of



COLUMBIA BUILDING, W. E. MANSUR, ARCHITECT.

its business section, give to the city a much more populous appearance than the above figures would indicate.

Located as the city is on the west bank of the imperial Penobscot at its junction with the less pretentious Kenduskeag, the business is largely in the valley while the surrounding heights afford picturesque sites for residences. The diversified aspect is heightened by the wealth of trees along the residential streets, and few localities are to be found with greater scenic attractions. From the high lands overlooking the city the view is particularly fine, the mountains which fill the eastern



CUSTOM HOUSE AND POST OFFICE.

horizon making a fitting background to the picture. The Kenduskeag has, through much of its course, very precipitous banks, a notable illustration being the historic Lovers' Leap a mile above the city; and along this picturesque stream are innumerable gems of scenic beauty.

Bangor has a fine harbor, easily accessible for vessels of large size; and the scene in the open season along the docks, where crafts of varying rig are loaded with lumber, ice and the diversified products of this region, is an animated one. Although thirty miles from the bay and



OPERA HOUSE.

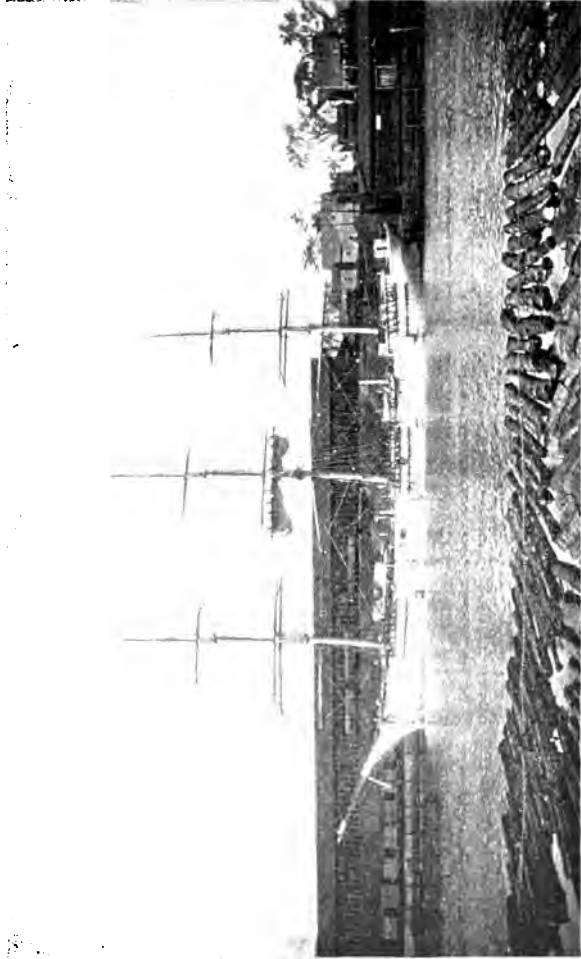
sixty miles from the ocean, the tide rises about seventeen feet, and there is a sufficient depth of water to float the largest of ocean steamships. The Penobscot river, whose waters unite with those of the bay of the same name, is a noble water highway, rising three hundred miles amid the mountains and forests of Northwestern Maine. In its descent to the ocean, the volume of its waters is swelled by the East branch, Mattawamkeag, Passadumkeag, Piscataquis and Kenduskeag rivers, besides countless other streams. In the 8200 square miles drained by the Penobscot there are 1604 tributary streams indicated on the State map, and 467 lakes and ponds. It has been one of the traditions among



MASONIC BLOCK.

the Indians that the Penobscot river has 1000 islands, and it is safe to assert that there is at least one island for each day in the year.

As a scenic river the Penobscot is unsurpassed and the sail through Hampden narrows, past the villages of Hampden and Winterport; past Frankfort and Prospect, with glimpses of their granite mountains of Hagan, Mosquito and Waldo; past attractive Bucksport, with Fort Knox standing as a guardian sentinel on the opposite bank; and onward through the picturesque narrows to where the waters of the noble river discharge into the magnificent bay of the same name, is a memorable one and always to be recalled with pleasure.



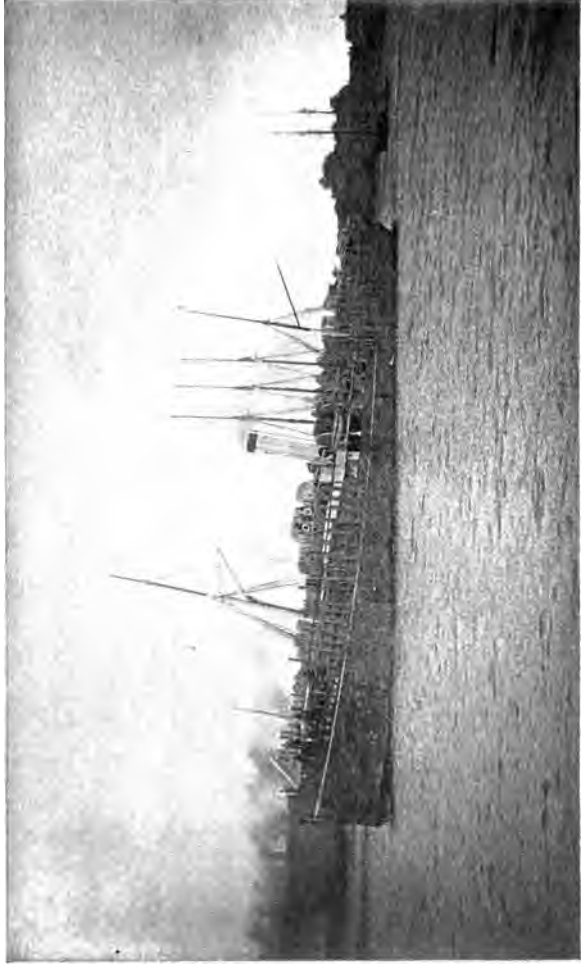
ITALIAN SHIP AT HIGH HEAD.

Bangor's City Hall — the Hersey Memorial Building — is an imposing edifice, which reflects credit upon the city. The corner stone was laid July 4, 1893, and the dedication took place just a year from that date. On the front of the building is a bronze bust of the late General Samuel



ELIJAH LOW HOSE HOUSE, STATE STREET.

F. Hersey, donated by four sons. The General was long a prominent and wealthy business man of Bangor, and represented this district for two terms in Congress. He died in 1875 and left numerous bequests, among them one to the city, which, when paid over by the executors



BRITISH STEAMSHIP, DEAL LADEN, LEAVING BANGOR HARBOR.

some years later, aggregated \$100,000, this sum being subsequently appropriated by the city as an endowment for the Public Library. Later, through the efforts of Hon. F. O. Beal, then mayor of the city, the Hersey Fund was utilized to construct a Hersey Memorial Building, this being designed to meet all the requirements of a City Hall; and the city pays interest to the Public Library.

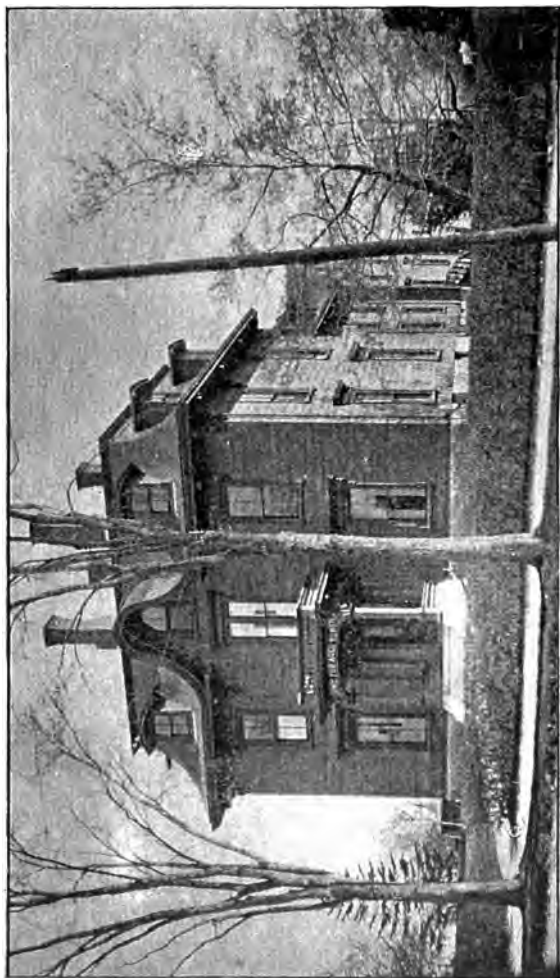
The city is divided into seven wards, with one alderman and three councilmen to each ward, the principal officers consisting of Mayor,



KING'S DAUGHTERS' HOME.

Clerk, Treasurer and Collector, Street Commissioner, City Physician, Solicitor, Engineer, Chief of Police, Harbor Master, Superintendent of Schools, School Agent, Superintendent of Sewers, Chief Engineer of Fire Department, City Electrician and Superintendent of Wires, Board of Assessors, Inspector of Buildings, Board of Water Commissioners, Board of Cemetery Commissioners, Overseers of the Poor, Board of Health, Sewer Board and Park Commissioners.

The property valuation of Bangor according to the Assessor's figures



HOME FOR AGED WOMEN.

is \$14,402,998.03, an increase during the past decade of years exceeding three millions of dollars. The number of polls is 5,903, against 4,725 in 1888. These figures are indicative of the marked advancement in population and property valuation in the past few years, while it is furthermore to be considered that many of Bangor's largest manufacturing establishments, including all of the large saw-mills, with a single exception, are located outside the city limits. Furthermore, a very large proportion of Bangor's wealth consists of forest lands in remote sections of the state, and important industrial enterprises taxed elsewhere.

Bangor has no floating debt, but a bonded debt of \$720,000 as follows: Municipal bonds due in 1912, \$50,000, and in 1904, \$100,000; water



CHILDREN'S HOME.

bonds due in 1905, \$500,000; and due in 1904 to 1910, inclusive, \$70,000. Bangor's loan of \$1,000,000 to the European & North American Railway Company became due January 1, 1894, and it was taken care of by the Maine Central Railroad Company, who are the lessees of the road. The city's loan of \$925,000 to the Bangor & Piscataquis Railroad Company became due April 1, 1899, and this has been taken care of by the Bangor & Aroostook Railroad, who have purchased the road from the city. Of these large railroad loans aggregating \$1,925,000, all are now out of the way with the exception of one bond of one thousand dollars on the E. & N. A. Railway account, the whereabouts of which has not been determined, and ten thousand dollars on the B. & P. loan, which will be taken up as soon as the bonds are presented.



DAVENPORT PARK.

CENTER PARK.

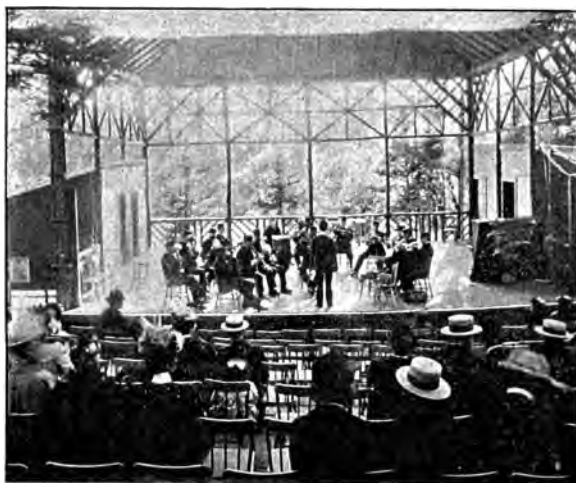
UNION PARK.

BROADWAY PARK.

FOREST AVENUE PARK.

A GROUP OF CITY PARKS.

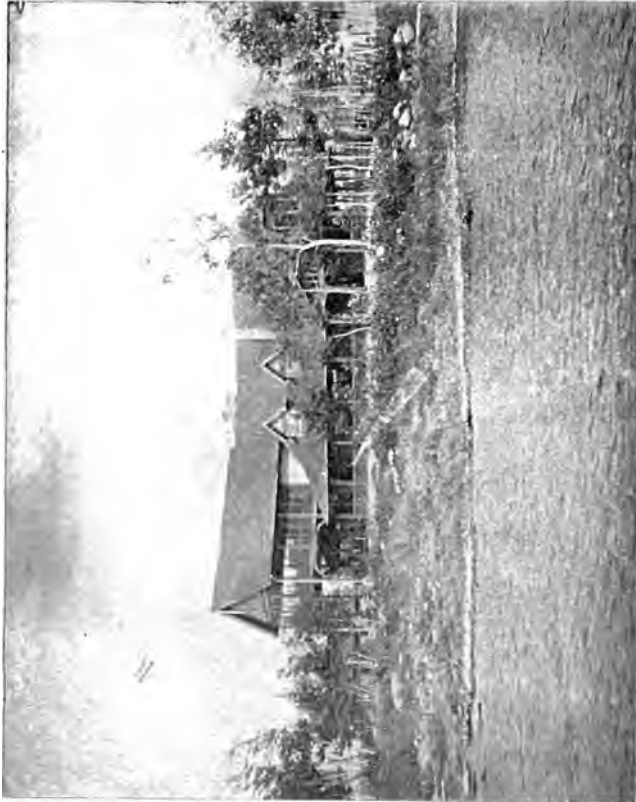
In 1898 the City Treasurer and Collector received from all sources \$826,827.39. The city holds trust funds to the amount of \$207,691.15 as follows: Hersey fund, \$100,000; Children's Home, \$40,000; Home for Aged Women, \$25,000; Mechanics' Association, \$12,000; Wakefield fund for Indigent Women, \$10,000 George Stetson fund for City Missionary, \$12,000; H. H. Fogg fund for City Missionary, \$1,000; Bangor Fuel Society \$4,000; Holton Medal fund, \$2,000; Firemen's Relief fund, \$1,691.15. The city's credit is of the best and her four and six per cent. bonds, not often in the market, bring a very high premium, while the three and a half per cent. bonds issued early this year sold at



SUMMER THEATRE AT RIVERSIDE PARK.

a price bringing the rate of interest nearly down to three per cent., the exact figures being \$.0305.

The city has in the vicinity of 200 miles of streets opened and surveyed, and is constantly keeping pace with the demand for new ones occasioned by the development of building tracts in the suburban districts. The paving of the leading business thoroughfares with granite blocks has been actively in progress for more than a decade of years and the business section is now substantially paved. A considerable portion of Main street has been macadamized and additional street improvements are in contemplation. There are about thirty-one miles of



NIVEN CLUBHOUSE AT PUSHA W LAKE.

sewers constructed, and in the last few years extensive improvements in this direction have been inaugurated, while still farther extensions are constantly being made. The natural drainage of the city is excellent, as the resident portions are situated on high ground sloping to the banks of the Penobscot and Kenduskeag.

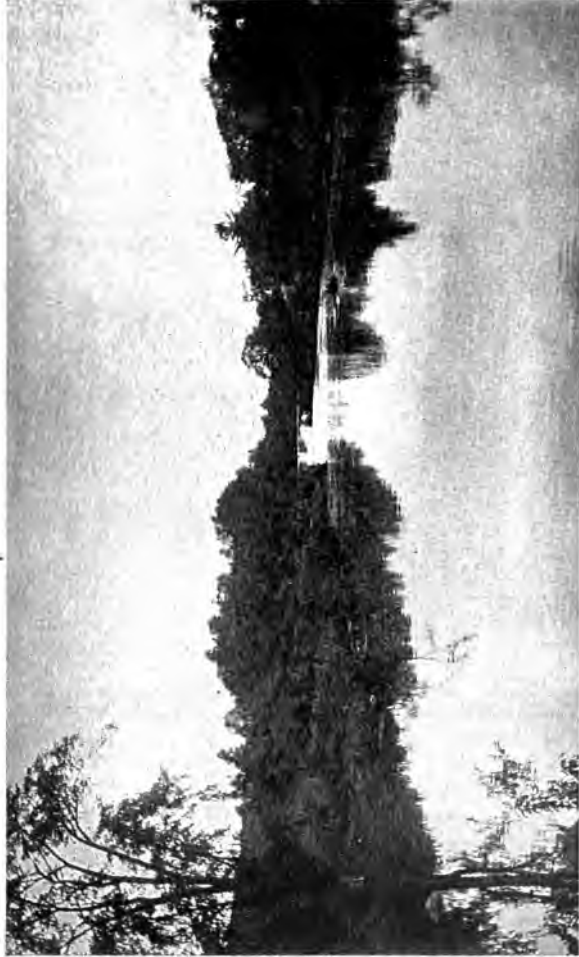
There is a salaried fire department of 89 men, exclusive of the chief and three assistants. The equipment for extinguishing fires includes three steamers, five hose carriages and two hook and ladder trucks. There are 203 hydrants and 20 reservoirs. All the various steam-mills have powerful appliances of their own for putting out incipient fires. The city is provided with the Gamewell system of fire-alarm telegraph, and the various hose and steamer houses are connected by telephone.



NIBEN CLUBHOUSE IN WINTER.

There are 43 alarm boxes and 25 miles of wire. The efficiency of the department is shown by the remarkable freedom of the city from destructive conflagrations.

Bangor has five newspapers and ten printing establishments that carry on a publishing business to a greater or less extent. The Whig and Courier is a morning paper, Republican in politics, issued daily and weekly; The Bangor Daily News is a Republican morning paper, issued daily, and with a semi-weekly edition; The Commercial is a Democratic evening daily, and with a weekly edition; The Industrial Journal, issued weekly, is devoted to manufacturing, commercial, and hotel and resort interests, etc.; Maine Sportsman, a monthly devoted to fish and game interests; and Word and Work, a religious monthly.



A SCENE ON THE KENDUSKEAG.

The Bangor Public Library is one of the foremost institutions of its kind, and contains on its shelves 45,715 volumes. The nucleus of this valuable collection of books was conveyed to the city in trust by the Mechanics' Association, by whom it was collected during an existence covering nearly sixty years. The Hersey Fund having been devoted by the city to the purpose of the Library, the institution now has an endowment of \$112,000 for its maintenance. During the past year the number of books delivered for home use were 44,297, and for use in the reading room 34,823, making a total aggregate of 79,120 books issued in the year. Additions are being made continually by purchase and dona-



A TOW ON THE PENOBSCOT.

tion, and this is the home as well of the Bangor Historical Society. The collections of this society are kept at the Library rooms, and everything of historical interest, especially if related to local matters, is added to the collection. The society has lately procured a large bookcase to be used only for articles on Bangor and its people. In the near future it is the confident expectation that the Bangor Public Library will have a substantial home of its own, as a lot of land has been donated for the purpose of a building site, with an excellent prospect of securing funds sufficient to erect an edifice creditable alike to the Library and the city.



EASTERN MAINE GENERAL HOSPITAL.

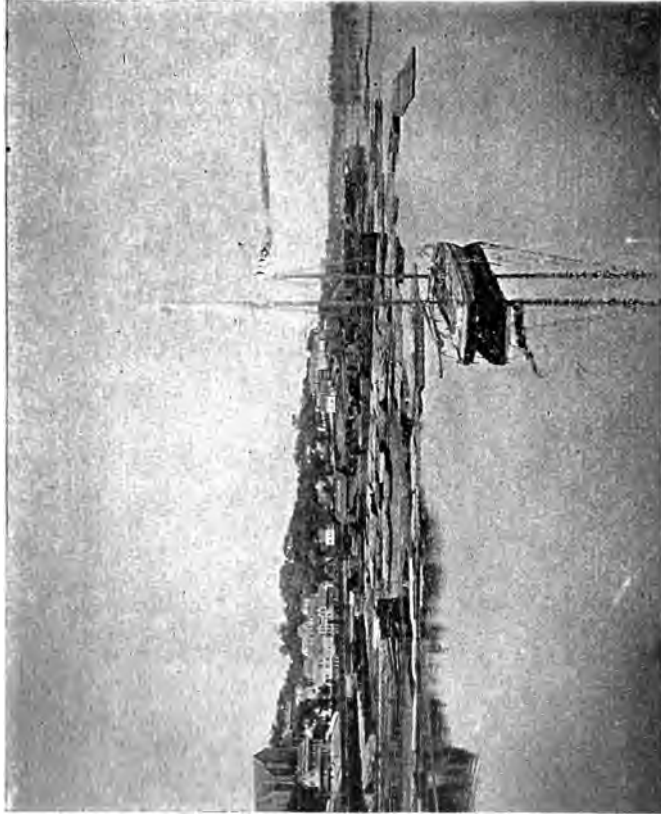
The Bangor Opera House is unsurpassed for its beauty and appointments by any outside the largest cities. In it are witnessed the best stars and companies that travel in New England, and it is well patronized by the Bangorians, who have long been noted for their appreciation and support of opera and the drama. The various public halls are also much resorted to for concerts, lectures, balls, fairs and other entertainments which, together with numerous small festive gatherings and private parties, make the social life of the city attractive alike to the residents and guests from abroad. The auditorium, erected a few years



ENGLISH TRAMP STEAMSHIPS.

since, is the largest building of its kind in the state, and here each fall is held the Maine Music Festival, under the direction of W. R. Chapman of New York.

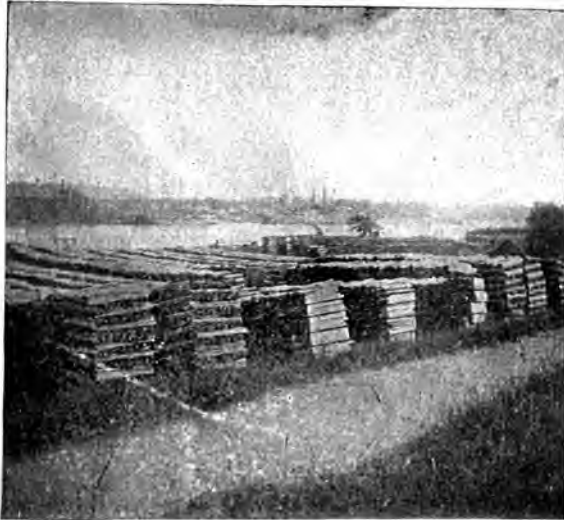
The Eastern Maine State Fair Association have fitted up at a large expense one of the finest and best appointed fair grounds and driving parks in New England. The location is Maplewood, only a mile from the business centre, on an eminence overlooking the city and harbor and commanding a magnificent view of the surrounding country. Here every season, in late summer or early fall, is held a great fair where are



LUMBER DOCKS ON THE PENOBSCOT.

brought together for exhibition and study the agricultural and industrial products of the richest sections of the state. Here, too, are seen upon these occasions many of the finest horses and other blooded stock that stand in New England and the Maritime Provinces, and some of the most exciting trotting and running races witnessed anywhere. At other times during the year Maplewood Park is the scene of horse races, baseball, polo and bicycle tournaments, and numerous other athletic sports and outdoor amusements.

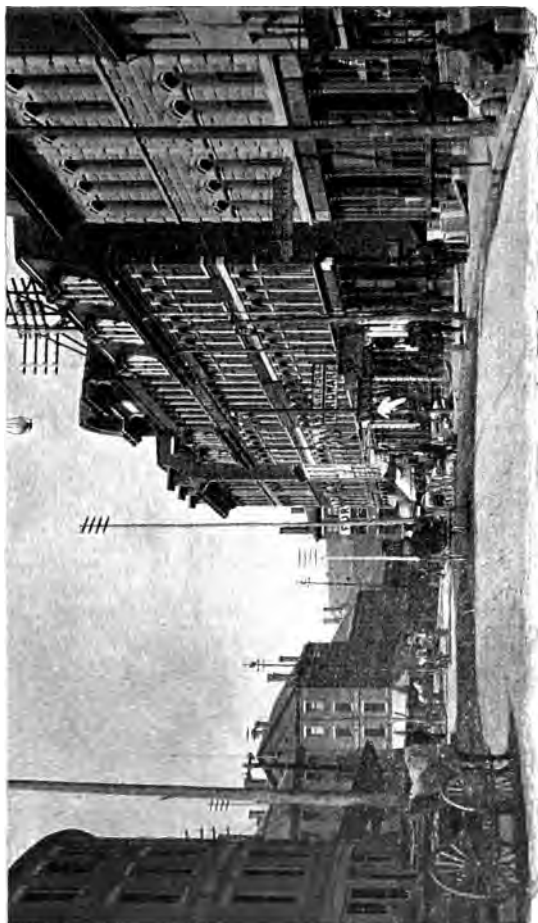
Bangor is especially famous for its drives, and in the towns imme-



A RIVER VIEW.

diately contiguous to the city the scenic attractions include mountain, lake, pond and stream, conspicuous among them being Pushaw lake, Phillips lake, Green lake, Eddington pond, Holbrook's pond, Orrington pond, Hermon pond, Black Cap mountain, Swett mountain, and Saunders' mountain, while the city itself has its Lovers' Leap and its Highlands.

Bangor enjoys the unique distinction of being the only place of size on the globe where salmon fly-fishing can be successfully practiced within the city's limits, and in one season a Bangor lumber



LOOKING UP BROAD STREET TOWARD WEST MARKET SQUARE.

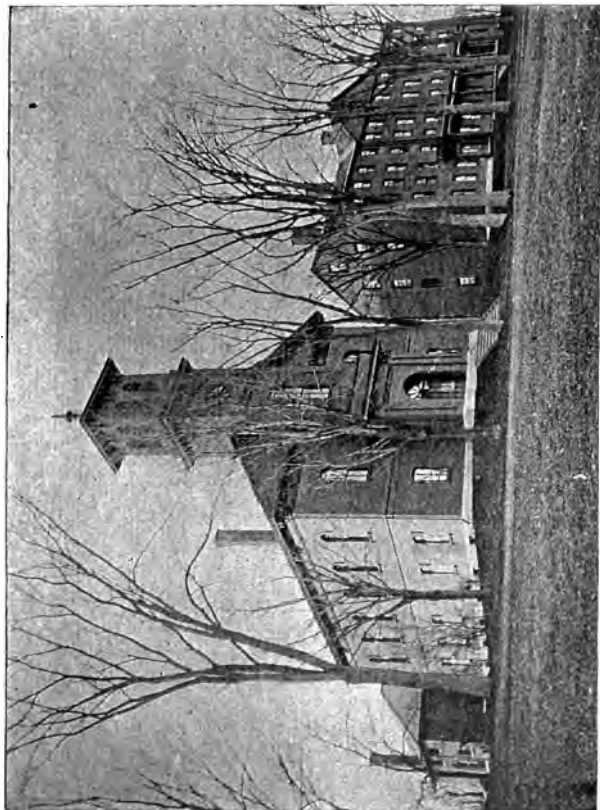
manufacturer brought to the gaff and successfully landed twenty-seven salmon, aggregating 500 pounds in weight. The Bangor salmon pool, whence are taken all the salmon caught with a fly on the Penobscot, is situated about a mile above the city and just below the falls that span the river at the Bangor Water Works dam.

Bangor is the home of many sportsmen and is the headquarters in this section for sportsmen's supplies of all description. Nearly all the parties of sportsmen who in the season visit the great wilderness



AT MT. HOPE CEMETERY.

of northern and eastern Maine make this their rendezvous and procure their outfits here. Moose and deer as the result of wise game laws are multiplying rapidly. The state is now a great deer park and so numerous are the deer as to be almost a nuisance to farmers. Of all the wild game that roams the forest the moose is easily king, and although fears have in the past been expressed that this noble animal would become extinct yet they are today more plenty than for many years past. Plover and woodcock shooting may be had in the imme-



BANGOR THEOLOGICAL SEMINARY.

diate vicinity of the city, while partridges abound in the surrounding woods; and ducks and other water-fowl are numerous in the river and bay and the nearby ponds and streams. The angling is also of the best and the lakes and streams near by furnish superior landlocked salmon, trout, bass, perch and pickerel fishing.

Bangor has long been noted for its hospitalities to strangers, and for the superior excellence of its hotel accommodations. The Bangor House, H. C. Chapman & Son proprietors, is the largest public hostelry in Maine and in its appointments is unsurpassed by any hotel outside of the largest cities. The Penobscot Exchange, Moon &



COURT HOUSE AND JAIL.

Cratty, proprietors, is a landmark of the city and enjoys a good patronage. The Windsor Hotel is another oldtime hotel but is kept thoroughly up to date by its enterprising landlord, Frank W. Durgin. The Bangor Exchange is centrally located and after being closed for a short period has been reopened under new management. The St. James Hotel, Chris Toole proprietor, has accommodations for many and he also has a resort hotel on the shores of Pushaw lake. There are numerous other smaller houses, several of which are well kept and have a good reputation. Among these are the Jerrard, Wilson, Vesta and Lowder. There are also some of the best restaurants to



UP THE PENOBSCOT IN SPRING.

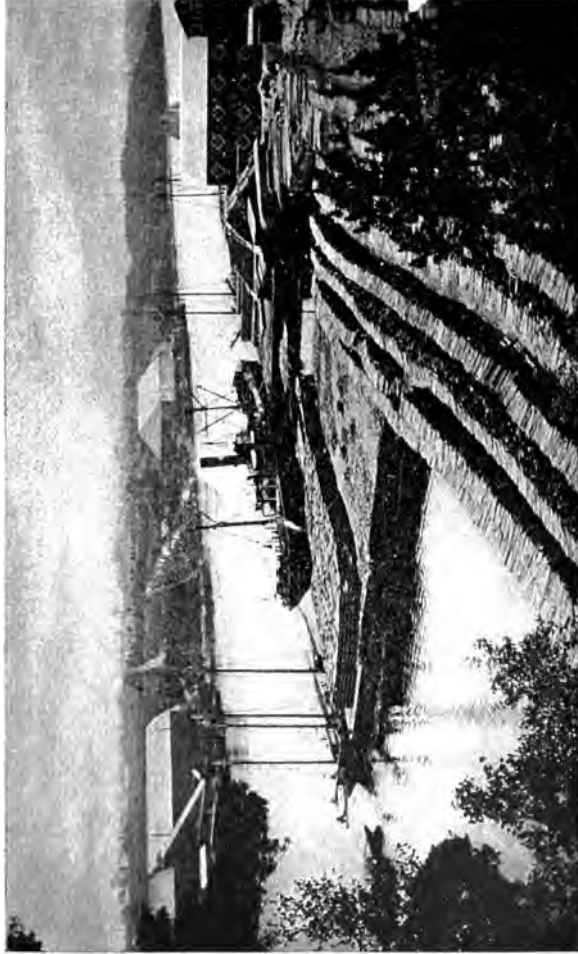
be found east of Boston, and numerous private boarding houses of all grades.

The city is also noted for its fine residences and beautifully shaded streets, which indeed, together with its location, extent of its business interests and commercial advantages, have given it the merited appellation of "Queen City of the East." The climate is cool and



HON. ARTHUR CHAPIN, MAYOR.

delightful during the summer months, and the fogs which are so prevalent at certain seasons in localities nearer the coast are here almost entirely unknown. There are many pleasant drives in the vicinity, and numerous lake and mountain resorts within a few miles of the city, provided with suitable accommodations for excursion and picnic parties. The regular lines of steamers and the numbers of excursion boats which ply the waters of the river and bay during the



ITALIAN STEAMSHIP LOADING AT STERNS' MILL.

season render every point of interest along the coast available and easy of access, and furnish residents and visitors every facility for enjoying the refreshing breezes and charming scenery for which the picturesque Penobscot is famous. All these and other inherent attractions—its natural scenery, healthfulness, perfect drainage, pure water, and the culture and social nature of its citizens—combined with its central location as point of departure for all noted health, pleasure and fishing resorts of eastern and northern Maine and New Brunswick, render the Queen City one of the most desirable places of sojourn, either for the permanent resident or the summer tourist.

PUBLIC PARKS.

Not the least attractive feature of the city is her public parks, of



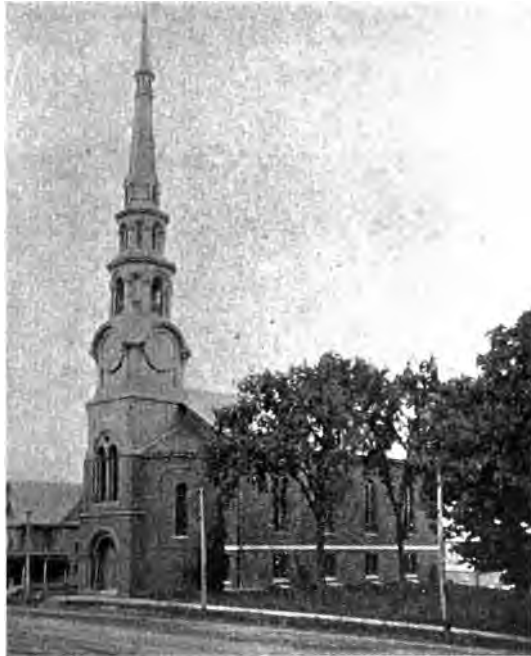
THE BUSINESS SECTION FROM THE UNITARIAN CHURCH.

which there is a good number. Perhaps the most important of these, because of their size and location, are Broadway, Forest Avenue, Centre, Davenport and Union. All of them are exceedingly well kept and great ornaments to the city.

Broadway Park is situated on both sides of that thoroughfare and residents on French, Pine, North and South Park streets look out upon its green surface. There is at this park a tree which, could it but converse, might tell much of the country of long ago. It is a gigantic elm, evidently very old, its high limbs as they leave the main trunk being bolted together to preserve them from splitting. Elaborate plans for the improvement of Broadway Park have been made by F. M. Blaisdell,

Boston's famous landscape designer, and these will, it is expected, be carried into execution in the near future.

Forest Avenue Park is in the eastern part of the city. It will soon be by far the handsomest of them all. It is large and surrounded by some of the finest elms and maples in Bangor. Extensive improvements are well under way here. Gracefully winding paths, well gravelled, lead throughout the park, the south lawns are well kept and seats here and



FIRST CONGREGATIONAL CHURCH.

there make delightful resting places. With the artificial pond, which will mark the centre of the park, installed, the Forest Avenue Park will be one of the most beautiful spots in the city.

It is very likely that because of its location, more people who are in town for a short time only, see Centre Park rather than the others. It occupies a most conspicuous position in the business portion, facing on

East Market square. It is a triangular piece of ground between Park, Centre and Harlow streets, its velvety lawns, handsome maples and comfortable seats being very attractive. In Centre, as well as in Broadway and Union parks, are erected band stands, from which throughout the summer public concerts are given.

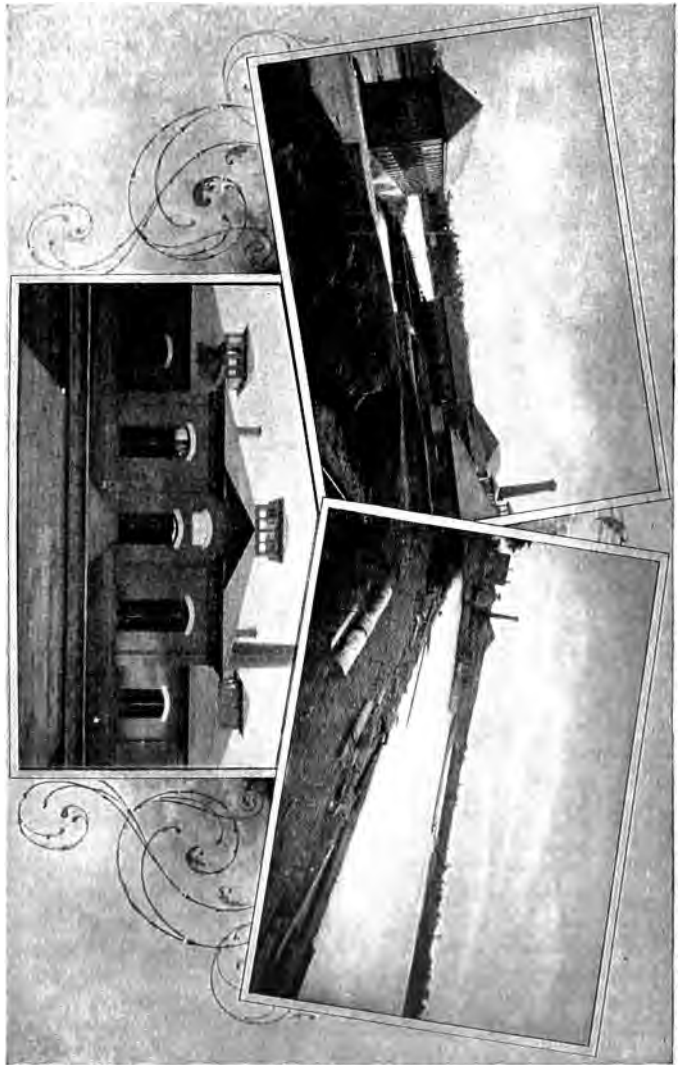
Davenport and Union parks are smaller but very pretty ones, both being in the western portion of the city. Union Park, on the street of the same name, is in the rear of the Bangor House, making the view from that hostelry, as, indeed, all residences in the vicinity, delightful. Davenport Park is on Main street at its junction with Cedar. Here, more than any other, have masses of shrubs and flower beds been brought into prominence and the effect is beautiful. The park occupies a noticeable location and adds greatly to that section.

Though the most important, these are not all the parks of the city, for scattered here and there, all over Bangor, are pieces of public ground which, under the supervision of the park commission, have been transformed into places of great beauty and lend much pleasure to a stroll about the city. The installation of public parks in a municipality is evidence of the finer sense of public opinion, and is in marked contrast to the sentiment which existed in many cities years ago, when land was considered wasted unless put to some money-making use.

BANGOR'S WATER WORKS.

The city now has what is undoubtedly one of the finest systems of water works in New England. The pumping station and dam is situated some way up the river above the city proper, and from here is pumped, at great pressure, an abundance of excellent water all over Bangor. Great and important changes have been inaugurated during recent years. A new filter and pumps have been installed, new mains have been laid and an enormous standpipe built upon 'Thomas' hill.

The improvements to the system are the result of great expenditures of time, thought and money, but the results are well worth it all. The new pump is of the "Deane" manufacture and has a capacity of 5,000,000 gallons in twenty-four hours, though it is at present necessary to pump but 3,000,000. The pressure here is one hundred and ten pounds. This pump is the largest power pump in New England, the term implying those run by water power and not by steam. To keep the powerful machine in operation it was necessary to install new turbines, which require a large power house of brick and a new flume and head-gate house. To give room for the flume, ninety feet of the dam was removed. There are sixteen gates in the head-gate house. Of the five new turbines only two are required to run the pump, so there are



BANGOR WATER WORKS.

three in reserve, in case another pump should be needed at some distant day. These wheels could, and very likely will be utilized by the city for running the dynamos that furnish the city street lights. The dynamos are stationed here at the water works, being run by independent turbines; but the day is not far away when more lights, and so more dynamos, and, of course, more power will be required. Then these extra turbines will be of great value. A Warren mechanical filter has also been installed, which does excellent service. The filter has a contract capacity of 5,000,000 gallons in twenty-four hours, but has disposed of as much as 6,000,000 in that time.

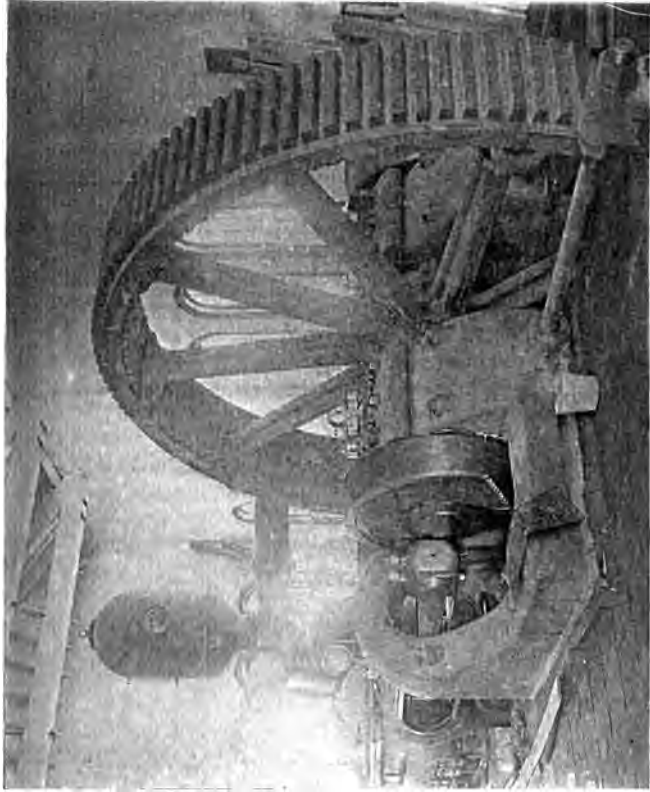
A great addition to the equipment of the system is the stand pipe at Summit Park, on Thomas' Hill, the highest point of land in Bangor. It is a circular steel structure, seventy-five feet in diameter and fifty feet high, but inclosed by a wooden building of considerably larger dimensions. It has a capacity of 1,654,000 gallons, enough to supply the city for one day in case it should be necessary to shut down the pump. The tank is kept filled continually. There is a pressure of twenty-five pounds at the base of the stand pipe, which is filled by a twenty-inch main directly from the pumping station. With such a splendid water system it will be readily seen that the city has not only the best of service for all ordinary purposes, but splendid protection in case of fire as well. There are now nearly forty miles of main pipe, while there are two hundred and two hydrants connected with the works.

THE CITY'S CHURCHES.

Bangor gives its support to nineteen different religious organizations and quite a number of denominations are represented. Of these, in the city proper there are three Congregational, two Baptist, one Free Baptist, two Methodist Episcopal, one Episcopal, two Roman Catholic, one Universalist, one Unitarian, an Advent, a Jewish Synagogue and a church of the Christian denomination. There are others in the suburbs of the city.

The oldest church society in the city is that known as the First Congregational, or First Parish. Its edifice is on Broadway, in an excellent location, and near it is a fine parsonage for the use of the pastor. The society was organized in 1811. In January, 1818, the First Baptist Society came into being, building its house of worship at the junction of Centre and Harlow streets. The third in point of organization was the Unitarian, which church was erected on Union street, at the corner of Main.

And so, one after another, as the city grew, churches were built and the influence which they have exerted in the community has been felt.



THE BIG PUMP AT WATER WORKS.

The church structures are excellent edifices, some of them very elaborate, and containing particularly beautiful memorial windows. Parsonages are maintained in connection with a number.

Parochial schools for boys and for girls are maintained in connection with the two Roman Catholic churches. St. Xavier's Academy, a convent where girls are instructed, is situated on State street, being connected with St. John's church. On First street the foundation is now going in for a new convent near St. Mary's.

Bangor has sent to near and foreign fields many able ministers, this city being the home of the Bangor Theological Seminary. The buildings and campus are between Hammond and Union streets, a beautiful situation. The Seminary has a large number of students, with instructors of high rank and has a very fine library, comprising about 21,000 volumes. The opportunities for athletics are many, as there has quite recently been added an excellent gymnasium.

A valuable adjunct to the churches of the city is the Young Men's Christian Association, which has its home in a beautiful building on the corner of Court and Hammond streets. The work of this institution cannot be commended too highly. It has a large membership and its scope of usefulness is exceedingly broad. Educational classes under excellent instructors are maintained during the fall and winter season, and the association has in its building a very fine gymnasium, in charge of a competent director. Such is the management that for a small amount young men are given valuable advantages for benefiting themselves, both mentally and physically, as well as spiritually.

BANGOR'S SCHOOL SYSTEM.

Among the many inducements for people who are moving toward the business centres, to locate permanently in Bangor, is her system of public schools. Dating from the earliest days of the incorporation as a town, is the establishment of schools that steadily increased in efficiency up to the year 1835, when the City Council voted a free High school for boys. This was taught by Daniel Worcester. Of him a writer in 1885 says: "His broad-minded administration for twenty years is in pleasant remembrance by many sons of Bangor, who have carried out into active life as much of value from his personal contact as from the studies he so ably taught."

This writer goes on to say "this school was kept for a few terms in the upper story of the brick School house on State St; but in the winter of 1836 occupied the first story of the brick building on Prospect St. erected for it. Here, for a short time, four or five girls participated till the second story was finished for a separate Girl's



BANGOR HOUSE.

High School. One of these school girls, Mary Bradley, now Mrs. Dr. Morrison, still survives. The establishment of this school antedates by nearly twenty years, any similar public provision for the higher education of girls in the city of Boston, which in the pardonable conceit of its citizens, is supposed to lead the world in culture. The union of these schools twenty years after was consummated, the school board being convinced that those who are to live and work together in society may well associate in the foundation training for a true and noble manhood and womanhood. To William Abbott, for many years chairman of the schoolboard and mayor at



BANGOR HOUSE DINING HALL.

the time of his death in 1849, Bangor is largely indebted for its early progressive educational system, and in his honor the square on Harlow St. is worthily named."

This High School, begun on so generous and broad a policy, has developed into the well equipped and planned school of the present day. With many elective courses it furnishes opportunity for youth of every walk in life to obtain a thorough and extensive education. Its science department is not surpassed in any school in New England, its laboratories being modern, well furnished and skillfully arranged.

The practical business course is complete and commands the

respectful admiration of the community. The college preparatory courses are so arranged that pupils can prepare for any college in New England. The percentage of attendance at this school reaches the extraordinary ratio of one in eight of the total school attendance, a record which is matched by only few communities in the country.

The elementary schools are well equipped and the teaching force is of unusual skill and successful experience. Public kindergartens



ABBOTT SQUARE HIGH SCHOOL.

form an important feature of the system. Drawing and music are factors in the culture and training of the children.

The school buildings each year, add to the creditable public structures. The Palm St. school house has twenty rooms with a seating capacity for one thousand children. This building is very handsome in architectural design and beautiful in interior finish. Its ventilation and sanitation are perfect in working power, and the finishing of the building planned with careful thoughtfulness of the physical

well being of the children. It was built under the administration of Mayor Charles L. Snow at a total cost of \$75,000. The Union Square building is one of very handsome design, most conveniently arranged and capable of seating about 700 pupils. There are various smaller buildings on Pond, Bower and Center sts. that are well planned and built. In the city are thirty-two school buildings.

The school administration consists of a board of five. Dr. D. A. Robinson, Rev. E. F. Pember, Thos. W. Burr, Dr. D. McCann. and Mary S. Snow. Of this board Dr. D. A. Robinson, its present chairman, has been a member for nineteen years, and Mr. Thos. W. Burr for fourteen. Politics has never entered into the administration of the schools in any form, and to this fact is attributable the harmonious progress of the work done by them. The city government has invariably put into it persons of high character and of disinterested loyalty to the public school policy with the satisfactory result of possessing an unexcelled school system worthy of the city whose cause and welfare it serves.

The high standard of Bangor's schools is due in a large degree to the able and untiring labors of the talented Superintendent Miss Mary S. Snow.

FRATERNAL, SOCIAL AND CHARITABLE.

The city's fraternal and social organizations are many and generally very prosperous. New chapters are continually being organized, and the membership of the old are rapidly increasing. About all the organizations of prominence are represented in Bangor by one or more local lodges. Masonic societies of the city have a total membership of about 1500. The Odd Fellows have a combined membership of over 1100. Besides these are many others of more or less importance. There are two Grand Army Posts, and each year the ranks grow thinner and thinner.

Of social organizations there are many, among them the Farratine, the Melita, the Madockawando, the Niben Club, the Penobscot, the Masonic, the Carroll, and numerous others. All of the clubs have ideal quarters, some luxurious, and are very popular meeting places of members. One of the newest as regards organization is the Niben Club, but its successful growth has been rapid from the start. Its delightful bicycle path to the club house on the shore of Pushaw lake has become famous. The Cliff Lodge Club is a similar organization, with its house on Hiues pond in Orrington.

Among the ladies are various club organizations that are important factors in the social and educational circles of the city. The most

prominent of these are the Athene, the Norumbega and Nineteenth Century. These clubs follow systematic courses of study, taking a greatly varied list of subjects, and their influence upon the city is admirable. Their membership is large and rapidly increasing.

There is no doubt but that the poor and needy within the confines of Bangor are as admirably cared for as is possible. The city, itself, provides in numerous ways for them. The City Farm is a model in equipment and management, and takes admirable care of the unfortunates that are obliged to go there. Then there are various charitable organizations which do a great deal for the poor, such as the Bangor Fuel Society which provides fuel for those unable to procure any. The



PALM STREET GRAMMAR SCHOOL, W. E. MANSUR, ARCHITECT.

Children's Home does a work of great magnitude and value.

Then there are the Home for Aged Women, the King's Daughters' Home, the Associated Charities, as well as others, each of which fills a most important place, and fills it ably.

THE HOSPITALS.

The city is very fortunate in possessing such an admirable institution as the Eastern Maine General Hospital. The physicians and surgeons composing the staff of the hospital are men of experience and skill and today the institution is better equipped than ever. Through the aid of the legislature and benevolent individuals there has just been completed a large wing to the main building thus greatly facilitating

the work carried on. The hospital is beautifully situated on State street, overlooking a long stretch of the Penobscot, a most delightful view. The original building was formerly the home of the city's lamented poet, Mrs. Frances L. Mace.

Upon a high hill, not far from the Water Works, and surrounded by a beautiful expanse of country, the Eastern Maine Insane Hospital is being erected. The main building is completed and work is now in progress upon two large wings. The buildings are of brick and stone. It will be a fine hospital when done, and those unfortunate ones obliged



UNION SQUARE GRAMMAR SCHOOL.

to go there will have the most skillful service. The institution is badly needed, the only other in the state, that at Augusta, having long been taxed far beyond its capacity. Surely, if quiet and pleasant surroundings can have anything to do with the recovery of those afflicted with this malady, the patients at the new hospital will have a great advantage, for the view from here is very beautiful. The distant hills, the glistening river and the rolling fields all combine in making a most ideal location for an institution of this kind, while its distance from the sounds of the city insures the needed quiet.



MAINE CENTRAL RAILROAD STATION.

1910
10

TRANSPORTATION FACILITIES.



Bangor early gave attention to the matter of improving her transportation facilities, and she had her railroad when most of the proud cities of to-day knew nothing of such things. As early as 1836 her enterprising citizens built a railroad to Old Town, a dozen miles up the river, with a view to aiding the development of her natural resources, and this, one of the earliest railroads in America, prospered for nearly a third of a century. Since the early days in her business career Bangor has invested heavily in railroad enterprises, to advance her interests. Her credit was loaned and her influence exerted to change in her favor, in the construction of the road from the Kennebec, now known as the **Maine Central**, the main thoroughfare of the State. Later she built a railroad of her own, eighty miles up into the wilderness to Moosehead, **Maine's** greatest lake. Since its completion some of Bangor's citizens have built another road intersecting the latter and running north twenty miles towards Mt. Katahdin, reaching the slate quarries of Brownville and the Katahdin Iron Works. In 1871 another important railroad was consummated, in which Bangor invested capital to the extent of a million dollars. This was the **European & North American Railway** connecting Bangor with the city of St. John, and linking together the railway systems of the United States and New Brunswick. A dozen years later the city's business men aided by subscription in the construction of the **Shore Line Railroad** into Hancock county, now operated as the **Mt. Desert Branch** of the **Maine Central Railroad**. Within a half-dozen years through the enterprise of some of Bangor's public spirited business men, Aroostook county has been brought into direct railroad communication with Bangor through the construction of the **Bangor & Aroostook Railroad**, this great system having numerous branches to important points in northern Maine, it having also absorbed the **Bangor & Piscataquis Railroad**. In recent years there has been no more important railroad enterprise inaugurated in New England than that of the **Bangor & Aroostook**, and under its enterprising and progressive management it has become a potential factor in the development of Bangor and the immense territory stretching to the northward.

Especially welcome to Bangor citizens has been the completion and successful operation of the Washington County Railroad, bringing our city into easy reach of the thriving cities and towns of Maine's sunrise county.

Bangor business men, ever alert to adopt the newest methods, inaugurated in this city the first electric railroad in Maine and more recently electric roads have been constructed reaching Hampden and South Brewer on the south, and Old Town and Corinth on the north. These electric lines bring Bangor and the territory immediately contiguous into close touch, and the benefits accruing therefrom are far-reaching.

MAINE CENTRAL RAILROAD.

Stretching out across the state from Portland to Bangor and branch-



EXCHANGE STREET RAILROAD STATION.

ing out in many directions, the Maine Central Railroad has a large and important system, taking in the most populous and busy sections in the state. The main line runs to this city, but from Cumberland Junction to Waterville there are two routes, one via Augusta and the other by the way of Lewiston. From the main lines there are branches to Bath and Rockland, Farmington, Skowhegan, Belfast and to Foxcroft, where connection is made with the Piscataquis division of the B. & A. Eastward from Bangor runs the Vanceboro division to the town of that

name, a distance of about 114 miles, where connection is made with the Canadian Pacific road for the Maritime Provinces. Southward from this city runs the branch to Mount Desert and to Bucksport. At Washington Junction connection is made with trains of the new road to Washington county towns. Such a network of railway system toward the east, south and west gives Bangor perfect facilities for rail shipment and the extent of the traffic carried to and through the city has reached gigantic proportions.

As an indication of its extent it is interesting to know that during the summer there are seventy-two regular trains in and out of Bangor over



M. C. R. BRIDGE OVER THE PENOBSCOT.

Maine Central rails, while many specials are run, six or eight being not unusual during a single day. Of the regulars, fifty-six are passenger; twelve running between the city and the west and forty-four on the east. Of the sixteen daily freights, six are on the western tracks and ten on the east. These figures are significant as to the volume of business between Bangor and Eastern Maine. This city is the home berth for many of the road's locomotives, and thirty-two of the big iron steeds take their Sunday rest in Bangor. Five shifting engines are kept busy during the day in the yards and two during the night. With the exception of a comparatively small amount, the Maine Central company owns



BANGOR & ARROSTOCK RAILROAD VESTIBULE TRAIN.

or controls very nearly the whole water front from the Water Works to High Head, a distance of about three miles. The extensive lumber dock privileges above the point where the line of wharves ceases are let to the lumber manufacturers.

That the company appreciates the importance of this busy point in its system is amply proven by the extent of the improvements to its property here, continually going on. During the past few years a large amount of double tracking has been done, both east and west. The yards have been very materially enlarged and with the addition of numerous extra tracks has given greatly needed facilities, there now being fourteen miles of tracks in the Bangor yards. A splendid steel bridge has replaced the wooden structure which for years spanned the Penobscot between this city and Brewer. When the eastern yard was enlarged, the company put in a new steel approach to the highway bridge, which also connects the two cities. The approach is directly over the Maine Central tracks. A fine wharf was built not long since near City Point at the mouth of the Kenduskeag, for the handling of lumber from up river and the steel draw bridge across the Kenduskeag is of comparatively recent construction. From the Maine Central wharves at the western depot to Eagle wharf at High Head, is a long stretch of water front which is gradually being filled in. When this work is completed, a splendid series of wharves of great value will be available.

As indicative of the magnitude of the passenger and freight traffic of the city of Bangor over the Maine Central, a few figures are interesting. For the year ending June 30, 1899, the number of passengers carried from the city was 187,566, an increase of 32,460 over the preceeding year. There were 181,834 tons of freight forwarded from Bangor during that period, which means an increase of 32,084 tons over the year previous, the figures for that year being 149,750. The net increase in tonnage of freight received and forwarded for the year is 24,687 tons. These freight figures refer to business done at both Maine Central stations in this city and do not include the business way-billed or ticketed through Bangor to or from points beyond. Thus it will be seen that Bangor has ample reason to feel that her spot on the map of the Maine Central road is well occupied.

BANGOR & AROOSTOOK RAILROAD.

The public far and wide has watched with deep interest the rapid growth of the Bangor & Aroostook Railroad. It has been set down in the Maine wilderness like a giant hand, and its mighty fingers are work-



VIADUCT ON PISCATAQUIS DIVISION, B. & A. R. R.

ing their way farther and farther into rich sections, grasping the business of those localities and ultimately bringing it into or through Bangor, thus giving to a hitherto remote section of the state direct connection with the metropolis of Eastern Maine.

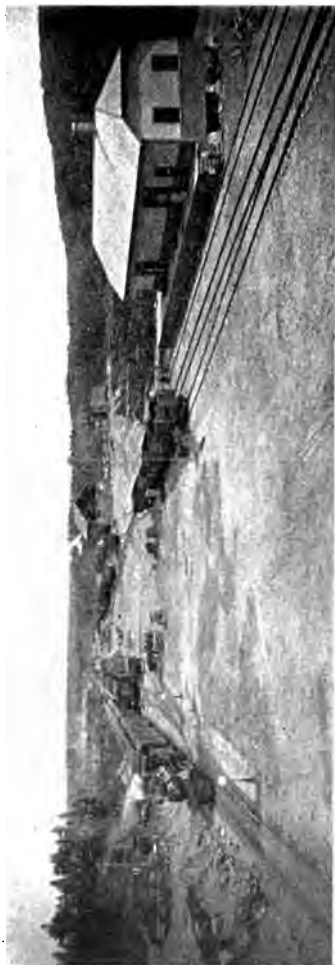
The year 1895 was the first in which this new and important railroad was operated, the original line reaching diagonally up through Penobscot and Aroostook counties to Houlton, thence up to Presque Isle and Caribou, taking in many of the fertile and prosperous Aroostook towns, and so giving them all connection, one with another and with Bangor.

Such was the original road, but in the short time of its existence it has pushed branch lines out, here and there, and more are in prospect. The largest branch is forty-three miles in length, reaching up to Ashland and taking in Masardis and other towns of lesser importance. It is a most important feeder of the road, going as it does into a very important section where transportation is a great necessity. At Ashland is one of the largest and most modern band saw lumber mills in New England and an enormous amount of its lumber has come into Bangor for shipment away. Another branch, one of the earliest laid, runs to Fort Fairfield; another to Limestone, while the steel of still another is now being laid to Van Buren. The Patten and Sherman road connects with the Bangor & Aroostook system at the latter town and is quite an important feeder, though a short line. Another short branch takes one into the Katahdin Iron Works region leaving the main road at Brownville.

That part of the B. & A. road which runs to Moosehead lake, is known as the Piscataquis Division. It was formerly the Bangor & Piscataquis Railroad and was leased by the B. & A., who subsequently purchased it. It connects with the main line at Milo Junction, with the Dexter branch of the Maine Central at Foxcroft, and with a short narrow-gage road at Monson Junction which leads into Monson. Greenville Junction is its terminal, where it connects with the Canadian Pacific Railway.

Millinockett is destined to be one of the most important points in the B. & A. system. At that place is being built what will be the largest pulp and paper mill in the world. That the road appreciates the value of the enterprise, as related to its own traffic, is shown by the fact that \$50,000 have been expended upon a yard there, enough tracks being laid to accommodate 500 cars.

Thus it may be readily seen that there is a tremendous and broad field of usefulness for the B. & A. road. Its traffic, both passenger and freight, is enormous. The management shows its enterprise in the



THE B. & A. R. R. YARD AT MILLINOCKETT.

elaborate improvements which the road has undergone of late. A large amount of new rolling stock has been added and now travellers can journey right into the heart of the wilds of Maine in through vestibule trains and Pullman cars. The service is better than at any previous time in the history of the road, and everything possible is done for the pleasure and comfort of its patrons. On the Piscataquis Division a large number of trestles have been filled in, wooden bridges replaced by steel ones, and a splendid viaduct built, besides the straightening of many curves and otherwise improving the road bed. The travel of the B. & A. system is very heavy, particularly during the tourist, fishing and hunting seasons, and enormous quantities of freight are sent up from Bangor to all parts of the system, while immense shipments of lumber, potatoes and the diversified products of the region are sent down. The road is deservedly prosperous.

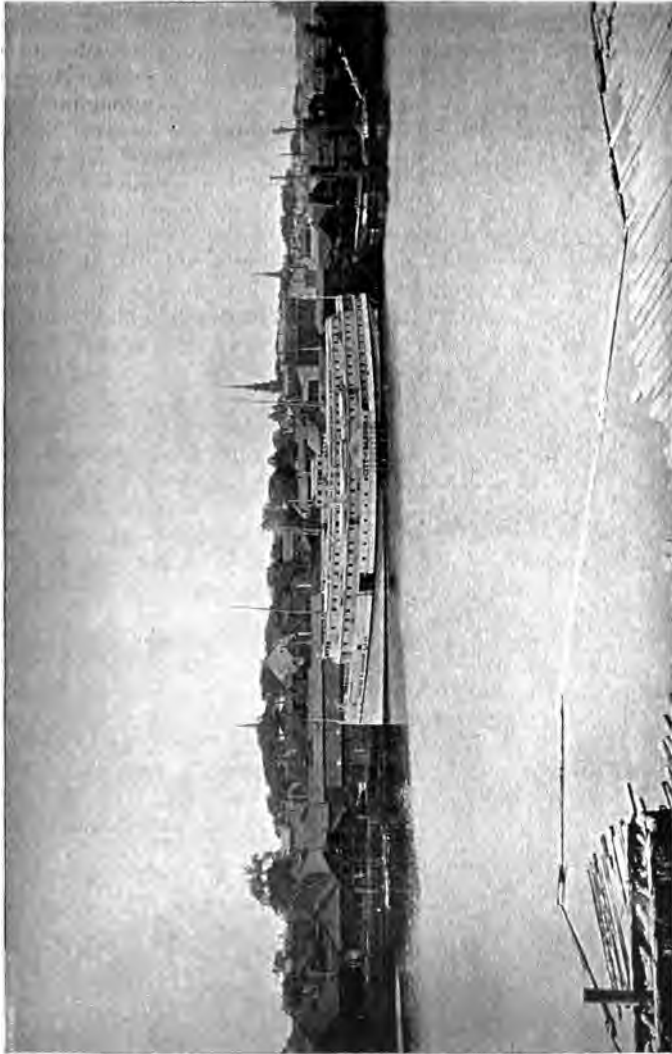
THE SUNRISE ROUTE.

The building of the Washington County Railroad, or the "Sunrise Route" as it is coming to be called, has been a tremendous factor in the upbuilding of that section and, it is confidently expected, will prove of no little help to Bangor. The line leaves the Mt. Desert branch of the Maine Central at Washington Junction, and proceeding east, skirts the coast, taking in a large number of towns of growing importance. Its eastern terminal is at Calais, while there is an important side line to Eastport, the city of sardines.

Splendid opportunity is given the people of Washington county to trade to a large extent with Bangor merchants, and much business will be brought to the city from that section. There is a very cordial feeling existing between the business men of Bangor and those along the line of the new road, brought about largely through the efforts of the Boards of Trade, and business relations are sure to prosper. The road commenced running late in 1898, but in the time it has been in operation it has proved to be a great success. It is excellently equipped and the road bed is in fine shape.

CANADIAN PACIFIC RAILWAY.

Though crossing the state many miles to the north of Bangor, the Canadian Pacific Railway, through its connections with the Bangor & Aroostook system, has given the city excellent opportunity for shipping goods to all points west. The road crosses the Katahdin Iron Works line at Brownville Junction and also connects with the Piscataquis division at Greenville Junction. It is now possible to seek markets for goods of local manufacture in the important cities along the great lakes, and in fact through to points in the west and northwest. The



STEAMSHIP CITY OF BANGOR.

Canadian Pacific also, through its connection with the Maine Central Railroad, brings Bangor into immediate communication with the Maritime Provinces.

ELECTRIC ROADS.

Bangor has her share of electric roads and they are good ones. This city has the honor of having the first electric street railroad in Maine and of the extensive system now controlled by the Public Works Company appropriate mention is made elsewhere in these pages. Another line connects the city with Old Town, twelve miles up the river, passing through Veazie and Orono. Another, the Bangor, Hampden and Winterport road, runs down the river as far as Hampden at present, but in the not far distant future will stretch to Winterport and perhaps farther; and a third, the Penobscot Central, up the valley of the Kenduskeag to Corinth, twenty miles, and is projected six miles further to Charleston. Of these the Bangor, Orono & Old Town road does a passenger business only; the Hampden line, both passenger and freight, as does the Penobscot Central, though at present this last line does more in the freight traffic than otherwise.

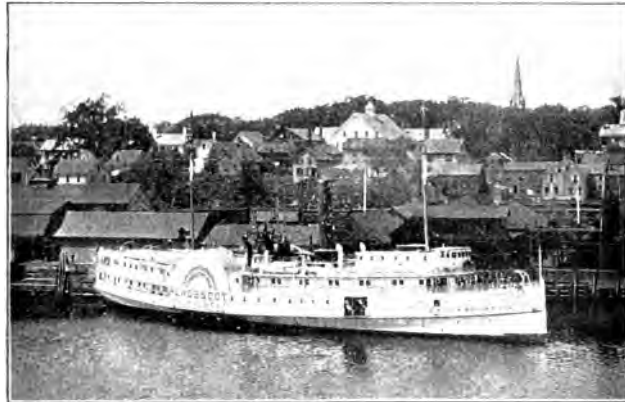
The roads all have splendid fields in which to operate. Bangor is the natural trading and banking centre for the people of all these towns, and with such admirable facilities for reaching the city quickly and cheaply, they come in great numbers, to the benefit of Bangor business houses. The Penobscot Central is carrying an ever increasing amount of freight from the towns through which it passes, the road being a great convenience to those who wish to place the products of their farms and factories in the city markets, or ship them away by rail or water. The B. H. & W. has like opportunity with the towns along its route, but enjoys also the ability to extend its iron to Winterport, which is below the point where the winter's ice in the river ceases. Should this be done, as very likely will be the case, easy connection can be made with the steamers of the Boston & Bangor Steamship Company, in this way readily making possible the receipt and shipment of goods by water all the year through. The B. O. & O. runs through a prosperous and populous country and ever since its establishment has been a striking success. There is a very large amount of travel between Bangor and these up-river towns, and the electrics are largely patronized.

These roads, like the local street railway, are run by trolley, with the exception of the Central, which is a good deal of a novelty in this part of the country, the cars being propelled by electricity generated by the Patton system, which enables each to produce its own power, thus

doing away with overhead trolley and central power station. Bangor people appreciate the value of these important allies to the city's business.

THE BOSTON & BANGOR STEAMSHIP COMPANY.

It would, indeed, be difficult to find a steamship line that gave better service and took more pains to give its patrons the best of everything than does the Boston & Bangor Steamship Company. The line has been, and continues to be, a most important factor in the development and advancement of Bangor and the Penobscot valley. The benefit of the line to this section was evident as soon as it began to operate and it has grown with the country.



STEAMSHIP PENOBSCOT.

The Boston & Bangor Steamship Company is the oldest established steamship company in the United States, having commenced regular communication between Boston and landings on Penobscot river in the year of 1824, which it has maintained with constantly increasing facilities for more than seventy years.

The Boston & Bangor Steamship Company, by connecting Bangor directly with Boston, has enabled manufacturers and merchants of this city to receive, promptly, shipments from the Hub of New England; thus taking advantage of business opportunities in that metropolis and giving this city the benefit thereof.

The steamers of the line touch at all important river landings, and

entering the bay skirt it upon the western shore, going into Belfast, Camden and on to Rockland, which is the final Maine port, leaving which they pass out into the open sea, following the coast for a while, but soon taking their course directly for Massachusetts bay.

In addition to the line between Boston and Bangor the company maintains a deservedly popular one from Rockland to Mt. Desert, which passes between Vinal and North Haven, among the picturesque islands south of Deer Isle and on to Swan's Island, where the steamer touches



"CITY OF BANGOR" AND "PENOBSCOT" PASSING IN THE NARROWS.

and then leaves for Mt. Desert, making landings at Bass, Southwest and Bar Harbors. The sail is a delightful one and extremely convenient for travellers coming from the west by water to lower Penobscot and Frenchman's bays.

One need not fear of being extravagant in giving praise to the line maintained by the Boston & Bangor Steamship Company. Passing through the course it does, it enjoys the most beautiful of scenery, but passengers and shippers demand something more than scenery. They

must have the most painstaking and particular service, and the great popularity of this line proves that they receive it. The steamers now in commission are the City of Bangor, Penobscot and Mt. Desert, all of them fine crafts. They are splendidly equipped for the service, the two former alternating between Boston and Bangor and the latter running on the Rockland-Mt. Desert route.

But of them all the City of Bangor is by far the superior. She is the largest of her kind east of New York, being 268 feet on the keel, length over all 278½ feet, extreme breadth 68 feet, while her depth from hurricane deck is about 42 feet. So it will be seen she is a sizable craft and as the very best of material went into her hull, upper works and engines, she is able, strong and speedy, and is second only in size to the palatial steamers of Long Island Sound. She was launched in the spring of 1894, from the yard of William McKie at East Boston, and made her maiden trip to the Penobscot early in the summer of that year.

Her complete suit of colors was presented her by the Bangor Board of Trade in the recognition of her name, and to show the appreciation of this, on the evening of the day of her first arrival in port, the management tendered to the Board, the Supreme Bench, the City Government and the ladies a most delightful reception with orchestral music and a collation,—all the festivities occurring aboard the steamer. The occasion helped to usher into service a steamship which has given unbounded pride and satisfaction to the people of Bangor and adjacent territory, and which has done much to give the city even better service than was enjoyed before.

BANGOR & BAR HARBOR STEAMBOAT COMPANY.

Bangor's path by water to the sea is one that long lingers in the memory of those who happily are able to follow it. Rolling hills, with broad meadows which slope in their green loveliness close down to the blue Penobscot, give place here and there to mountains of rugged grandeur; to rocky, precipitous shores, broken now and then by stretches of shining beaches which look white and clean as the sun's beams are thrown back into his own face. The river twists and turns, each new vision as it comes to view seeming more and more beautiful, 'till we pass Fort Point and before us lies the broad bosom of Penobscot bay.

No one wonders at the great growth of Penobscot bay resorts when they have once seen the loveliness of that famous branch of Old Ocean, and no one wonders that a line of steamers which thread their way through such surroundings should be popular. The Bangor & Bar

Harbor Steamboat Company which connects Maine's justly celebrated coast resort with the Queen City of the East, certainly has much natural advantage to its credit; but with these are joined splendid facilities for handling its large freight and passenger business, not alone from Bangor to Bar Harbor, but to countless other beautiful resorts and flourishing towns all along its route.

The advantage such a line is to the city can readily be seen. Bangor merchants can ship goods of any description to all down river points



STEAMER CIMBRIA.

and be sure of their safe and prompt arrival. Hampden, Winterport, Bucksport, Castine and so on down the line, clear through the bay and points on Mt. Desert are put in direct connection with the fine markets of the city, and many people who leave the city for their seashore homes are not obliged, as might be the case, to withdraw for a time all their trade with home merchants, but are enabled to continue patronage with them to a large extent.

All this helps the city—helps her to no inconsiderable extent. The line making connection with others, which lead to towns and resorts



DICE'S HEAD ON BANGOR & BAR HARBOR ROUTE.

out of its course, extends its field of usefulness and so the city's trade expands. It is of the utmost importance that not alone the regular residents, but the great army of summer people among the islands and along the shores of Penobscot bay should have safe and sure means of transportation, and in the Bangor & Bar Harbor line they get it. The company's steamer, *Cimbria*, making three trips a week is an excellent one, having recently been remodelled and fitted up in fine style, and everything that will add to passenger's comfort is carefully given attention. The *Sedgwick*, of the company's fleet, is another very good steamer and her popularity gives her big excursion business all through the summer, trips being made daily to Castine, Islesboro and bay resorts.



STEAMER SEDGWICK.

Leaving the river, the steamer skirts the eastern side of the bay, touching at the many shore points, making landings on Islesboro, the lovely island where so many Bangor people make their summer home, and on through picturesque Eggemoggin Reach. By hundreds of beautiful summer homes it passes, which add so much to the attractiveness of the landscape, 'till leaving the bay it is soon skirting the southern coast of Mt. Desert, touching here and there and finally reaching Bar Harbor. It is a trip which one will have to go far to duplicate with scenery which even approaches it in beauty.



HOME OF THE FIRST NATIONAL BANK.

FINANCIAL INSTITUTIONS



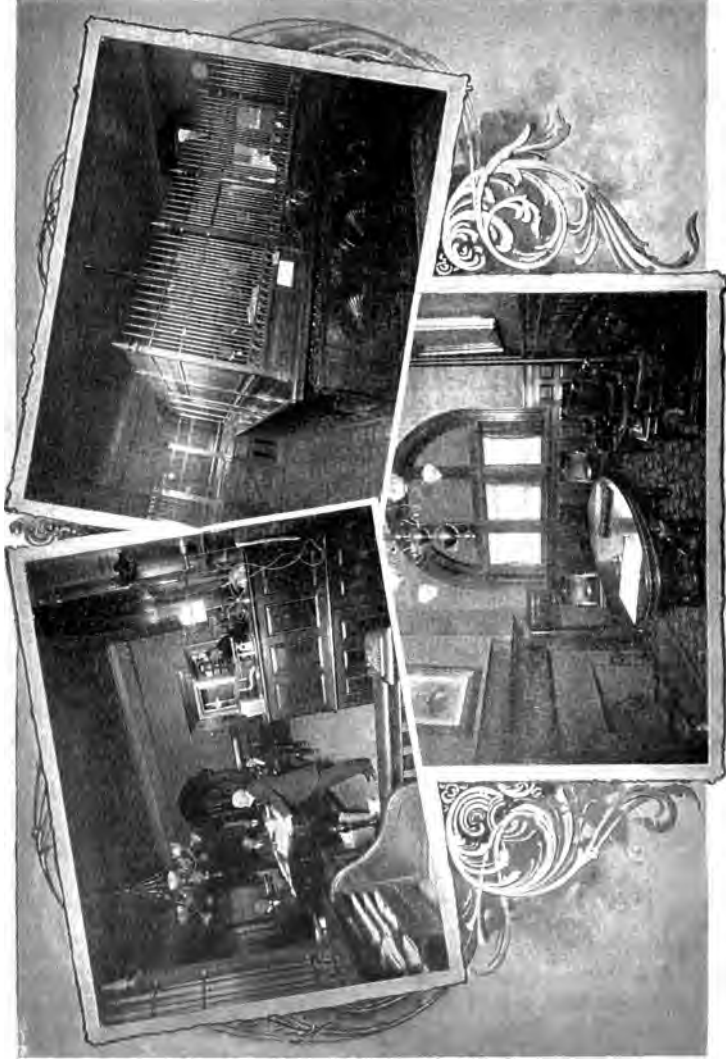
Bangor has reason to be proud of her financial institutions and they have been a tower of strength in the upbuilding of the city and in promoting the advancement of the trade, commerce and manufacturing interests of Bangor and environs.

FIRST NATIONAL BANK.

The First National Bank of Bangor is first in something more than name. A glance over its history shows that it was the first bank in Maine to organize under the national banking act evolved out of the stress of the government's financial needs in the dark days of the civil war. The keen business insight of Geo. Stetson, then president of the old State Market Bank, discerned the advantages of the new banking system, while his patriotism prompted him to come to the government's financial aid so far as lay in his power. Accordingly, Mr. Stetson urged upon the directors of the Market bank the advisability of surrendering the state charter and entering upon the new system. This was done September 15, 1863, when the old Market bank ceased to be and the First National bank became an accomplished fact. The new bank was number 112 in the comptroller's list of national banks.

The stockholders and officers in the First National were the same as in the Market bank. Geo. Stetson was elected president and John Wyman, an uncle of the present cashier, was the first cashier. The directors were men of prominence and high business standing, comprising George Stetson, Franklin Muzzy, John A. Peters, Isaiah Stetson, Francis M. Sabine, Elijah L. Hamlin and Jonathan Eddy. The Market bank had been established July 1, 1854 with a capital stock of \$75,000. Samuel F. Hersey was its first president and James H. Butler its first cashier. In 1857 John Wyman was elected its cashier, and Geo. Stetson became its president in the year of its transformation to the national system.

The First National Bank has had but two presidents. George



INTERIOR VIEWS OF FIRST NATIONAL BANK.

Stetson acted in that capacity for 27 years until his death in June, 1891. He was succeeded by his son, Edward Stetson, and present president, who was elected a director of the bank in January, 1881, became its vice president in 1887, and became president June 25, 1891.

The First National Bank has had but two cashiers since John Wyman, its first cashier who resigned shortly after its organization. Elias Merrill who served from 1864 till his death in 1877, and E. G. Wyman, the present cashier who succeeded Mr. Merrill, January 8, 1878. Mr. Wyman's connection with the bank extends over the longest period of any of its officers, except Hon. John A. Peters, an original director. He came into the bank as clerk and book-keeper in 1864 and has been in continuous service ever since. But as early as 1857, Mr. Wyman while yet a school boy, had helped his uncle, John Wyman, in the duties of the old state bank, which was the direct progenitor of the present bank. Mr. Wyman has seen the clerical force of the bank tripled since his advent to it in 1864, when he was not only clerk but had to perform many duties of the cashier as well, in that officer's absence or when there was a press of business.

The present officers of the bank are: President, Edward Stetson; Cashier, E. G. Wyman; Directors, Edward Stetson, John A. Peters, Chas. P. Stetson, Henry McLaughlin, I. K. Stetson, Hiram H. Fogg, Benjamin B. Thatcher, Charles A. Gibson, Charles H. Wood. This list of men includes recognized leaders in Bangor's business affairs.

The capital stock of the First National Bank is to-day \$300,000. The original capital stock was \$125,000. This was increased in 1873 to \$300,000. This capital was again increased to \$500,000 by a subscription of \$100,000 of the stockholders and \$100,000 stock dividend from the surplus. In 1884 the capital stock was reduced to \$300,000, and the stockholders were paid \$200,000, this transaction involving a distribution of \$100,000 of surplus which had been appropriated in the increase to a capital stock to \$500,000 a few years previous. The First National Bank handles an aggregate annual banking business of \$12,000,000 to \$15,000,000. Since the bank came to occupy its new quarters in 1893, the number of deposit boxes has been increased by 137,—only one of the many indications of increasing business.

By common consent the First National Bank is credited with having the handsomest home in Bangor, and one of the handsomest in the state. It occupies the corner room on the ground floor in

the Nichols block, at the corner of Exchange and York streets, an illustration of which is herewith presented. This room is 24 feet wide by 63 deep, and has been fitted in a manner to afford the greatest convenience to the bank as well as its customers. The floor space has been divided into a Banking Room proper, 24x35ft., a Directors' Room, 17x14ft., a private retiring room for depositors and box renters, a coat room, wash room and toilet room. All the rooms have been fitted in a substantial and elegant manner. They are all wainscotted five feet high with solid mahogany, finished in natural color. In fact all the wood work is of solid mahogany. The side windows are oval, 9ft. high and 9ft. wide, while the front windows are 11x17ft. all of plate glass. The Banking room is divided by a solid mahogany counter of beautiful design and handsomely carved, which is surmounted by an artistic grille work of antique bronze. The space outside of the counter is laid with mosaic tile, while inside the floor is of hard wood.

The vault is of the most substantial make, being of the Damon pattern, and all that mechanical skill and the strength of which iron and steel is capable has been availed of to make this "strong box" proof against burglars and fire alike. Everything about the vault is of most approved design and construction. No device known to the safe-maker's art has been neglected in securing the safety of the bank's valuables, and the vault's exterior is as handsome as the structure is strong. The interior of the vault has two compartments,—one for the bank's deposit, and the other contains 243 safe deposit boxes for renters.

With a long history of financial success and usefulness behind it, the First National Bank of Bangor today looks forward to years of continued success and business usefulness. Strong in its men and financial resources, with its good name widely established, and securely located in new and handsome quarters, the First National Bank has more to hope for in a business way than at any time in its past history.

KENDUSKEAG NATIONAL BANK.

The years from 1830 to 1840 were prosperous years in the history of Bangor. During this decade the town more than trebled its population, industry flourished and Bangor became a city, whose growth and promise was known and noted throughout the land. As an evidence, as well as a result of this prosperity, four state banks began their existence in Bangor in this era of its rapid development. Of these, the first to be organized was the Kenduskeag in

1832, its co-temporaries being the Mercantile, organized in 1833, the Bank of Bangor in 1834, and the Eastern in 1835. These facts give the Kenduskeag bank clean title to the oldest name of any bank in Bangor to-day. The first president was John Wilkins; and the directors included G. W. Pickering, Abner Taylor and John Godfrey. Theodore S. Dodd was the first cashier of the bank, and served as such 46 years, one of the longest terms as cashier on record in Maine. G. W. Pickering succeeded John Wilkins as president of the Kenduskeag state bank. He was a man of strong character, great enterprise and undaunted courage, and left a large impress on the city for which he did so much. To him was largely due the early building of the Kennebec & Penobscot R. R., connecting Bangor and Waterville, and his name is perpetuated in the city by Pickering Block and Pickering Square, in both of which he had large interests. In 1864 Mr. Pickering decided that the time had come for the Kenduskeag to become a national bank. Accordingly he bought on his own account the assets of the state bank, and the Kenduskeag National Bank was organized as a new institution. Mr. Pickering was chosen president of the bank and Theodore S. Dodd was made cashier. The directors were: G. W. Pickering, Charles Hayward, Thos. J. Stewart, Timothy Crosby and Isaac S. Whitman. G. W. Pickering was president of the bank till 1877 when he was succeeded by Hon. William B. Hayford, who held the office until his death in 1887. Hon. Jos. S. Wheelright was then for a time president and later Frederick W. Hill. James Adams, the present president, was elected in 1897. He is vice president of the Eastern Trust and Banking Company and a trustee of the Bangor Savings Bank, and is prominently identified with the business interests of this vicinity. George F. Bryant, the cashier, has held this position since July, 1896, and has been connected with the bank a term of twenty-one years. The present directors are: James Adams, John B. Foster, Hiram H. Fogg, Frederick W. Hill and Augustus B. Farnham. The home of the Kenduskeag National Bank on Broad street is one of the most convenient and commodious banking quarters in Eastern Maine.

SECOND NATIONAL BANK.

The Second National Bank, like most other national banks, whose period cover a third of a century, was the immediate successor of a state bank—the Bank of the State of Maine—organized in Bangor in 1851. This bank's quarters were in Granite block at the corner of State and Exchange streets. Leonard March was the first



HON. EDWARD H. BLAKE'S STEAM YACHT "ARIA."

president of it and was succeeded by G. K. Jewett. William S. Dennett was the cashier during its entire existence, and Samuel F. Hersey was one of its trustees. After the enactment of the National banking law, the officers of the Bank of the State of Maine concluded to surrender their state charter and establish a National bank. Accordingly, early in 1864, a charter for the Second National Bank of Bangor was secured. The first officers of the bank were; President, G. K. Jewett; Cashier, W. S. Dennett; Directors, G. K. Jewett, Daniel B. Hinckley, John Patten, Joseph S. Wheelright, and Eldridge G. Dunn of Ashland. The capital stock was \$150,000. Mr. Jewett remained president of the Bank until 1875, when he resigned and was succeeded by Nathan C. Ayer, Esq., who still is at the head of this institution. The board of directors comprises N. C. Ayer, F. A. Willson, Chas. H. Wood, F. W. Ayer, A. H. Thaxter, Frank Hinckley and W. S. Dennett. Mr. Ayer and Mr. Dennett can claim seniority in their respective offices over all other bank officers in Bangor. Mr. Dennett was a cashier in the old State Bank of Bangor, in which Samuel Veazie was president as long ago as 1844. George A. Crosby, the present cashier, entered the Bank as clerk in 1880. The bank's surplus and undivided profits is about twice its capital stock, placing it in this respect at the head of all the national banks of Maine and on the "honor roll" of banks.

MERCHANTS NATIONAL BANK.

The Merchants National Bank is the outgrowth of the Merchants Bank of Bangor which was organized July 18, 1850, with thirty-seven stockholders comprising many of Bangor's leading business men. W. A. Blake was President; Moody T. Stickney, Cashier, and Messrs. W. A. Blake, Wiggins Hill, Asa Smith, F. A. Butman, Francis Hill and J. H. Bowler, Directors. The State charter was surrendered and the Merchants National Bank organized March 30, 1865, with twenty-five stockholders, Samuel H. Blake being President, Moody T. Stickney Cashier, and Messrs. Samuel H. Blake, Wiggins Hill, Charles Stetson, James H. Bowler and Nathan C. Ayer, Directors. In 1880 J. R. Holt was elected Cashier in place of Moody T. Stickney, deceased, and upon the death two years later of Mr. Holt, A. P. Baker was in 1882 chosen Cashier and still holds that position. In 1887 upon the decease of Hon. S. H. Blake the presidency was filled by the election of Hon. Edward H. Blake, a son of the first president of the original Merchants Bank, and he is still at the head of this widely known financial institution. The Board of Directors comprises E. H. Blake, N. C. Ayer, J. G.

Clark and F. W. Ayer of Bangor, and F. W. Hutchinson of West Auburn. The Merchants National Bank is one of the few banks in Maine the surplus and undivided profits of which exceeds its capital stock.

VEAZIE NATIONAL BANK.

In various ways has the name of Gen. Samuel Veazie been perpetuated in the city, but in no way more fittingly than in the naming for him of this financial institution. Gen. Veazie was one of Bangor's most prominent, public spirited and energetic citizens and it was mainly due to his influence and management that what is now the Veazie National Bank came into being. This banking house came into existence in 1834, being incorporated as the Bank of Bangor. Gen. Veazie was one of the incorporators, the principal stockholder and manager, and he continued his position after the institution became known as the Veazie Bank. When the bank was incorporated under the National banking act in 1873, Gen. Veazie became president.

The Veazie National Bank has the confidence of not only the public in general but the most thorough and able business men of the community. It has an enviable reputation for its excellent business system, and well it may, for some of the most experienced business men of Bangor have the management of its affairs. Sixty-five years of a continuous career of usefulness is a record in which this financial house can justly take pride. It has been and continues to be a most useful factor in the city's business life. Charles V. Lord is now president of the Veazie National Bank and with him are associated in the direction of its affairs, L. J. Morse, Franklin A. Wilson, George Varney and Frank N. Lord. A. B. Taylor is cashier.

BANGOR SAVINGS BANK.

The Bangor Savings Bank was incorporated nearly a half century ago and the first deposit was made May 5th, 1852, by Dr. Edmund Abbott of Frankfort, Me. Of the twenty four original officers and trustees, four survive, viz, Albert W. Paine, John B. Foster, Arad Thompson and George R. Smith. The first President was Elijah L. Hamlin. The present officers are President Hon. Samuel F. Humphrey; Treasurer, John L. Crosby; Assistant Treasurer, Everett F. Rich; Trustees, Samuel F. Humphrey, Charles V. Lord, James Adams, Moses Giddings and Frederick H. Appleton. During the nearly half century the Bangor Savings Bank has been in existence, there have been paid depositors \$2,752,666.70. The deposits now

amount to \$3,634,354.83; reserve fund, \$165,636.88; undivided profits \$175,752.58, making total liabilities of \$3,975,744.29. The estimated market value of resources above liability for deposits, earned dividend and state tax is \$555,686.70. John L. Crosby, Esq., the Treasurer, was for many years prior to assuming the responsible duties of this office, Treasurer of the City of Bangor.

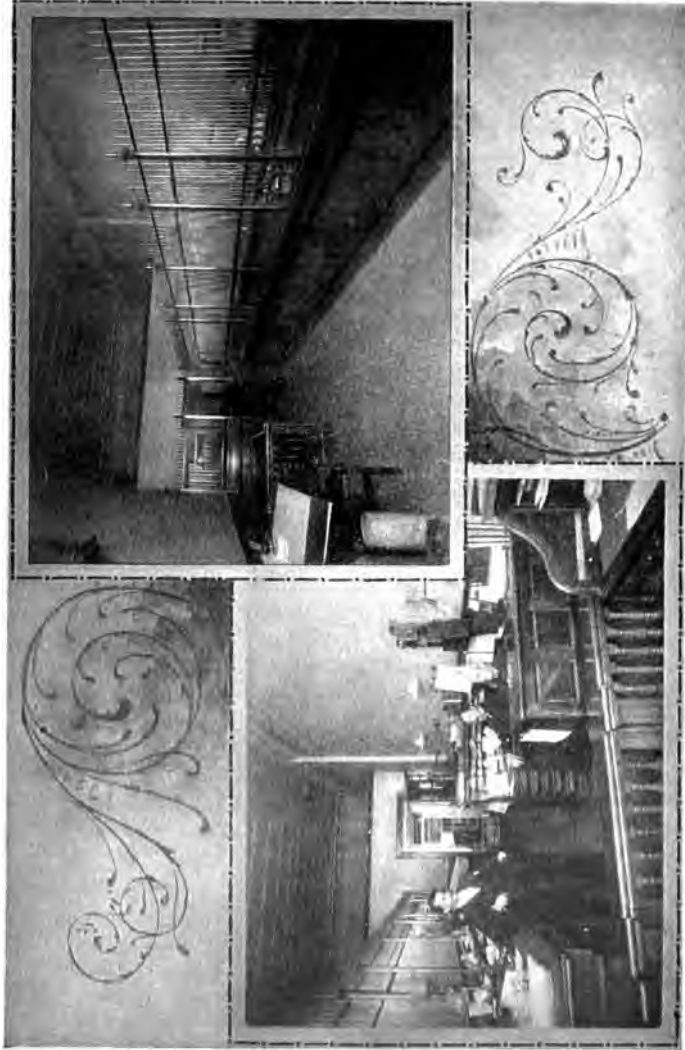
PENOBSCOT SAVINGS BANK.

The Penobscot Savings Bank was organized February 3, 1869, Major Amos M. Roberts being its first president. Its officers are: Hon. Franklin A. Wilson, President; George H. Hopkins, Treasurer; and Messrs. Franklin A. Wilson, Charles Hamlin, Nathan C. Ayer, Philo A. Strickland and Thomas U. Coe, Trustees. Its deposits amount to \$2,191,430.85. The estimated market value of resources above liability for deposits, earned dividend and state tax, is \$218,390.36. In January 1894, the Penobscot Savings Bank moved to its present handsome and commodious quarters in the Columbia building, at the corner of Hammond and Columbia streets. George H. Hopkins, the Treasurer, has held that position since January, 1893, and the Assistant Treasurer is Albion J. Whitmore.

EASTERN TRUST AND BANKING CO.

Among Bangor's banking institutions the Eastern Trust and Banking Company is the youngest of the financial family. But its remarkable success, enterprise and up-to-date methods of doing business certainly places it among the leading banks of the state, and in the consideration of Bangor's financial institutions and methods of financing, the Eastern Trust and Banking Company deserves notable mention.

The Eastern Trust and Banking Company was organized April 9, 1887. An act of the Maine legislature of that year named the following gentlemen as a corporate body: Weston F. Milliken, Thomas J. Stewart, Fred W. Hill, John Cassidy, David Bugbee, Eugene M. Hersey, John H. Dole, Sprague Adams, James Adams, Josiah C. Towle, William B. Dole, J. Albert Dole, William B. Snow, Julius Waterman, Charles E. Field, Eugene C. Nichols, Frank P. Wood, Jacob Sterns, George H. Grant, Ivory W. Coombs, John Ross, John McCann, Cornelius Murphy, David T. Sanders and Francis H. Clergue. The purposes of this corporation were enumerated in the legislative act under seven separate heads, but which in short were to transact a general banking and trust company business, to loan money on real estate and approved collateral, to



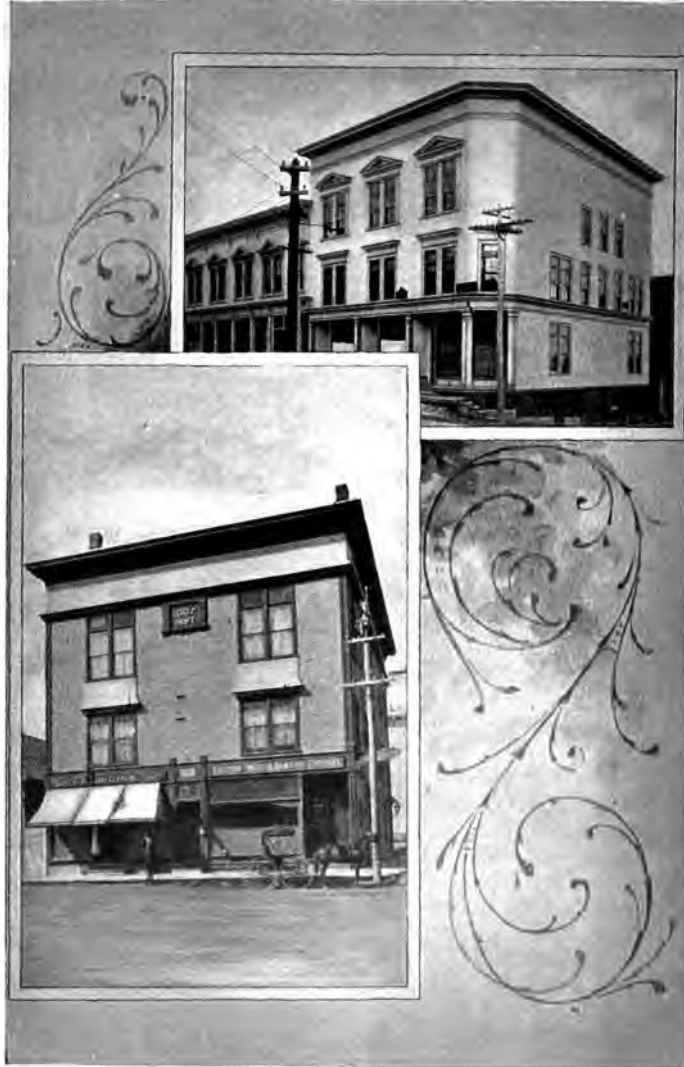
INTERIOR VIEWS HOME OFFICE EASTERN TRUST & BANKING COMPANY.

discount commercial paper, to receive deposits subject to check, to maintain a time deposit department subject to the laws governing savings banks and paying the same rate of interest, and to rent deposit boxes, etc. All kinds of banking is included with a trust business.

As will be seen by accompanying views, the home of the Eastern Trust and Banking Company is one of the finest in the city. The banking office proper occupies a handsome room 60x20 feet and 16 feet high. The office furniture and bank desk are of quartered oak, while the safe is of the strongest make and latest pattern, being one of Herring Hall & Marvin Company's. The largest single plate glass in the city makes the bank's handsome window. On the floor below the main banking room are the handsome directors' room, lavatories and storage vault. All in all, there is no pleasanter bank home in Bangor, or one better suited for business and the convenience of its patrons. The company makes a specialty of real estate mortgages, making the promissory notes of its creditors in form of bonds, guaranteeing itself the payment of the interest and principal. Any purchaser of such securities is doubly secured—by the note of the borrower and by the guarantee of the company. It is better than the ordinary debenture bond, both for the company and the investor. The company holds in trust a large amount of funds, being trustee for numerous corporations. The bank has a large and increasing amount of time deposits, subject to the same rules and regulations as savings banks, and pays to its time depositors $3\frac{1}{2}$ per cent. interest payable semi-annually, the same as do the savings banks of Bangor. The company has about 200 safe deposit boxes in its vaults, and the number of renters is constantly increasing. The surplus of the company is constantly increasing, and so is its business, as each such annual statement shows.

The bank of the Eastern Trust and Banking company in Bangor is the center and head of the company's business, but not its entirety. It has two important branches, one at Oldtown, Me., and one at Machias, Me., both prosperous and flourishing as may be judged from accompanying cuts. Both are important factors in the business of the towns in which they are located. The branch at Oldtown was established in 1887, and occupies quarters in Odd Fellows' block. The manager is A. H. Brown, one of Oldtown's most substantial men. A clerk is employed and the branch has a safe and vault, doing the entire local banking business of the town.

At Machias the branch bank is located in a building of its own,



OLD TOWN. MACHIAS.
BRANCHES EASTERN TRUST & BANKING COMPANY.

on Center street and was established in 1888. The manager is J. A. Coffin, a successful lumberman of Columbia Falls. A regular banking establishment is maintained there, and a constantly increasing business is a result gratifying to the company. All loans at both Oldtown and Machias are subject to the inspection and authorization of the home bank and all business transacted in the branch houses is subject to the approval of the home office.

The present officers of the Eastern Trust and Banking Company are: President, John Cassidy; Vice President, James Adams; Secretary, George B. Canney; Treasurer, Charles D. Crosby; Executive Board of Trustees, John Cassidy, James Adams, Frederick W. Hill, Charles A. Bailey and Charles C. Emerson. To the president of the company, John Cassidy, a large measure of the bank's success is attributed by his business confreres. James Adams, Vice President of the company, is president of the Kenduskeag National Bank. George B. Canney, secretary of the company, has been with the company practically since its organization occupying the important position he now holds. Previous to entering the banking business, he was for fifteen years in the Bangor postoffice. Charles D. Crosby, Treasurer of the company, is a son of John L. Crosby of the Bangor Savings bank, and so a treasurer by birth. He has held the important position of the company since its inception.

THE BANGOR LOAN & BUILDING ASSOCIATION.

In the possession of the above financial institution Bangor is fortunate, for its creditable showing places it among the first of the loan and building associations of the state. The institution began business March 1, 1886 and ever since without meeting with a single loss in its business ventures, has declared and paid to its members a dividend of three per cent every six months. It holds mortgages on property, in this immediate vicinity, aggregating \$280,000.00 without holding any real estate of its own. The association is conducted on a safe financial basis and its management and officers are composed of men whose business judgment and ability have for years been unquestioned.

There are now nearly 1,000 shareholders who hold among them about 7,000 shares of the stock. The authorized capital is \$1,000,000 and the reserve fund is now \$8,000. The benefit that this association is and has been to the community is known to many besides its members; for a large number of houses owned by the young men of Bangor have been built and paid for at a cost of little more than that of house rent through their membership in the

association. Borrowers from the association repay monthly. The institution being conducted on the co-operative plan the interest on that money reverts to the borrower according to the number of shares he holds. No financial system has yet been devised more helpful or encouraging to the young man or woman of to-day than the loan and building association.

The quarters of the association are at 22 Broad Street and the officers are as follows; James A. Boardman, President; E. F. Dillingham, Vice President; H. C. Quimby, Secretary; A. F. Stetson, Treasurer; M. C. O'Brien, H. G. Thompson, E. F. Dillingham, J. F. Snow, and Arthur Chapin, directors. The finance committee is composed of H. G. Thompson, J. F. Snow and Arthur Chapin, the auditor is F. W. Adams and the attorney, Gen'l Charles Hamlin.

PENOBSCOT LOAN AND BUILDING ASSOCIATION.

The success attained by the Bangor Loan and Building Association led to the inauguration of a second organization known as the Penobscot Loan and Building Association. This association has been in operation four years and it will hold its fifth annual meeting in January, 1900. Gen'l Chas Hamlin, is President of the Penobscot Loan and Building Association; Henry O. Pierce, City Treasurer, is Treasurer and Gen'l Henry L. Mitchell is Secretary. The Directors are Chas. Hamlin, Harlan P. Sargent, Julius Waterman, A. M. Robinson, Thos. White, A. B. Farnham, Henry L. Mitchell and Henry O. Pierce. The attorney is Henry L. Mitchell, and the auditor, Chas. E. Bliss. Messrs. Wm. F. Curran, Geo. A. Davenport and Chas. B. Morse are the finance committee. A large amount of money has been loaned upon first mortgages on real estate property, and the outcome has been the building of many new dwellings. Semi-annual dividends of three per cent each have been paid and the business of the association is in a prosperous condition with an encouraging outlook for the future. The whole number of shareholders at the time of the last annual statement was 202.

MERCHANTS INSURANCE COMPANY.

Prominent among the financial institutions are the marine insurance companies, there being two such corporations conducting a flourishing business in this city. Bangor enjoys the unique distinction of having in her midst the only two marine insurance companies in the state under the supervision of the Maine Insurance Commissioner. The Merchants Insurance Company was first organized as the Merchants Marine Insurance Company, the original organization having been

formed nearly a third of a century ago. In 1885 the company was re-organized and the business has since been carried on under the name of the Merchants Insurance Company. Hon. Moses Giddings was the president of the Merchants Marine Insurance Company at the time it was succeeded by the new company, and Wm. B. Snow was secretary, having been elected to that position in 1881, succeeding the late John F. Kimball who had been secretary for many years. Hon. Edward B. Nealley was chosen president of the Merchants Insurance Company at the time of the re-organization in 1885, and has held the position down to the present time. Mr. Nealley is prominently identified with Bangor's business interests and has held numerous offices of trust and responsibility. He has been mayor of the city, is first vice president of the Bangor Board of Trade and was for many years president of the Bangor & Piscataquis Railroad. W. B. Snow was also elected secretary at the time of the company's re-organization and holds the position to the present day. The board of directors comprises Messrs. James G. Pendleton, John L. Cutler, Charles V. Lord, Charles P. Stetson, John Cassidy, L. J. Morse, Edward Stetson, Wm. B. Snow and E. B. Nealley. The Merchants Insurance Company has a capital of \$100,000 and takes marine risks only. It offers as safe and reliable a policy on as good terms as any company.

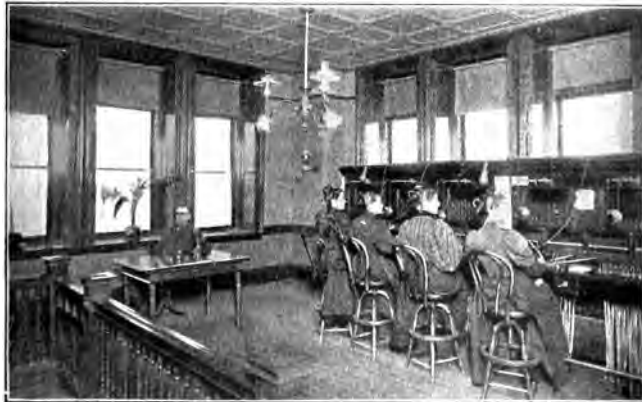
UNION INSURANCE COMPANY.

The Union Insurance Company was chartered in 1862, Geo. Stetson being its first president, and J. S. Chadwick, secretary. The company was the outgrowth of the Bangor Mutual Fire Insurance Company, and originally carried fire as well as marine risks. It did a marine business from the start, and after 1873, confined its business exclusively to marine risks. Geo. Stetson was succeeded later in the presidency by William McGilvery, N. C. Ayer and Arad Thompson. A. F. Stetson, who had been Secretary for many years, succeeded to the Presidency in 1893, and still holds the position as well as that of Treasurer. E. S. Burr is the Secretary, and has been since 1893. The company has a capital stock of \$100,000, and marine risks of between four and five millions of dollars are written yearly. The board of directors comprises N. C. Ayer, Arad Thompson, C. V. Lord, H. M. Prentiss, F. A. Wilson, J. A. Peters, L. J. Morse, C. D. Bryant, A. F. Stetson, I. K. Stetson, F. H. Appleton, W. S. Higgins, and Chas. Hamlin.

TELEPHONE SERVICE



When one considers that it is practically only necessary, so far as his own efforts are concerned, to step across the length of his office in order to hold a personal and direct conversation with some-



one in a state far away, he cannot but feel awed at the great achievements of science. Science indeed has achieved much, and it has fallen upon man to put to practical use the great powers which she has put within his grasp. To the splendid service of the New England Telephone and Telegraph Company is Bangor indebted, for its valuable connection, by long distance telephone, with the outside world.

The growth of the system in this vicinity and throughout Eastern Maine has been very rapid. The Bangor exchange was installed in 1880 with Charles S. Pearl as manager. Mr. Pearl continued in office for four years, but at the end of that time, owing to the

growth of the business and the limited time which he had to devote to it, he resigned, being succeeded by Charles I. Collamore, who still holds the position. That was in 1884. At that time there were two hundred and fifty subscribers and the longest outside connection was to Rockland, a distance of sixty miles. In all there were one hundred and eighty-seven miles of wire.

Compare the system of a comparatively few years ago with the system of to-day. There are now two hundred and twelve circuits, requiring the service of seven day and one night operatives, instead of two, as formerly; there are three outside line men instead of one, as was the case. The Bangor subscribers number five hundred and seventy-five, while the territory immediately contiguous



to the city brings the total up to nearly seven hundred. There are four hundred and seventy-five miles of wire, giving connection with towns in about every direction including Brewer, Carmel, Eddington, Exeter, Frankfort, Garland, Hampden, Holden, Kenduskeag, Newport, Orono, Orrington, Searsport, Stockton, Veazie, and Winterport, besides many more too numerous to mention. One can also call up numerous down-river places, including Rockland and Camden.

Piscataquis county is covered by wires to Abbot, Brownville, Dover, Guilford, Milo, Monson, Sangerville, Sebec, and Willimantic, which lines are those that pass up the state via. Kenduskeag.

Dover is also reached, however, by the line through Carmel and Newport. Old Town has an exchange of her own, with which Bangor connects, giving opportunity to talk with Costigan, Lincoln, Milford, and Montague. Within the past year wires were stretched out eastward from Ellsworth across Washington county to Eastport and Calais and intermediate points. Five years ago lines were run to the west until connection was made with Boston, thus giving the city easy connection with the outside world. This is written in the broadest sense for the New England Company's line connects with that of the American Telephone and Telegraph Company which extends south as far as Memphis and west to St. Louis, Kansas City and to Minneapolis.

The mail is quick; the telegraph quicker, but the telephone is instantaneous in its operation. The time and money which is saved to a man in business negotiations, if the telephone is used, is its most telling feature. Though one cannot see the individual with whom he converses, he can hear his voice plainly, and question and answer can be given as readily as though in the same room. The service of the New England Telephone and Telegraph Company is greatly improved by extensive improvements to the system. Formerly grounded lines and the old Blake transmitters were used, but now all are metallic circuits and long distance transmitters. These changes were made especially necessary by the great increase in number of electric railroad, light and other wires carrying heavy currents. The system, now in its perfected state, will continue to grow in the appreciation of the busy business man and all classes of society.

TELEGRAPH.

The Western Union and Postal telegraph companies have offices here and the number of messages transmitted daily over the wires of these great companies is very large. In addition to the above, the Northern Telegraph Company reaches points in Piscataquis and Aroostook along the lines of the Bangor & Aroostook Railroad, while the wires of the Bucksport and Castine Telegraph Company extend southward from the city to Bucksport and Castine. The Western Union has made Bangor a repeating station between New York and North Sydney, Cape Breton, from whence the cable lines reach across the Atlantic. The Western Union has established at the Bangor office an Edison quadruplex repeater, enabling four messages to be transmitted on one wire at the same time.

COMMERCE AND TRADE



The number of vessels registered and enrolled and hailing from the port of Bangor is 85, comprising 75 sailing vessels and ten steamers, with a total gross tonnage of 16,773 tons.

The total receipts of the custom house for the fiscal year ending June 30th, 1899, were \$130,412.45. The total imports for the District of Bangor for the fiscal year of 1899 have been \$791,180, against \$768,224 in 1898 and \$1,094,912 in 1897. The exports for the same period have been respectively \$3,485,237 for 1899, \$1,911,525 for 1898 and \$1,303,911 for 1897.

Bangor's foreign commerce has been expanding in recent years, the exports by vessel during the calendar year of 1898 having been \$353,213.87 and \$433,581.34 in 1897, against \$261,396 in 1896 and \$186,245 in 1895. A notable feature of the shipments of 1898 were the sending of 20,000,000 feet of deals to Great Britain, a record unparalleled in the history of the port.

Bangor has many extensive mercantile wholesale establishments, comprising groceries, flour and grain, dry and fancy goods, boots and shoes, hats and caps, hardware, crockery and glassware, drugs, clothing, millinery, cigars, etc., which carry large and varied stocks and transact a jobbing business of large proportions. Rapidly expanding is the city's jobbing trade and with the increased transportation facilities phenomenal advancement has been made in recent years. Bangor, because of her central location, is the natural distributing point for a territory of vast area, and not only do the wholesale merchants here cover all the northern and eastern counties but reach out into the central and western sections of Maine as well and likewise extend to some extent to the Maritime Provinces. Of the amount and value of merchandise annually sold by Bangor merchants there is no record, the statistics of receipts and shipments by rail and other land transportation lines being not available, but the figures aggregate many millions.

The port of Bangor was open to navigation last year 263 days, and during the season of 1898 the whole number of arrivals at this port was

1535, of which 1140 were schooners, 356 steamers, 23 barges, 9 barques, 2 brigs, 2 ships, 2 sloops and 1 barkentine. There were 23 foreign arrivals and 34 foreign clearances. There was a falling off in the arrivals of small vessels but an increase of 6,009 tons net over 1897, the result of a larger class of vessels. The increase of coal over 1897 was 13,803 tons. The total tonnage of shipping for the season was 530,868 tons.



PENOBSCOT CENTRAL RAILROAD.

The following will show the principal imports for 1898: Coal, 175,-261 tons; granite, 880 tons; sulphur, 1,660 tons; pig iron, 770 tons; phosphate, 3,441 tons; salt, 1,103 tons; shorts and feed, 361 tons; sand, 545 tons; paint material, 273 tons; potter's clay, 150 tons; plaster rock, 385 tons; bar iron, 149 tons; gas pipe, 100 tons; soda ash, 401 tons;

R. R. iron, 2,826 tons; ground wood pulp, 609 tons; tarred paper, 62 tons; fire brick, 190 tons; paving stones, 109,050 tons; kerosene oil, 21,223 bbls.; vinegar, 559 bbls.; flour, 875 bbls.; carboys, 135; hard pine, 551,000 feet; cement casks, 15,711; lime casks, 17,645; corn, 149,-962 bushels; oats, 8,000 bushels.

The figures below give an idea of the amount of business transacted at the Bangor custom house during the month of October, 1890. The total amount of goods imported on which there is no duty was \$40,279, of which \$20,205 was in gold bullion, \$6,820 in shingles from Maine logs, \$1,600 in other lumber, \$3,739 in household effects, \$2,689 in fish sounds and \$1,550 in hemlock bark, etc. The total amount of dutiable goods was \$98,756, of which we will enumerate a few: Number of sheep, 3,620; bituminous coal, 669 tons; apples, 86 barrels; hay, 141 tons; boards, planks, etc., 222,000 feet; laths, 551,000; shingles, 666,000; clapboards, 240,000; wood pulp, 2,570,000 pounds; pickled herring, 78,600 pounds; pickled mackerel, 132,000 pounds; lime, 559,-400 pounds; live geese, 16,217 pounds; potatoes, 502 bushels; canned blueberries, 480,000 pounds. The total of the above amounts to about \$98,756 with a few others not mentioned. The total amount of duty collected for the month was about \$25,000. The exports for the month were about \$151,625 which went principally to the following places: Nova Scotia, New Brunswick, Prince Edward Island, Italy, England, Bahamas and New Foundland. Below are enumerated a few of the principal exports: Corn, \$4,810; mowers and reapers, \$2,780; raw cotton, \$8,416; manufactured cotton, \$1,100; hides and skins, \$3,860; iron and steel, \$22,000; boots and shoes, \$2,700; musical instruments, \$900; kerosene and lubricating oils, \$12,000; pork, \$4,669; starch, \$5,968; fine sugar, \$36,125; logs and wood, \$2,288; shooks, \$17,465; furniture, \$4,943, etc. The imports come principally from the provinces with the exception of one cargo of salt from Turk's Island.

Bangor's leading exports to foreign lands by vessel in 1890 were spool wood, fruit box shooks and deal. The spool wood shipped up to November first from the port of Bangor aggregated 5,975,008 ft. and went forward in five cargoes, of an aggregate value of \$133,440. The fruit box shooks aggregated about three millions and went forward in thirteen cargoes, of a value of \$92,349, up to the same date. The deal shipments largely went forward early in the season and aggregated in value \$87,345. The spool wood was all shipped to Scotland, the deal went to England and Scotland, and the fruit box shooks to Mediterranean ports. In addition to the above one cargo of fruit box shooks went forward from Bucksport last winter.

MANUFACTURES AND EXPORTS



Bangor's manufacturing establishments number in the vicinity of three hundred, embracing about one hundred different kinds of industries and employing several thousand hands. These figures are, however, inadequate to correctly portray the city's manufacturing interests, as many of the most important establishments, including all the large sawmills but one, are outside the city's limits. Therefore, while the manufactures of these mills are purely Bangor products, the plants themselves and most of the employes belong properly to other towns and are scarcely to be included in the above enumeration. Most of these plants, however, are included in the territory immediately contiguous to Bangor and destined to become a part of the city when Greater Bangor becomes a reality.

THE LUMBER INDUSTRY.

Among Maine's many industries, the lumber trade stands yet pre-eminent in magnitude and importance. Bangor is, of course, the centre of the lumbering industry of the State, situated as she is upon the Penobscot river adown whose tide the great lumber harvest of the East and West Branches, the Lakes, the Piscataquis and the Mattawamkeag rivers, floats every year to a market.

The business is old as the city itself, and in fact was the foundation stone of this flourishing eastern metropolis. But little lumber had been cut on the Penobscot up to the year 1816, when it is stated that about a million feet were cut. The business then increased slowly till about 1822, when it began to make more rapid advances, until in 1831 the cut was estimated at thirty-one millions. It is estimated that prior to 1832 there had been cut on Penobscot waters some 200,000,000 feet.

From 1832 to 1899 the records of the Surveyor General's office in Bangor show 10,263,762,837 feet surveyed, enough to encircle the globe seventy-seven times, and an average for the last sixty-six years of 158,000,000 feet.

In 1872 were made the largest shipments, the total exports amounting

to 250,000,000 feet, and these figures gradually declined until in 1876 they had fallen to 115 millions. Since that year the figures have been appreciably larger, the highest records being in the years 1882 and 1890, the figures being 172,111,094 and 179,106,727 feet respectively. In 1897 the figures were 169,760,083 feet, but during 1898, because of dull business conditions, there was a decline to 144,324,743 feet. The year 1899 has, however, been a busy one in lumber circles on the Penobscot and up to November 1st, there had been surveyed 157,607,381 feet, while this will be further increased by fifteen to twenty millions, before the season closes.

The amount of feet of lumber surveyed each year since 1887 in the port of Bangor is herewith appended :

	Pine.	Spruce.	Hemlock, etc.	Total.
1888.....	30,942,687	114,346,153	19,478,695	164,764,585
1889.....	27,885,394	121,659,086	20,665,908	170,210,388
1890.....	28,255,236	129,541,485	21,310,006	179,106,727
1891.....	23,114,771	118,205,741	23,664,844	164,985,356
1892.....	26,896,312	105,044,377	23,453,079	160,393,768
1893.....	22,425,974	81,400,612	25,447,931	129,274,517
1894.....	25,469,893	116,969,664	18,934,467	161,274,024
1895.....	27,189,050	91,483,448	25,513,996	144,191,494
1896.....	23,229,799	90,449,002	24,270,204	137,949,005
1897.....	25,935,354	118,007,612	25,817,117	169,760,083
1898.....	22,501,025	95,167,159	26,656,559	144,324,743
				1,726,184,635

The mills, as has been stated, are mostly outside the city limits, but the offices are all here. Four of the steam mills and one water mill, as also several large steam planing mills, are situated on the harbor front. One mill run by both water and steam is located on the Kenduskeag stream, nearly in the centre of the city, and the other large mills are on the several water powers a few miles above the city. The large mills are all connected by telephone with the offices here.

In the vicinity of 1500 men are employed at and about the mills during the half of the year they are in operation, and the several boom companies furnish employment to from 300 to 500 more. From 3000 to 4000 men and some 2000 horses are employed in the woods during the winter months, in cutting and hauling to the streams and lakes the logs to supply these mills; and a very large number of men are employed on the drives in spring and early summer, in getting the logs to market. To feed and cloth this army of workmen, immense quantities of provisions and supplies are sent in from Bangor by railroad and "tote" teams to the various camps.



LUMBER RAFT PASSING THROUGH THE SLUICE AT BANGOR DAM.

The season of 1899 has been a prosperous one with lumber manufacturers on the Penobscot and lumbering operations are to be carried on in the woods this winter on a more extensive scale than for many years.

PULP AND PAPER.

In the varied avenues of business activity, in many and diverse branches of industry, Maine has in recent years made remarkable progress. Admirably adapted as this region is for a diversity of manufactures, and with a people gifted with ingenuity and endowed with enterprise unlimited, Maine already has become famous for her productions, the output of her workshops and factories finding a market not only over this broad country, but in other lands as well. While, therefore, Maine has for many years been making marked advances as an industrial State, it has been until recently a matter of conjecture along what lines the greatest development of the future was to come. That it is, however, in the direction of pulp and paper manufacturing is now plainly apparent.

In pulp making, Maine is today in the very forefront, while paper manufacturing has already become an industry of large magnitude. The paper mills, in order that profits be satisfactory, must come to the pulp mills eventually, and therefore the time is not remote when Maine, true to her motto, should lead in the manufacture of both pulp and paper. It is now conceded by all pulp manufacturers that spruce is the best wood for pulp, and Northern Maine is full of spruce lying near its waterways and easily accessible. The pure, clear, soft water of the Maine rivers and streams is far superior to western waters for pulp and paper manufacturing, the product is so near to market and the whole question of freight is so much in favor of eastern manufacturers that New England will always be the center for pulp and paper, and of the New England States, Maine has the raw materials in greatest abundance, the purest water and unlimited power.

In no branch of industry has greater progress been made in the past decade than in pulp and paper manufacturing. While paper manufacturing has been carried on in a small way in Maine for half a century, it is only within recent years that it has assumed much magnitude as an industry. Of the early mills they were generally small, those in Eastern Maine being at Belfast and Hampden. And these pioneer mills have been generally abandoned, owing to the great changes in paper manufacturing, due to the advent of wood pulp. It was about 1870 that the Androskoggin Pulp Company erected a pulp mill in Brunswick. During the succeeding score of years several pulp mills were set

in operation in the State, and within the last decade, plants for the manufacture of ground wood, sulphite pulp and soda fibre have sprung up in profusion. Pulp and paper manufacturing in Maine is confined largely to the three leading rivers, Androscoggin, Kennebec and Penobscot. The Penobscot, of all the rivers of Maine, is the grandest. Draining a territory 8200 square miles in area, and with 467 lakes and ponds paying tribute, besides rivers and streams innumerable, the Penobscot is a magnificent waterway.

Ascending the river the Eastern Manufacturing Company have extensive pulp and paper mills at South Brewer, where is manufactured sulphite pulp, and Manilla and writing papers. At Basin Mills, Orono, the Orono Pulp & Paper Company have a large plant where is manufactured sulphite pulp and Manilla paper. At Orono the International Paper Company have a fine paper mill, originally built by the Webster Paper Company, where is manufactured newspaper, and also a ground wood pulp mill, originally built by the Webster & Ring Company. At West Great Works the Penobscot Chemical Fibre Company have an extensive plant, where soda fibre is manufactured. At Montague the International Paper Company have an extensive ground wood pulp mill, originally built by the Piscataquis Falls Pulp and Paper Company. Not far distant from Montague, but on the west side of the river, near the mouth of the Piscataquis, the Howland Pulp Company have an extensive sulphite pulp mill, and at Lincoln the Kataldin Pulp & Paper Company have a flourishing sulphite mill.

Thus the industry has crept further and further back into the woods, nearer to its raw material; and now interest centers in the great pulp and paper plant being erected by the Great Northern Paper Company at Millinockett, away up on the West Branch. The mill is being built, in reality, upon Millinockett stream, but West Branch water will run its big turbines, being carried across the intervening mile and a half by canal. From the hilltop above the mill the water will rush through penstocks with a head of one hundred and ten feet and giving at first 16,000 h. p. The mammoth mill is expected to turn out 250 tons of pulp and paper daily at the start, and later this amount will be considerably augmented.

THE PENOBSCOT'S ICE.

As the season of winter approaches, and the small pools of water each morning show a thicker crust of sparkling ice, on every hand one hears the question, "Is the river frozen over?" It is a subject of universal interest for it means much to a large class of laborers and is of importance to the general public in many ways. It means

that the whistle of the Boston boat, as well as those of the numberless smaller crafts, will not again sound across the city 'til Spring has once more implanted her warm kiss on the land, bringing freedom from the bands of ice and snow.

The freezing over of the Penobscot brings all the shipping at the water front to a standstill. For days past the vessels have all been hurrying out their cargoes in order to finish and drop down the river ere it is too late. But it is not so very long before the surface of the river is black with men and horses, first planing and scraping the ice, so as to remove the inferior surface, and then cutting and housing the massive crystal cakes. The whole process of cutting and hauling the great crop is exceedingly interesting, though this is not the place in which to describe it in detail. It is cold work, but many a man is glad to avail himself of this chance to earn his honest dollar. Penobscot ice is widely known for its purity and is the best to be found anywhere.

These are the days of trusts and it is the American Ice Company of New York which now controls the greater part of the ice crop on the Kennebec and a considerable proportion on the Penobscot. Though there are still many individual operators, some on quite an extensive scale, their numbers are much smaller than in the past years, a large number of the houses and privileges on both rivers having been purchased by the trust. Prophecy as to the effect which this trust ownership will have on the Penobscot ice business cannot be very safely indulged in with any degree of certainty at present.

Previous to the winter of 1879-80 the ice business on the Penobscot was confined to a few companies which made limited shipments to Southern and West Indies ports, but that season the crop on the Hudson (always a potent factor in Maine's ice business) was a complete failure and the people in this state were quick to see their opportunity. Investors, large and small, rushed into the business and the icy surface of the whole state was utilized wherever possible. But solid companies were formed and the business was given a substantial impetus. The crop of that year in this vicinity was valued at \$270,000, in some cases selling as high as \$5.50 per ton, though of course no such price has been known since then. The largest harvest of any season was in 1890 when between 400,000 and 500,000 tons were housed.

The Penobscot ice is shipped far and wide and a large fleet of vessels constantly moves up and down the river, carrying the health



PARKER & PEAKES' SHOE FACTORY.

and comfort giving Maine commodity to the heated cities farther south.

DIVERSIFIED MANUFACTURING.

While in the years that are past lumber manufacturing has been the predominating industry, and while the utilization of our vast timber wealth will always be a leading factor in the industrial life of this region, yet it is in the realm of diversified manufacturing that we must in the future look for the fruition of our brightest hopes. Diversified manufactures have in recent years been multiplying, and many and varied, at present, are the products of these establishments. Among them may be mentioned the following: Boots, shoes, moccasins, etc.; bakeries and confectionery; men's and boys' clothing; ladies' underwear and wrappers; dyehouses and laundries, wool carding, bricks, cigars, barrel and cooperage, boxes and box shooks, brush handles and backs; doors, sash and blinds; batteaux, canvas canoes, etc.; carriages, sleighs, etc.; grist mill products, soda and mineral waters, proprietary medicines; soaps, candles, tallow, etc.; fertilizer and bone products, pottery and stoneware goods, granite and marble working, roofing slate, stoves and hollow ware; trunks, harnesses, etc.; printing, book-binding, etc.; steam engines, mill machinery, etc.; steam boilers and plate iron work; tinware and sheet iron work, galvanized cornices and conductors, ball bearings, leather and tannery products, plumbing and steam heating; wool, hides, furs, etc.; long and short lumber, mouldings and planing mill products, woodworking and novelty turning, electric clocks, extension ladders, paper boxes, lumbermen's driving tools, saws and edge tools, spoolwood, last blocks and excelsior, ship-timber, knees, spars, etc.; telegraph poles, cedar posts, etc.; butter and cream, spring beds, furniture, etc.

PARKER & PEAKES.

It is not often that any community is so much in the industrial debt of any one firm, as Bangor is to Parker & Peakes, manufacturers of shoes. Owing to the enterprise and success of this firm, the manufacture of shoes has a place of first rank among the city's many and diversified industries. The huge five-story building at the corner of Oak and Hancock streets is a veritable human beehive where hundreds of busy hands, scores of whirring wheels and tireless machines are daily turning out a product that would provide the footwear for a regiment of men.

What is today the shoe manufactory of Parker & Peakes had its inception in November, 1864. It was at that time that Geo. W.

Parker, senior member of the present firm, returned from Massachusetts where he had worked for several years in shoe factories and established in Dedham, this State, a shop where he did custom work and repairing. He alone constituted the entire force of the establishment. Two years later Henry Peakes of the present firm, fresh from service in the Union Army, began work for Mr. Parker in the Dedham shop.

In the fall of 1869 the business was transferred to Brewer,



PARKER & PEAKES' SHOE FACTORY AND PRESSEY'S BOX FACTORY

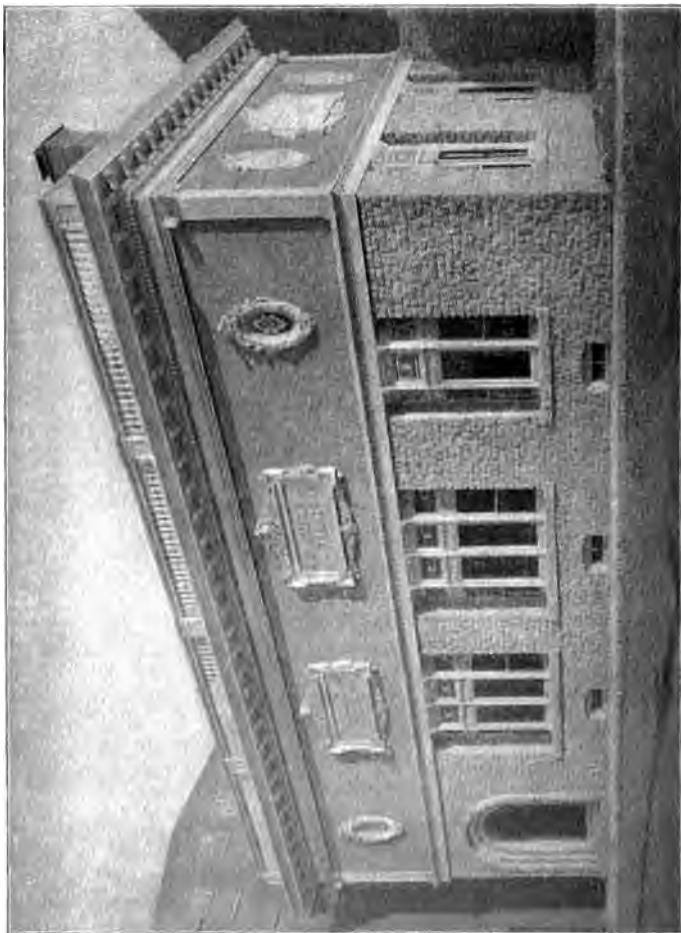
quarters being secured in the Harlow block. Here a partnership was formed between Mr. Parker and Mr. Peakes and four or five hands were employed. Within four years' time larger quarters became necessary and the firm crossed the river and located in the building on Park street, this city, now occupied as the Thoms carriage factory. After five years' occupancy another removal became necessary and this time it was to the building on Exchange street owned by N. C.

Ayer and now occupied by E. A. Buck & Company. For nine years Messrs. Parker & Peakes continued business on Exchange street, constantly increasing their output and extending the reach of their trade.

In 1887 the firm found itself again confronted with the old problem,—the need of larger quarters to satisfy the demands of increased business. For the fourth time this certain proof of successful enterprise presented itself to Messrs. Parker & Peakes for solution. The number of hands employed had increased to about 200 and the demand for the firm's product had outgrown the plant's capacity. Success in the past inspired the firm with confidence in the future, and they resolved to meet the demands of their business in a large way and in the only way that seemed to offer a permanent solution of the problem for room and roof, considering the inadequate size of any possible factory building in Bangor. To build for themselves a modern and up-to-date factory building was their decision.

The old Mansion house property at the corner of Oak and Hancock streets was purchased for a site and this old landmark of the city torn down to make room for the busiest and most modern factory structure in the city. Plans which embodied the latest ideas in building a shoe manufactory were secured as well as the directions of fire underwriters. A frame structure 112x40 ft. and five stories high, was erected facing on Oak street and extending back along Hancock street. A new power plant was installed. Steam heating apparatus for the entire building was a feature of the new plant as well as the most perfect fire protection possible and the latest labor saving machinery. That the firm had not over-discounted the future possibilities of its growth was again evidenced within five years when (in 1892) more room was needed and a wing 40 ft. square and five stories high was added at the front of the building on Oak street. This new addition greatly increased the factory's production.

But five years later increase of business once more made the demand for more room imperative and with characteristic enterprise and confidence the firm decided on another extensive enlargement. Adjoining land was purchased and an addition 88 ft. in length and 40 ft. in width, 6 stories high, was built which placed the rear of the immense factory on French street, with a total length of 200 feet and 40 feet in width, except at the front where the 40 foot square wing gave a width of 80 feet. The additions of 1892 and 1897 were



MORSE & COMPANY'S OFFICE, W. E. MANSUR, ARCHITECT.

built on the same plans as was the original building, so that the great factory, as it stands today as will be seen by the accompanying view, has a uniformity of appearance that would warrant the belief that the structure was built complete and at one time. In addition to this extensive enlargement of the factory other important improvements have been inaugurated. The power plant has been more than doubled, a fire protection tank of 50,000 gallons capacity has been built, and the equipment has been added to in many ways, the latest being an electric light plant of 600 lights. A two story building with basement has been erected by the firm in the rear on French St. for the purpose of box manufacturing being occupied by C. D. Pressey, the paper box manufacturer. In 1895 the firm of Parker & Peakes had an important accession in the person of John L. Parker, a son of Geo. W. Parker, who after a thorough business education acquired in Boston and a schooling of nine years in his father's factory was admitted to the partnership of Parker & Peakes.

To attempt a detailed description of the huge plant of Parker & Peakes, with its hundreds of complex machines and the endless detail of human and mechanical agencies involved in the making of a single shoe, would be an undertaking incompatible with the limits of this article or book. Suffice it to say that the operation begins at some tannery in a distant state, involves a number of railroad systems, is taken up by skilled hands on a half dozen floors of the great factory in Bangor, worked over by many machines of almost human intelligence, and after sale and shipment, terminates with the purchasing merchant in some distant city who has gotten the completed shoe just as represented to him.

MORSE & COMPANY.

"We furnish everything from a hemlock log to a finely finished mantel." This was the legend borne by one of Morse & Company's wagons in the trades' procession which passed along the streets of Bangor during Merchants' Week several years since, and in all that great industrial display the thousands of people who thronged the sides of the streets and crowded every vantage place for sightseeing, could have read no sign or device that had better claim to exact truth.

And the half dozen vehicles bearing Morse & Company's exhibit on that occasion showed that this unique sign, comprehensive as it was, designated but a portion of this company's immense and varied business. Following the several wagons carrying logs, lumber



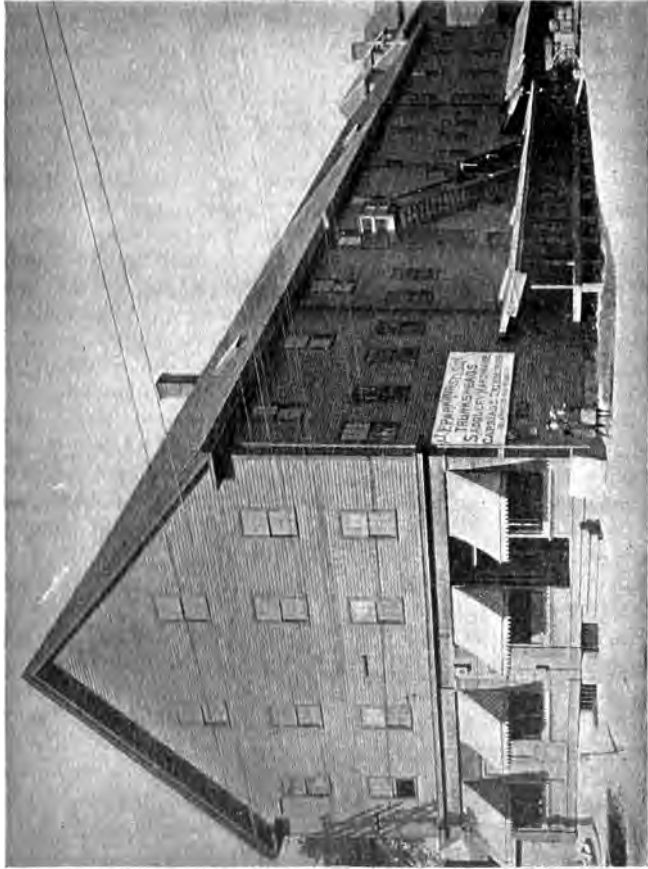
MORSE & COMPANY'S PLANT.

and scantling, mouldings, carved work and mantels, there were floats and conveyances bearing tile and fire place fittings and all the varied product of this great establishment. And it may be added, that if the procession were to be formed again today there would be still another float in this company's fine exhibit bearing the handsomest line of builder's hardware in the whole industrial pantomime. That Morse & Company carry on the largest and most extensive business in the city of Bangor would be the verdict of the Bangor public generally if the question were to be left for its well informed decision.

Like many another Bangor enterprise the business of Morse & Company has grown from comparatively humble beginnings. Llewellyn J. Morse and Hiram P. Oliver of the firm, were the originators of the business. They were employed when young men in a lumber mill on the same site now occupied by a part of the present establishment, and gaining a thorough insight into the business were well fitted, when the opportunity came, to purchase the plant and start it upon the splendid career for which it was destined. The growth of the business has been rapid. Important innovations have been introduced as fast as good business judgment would allow. New departments have been added which have become leading features of the great plant, until, today, should one who only remembered the original establishment, suddenly find himself transported to this vigorous scene of activity, nothing could make him believe that this was the same place.

The plant of Morse & Company is on the Kenduskeag, upon which it owns valuable water power privileges, but a comparatively short distance from the business heart of the city. Fortunate, indeed, is the concern to possess such an admirable location, for the river, or stream, as familiarly spoken of, though small, is navigable up to the mills for scows, and up the stream are also rafted the logs purchased by the company and destined for the splendidly equipped saw mill. The company's facilities for handling logs and lumber would delight the mechanic and manufacturer and interest everyone. Every machine that is necessary is provided, that all work may be done in the best manner and in the quickest time.

This is all interesting, extremely so, but it is to those departments of the plant which turn out what may be termed the more fancy work that one turns with delight. It is no idle boast that Morse & Company produce some of the finest work in the line of interior and exterior finish, window and sash work and building



J. F. PARKHURST & SON CO.'S TRUNK FACTORY.

trimmings of any concern in New England, if not, indeed, in the country. The company has furnished the material for a great number of the costliest jobs in New England in recent years. The high grade of the mantels, moulding and other costly finish, (and it is equally true of that of less elaborate character) is widely known and acknowledged and the same may as truly be said of the splendid product of the sash and blind department. The work, whether the costly and elaborate carving or that of less imposing type, is all characterized by careful and painstaking construction.

The recent addition of a model department of fancy and heavy builders' hardware, gives the concern the ability to furnish absolutely everything for construction, from foundation to roof. No manufacturing corporation in New England has a more superior office. Morse & Company's plant is a credit to itself and a valuable acquisition to the city of Bangor.

The officers of Morse & Company are: President, L. J. Morse; Treasurer, Frank Hight; General Manager, H. P. Oliver; Clerk, W. L. Morse; Directors: L. J. Morse, Frank Hight, H. P. Oliver, W. L. Morse and W. S. Higgins.

THE J. F. PARKHURST & SON COMPANY.

On Main street is situated the interesting and busy trunk factory of the J. F. Parkhurst & Son Company. The business was established in 1866, beginning in an unpretentious way, but has gradually attained no small magnitude, there being now turned out between 30,000 and 40,000 trunks annually. In the factory and shipping department there are employed about one hundred men.

Jonathan F. Parkhurst, the founder of the business, was a native of Unity, in this State, and a portion of his younger manhood was passed in the West. In 1881, his son, Frederick H. Parkhurst, entered the firm and the concern was incorporated in 1892. J. F. Parkhurst is President of the company, and Frederick H. Parkhurst, Treasurer and Manager. Manager Parkhurst is now serving his second term as one of Bangor's representatives in the Maine Legislature.

There are fifty styles of trunks made, each having three or four sizes. The concern also wholesales bags, saddlery, hardware, carriage harnesses, blankets, robes, etc., which branch of the business extends over Maine and New Hampshire. Trunks are sent all over New England, New York and Pennsylvania, though the largest single market is Boston. The factory produces about a carload of trunks a day, and during the past three or four years it has furnished some 25,000 trunks to one Boston concern, alone, R.



UNION IRON WORKS.

H. White & Company, while they have also been sent in enormous numbers to Houghton & Dutton of the same city.

Both as regards the employment of labor and in the magnitude of the output, this excellent factory is equal to any two similar industrial establishments in New England. The wooden portions of the Parkhurst trunk are manufactured and purchased in the vicinity of Bangor, while a million pounds of iron are consumed in their construction, annually. The total weight of a year's production of trunks is from 1,500,000 to 2,000,000 pounds, and the daily product is about a carload. Such an industry requires plenty of room, and the concern has it, the 175x45-foot factory having on its five floors something like an acre of space. The success which has been attained by the J. F. Parkhurst & Son Company, as it is now styled, speaks well for the men who have been at its head. The officers are now: J. F. Parkhurst, President; F. H. Parkhurst, Treasurer and Manager; and for Directors, J. F. Parkhurst, F. H. Parkhurst and Thomas O'Leary.

UNION IRON WORKS.

By the consolidation of two important industries of this city, the Hinckley & Egery Iron Company and the Bangor Foundry & Machine Company, early in 1898, there was formed a concern of even greater importance to the city's welfare. This corporation is the Union Iron Works.

Both the Hinckley & Egery Iron Company and the Bangor Foundry & Machine Company were long and firmly established industrial enterprises, both of them well equipped and doing a good business, but each naturally cutting to a more or less extent into the field of the other. By the consolidation of interests this competition was eliminated. Of course, heavier capital was available, and with the best of each establishment joined in one, together with the extensive improvements which the plant of the one-time Hinckley & Egery Iron Company underwent, gave the new concern a thoroughly modern and up-to-date equipment.

Many extensive improvements and enlargements have been made in all departments of this immense plant, making it one of the finest in equipment in New England. The most northerly building in the plant of the concern is the store, which is entirely devoted to a complete line of mill supplies. In this line the company are the largest dealers in Eastern Maine, as well as being the leading manufacturers of general mill machinery.

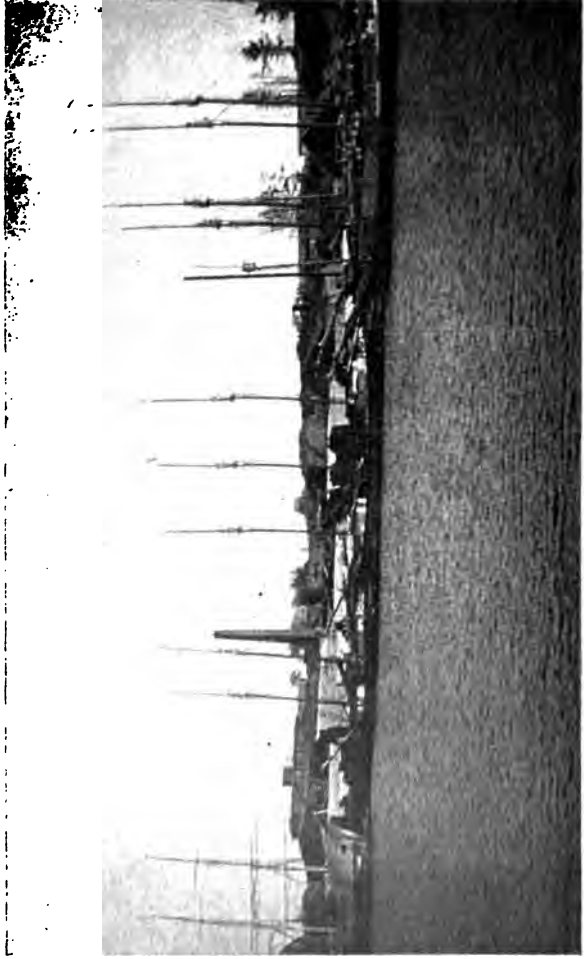
In all departments of the works perfect system is evident, and it is plain that in this day of progressive business enterprise, the company



LUMBER MILLS OF EASTERN MANUFACTURING CO.



PULP AND PAPER MILLS OF EASTERN MANUFACTURING CO.



SHIPPING FROM EASTERN MANUFACTURING CO'S MILLS.

recognizes the fact that system is imperative wherever complete union is desired in the successful operation of a large plant.

The officers of the Union Iron Works are: President and Treasurer, Charles V. Lord; Manager, Charles A. Watters; Directors, Charles V. Lord, W. S. Whitman, H. P. Oliver, C. A. Gibson, E. M. Hersey, C. S. Lunt and L. C. Tyler.

EASTERN MANUFACTURING COMPANY.

The Eastern Manufacturing Company are manufacturers of lumber, pulp and paper, with offices on Exchange street, this city, and with an extensive plant located in South Brewer. The lumber mill was originally operated by Palmer & Johnson, but in the eighties was purchased by F. W. Ayer and extensively rebuilt by him. The improvements included an addition of three band saws, this being the first band saw mill in the New England States.

The mill is thoroughly modern and up-to-date in its equipment, and has a daily capacity of 200,000 feet of long lumber, with a total output for the season of about 35,000,000 feet. The pulp mill was built about 1890, and the paper mill in 1895. The mills are models of their kind, and the pulp mill has a daily capacity of 60,000 pounds of sulphite pulp and the paper mill 50,000 pounds of Manilla and fine writing papers. The manufactured lumber is shipped to Boston, New York, Sound ports and England, while the undesirable dimension lumber goes to supply the pulp mill and is converted into pulp and paper.

As indicative of the importance of this industry to the community, 400 hands are employed with average wages of over \$2.00 per day, and the total business for the year aggregates \$1,000,000. About 10,000 tons of coal are consumed annually by the pulp and paper mills. The company controls about one mile of shore front, extending from Dyer's Cove to the mills of D. Sargent's Sons, thereby affording superior accommodations for the storing of logs.

F. W. Ayer is President of the Eastern Manufacturing Company, Chas. F. Woodard is Treasurer and F. W. Ayer, C. V. Lord and C. B. Clark, Directors.

STERNS LUMBER COMPANY.

The name of Sterns has been connected with the lumber business of the Penobscot longer than any other, the family having been engaged in the business for the greatest number of consecutive years. Years ago, early in the century, Samuel Sterns, grandfather of Samuel and Ezra L. of the present firm, came to this section from Massachusetts, locating in what was then Brewer Village, now South Brewer. Later he built a sawmill which he conducted alone



STERNS LUMBER COMPANY'S MILLS.

until 1840 when his son Charles G., who had worked in the mill since 1836, went into partnership with him.

After the death of his father, which occurred in 1841, Charles G. continued the business alone for a number of years, when, in 1848, Deacon Daniel Sargent was admitted to partnership, under the name of C. G. Sterns & Co. The firm afterwards became Sargent & Sterns, continuing until 1864, when it dissolved, Mr. Sargent taking the Brewer village mill and Mr. Sterns, the Roberts steam saw mill at East Hampden, which the firm purchased of A. M. Roberts and Hinckley & Egery in 1863. It was about this time that the Bangor office was opened and in 1865 the firm became C. G. Sterns & Co., consisting of Charles G., his two sons, Samuel and Ezra L. Sterns, and Ebenezer Wheelden. Mr. Wheelden continued a member of the firm till 1884 when he retired. Chas. G. Sterns died in 1889 and about five years ago the firm adopted the title which it now holds, the Sterns Lumber Company.

The Sterns mills at East Hampden are some three miles below Bangor. There was a steam mill built there as early as 1836, but the transformation made in the premises has been very great indeed. Today the plant of the Sterns Lumber Company is one of the best on the river. The mills are modern in every way, running two band saws and turning out 150,000 feet daily, or an annual output of 20,000,000 feet. The firm deals in dimension lumber of all kinds and does a large business as is well indicated by the figures given and by a visit to this busy plant.

D. SARGENT'S SONS.

Maine's two great staples, lumber and ice, are well handled on a large scale by D. Sargent's Sons of South Brewer. The lumber industry at this place originated more than a century ago, through the enterprise of Col. John Brewer, for whom the town was named. The business was built up by Daniel Sargent and now it is in the hands of his two sons, Harlan P. and D. N. Sargent, who succeeded to the management and proprietorship of the business on the death of their father.

That D. Sargent's Sons have built up and are maintaining a fine business is shown by their excellent output. Business is rushing with them. They are employing sixty men and turning out 75,000 feet of lumber a day. Their mills at South Brewer are fine ones, 60x80 feet in size, having the latest improved mill equipments, including band saw and gang edger. Besides long and short lumber they also manufacture laths, pickets, staves, clapboards and shingles. The clapboard and shingle mill are run by water, and the board mill by steam.



MILLS AND ICE HOUSES OF D. SARGENT'S SONS.

D. Sargent's Sons do a very large business in ice, and in this line are the pioneers on the Penobscot, the first cargo shipped from this port having been sent to New York by the Sargents in 1876. The concern puts up about 30,000 tons of the crystal every year.

Harlan P. Sargent of the firm was Brewer's first Mayor, while D. Allston Sargent, also of the firm, is the present Mayor of that city, and also President of the Brewer Board of Trade.

WOOD & BISHOP COMPANY.

One of the manufacturing corporations, to the activity of which this city is indebted in no small degree, is the Wood & Bishop Company,

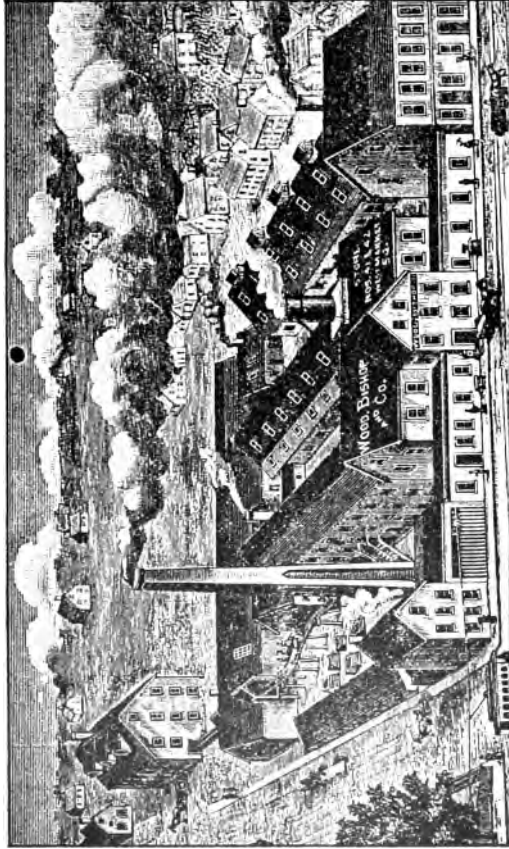


MAXFIELD'S WOOL FACTORY.

makers of ranges, stoves, furnaces, tinware, etc., foundry 329-339 Main street, office and salesrooms, 40-42 Broad street.

The business of this company was established over sixty years ago, in 1839, when Henry A. Wood came from Providence, R. I., and opened a store and shop on Broad street.

From that small beginning, the business, founded on principles of strict integrity, has broadened and developed into its present proportions, giving employment to from eighty-five to one hundred hands, and supplying with its high grade products a wide community, embracing not alone the state of Maine, but outlying sections of the country.



WOOD & BISHOP CO'S FOUNDRY.

At the outset, the goods made by this company took high rank in the market, a position that has always been maintained through thoroughness of construction, perfection of detail and the addition of a great many improvements. Today their line includes a great variety of ranges, stoves and furnaces adapted to all sorts of requirements. The name Clarion as applied to goods of their manufacture has grown justly celebrated and is considered throughout the trade a guaranty of value. To instance the durability of their constructions, it is sufficient to state that many of their Clarion ranges of the first pattern, made in 1874, have been in continuous use ever since they were manufactured and are



to-day highly prized by their owners, who would not exchange them for ranges of other manufacture, no matter how modern the style.

A few styles of their large variety in ranges are the Imperial, Gold and Royal Clarions and Our States; in coal parlor stoves, the Royal Clarion and The Clarion; in wood parlor stoves, the Ideal Clarion and New Clarion; and in furnaces, the Etna and Clarion lines for coal, and the Monitor, Hot Blast and Climax for wood.

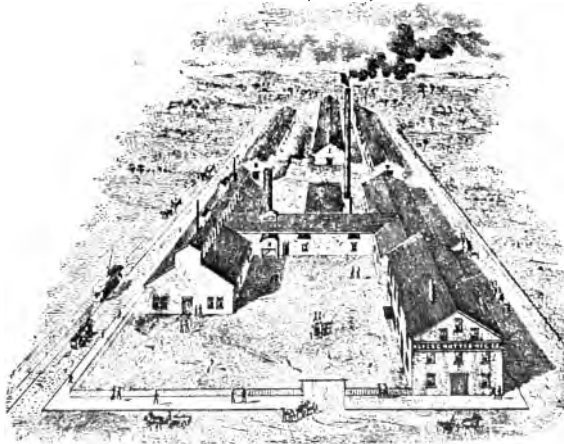
The company was incorporated in 1894, and the officers now are: President and Treasurer, Charles H. Wood; Vice-President, Edward Wood; Assistant Treasurer and Clerk, Gorham H. Wood, the same three constituting the board of directors. The first two are sons and

the last a grandson of the founder of the business, Henry A. Wood.

NOYES & NUTTER MANUFACTURING COMPANY.

It was sixty-three years ago that Albert and Henry Noyes came to Bangor and opened a tin store on Central street near the location of the fine store now occupied by the Noyes & Nutter Manufacturing Company. There was then no other store of this nature in Bangor, stoves being handled by hardware dealers.

Frank C. Noyes, son of Albert Noyes, was admitted to partnership in 1865, and in the year when Albert Noyes died, 1876, George H. Nutter became a member of the firm. In 1891 the concern was incorporated, Frank C. Noyes being President and George H. Nutter, Treasurer.



NOYES & NUTTER MFG. CO'S FOUNDRY.

Originally starting as a tin store, the business of the now Noyes & Nutter Manufacturing Company has grown until that part of the business is one of many important departments. The company has an excellent foundry on Dutton street, which produces a fine output of stoves, furnaces, ranges and hollow ware. There are fifty hands employed by the concern in all. This company's product in stoves and ranges is known as the Kineo line, for burning coal or wood.

Besides the commodious store, 23, 25 and 29 Central street, the foundry and its attendant buildings give the firm an excellent plant. At the factory is a storehouse, 100x40 feet, three stories high; a moulding room, 100x50 feet; a mounting room, 50x75 feet; a cleaning room,

25x50 feet, and, in addition to these quite a colony of sheds for storage purposes. The whole establishment of the Noyes & Nutter Manufacturing Company is a fine one and well adapted to the needs of the concern. A new catalogue profusely illustrated with cuts of their stoves, ranges, furnaces, etc., has just been issued.

HAMPDEN CREAMERY.

The Hampden Creamery was established in 1886 by J. W. Hopkins, and in 1894 the business was removed to Bangor, a commodious plant



HAMPDEN CREAMERY.

being erected in this city at the corner of Sixth and Pier streets. The establishment, an excellent likeness of which accompanies this sketch, is supplied with a thoroughly modern and up-to-date equipment, and is admirably adapted for the purposes required. Although considerable cream is marketed in this city and its environs the largest market is Boston and Hampden cream is always in demand. In order to meet requirements another creamery has recently been purchased at Liver-



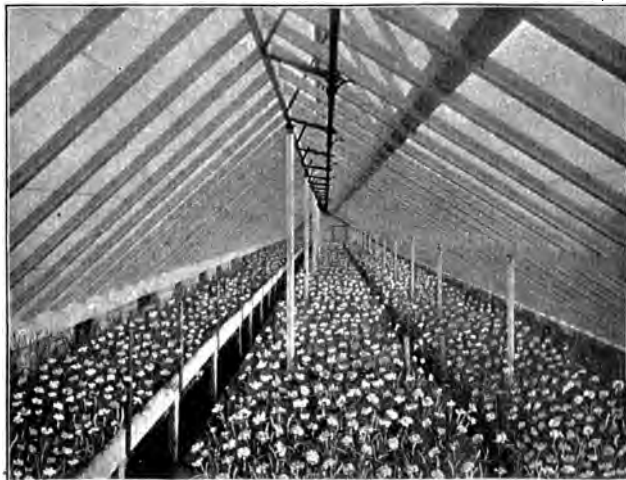
ADAM SEKENGER'S GREENHOUSES.

more Falls, and will be operated as a branch. F. W. Hopkins, a son of the founder of the business, is now actively in charge of the Hampden creamery.

In connection with the creamery there is a mineral spring which has recently become famous. The capacity is 1500 gallons per hour and the water of the best. There is a seven inch hole and it is 120 feet deep. The water is put up in glass bottles of a gallon capacity and a large trade has been established for this water in Bangor and vicinity.

ADAM SEKENGER.

The aesthetic nature of the people of not only Bangor, but east-



ONE OF SEKENGER'S PINK HOUSES.

ern Maine is ably catered to by Adam Sekenger, the well known florist of this city. Mr. Sekenger's business is no new one, having been established in 1852 by his father Adam Sekenger, Sr., and having been conducted by him until eight years ago, when he was succeeded by his son.

There are fourteen houses three of them 50 feet long and the rest ranging from 75 to 115 feet, which present 26,000 feet of glass to the weather. Two houses, each one hundred feet in length, are devoted to roses, and in one of them are 28,000 bushes. And such



BANGOR GAS LIGHT COMPANY'S PLANT.

roses! It would, indeed be hard to find more beautiful or more carefully nurtured flowers. It is useless to attempt to portray the exquisite beauty of any one flower, for each is as worthy of praise as its neighbor. Mr. Sekenger raises vast quantities of pinks, chrysanthemums, violets, lilies, etc., all in their proper season, and each variety perfect in quality and variety.

There are three 100-foot houses devoted entirely to pinks, and still another, twenty-five feet shorter. An entire house, 100 feet in length, is filled with violets, of which great many are raised, while two other 50-foot houses contain palms and smilax, respectively. The palm house is a veritable tropical forest, with gigantic as well as small palms and other tropical plants in great profusion. The other conservatories are given up to various flowers as they come along in their turn. Four houses have been built during the present year; three of them 100 feet in length and the other fifty. Great numbers of shrubs, etc., are imported at a large expense every year, and are as readily disposed of as the rest.

BANGOR GAS LIGHT COMPANY.

On account of its excellent lighting service at reasonable rates and liberal management there is perhaps less fault found with the bills sent out by the Bangor Gas Light Co. than those of companies operating in the average New England city. Bangor is not boastful of this but enjoys the distinction. The company now owning a perfect and modern plant has been in operation here since 1851. Its incorporators included a long list of men who have figured prominently in the development of the city's welfare, and its capital stock has always been held at \$150,000, although the plant alone has now cost much more than that amount. The works have been several times enlarged and improved, and now contain three gas holders with a combined capacity of more than 200,000 cubic feet. There are also five new half depth regenerator furnaces with six retorts each. The plant also possesses two large and new purifying houses besides large coal sheds with a capacity of over three thousand tons of coal. At this day the company has laid about eighteen miles of gas main in this city and in this regard has fully kept pace with the growth of Bangor and in certain sections anticipated future growth. That the quality of the gas produced is equal to the highest standard is a known fact. Gas is used extensively in this city as the service of the company is of the best. The officers are: Dr. T. U. Coe, President; George A. Crosby, Treasurer; Charles M. Griffin, Clerk; and Charles E. Dole, Superintendent.

PUBLIC WORKS COMPANY.

Among the early electric plants in America, and one of the earliest electrical power transmissions, may be mentioned the Public Works



PUBLIC WORKS COMPANY'S POWER STATION AT VEAZIE.

Company of Bangor, through its underlying companies The Bangor Electric Light and Power Co.; The Penobscot Water and Power Co.; The Bangor Street Railway; and the Brewer Water Co

During the autumn of 1885 the Bangor Electric Light and Power Co. opened its station on Cross street for business and until 1890

continued to furnish lights and power from that station. During the autumn of 1890 the station now in use at Veazie four and one half miles above Bangor on the Penobscot River opened its lines for service. The starting of this plant was one of the pioneer attempts at the electrical transmission of a water power in the United States. Owing to the somewhat crude condition of the electrical transmission science at that time the plant was run with varying success



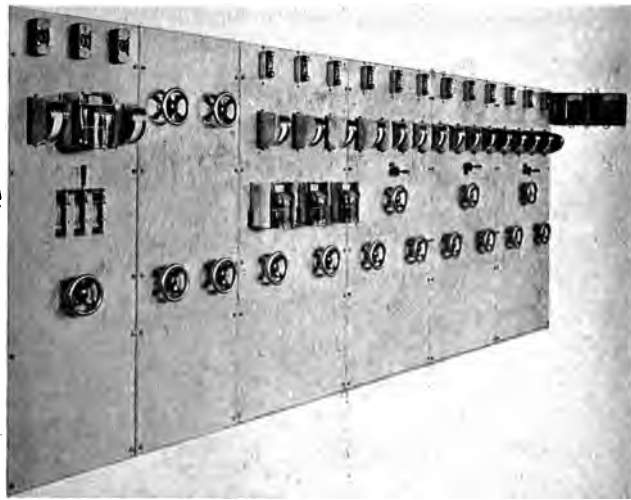
SUB-STATION, PARK STREET.

until 1895, in which year the engineering problems having been somewhat bettered, the operation was placed on a newer basis and has been successfully carried on to the present time until it stands today quite up to modern practice.

Growing from a poorly developed waterpower operating a couple of saw mills, Veazie has grown in importance until from the

waters of the Penobscot at that point, its sphere of influence stretches to Old Town nine miles on the North, to Hampden Corner twelve miles to the South and promises to reach some six or seven miles further South upon the completion of the Bangor, Hampden, & Winterport Railway.

From the Power station, a cut of which is herewith presented, are operated thirty three miles of electric railway, about ten thousand incandescent electric lamps and nearly one hundred horse-powers in small motors. The water power at present developed approaches two thousand horsepowers; and an equivalent amount



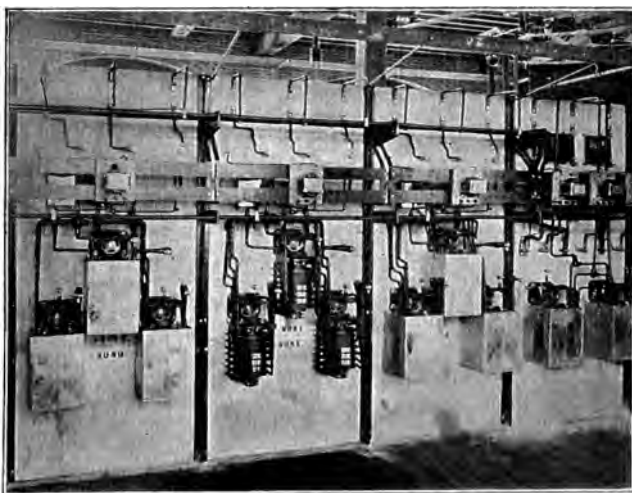
SUB-STATION SWITCHBOARD—FRONT.

of steam engine and boiler capacity is also installed, rendering the operation of the plant quite independent of the presence of water in the river.

The Railway current is furnished direct at a pressure of five hundred volts. The lighting and power current is of the alternating triphase variety, generated at six thousand volts and transmitted to the Bangor sub-station practically without loss. At the sub-station on Park and Center streets this high pressure is reduced by means of nine large transformers to two thousand volts at which

pressure it is sent to the distributing switchboard and thence through the city mains to the immediate vicinity of the consumer. Here it undergoes still another reduction and enters the premises of the user at the harmless pressure of one hundred volts. At this point by the pressing of a button it is transformed into light, heat or power, either or all from the same wires, and without odor, smoke or dirt, to affect deleteriously the finest frescoes or most delicate fabrics.

Many of the small industries of the city are operated electrically, and one may walk to business in electrically made shoes, wearing



SUB-STATION SWITCHBOARD—REAR.

electrically made clothes, read an electrically printed morning paper, by the light of an electric lamp; may ride to lunch in an electric car, eat electrically cooked food and electrically frozen ice cream under the breeze from an electric fan; go home to bed with an electrical "hot pad" at his feet and consider that he has spent an electrical day. As an inducement to manufacturers to locate in Bangor it may be mentioned that electric power can be furnished cheaper than they can make it by other means.

The Public Works Company's Railway reaches all quarters of the

city, and by means of its free transfer system an excellent view of the city may be gained from its cars.

The company's offices are at the sub-station on Park street, and these rank among the handsomest and most convenient business headquarters in Bangor. A trip to this sub-station will repay anyone who will visit it. Here are the big transformers electrically cooled that handle high pressures and deliver the current to the beautiful switchboard of polished gray Vermont marble, where, by means of switches, the current is sent equally out upon the distributing feeders to all parts of the city. Here also, by means of many nickled instruments the currents are measured as to amount and pressure. The company maintains a force of nearly one hundred persons, in all its many and varied branch-



PUBLIC WORKS COMPANY'S CAR HOUSE.

es, and hence ranks high among the employers of labor in the city.

In addition to the furnishing of electricity in its various forces, the Public Works Company has in its station at Veazie two large water pumps of 1,000,000 gallons per day capacity, one driven by waterpower the other by steam. These furnish pure filtered water for domestic purposes to the city of Bangor and the town of Veazie. In Old Town the company has a similar pumping plant, which supplies water to Old Town, Milford, Great Works and Stillwater.

The following facts may prove of interest. The Power Station runs continuously, twenty-four hours per day, 365 days in the year. An output of over 1000 H. P. every hour is sent out from Veazie station. The electric current is transmitted four and one-half miles before being

used. The railway department carried 1,250,000 passengers during the past year. There are thirty-three miles of track operated over from Veazie station. Truly electricity is omnipresent.

The officers of the Public Works Company are: President, Charles F. Woodard; Sec., Treas. and Gen. M'g'r, Jas. H. Cutler; Supt. Light & Power Dept., Jas. W. Cartwright, Jr.; Supt. Railway Dept., W. H. Snow; Supt. Water Dept., Henry C. Sparks; Purchasing Agent, F. D. Oliver; Supt. Power Station, H. S. French.

RIVERSIDE PARK.

A side line to the business of electric roads has developed within the past few years in Maine, which has become a most necessary adjunct. This is the suburban resort business which many roads have taken up. In Bangor's case it is Riverside Park, conducted by the Bangor, Hampden & Winterport Electric Railway. The park was opened in 1898. Perched high, in a most lovely location and overlooking the beautiful Hampden Narrows of the Penobscot, no more desirable place could have been found. The park is within the precincts of Hampden, and is reached it after a delightful ride of thirty-minutes.

The park property slopes down to the water's edge and here can be had boats with which to pass a portion of the time on the most beautiful river in New England. The park itself has all of the usual attractions of similar resort places, and it is conducted in such an excellent manner as to win the approval of the best classes of society. The open air, rustic theatre is one of the most prominent features of the resort, and has been conducted so well that the park has never seen entertainments of an objectionable nature. Such resorts, which are within the reach of about every class of persons, require the most careful sort of management in order to keep their character at the high point of excellence that the better class of citizens demand. Riverside Park has had, and still possesses such management, as is demonstrated by the liberal patronage which Bangor people have given the enterprise ever since its inception.

Bangor is indeed fortunate in the possession of a nearby resort of this nature. The change and rest incident to a trip to the park is of inestimable benefit to that great class of people who, because of various reasons, are unable to leave the city for more than a short time. There are equally beautiful localities near Bangor, but perhaps none so easily reached. The city is materially helped in possession of Riverside Park, in that it gives the community still another enjoyable feature and make the place just so much more pleasant in which to have one's home.



RIVERSIDE PARK.



BANGOR'S ADVANTAGES AS A MANUFACTURING AND TRADE CENTRE

Situated near the geographical centre of the State, and at the head of navigation of the largest river, Bangor is a natural trade and business centre for a vast section of country, rich in natural resources and with great possibilities before it.

The outlook for the continued and rapid growth of Eastern and Northern Maine was never so promising as at present. The immense capabilities and abundant natural resources of the section, including the five great counties of Penobscot, Piscataquis, Aroostook, Hancock and Washington—covering an area of nearly 18,000 square miles—are becoming better and wider known, and their wants and opportunities appreciated. It is beginning to be realized, on the one hand by the country residents, that in the building of large towns and cities in their midst lies the best and surest prospect of creating a profitable market for their products and promoting their wealth and prosperity; and on the other hand, by capitalists and business men, at home and abroad, that sure profits await judicious investments in manufacturing in this section. Agriculture and manufacture go side by side, and the successful pursuit of either is indissolubly connected with the other. As the railroads push their way further into the wilderness from year to year, new manufacturing enterprises are constantly springing up along their lines, and the little hamlets thus planted soon blossom into flourishing villages.

Throughout this section are thousands of acres of the richest farming lands in New England, not yet under cultivation; hundreds of square miles of spruce, pine, hemlock and hardwood forests, as yet scarcely touched by the lumberman; innumerable unoccupied water powers and mill privileges only awaiting communication with the outer world to become of great value for manufacturing purposes; immense belts of slate, iron, granite, marble, lime and clays, suitable for every variety of uses. In short, as this district becomes more fully explored and

opened up to settlement, it is found to be richer in the variety and abundance of its natural resources than any territory of equal extent in the eastern United States.

The picturesque scenery and fine climate of this northeastern corner of the United States; its virgin forests, mountains, lakes and streams, with their attractions of fish and game; its long line of rugged seacoast, broken by innumerable bays and inlets; the great number and unsurpassed excellence of its summer hotels; all combine to make it the resort, during more than half the year, of thousands of tourists and pleasure-seekers from all over New England and the West. The measures taken by the State for re-stocking the inland waters with game fish, and for the protection and propagation of fish and game, have been productive of the best results, and today there is no section of this country where trout, salmon, moose, deer and caribou are more abundant and more easily obtained than in the region embracing these five counties named.

From Old Town Falls to Bangor, twelve miles, the river falls 113 feet and there are numerous privileges and chances for a line of mills along both banks, throughout nearly the whole distance. Within the city limits, where the river enters tide water, is a valuable power created by the waterworks dam, that is at present only utilized to drive the machinery at the pumping station. The fall at this point varies from five to twenty feet, according to the stage of the tide, with an average of more than ten feet when the river is at its lowest summer drought. The shores for some distance below the dam are available for mill-sites, with sufficient depth of water to admit being reached by vessels of light draught, and the location lies alongside the tracks of the Maine Central Railroad. The uniformity in the volume of water flowing down the Penobscot is assured by the extent of its tributary area, which has a length of 160 miles, and a greatest width of 115 miles, making an area of 8200 square miles, only 800 of which discharge their surplus water into the main river below Bangor. There are also several valuable powers and privileges on the Kenduskeag, within the city limits, now only partially utilized.

The advantages that Bangor offers for manufactures of almost every kind are unequalled. The important things necessary to make a manufacturing centre are: The productiveness of the tributary country; the cheapness of fuel and power, and the abundance of raw material; the stability of the population and the consequent availability of labor; low cost of living; the number of railroad and shipping facilities; and the contiguity of rich markets. Bangor has all these, and more. Rents

and insurance are low. Mechanics and laborers can make pleasant homes and procure the necessaries and comforts of life at as small cost, at least, as in any place of equal size in the country. Fuel is plenty and cheap, the refuse of sawmills furnishing an unlimited supply of wood, while coal is had at much lower prices than in most New England cities, owing to the fact that vessels carrying lumber and ice from the Penobscot to New York, Philadelphia, Baltimore and other coal ports are enabled to take return cargoes at low rates. The transportation facilities, as elsewhere shown, are first-class.

The river banks for miles in and about the city furnish the best possible sites for mills and manufactories, with unsurpassed deep-water wharfage privileges, and with every facility for procuring limitless supplies of cheap fuel, either wood or coal. The forests on the line of railroads radiating from Bangor can furnish a large supply of poplar, spruce and other cheap woods, at a less cost, than can be obtained in any other seaboard locality. The wool-growing districts of the State are within easy access, and the numerous vessels carrying lumber, hay, ice, brick and stone to southern ports, could bring back cotton at low rates. In fact, it is hardly possible to find a place possessing superior advantages for textile manufactures of all kinds, and likewise for pulp and paper manufacturing, while there are innumerable varieties of wood-working, iron-working and other industries that might flourish here as they could no where else. For almost all the countless multitudes of smaller industries the location cannot be excelled, owing to low rents and insurance, cheap freights, small cost of either water, steam or electrical power, and the general desirability of Bangor as a place of residence for the best class of mechanics.

With four great lines of railway centering in Bangor, extending from the four corners of the State and traversing its richest territory, her merchants and traders have only to show a proper amount of enterprise to secure and hold the trade of a larger and richer section of country than is tributary to any other city in New England. With the numerous present and prospective branch lines penetrating the immense timber forests, farming sections and quarrying districts of the State, whence may be drawn inexhaustible supplies of raw materials; and with unlimited and unfailing waterpower, and direct and rapid communication with all the world's markets, Bangor should and must become a manufacturing and commercial city of great importance.

· BANGOR BOARD OF TRADE



In April, 1872, a meeting of citizens of Bangor and Brewer was held to consider the subject of starting certain manufactures and evoking a manufacturing spirit in this locality. The meeting was presided over by Hon. J. S. Wheelwright, then Mayor of the city, with A. L. Simpson as Secretary. Addresses were made by Messrs S. H. Blake, Henry E. Prentiss, Marcellus Emery, J. P. Bass and others.

The result of the discussions and deliberations of this meeting was the appointment of a committee of nine, to take the matter of organizing a Board of Trade and Manufactures under advisement, and to report at an adjourned meeting of the citizens to be held the following week. This committee consisted of Messrs. G. W. Merrill, G. W. Ladd, R. S. Morison, B. F. Tefft, M. Schwartz, W. P. Wingate, J. P. Bass, J. C. White and one other, whose name the records do not give. At the adjourned meeting the report of this committee was adopted, and in accordance with its recommendations a committee of ten was raised, to prepare a constitution and to take the necessary steps for organization; said committee being composed of Messrs. G. W. Merrill, B. F. Tefft, J. C. White, M. Schwartz, Isabel Stetson, Charles Hayward, Lysander Strickland, B. N. Thoms, J. O'B. Darling and Isaac M. Bragg. On April 15 the meeting was held according to adjournment, the draught of the constitution reported by the committee was read, and was accepted and adopted as the constitution of the Board of Trade and Manufactures of this port, consisting of Bangor and Brewer.

The constitution having been thus ratified by the popular meeting of citizens from whom it sprang, and for whose benefit it was made, as well as signed by many citizens, in addition to the committee of ten who had been authorized to prepare it and organize the Board, a meeting of the signers was called to meet on the evening of Saturday, April 27. At this and several subsequent meetings a temporary organization was effected, which was finally made permanent on June 4 by the

election, by ballot, of the following list of officers: President, Moses Giddings; Treasurer, S. C. Hatch; Secretary, B. F. Tefft; Vice-Presidents, R. S. Prescott, Charles Hayward, Thomas N. Egery, D. R. Stockwell, J. C. White, J. S. Wheelwright, Andrew Wiggin, John Holyoke; Executive Committee, G. W. Merrill, F. Muzzy, M. Schwartz, C. W. Roberts, H. B. Williams, C. B. Brown, J. S. Jenness, I. M. Bragg, D. Bugbee. The following standing committees were also appointed: On Relations of the Board of Trade to the City—J. S. Wheelwright, T. N. Egery, R. S. Prescott; Statistics—G. W. Merrill, Michael Schwartz, Lysander Strickland; Trade—J. C. White, C. W.



BOARD OF TRADE ROOM.

Roberts, Newell Blake; Manufactures—F. Muzzy, Thomas Hersey, H. H. Fogg; Shipbuilding, Commerce and Navigation—John Holyoke, John H. Crosby, J. D. Warren; Transportation—William Flowers, Charles Hayward, J. P. Bass; Resources—Isalah Stetson, Marcellus Emery, B. F. Tefft. A code of by-laws was adopted, and thus, with ninety-two names enrolled in its membership, came into existence the organization of public-spirited citizens which later developed into the present Bangor Board of Trade.

At the annual meeting in January, 1873, President Giddings declined a re-election and R. S. Prescott was chosen to the office which

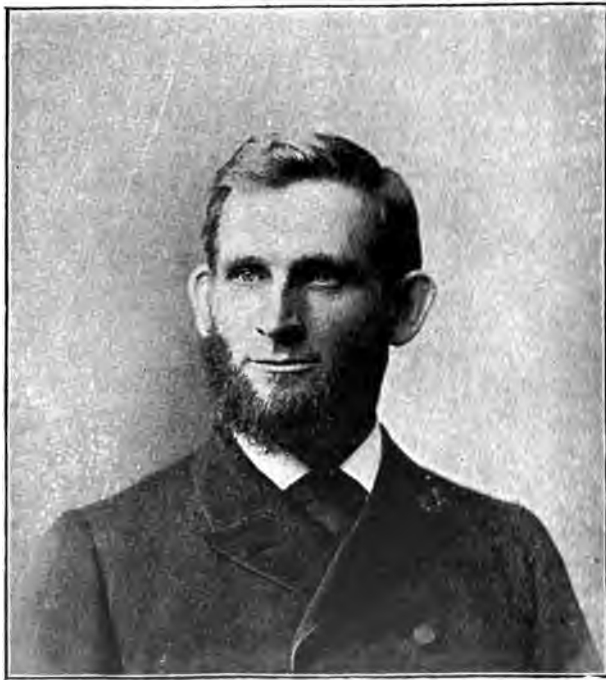


CHARLES S. PEARL, PRES. BANGOR BOARD.

he filled until 1881, when advancing years led him to send in his resignation. He was succeeded by Hon. Henry Lord, who brought to the position extended experience as a presiding officer, having been speaker of the Maine House of Representatives and President of the Maine Senate. In 1894, after serving as President with signal ability for thirteen years, Mr. Lord declined re-election, but he continues to serve as a member of the Board of Managers, and he has been President of the State Board of Trade since its inception in 1889. Charles S. Pearl Esq., who had previously shown a zealous interest in the organization by his efficient labors as Secretary for the decade of years from 1881 to 1891, was chosen Mr. Lord's successor in 1894, and he has continued to serve ably and efficiently as President of the Bangor Board. The office of Treasurer, was held continuously by Hon. S. C. Hatch up to the time of his death, when the present incumbent, J. G. Clark, was chosen. The Secretaryship has been held successively by B. F. Tefft, Henry Lord, J. D. Warren, C. S. Pearl and E. M. Blanding, the latter assuming the duties of that office in 1891. The other offices of the Board have undergone many changes, due to resignation and removals, many of the more prominent of the early members having been taken away by death.

It was decided in 1876 to change the form of the organization to a corporation, and in its corporative capacity to be known as the Bangor Board of Trade, subject to the statute laws of the state as other incorporations. The necessary charter from the Legislature was not, however, procured until 1878, an interesting feature being that the charter bears the signature of a prominent member of the Bangor Board, Hon. Henry Lord, as Speaker of the Maine House of Representatives. Maine has in the vicinity of fifty Boards of Trade, but of this number only three—Portland, Bath and Bangor—are thus incorporated. At the annual meeting in 1879 the constitution and by-laws were revised in accordance with the changes which the new act of incorporation made necessary. In 1891 the constitution was still further revised and regular annual dues of three dollars fixed upon.

The Bangor Board of Trade, which now numbers in the vicinity of three hundred members, has done much as an organization of citizens to promote the material prosperity and business growth of the city, to enlarge the field of its trade, and enhance its general welfare. To this organization is due much of that harmony and vigor of action which characterize the business community of Bangor when any question of public improvement or local advantage is under consideration.



HON. HENRY LORD, PRESIDENT STATE BOARD.

Through its discussions and debates and published reports it has drawn attention to measures affecting the welfare of the city, shown up its manufacturing resources and the promising channels for the cultivation and development of local trade and commerce, and promoted local interests in all directions; it has influenced legislation, municipal, state and national, and it has disseminated useful and valuable information concerning the city, its trade and general business, its social, educational, sanitary and other advantages.

From the inception of the Bangor Board of Trade it had been the wish of many of its members to have rooms. When Bangor's new City Hall was erected elegant quarters were arranged for on the ground floor and the same were fitted up by the Bangor Board in a sumptuous manner. Here are held the regular monthly meetings of the Bangor Board and the rooms are open during business hours daily, Sundays excepted. Visitors to our city are cordially welcome at the Board of Trade rooms, and members who have friends here from away, are urged to bring them to the rooms. The reading room department of the Board of Trade rooms is equal to anything in Maine to-day and its privileges are free at all times to members and their friends from away.

The Bangor Board of Trade holds its regular monthly meetings on the last Monday of each month, and the annual meeting on the second Monday in January.

OFFICERS.

The officers of the Bangor Board of Trade are as follows:

President, Charles S. Pearl.

Vice-Presidents, Edward B. Nealley, Thomas White, Julius Waterman.

Secretary, Edward M. Blanding.

Treasurer, Jonathan G. Clark.

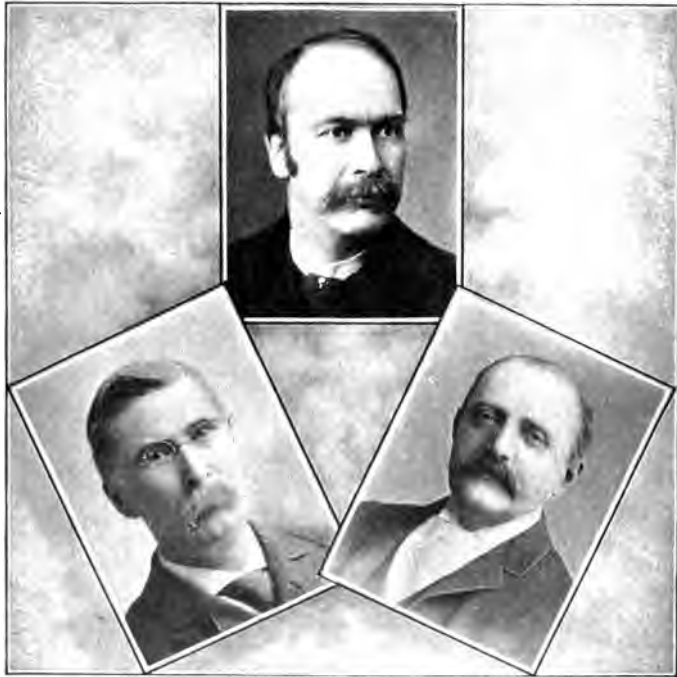
Board of Managers, C. S. Pearl, E. B. Nealley, Thos. White, Julius Waterman, Henry Lord, J. G. Clark, I. W. Coombs, H. B. Williams, B. B. Thatcher, C. M. Stewart, C. W. Coffin, J. F. Gerrity, J. C. Towle, E. C. Penney, G. W. Parker, E. M. Blanding.

Committee on Arbitration, H. H. Fogg, James Adams, P. A. Strickland, Henry Lord, John M. Oak.

Committee on Transportation, C. V. Lord, J. G. Clark, F. W. Cram, I. K. Stetson, H. T. Sanborn, C. D. Stanford, P. McConville.

Committee on Manufactures, C. S. Pearl, C. A. Gibson, G. W. Parker, J. Waterman, C. W. Coffin.

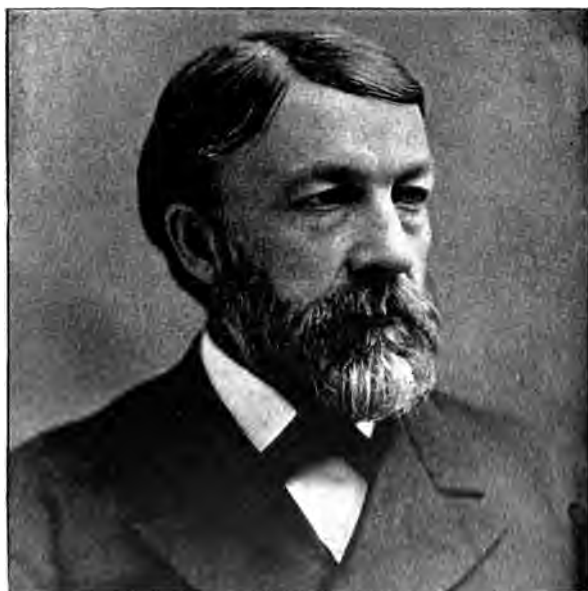
Committee on Rooms, E. M. Blanding, J. G. Blake, B. Pol, P. H. Vose, M. S. Clifford.



HON. EDWARD B. NEALLEY.
THOMAS WHITE. JULIUS WATERMAN.
VICE PRESIDENTS BANGOR BOARD.

MEMBERS.

Adams, Charles H.	Chandler, James A.
Adams, James	Chapin, Arthur
Additon, Benning C.	Chaplin, Amory B.
Anderson, John	Chapman, Harry A.
Andrews, Melville H.	Chapman, Harry J.
Appleton, Frederick H.	Chapman, Horace C.
Atwood, Horace	Chapman, John E.
Ayer, Fred W.	Chilcott, Langdon S.
Ayer, Nathan C.	Clark, Isaac E.
Babcock, Augustus H.	Clark, Jonathan G.
Bailey, H. Franklin	Clark, John T.
Baker, Ernest G.	Clayton, William Z.
Bangs, Algernon S.	Clement, Fred G.
Barrows, George W. E.	Clifford, Milton S.
Bartlett, Charles H.	Coe, Thomas U.
Bass, Joseph P.	Coffin, Charles W.
Beal, Flavins O.	Collamore, Charles I.
Beers, Carl	Collins, Patrick C.
Benson, Stephen D.	Coombs, Ivory W.
Blake, Edward H.	Coombs, Philip H.
Blake, Joseph G.	Conners, Edward
Blake, William H.	Conners, John
Blanding, Edward M.	Cousins, Charles O.
Bliss, Charles E.	Craggin, Abbott B.
Boutelle, Charles A.	Cram, Franklin W.
Bowler, John T.	Crosby, John L.
Boyd, Archibald L.	Crosby, Sumner L.
Bragg, Charles F.	Crowley, John F.
Bragg, Norris E.	Cullinan, Michael J.
Bragg, Warren A.	Cummings, Edwin A.
Bragg, Willard L.	Cummings, Frank B.
Brett, Victor	Cushing, Ruel J.
Brown, Charles R.	Cutter, Leslie W.
Brown, William E.	Cutler, James H.
Brown, William M.	Davis, James M.
Brown, Walter I.	Davis, Louis O.
Bugbee, David	Day, Albert R.
Butler, Harry	Denaco, Frank P.
Buzzell, Frank O.	Dennett, Carl P.
Cameron, George F.	Dickey, William P.
Campbell, Edgar A.	Dillingham, Edwin F.
Chalmers, Charles L.	Dillingham, Frederick H.
Chalmers, Fred C.	Doherty, James
Chalmers, George S.	Dole, Charles E.
Chamberlain, James K.	Dunning, John G.



JONATHAN G. CLARK, TREASURER.

Drummond, Frank H.	Hight, Charles
Duren, William G.	Hight, Frank
Dwelle, Horace M.	Hill, Fred W.
Earle, William H.	Holyoke, John E.
Edwards, Frederick A.	Hook, George B.
Eldredge, John H.	Hopkins, Arthur R.
Emerson, Charles C.	Houghton, George M.
Engel, William	Hunt, Abel
Fairbanks, Henry N.	Hunt, Walter L.
Feeney, Patrick J.	Ingalls, James M.
Fellows, William H. E.	Jones, James H.
Fellows, William W.	Jones, Leslie E.
Fenno, Jeremiah	Jones, Nathaniel M.
Fernald, George R.	Kimball, Samuel S.
Fickett, Oscar A.	Kingsbury, Roscoe A.
Field, Charles E.	Kirk, Edmund E.
Finnigan, James P.	Lancaster, Fred G.
Fletcher, George M.	Leighton, Horace W.
Fogg, Herbert A.	Lewis, Albert
Fogg, Hiram H.	Linn, R. D.
Foster, John F.	Lord, Charles V.
Fox, George H.	Lord, Edwin
Freeland, George B.	Lord, Henry
Garland, Francis J.	Lowell, George F.
Gerrity, James F.	Lowell, Waldo P.
Gibson, Charles A.	Lynch, Cornelius J.
Giddings, Moses	Mansur, Wilfred E.
Gilman, Lindley W.	Marston, Frank L.
Gilman, John T.	Mason, John
Glass, Charles H.	Mason, John R.
Glynn, James D.	Mayo, E. N.
Goldberg, Louis	Mayo, Henry W.
Gorham, William H.	Maxfield, George W.
Gould, Daniel C.	Maxfield, Samuel A.
Gould, George P.	McCann, John F.
Gould, Joseph H.	McCann, Thomas
Grant, James L.	McConville, Pierre
Hamilton, George	McLaughlin, Henry
Hamlin, George H.	McLean, George T.
Hanson, Horace F.	McNamara, Patrick H.
Harden, George D.	Merrill, Alanson J.
Harlow, Noah S.	Miller, William L.
Hathorn, George H.	Mitchell, Charles E.
Haves, Charles T.	Mitchell, Henry L.
Read, Walter L.	Moray, Arthur J.
Hehier, Walter S.	Morse, Charles B.
Henderson, Eder E.	Nealley, Edward B.



EDWARD M. BLANDING, SECRETARY.

Nelson, Otto
Nichols, Eugene C.
Nichols, Lemuel
Nutter, George H.
Oak, John M.
Oakes, Charles D.
Oliver, Hiram P.
O'Leary, Thomas
Osborne, Albert W.
Palmer, Joab W.
Palmer, Richard H.
Palmer, William A.
Palmer, William W.
Parker, George W.
Parker, John L.
Parkhurst, Frederick H.
Patch, Willis Y.
Patterson, William H.
Peakes, Henry
Peakes, Rufus P.
Pearl, Charles S.
Peirce, Mellen C.
Peirce, Wilbur E.
Pember, Elmer F.
Penney, Rodney C.
Pfaff, Adolf
Pierce, Henry O.
Plalsted, Frank C.
Pol, Bernhard
Porter, Clifford C.
Porter, Fred A.
Prentiss, Samuel R.
Prillay, John M.
Pullen, Frank D.
Pullen, George W.
Quimby, Herbert C.
Reilly, Robert J.
Rice, G. Irving
Rideout, Morton H.
Robinson, Alex M.
Robinson, Daniel A.
Robinson, Frank
Robinson, Frank A.
Robinson, James A.
Rogers, Stacey L.
Rollins, Daniel G.
Rollins, Henry
Ross, Walter
Ryder, Ernestus C.
Sauborn, Henry T.
Sanger, Eugene B.
Savage, Thomas R.
Savage, Walter L.
Sawyer, Andrew C.
Sawyer, Clinton E.
Sawyer, Howard F.
Sawyer, N. Gates
Sekenger, Adam
Shaw, Edwin F.
Silsby, George S.
Simpson, Edgar M.
Sinclair, Melville A.
Smith, George P.
Smith, George R.
Smith, James F.
Smith, J. Henry
Smith, Ruel
Snow, James H.
Spofford, Parker
Stanford, Charles D.
Staples, Henry O.
Storns, Ezra L.
Storns, Samuel
Stetson, Edward
Stetson, Isaiah K.
Stevens, Harmon J.
Stewart, Charles M.
Stone, John H.
Strickland, Frederick H.
Strickland, Isaac
Strickland, Plilo A.
Sweet, Caldwell
Swett, James M.
Tabor, Thomas T.
Taylor, William H.
Thatcher, Benjamin B.
Thatcher, George T.
Thoms, Henry B.
Thurston, Willis L.
Toole, Christopher
Towle, Josiah C.
Towle, J. Norman
Trask, Allan P.
Trask, Manley G.

Tupper, Frank H.	Wescott, George I.
Tyler, Linwood C.	White, Thomas
Varney, George	Whiton, Walter F.
Vose, Prescott H.	Williams, Hiram B.
Ware, Elton W.	Witham, Charles W.
Watters, Charles A.	Witham, LeBaron C.
Webber, Charles P.	Woodward, Charles E.
Webster, Jr., Daniel	Wyman, Edward G.
Webster, J. Fred	Youngs, Frank O.
	<hr/>
	Total, 296

UNIVERSITY OF MAINE.

Distant about nine miles from Bangor and easily reached from this city via the electric cars is the University of Maine, originally established as the Maine State College and picturesquely located on the east bank of the Stillwater river within the limits of Orono.

The State of Maine received under an Act of Congress, approved July 2, 1862, a grant of two hundred and ten thousand acres of public land, from which the University has realized an endowment fund of \$118,300. This has been increased by a bequest of \$100,000 from Abner Coburn of Skowhegan who was for many years president of the Board of Trustees. The town of Orono contributed \$8,000 and the town of Oldtown \$3,000 for the purchase of the site on which the buildings stand. The State has appropriated about \$300,000 for the material equipment.

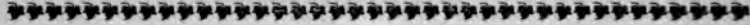
Under an Act of Congress approved March 2, 1887, the University receives \$15,000 annually for the maintenance of the department known as the Agricultural Experiment Station. Under an Act of Congress approved August 30, 1890, the University receives for its more complete endowment and maintenance, \$25,000 annually. Under an Act of the Legislature, approved March 20, 1897, the University receives \$20,000 annually from the State for current expenses.

From small beginnings this institution has grown to very large proportions, with many hundreds of students, with a faculty of about fifty, and with an equipment of eighteen buildings, large and small, including Wingate Hall, Oak Hall, Fernald Hall, Coburn Hall, Machine Shop, Experiment Station, Horticultural Building, Dairy Building, Mt. Vernon House, President's Home, Fraternity Houses, etc.

The School of Law, a department of the University of Maine, was opened to students in the fall of 1898. It occupies commodious quarters in Bangor and has already scored a success far in advance of the most sanguine of its promoters.



THE NIBBEN CLUB'S NEW BICYCLE PATH.



First National Bank

Of Bangor.

187 Exchange Street.

Incorporated 1863.

Re-issued 1882.

CAPITAL, \$300,000.

Annual Meeting, second Tuesday in January.

Dividends in January and July.

Discount Daily.

DIRECTORS.

JOHN A. PETERS,
CHARLES P. STETSON,
EDWARD STETSON,
HENRY McLAUGHLIN,

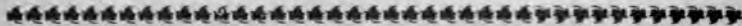
CHARLES A. GIBSON,
ISAIAH K. STETSON,
B. B. THATCHER,
H. H. FOGG,

CHARLES H. WOOD.

EDWARD STETSON, PRESIDENT.

EDWARD G. WYMAN, CASHIER.

SAFETY DEPOSIT BOXES FOR RENT at \$4.00 per year and upwards.



Eastern Trust & Banking Company

BANGOR, ME.

ORGANIZED, APRIL 1st, 1887.

CAPITAL, \$171,900.

SURPLUS, \$100,000.

JOHN CASSIDY, Pres't.

JAMES ADAMS, Vice Pres't.

GEORGE B. CANNEY, Secretary.

CHARLES D. CROSBY, Treasurer.

Transacts a general Banking and Trust Company business.

Accounts of Banks, Municipalities, Corporations, Firms and Individuals, as well as those acting in any official or trust capacity, solicited and every convenience extended for the proper and expeditious transaction of business.

Interest paid on deposits in the *Savings Department*, subject to the same rules and regulations as Savings Banks.

Loans made on Real Estate and approved collaterals.

A Legal Depository for Court and Trust Funds, also for funds in the hands of Executors, Trustees, etc., and authorized by law to act as Executor, Trustee or in any other Trust capacity.



**DEPOSIT BOXES FOR RENT
IN SAFETY DEPOSIT VAULT.**





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H. F. SAWYER, Secretary and Treas.



SAWYER BOOT AND SHOE CO.

JOBBER'S OF

Boots and Shoes,

and Hats and Caps,

21-23-25 Columbia Street,

BANGOR, MAINE.



A perusal of the literature published by this Company will show conclusively the advantages of this region for Vacationists, Tourists and Sportsmen. Schedules in detail, illustrated literature, maps, and any further information desired will be cheerfully furnished by the Passenger Department.

F. W. CRAM,

V. P. and Gen'l Mgr.

GEO. M. HOUGHTON,

Gen'l Pass'r and T'kt. Agt.

BANGOR, ME.

FOGS - - - } AND } ATTENDANT
SEASICKNESS } } ILLS - - -

Are an unknown quantity if you travel via

THE ALL RAIL LINE

The Maine Central Railroad

IN GOING TO AND FROM BANGOR

IN PULLMAN'S LATEST PATTERN

Through Drawing-Room Sleeping Cars.

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 A word to BANGOR VISITORS

**SIDE
TRIPS!**

AS TO —

 **DON'T FAIL TO VISIT**

America's Greatest Resort of
Wealth and Fashion,
Maine's largest Lake for
Trout Fishing and Hunting

{ **BAR HARBOR**

{ **MOOSEHEAD LAKE**

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The recognized coming
Old-New Summer Resorts,

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The home of the mammoth
Trout - - - - -

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The Big Game Region, and
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Full information can be obtained of all ticket agents or by writing

F. E. BOOTHBY, Gen'l Pass. Agent, Portland, Me.

Kenduskeag National Bank

OF BANGOR.

No. 34 Broad Street.

Annual Meeting Second Tuesday in January.

Dividends in April and October.

Discount Daily.

CAPITAL STOCK, \$100,000.

JAMES ADAMS, President.

GEORGE F. BRYANT, Cashier.

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JAMES ADAMS,

FREDERICK W. HILL,

J. B. FOSTER,

AUGUSTUS B. FARNHAM,

H. H. FOGG.

Merchants Insurance Comp'y,

BANGOR, MAINE.

MARINE INSURANCE ONLY.

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WM. B. SNOW, Sec'y.

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L. J. MORSE,

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EDWARD STETSON,

CHAS. V. LORD,

WM. B. SNOW,

CHAS. P. STETSON,

E. B. NEALLEY.

JOHN CASSIDY,



UNION ST. METHODIST. PINE ST. METHODIST.
ST. MARY'S ROMAN CATHOLIC.
FIRST BAPTIST. ESSEX ST. FREE BAPTIST.
GROUP OF CITY CHURCHES.

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Real Estate, - Timber Lands, - Conveyancing.

REAL ESTATE MORTGAGES NEGOTIATED.

25 State, 214 Exchange Streets, - - Bangor, Me.

JOHN E. HOLYOKE,

**DEALER IN MASTS, SPARS, KNEES, DECK PLANK, WHARF
PILES AND SHIP STUFF GENERALLY. OAK LUMBER ALL
THICKNESS, SPRUCE DIMENSIONS, PINE AND
HEMLOCK BOARDS.**

Office, Near Eastern End Bangor Bridge. P. O. Address, Brewer, Me.

H. L. DAY,

Manufacturer of Spring Beds, Cots and Mattresses,

Telephone 348-3.

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D. G. ROLLINS.

N. G. SAWYER.

BANGOR MANUFACTURING CO.,

Manufacturers of and Wholesale Dealers in

**Woven Wire Mattresses, Cots, Spring Beds,
Excelsior Mattresses,**

95 EXCHANGE STREET,

BANGOR, ME.

CONANT & CARR,

MANUFACTURERS OF

CEDAR * SHINGLES,

OLDTOWN, MAINE.

E. W. CONANT.

DAVID CARR.

Pasturized Maine Cream.

We make a Specialty of PURE RICH CREAM.

Best in the world for Coffee, Fruit and Desserts.

G. W. SMITH,

Creamery at 118 - 122 Franklin Street, Bangor, Me.

J. H. HAYNES, President and Treasurer.

L. C. WHITE, Secretary.



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Largest
Hardware
Store
in
Eastern
Maine.

The **Haynes & Chalmers**

COMPANY,
Wholesale Dealers in

HARDWARE,

BAR IRON,

Steel, Carriage Stock,

Paints, Oils,

Doors, Sash, Blinds,

&c.,

Agents for Kellogg's Paints.

190 - 194 Exchange Street,

BANGOR, ME.

BENOIT THE WIDE AWAKE,
ENTERPRISING, ONE PRICE
CLOTHING CLOTHING and FUR-
NISHING GOODS
COMPANY HOUSE, 20 State St.,
BANGOR, ME.

ABEL HUNT,
Funeral Director & Practical Embalmer.

Wholesale dealer in CASKETS AND TRIMMINGS.

25 EAST MARKET SQUARE, BANGOR, ME.

Branch Store, Main S.,
Bar Harbor.

Both Offices and Residence
connected by Telephone.

Established a quarter century.

Bangor's Largest Clothing House

ALWAYS IN THE LEAD

With all the newest and most popular styles of

MEN'S AND BOY'S

CLOTHING!

Mail orders promptly attended to.

J. WATERMAN, STRICTLY ONE PRICE
CLOTHIER,

161, 163, 165 Exchange St., Bangor.

The trade supplied at Wholesale Prices.

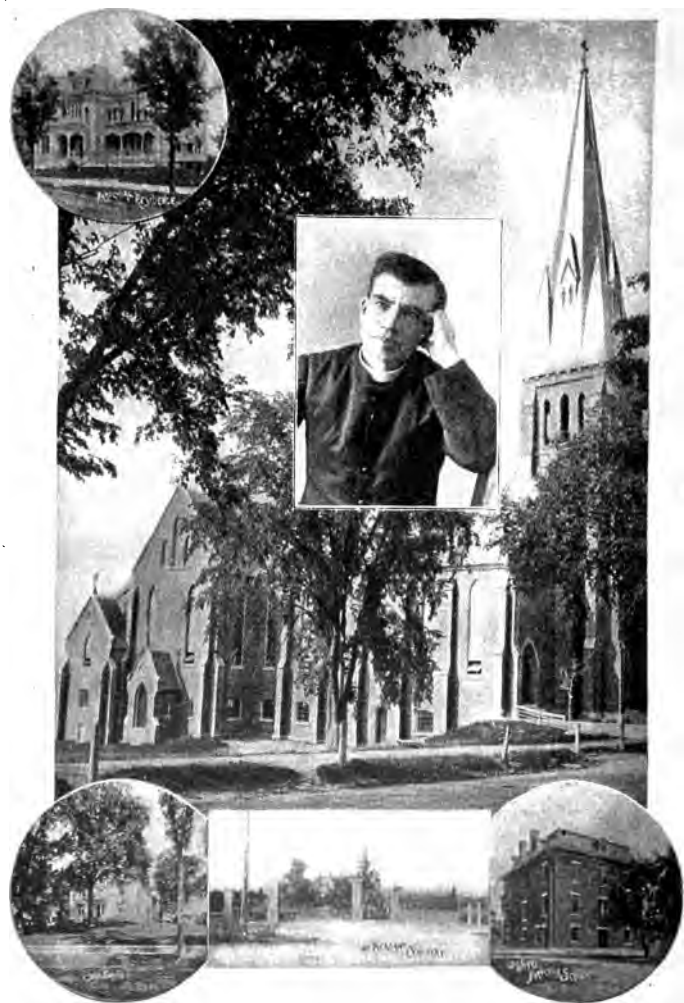
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LARGEST CIRCULATION IN MAINE.

Bangor Weekly *Commercial.*

OVER 28,000 CIRCULATION.

OFFICE, UNION BLOCK, MAIN ST.



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Bangor & Bar Harbor Steamboat Co.

Three Trips per Week Throughout the Summer.

STEAMER CIMBRIA

Leaves Bangor every Tuesday, Thursday & Saturday, at 7.30 a.m.

RETURNING—Leaves Bar Harbor

Every Monday, Wednesday and Friday, at 7.00 a. m.

ONE OF THE LOVELIEST TRIPS IN MAINE.

FARE—Bangor to Bar Harbor, \$1.50.

Five-Day Excursion Ticket, \$2.00. MEALS SERVED.

PENOBSCOT BAY ROUTE.

Steamer SEDGWICK leaves Bangor daily for all Bay Points.

GEO. H. BARBOUR, Pres't. H. W. BARBOUR, Gen. Mg'r.

BANGOR STONEWARE CO.,

MANUFACTURERS OF

Stone and Fancy Pressed Ware



of every description,
and dealers in

**EARTHEN,
ROCKINGHAM,
YELLOW & WHITE
WARE.**

PATTEN STREET,

BANGOR - MAINE



COLUMBIA STREET BAPTIST CHURCH.

Emerson, Blake & Adams Co.,

[Successors to EMERSON & ADAMS and CLARK & BLAKE,]

JOBBER'S OF

Dry & Fancy Goods

AND

LUMBERMEN'S SUPPLIES,

BANGOR, MAINE.

ALL KINDS OF
INSURANCE

CAN BE PROCURED OF

BLAKE, BARROWS & BROWN,

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AND DEALERS IN STOCKS & BONDS,

NO. 9 CENTRAL ST., BANGOR.

CLARION



RANGES, STOVES AND FURNACES

ARE SURE TO GIVE

RIGHT RESULTS.

The Experience of Sixty years is in their Making.

ESTABLISHED 1839.
INCORPORATED 1894.

WOOD & BISHOP CO.

40 - 42 Broad St., Bangor, Me.

New England Telephone and Telegraph Company,

For the accommodation of a certain class of
communications have established a

<p>NIGHT RATE between 6 P. M. and 6 A. M.</p>		<p>ONE-HALF the day RATE.</p>
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Minimum night-rate is 15 cents except where the day-rate is less.

VERY convenient for a social chat with friends
in a distant city, the making of appointments
and other uses which may occur to you.

**SAVE TIME, TRAVEL,
TROUBLE AND MONEY
BY USING THE
TELEPHONE.**



**A MESSAGE
BY TELEPHONE
BRINGS
IMMEDIATE ANSWER.**

LOST!

The man without a telephone. The business world seldom hears anything of him, and the sphere in which he moves is growing smaller every day, until it will eventually become like this ○

Moral:—Get a TELEPHONE.

The New England Telephone and Telegraph Company.



RECEPTION ROOM.
RECEPTION ROOM.

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YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

TO BE PLEASED



With one's CLOTHES is a large part of contentment. We always try to please our customers, and this accounts for the large amount of fine trade we are getting. Our stock is of the best quality, and up to date.

HOOPER, THE TAILOR,
NO. 6 STATE ST., BANGOR, ME.

OPEN THE YEAR ROUND.

Bangor Business College

Teaches the *ELLIS SYSTEM*

of Actual Business from the Start.

The same System taught by the Eastman, Burdett, Bryant & Stratton, and all other up to date Colleges. We are the only College in Maine teaching this System.

NOW IS THE TIME TO ENTER.

THOMAS W. BURR,
MARY B. EDGECOMB,
Commercial Department.

MARY E. BEAL, Shorthand Department.



ALMS HOUSE.

Bangor Savings Bank

OF BANGOR.

No. 3 State Street.

Deposits, \$3,508,506.20.

Organized 1852.

SAMUEL F. HUMPHREY, PRESIDENT.

JOHN L. CROSBY, TREASURER.

E. F. RICH, ASSISTANT TREASURER.

DIRECTORS:

JAMES ADAMS,

CHAS. V. LORD,

S. F. HUMPHREY,

MOSES GIDDINGS,

FRED'K H. APPLETON.

Total amount of dividends declared to Oct. 1, '99, \$2,752,666.70.

Dividends payable the first Monday of April and October.

H. P. SARGENT.

D. A. SARGENT.

D. SARGENT'S SONS,

MANUFACTURERS OF

SPRUCE, PINE

AND HEMLOCK

LUMBER

Clapboards and Shingles.

And Dealers in PENOBSCOT RIVER ICE.

Bangor Office, 76 Exchange St.

Mills and Ice Houses, - - South Brewer.

TELEPHONE CONNECTION, 326-2.

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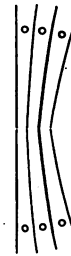
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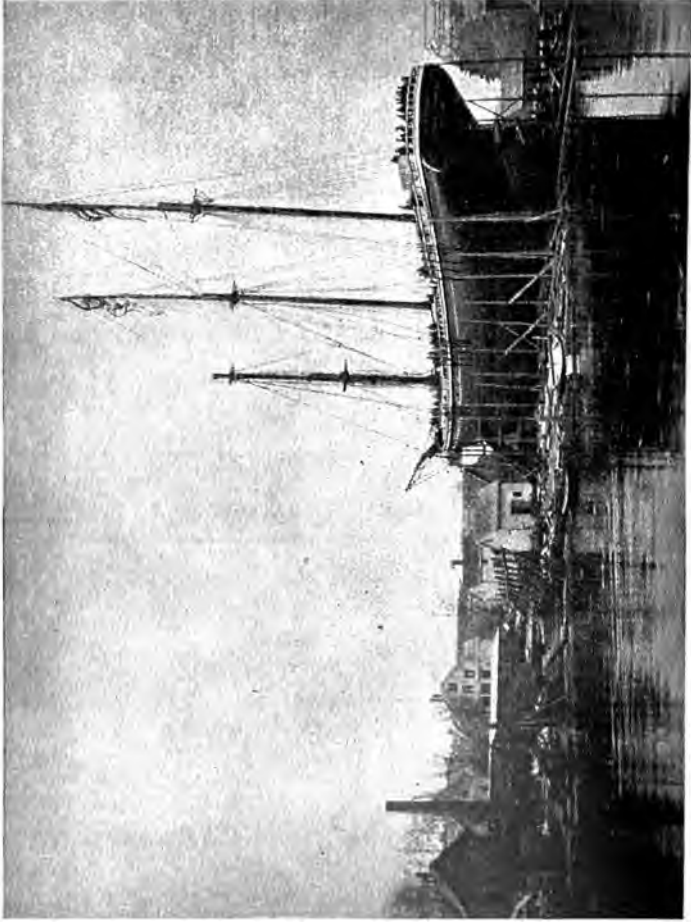
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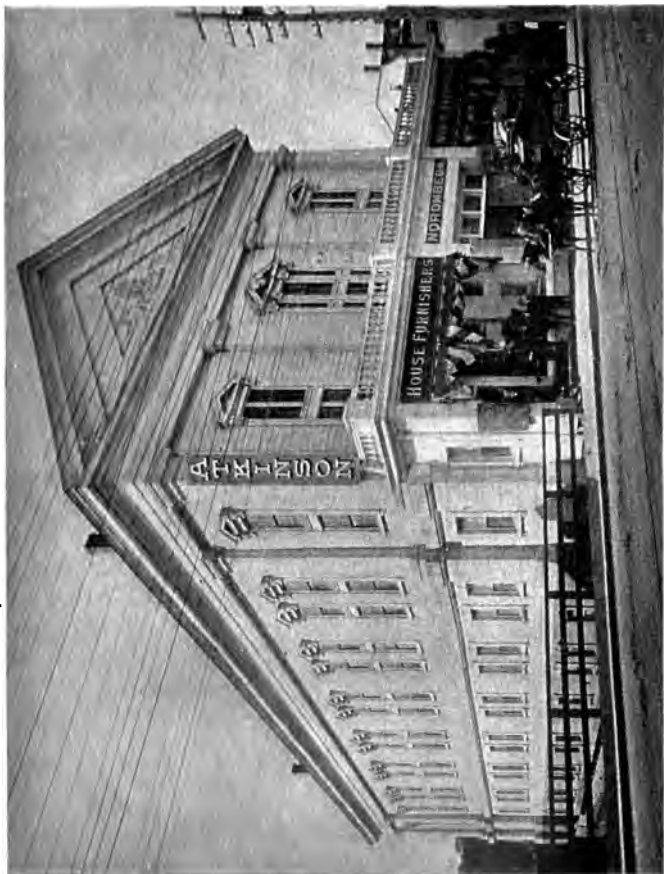
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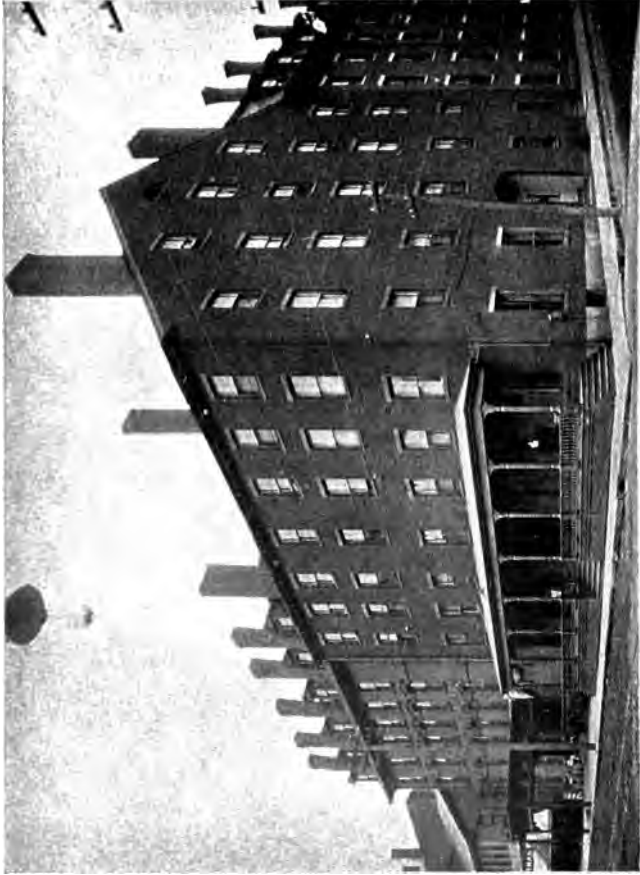
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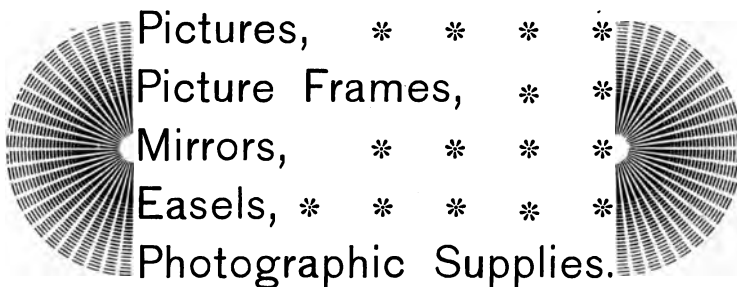
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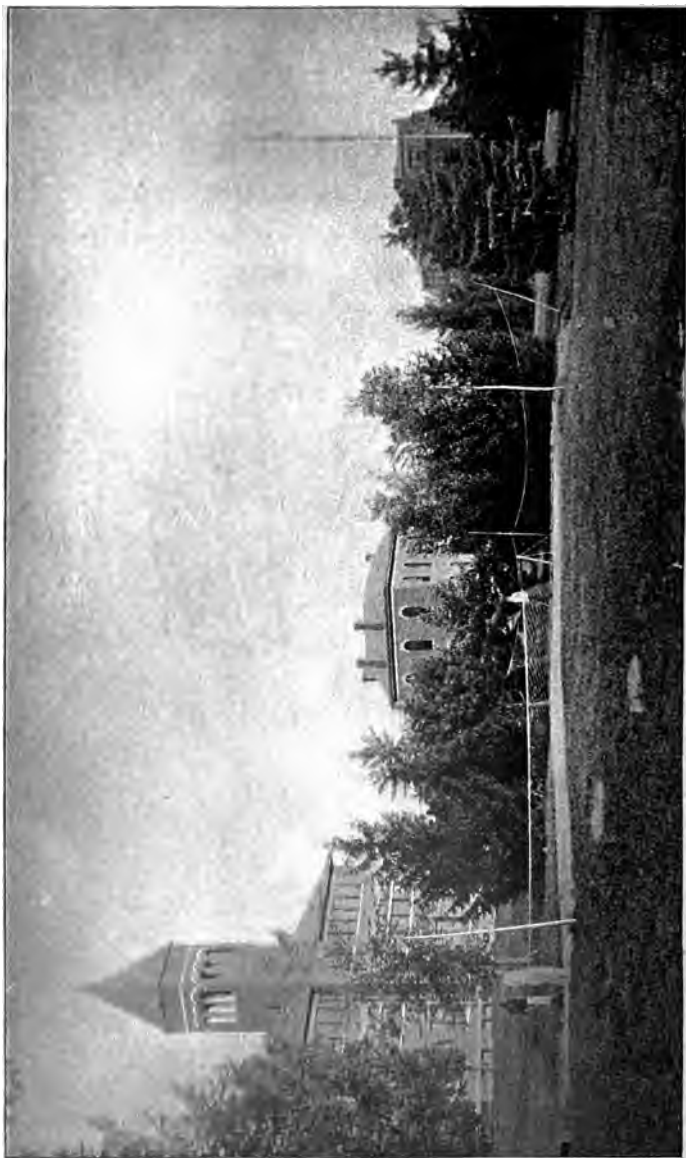
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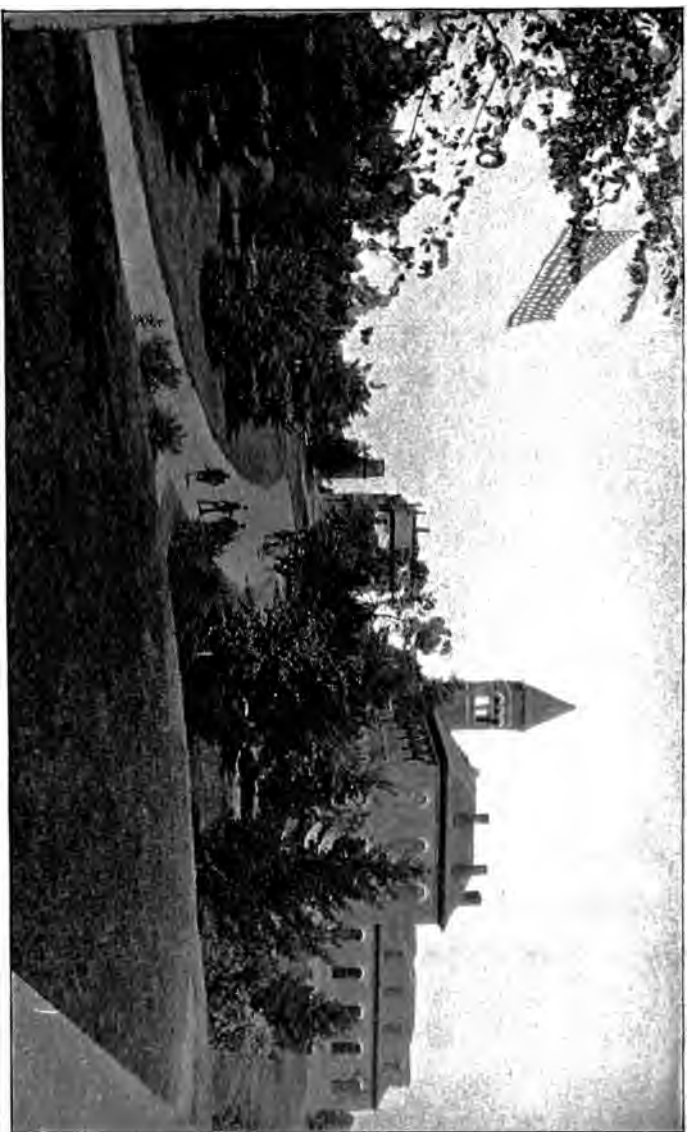
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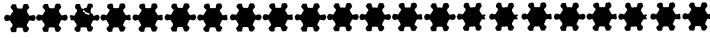
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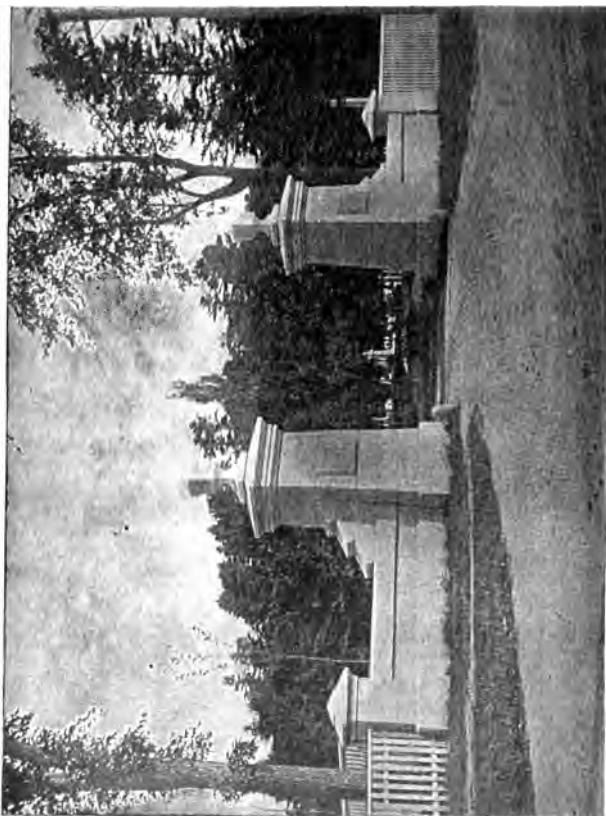


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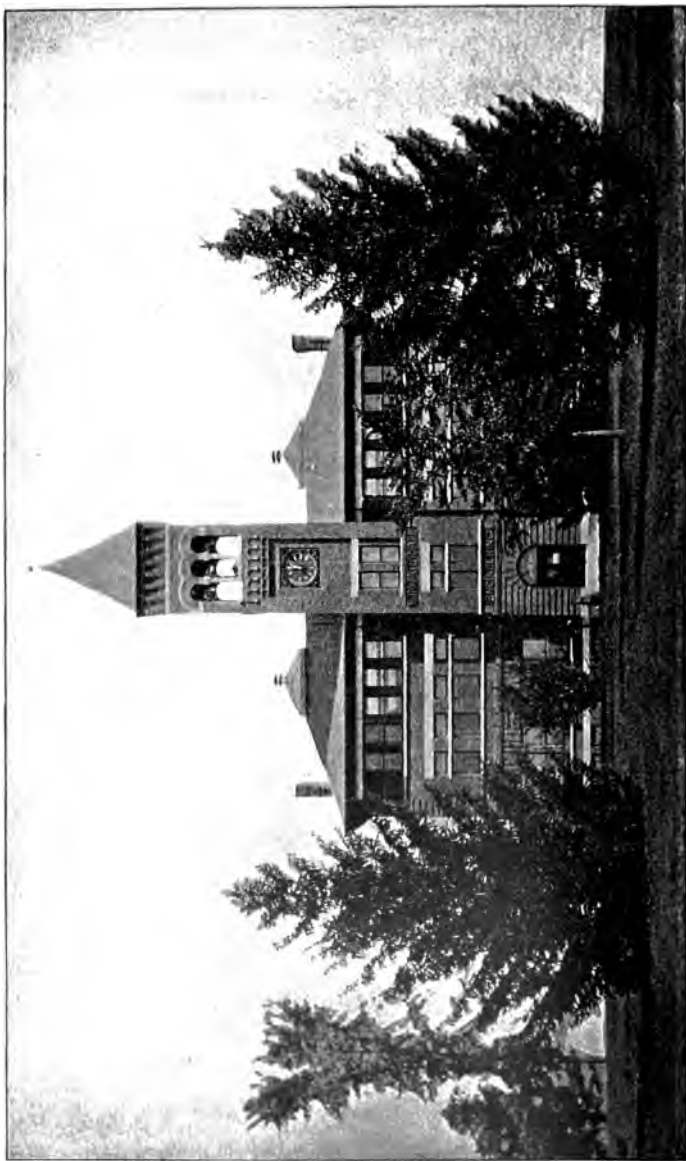
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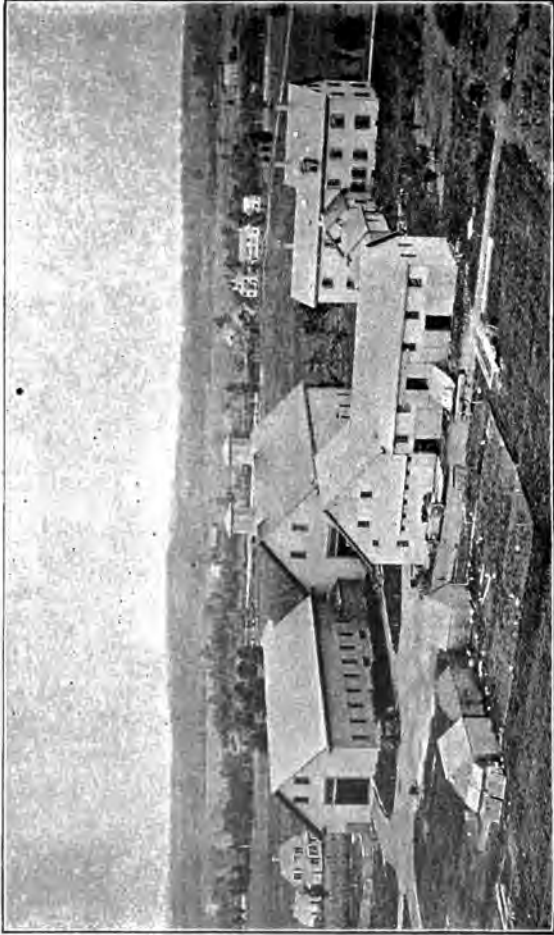
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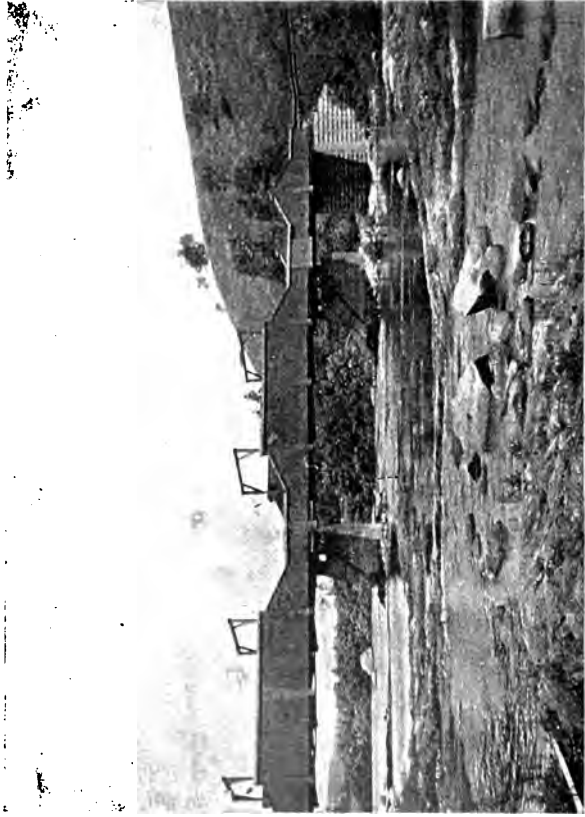
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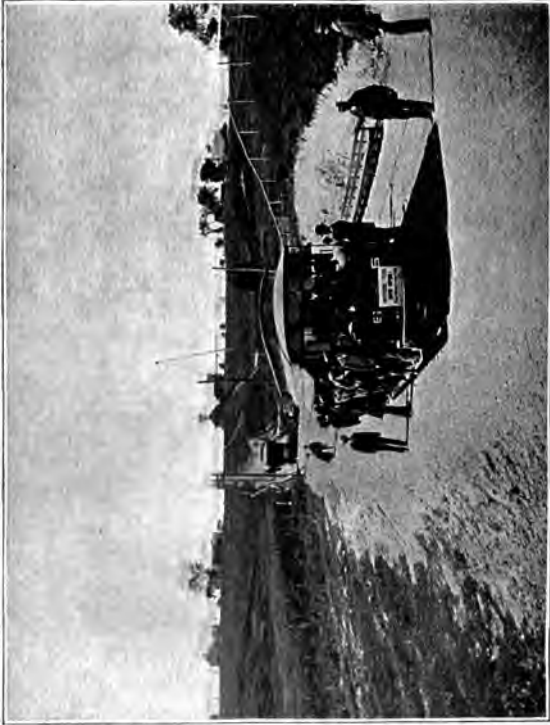
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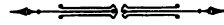


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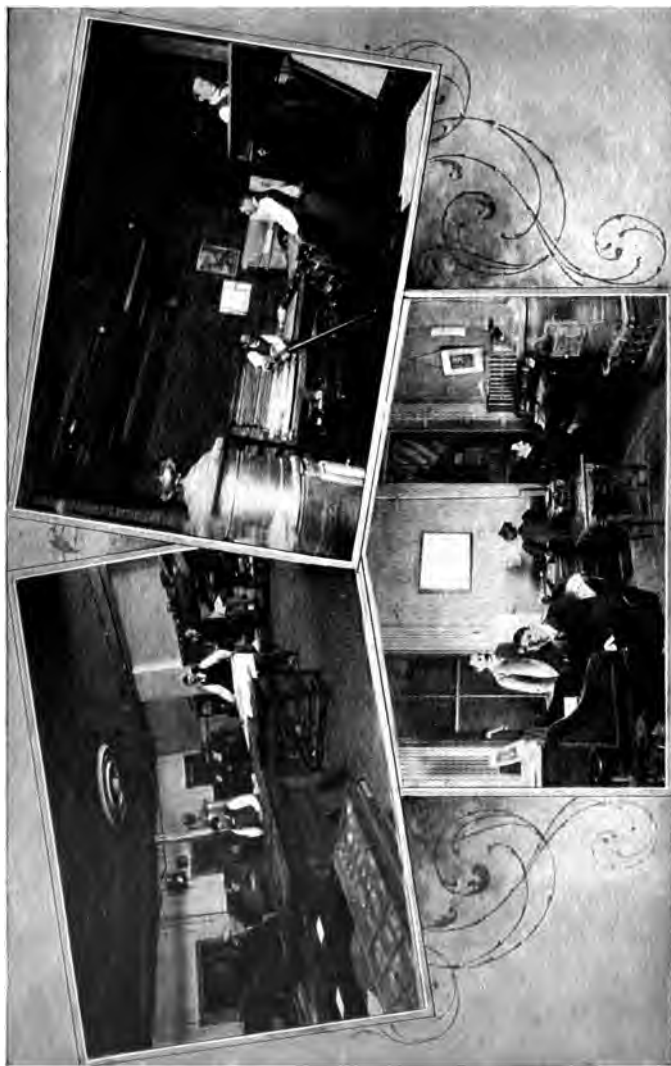
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