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BANGOR
MAINE
ITS
ATTRactions
AND
ADVANTAGES

The title is rendered in a highly decorative, blackletter-style font. The letters are thick and feature elaborate flourishes and serifs. The text is arranged in a vertical, roughly oval shape, enclosed within a decorative border of swirling lines and leaf-like motifs. The word 'ATTRactions' is written in all caps, while 'AND' is in smaller, spaced-out letters. The overall design is intricate and characteristic of late 19th-century book ornamentation.



BANGOR, MAINE



Its Summer Attractions
... and ...
Industrial Advantages



ISSUED BY THE
BANGOR BOARD OF TRADE
1906

COMPILED BY
E. M. BLANDING, SECRETARY
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Bangor, Maine.

JACOB BUSWELL, Bangor's pioneer settler, came in 1769 to the junction of the Penobscot and Kenduskeag Rivers and brought with him his wife and nine children. On a commanding site near where is now the St. John's Roman Catholic Church, Buswell reared a rude log house and established the first home in the limits of the present Bangor with white occupants.

Camping Grounds of the Tarratines.

For many years prior to this the neighborhood had been the camping grounds of the Tarratines, a numerous and powerful tribe of Indians, and this was with them a favorite abiding place.

The pioneer Buswell was not, however, the first white man to visit or note the advantages of settlement at the confluence of the Kenduskeag and the Penobscot Rivers. As early as 1605 the French had visited this 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 of Quebec and the final crushing of French power in America in 1759 that this region became inviting to settlers from England or 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. More families came with each succeeding year, and when the Revolutionary War broke over the American colonies, Kenduskeag Plantation contained perhaps about 75 souls, and on both banks of the Penobscot between Stillwater and Bald Hill Cove, in 1776, there were seventy-eight heads of families. The Revolutionary War entailed much hardship on the people of Kenduskeag Plantation. The British had control of the Penobscot River and commanded the subjection of all the inhabitants on the 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

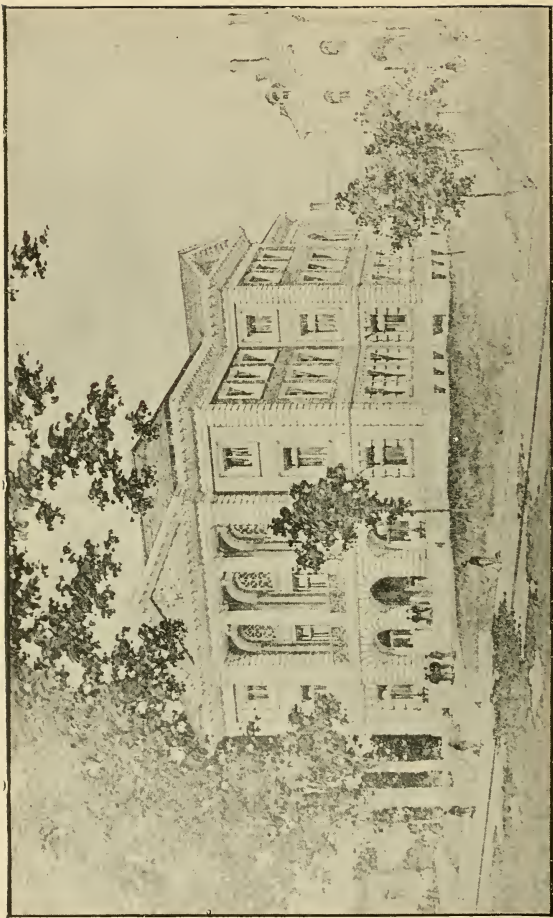


CITY HALL

at a rough barrack built near the present Mount Hope Cemetery. These men helped to 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 the Kenduskeag stream in the Penobscot was the final scene in August, 1779, of the ill 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 fleet 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 forest westward. 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.

With the advent of peace between England and the United States came a revival of the settlement of Kenduskeag. Many who had left the region because of the British persecution returned. But this revival and growth was slow, and the records of it are 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.

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 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 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.



PENOBSCOT COUNTY COURT HOUSE

Bangor's Early Days. 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 lands to 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 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. 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 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 ship-building 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.

Incorporated as a City in 1834. 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 2,808 to 8,000. It was in the latter year that Bangor became incorporated as a city, Hon. Allen Gilman being the first mayor. The first bridge built across the Penobscot connecting Bangor and Brewer was constructed in 1832 by the Bangor Bridge Company at a cost of \$40,000. This bridge was swept away by the great freshet in 1846 and was replaced in 1847 by a new truss bridge at a cost of \$31,000. Several years ago the central span was swept away and this was replaced by steel. In 1854 the Post Office and Custom House building, constructed of granite, was completed, and 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 cause of anti-slavery. 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 most loyal enthusiasm in Bangor.

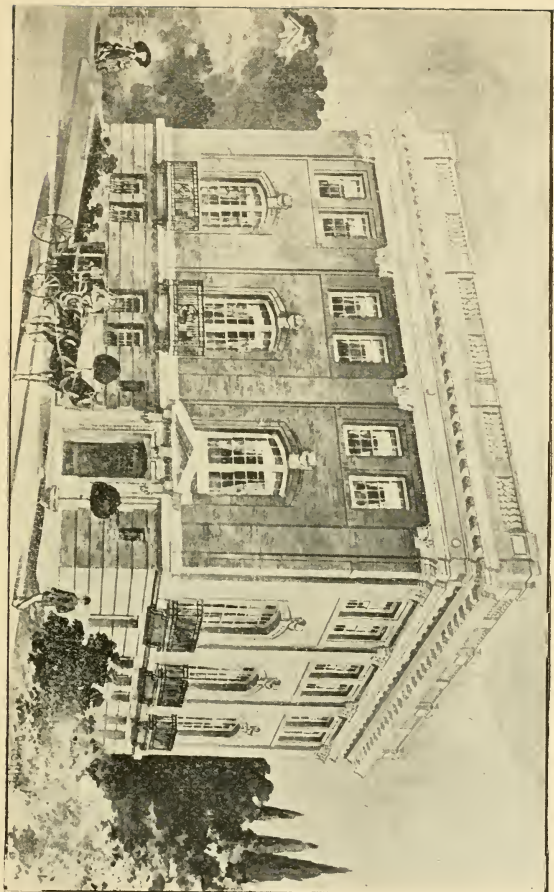
Notable Advancement in Recent Years.

of Bangor was \$7,076,000, and the business for a time was exceptionally good and remained so until 1873, when the financial panic of that year had its depressing effect. The European and North American Railway was opened to Vanceboro in 1871, giving Bangor a much wider zone of 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 late Hon. John A. Peters delivered one of his most eloquent speeches. In 1875 the water works system of the city was begun and the undertaking completed two years later at a cost of \$500,000, although in later years extensive additions have been made thereon. In 1893 the Bangor & Aroostook Railroad was built into Aroostook County and in 1898 the Washington County Railway was extended into and through Washington County.

In the past decade and a half Bangor has made a notable advancement and especially noticeable have been the improvements in the past few years. The city has gained largely in population; handsome blocks have been reared in the business section; industries have multiplied in number and importance; mercantile establishments both wholesale and retail have increased and extended, and the homes of our citizens have been very materially improved.

Bangor and Her Namesakes.

city at the head of navigation on the Penobscot has numerous namesakes. Investigations carried on by the Secretary of the Bangor Board of Trade show that there are at least nine Bangors in different parts of North America all named for our home city. It is interesting to note that these are widely scattered, two being in the South, four in the Middle West, two on the Pacific Slope and one beneath a foreign flag. They are located as follows: in Wake County, North Carolina; Morgan County, Kentucky; Van Buren County, Michigan; Marshall County, Iowa; Coffey County, Kansas; Walworth County, South Dakota; Butte County, California; Kitsap County, Washington; and Prince Edward Island, Canada.



THE TARRATINE CLUB'S NEW CLUB HOUSE



MORSE-OLIVER BLOCK

Bangor's Admirable Location.

BANGOR is fortunate in its location being at the head of navigation on Maine's largest river, and with railroads radiating to all parts of the state. It is the metropolis of Eastern Maine and the natural gateway to the expansive territory of the North-east.

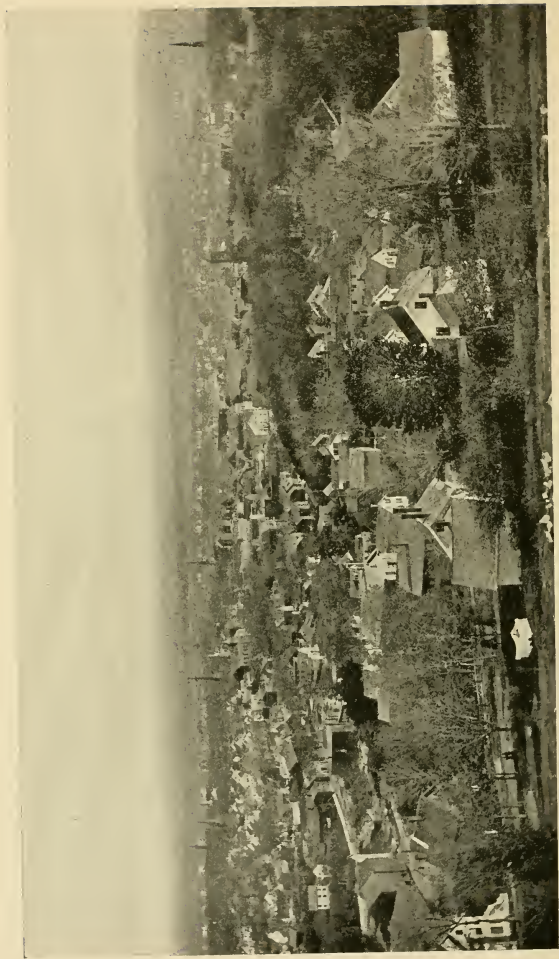
Bangor is a flourishing city of 25,000 people and the towns immediately environing, including the city of Brewer across the river, swell the population to 40,000. As the shire town of a county embracing upwards of 76,000 inhabitants; as the trade centre and shipping point for a large and rich agricultural section and for many thriving industrial communities; as a point of convergence for numerous important railway and steamship lines, and a consequent

tarrying place for great numbers of tourists, sportsmen and commercial travelers; these together with the busy commerce of its port and the metropolitan character of its hotels and the compactness of its business section, give to the city a much more populous appearance than the above figures would indicate.

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



COLUMBIA BLOCK



BIRDS-EYE VIEW FROM THE STANDPIPE

Up-to-Date and Progressive City.

BANGOR ranks among the most progressive and up-to-date cities of its class and is widely known for the enterprise of its business men and the public spirit and hospitality of its citizens.

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 F. Hersey, donated by his 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, and among them one to the city, which when paid over by the executors some years later, aggregated \$100,000, this sum being subsequently appropriated by the city as an endowment for the Public Library. Later 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.

Bangor as a Municipality. The city is divided into seven wards, with one alderman and three councilmen to each ward, the principal officers consisting of Mayor, 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 Assessors' figures is \$18,488,213 as against \$15,817,118 in 1900. The number of polls is 6,692 against 6,061 in 1900. 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 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.

During the past year the City Treasurer and Collector received from all sources \$751,664.33. The city holds trust funds to the amount of \$208,909.15 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;



THE STAND-PIPE AT SUMMIT PARK

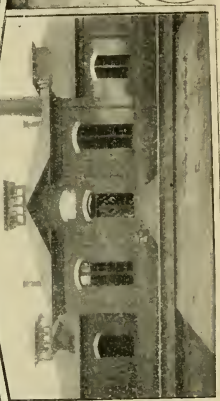
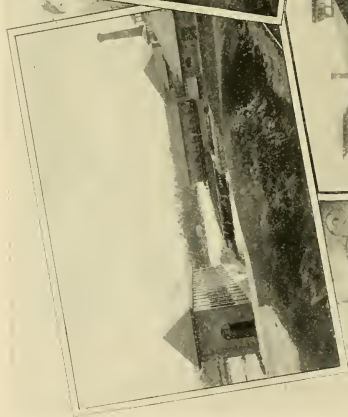
George Stetson Fund for City Missionary, \$12,000; H. H. Fogg Fund for City Missionary, \$1,000; Bangor Fuel Society, \$4,500; Holton Medal Fund, \$2,000; Firemen's Relief Fund, \$2,409.15. The city's credit is of the best and her outstanding $3\frac{1}{2}$ and 4% bonds bring a high premium in the market. Bangor has no float-

ing debt and her bonded debt is as follows: Municipal Bonds due in 1912, \$50,000, and in 1914, \$100,000; Water Bonds due in 1910,



HON. WILLIAM B. PEIRCE, MAYOR

\$40,000, and in 1935, \$500,000. During the past year the \$500,000 water bonds were refunded with interest reduced from six per cent to four per cent and making a yearly saving of \$10,000.



BANGOR WATER WORKS

The city has in excess 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



OPERA HOUSE

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. From the Bangor House to the Eastern Maine Fair Grounds Main Street has been converted into a superb boulevard. There are in excess of thirty-seven miles of sewers constructed, and in the last few years extensive improvements in this direction have been inaugurated while still further 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.



PALM STREET GRAMMAR SCHOOL

There is a salaried fire department of 95 men exclusive of the chief and three assistants. The equipment for extinguishing fires includes four steamers, six hose carriages and two hook and ladder trucks. There are two hundred and forty-one hydrants, and twenty-two 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. There are 62 alarm boxes and 55 miles of wire. The efficiency of the department is shown by the remarkable freedom of the city from destructive conflagrations.

Bangor's Municipal Electric Lighting Plant is an admirable one

and the city is universally conceded to be one of the best lighted in the country. The Power station is at the Bangor Waterworks Dam and there is a commodious sub-station erected in 1902 on York Street. There are 372 city lights, 328 of these being arc and 44 incandescent. There are 75 miles of wire for the arc lights and 30 for the incandescent. In addition to the illumination of the streets, electric lighting is supplied to all the municipal build-



FIRST CONGREGATIONAL CHURCH

ings, including City Hall, the school houses, the Alms House, the ward rooms, the city stable and the fire stables, 1,400 incandescent lights being employed for these purposes. Included in Bangor's electrical department is the Gamewell Fire Alarm telegraph service, there being 62 fire alarm boxes, 44 miles of overhead wire and 11 miles of underground wire, making a total of 55 miles of

wire. In addition to the above Bangor is one of the few cities in the country with the tapper service, each member of the fire department having at his home a tapper which sounds every fire alarm indicating at the same time the box from which the alarm is given. In order to reach the homes of the ninety odd firemen with this tapper system 16 miles of overhead wire have been stretched.

The Public Library.

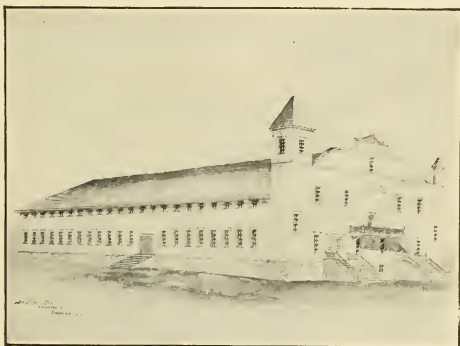
The Bangor Public Library is one of the foremost institutions of its kind and contains on its shelves 60,590 volumes. The nucleus of this valuable collection of books was



MASONIC BLOCK

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 for the purpose of the library, the institution now has an endowment of \$116,000 for its maintenance. During the past year the number of books delivered for home use was 98,883, and for use in the reading room 15,109, making a total aggregate of 113,992 books issued in the year. Additions are being made continually by purchase and donation, and this is the home as well of the

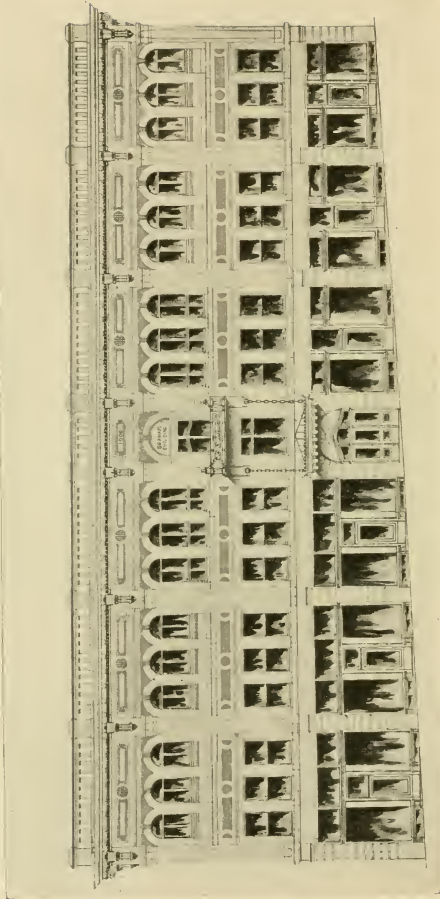
Bangor Historical Society. The collections of this society are kept in the library rooms and everything of historical interest, especially if related to local matters, is added to the collection. The Bangor Public Library according to an official bulletin recently issued by the United States Census Bureau ranks third among cities of its class, there being only two cities in the United States with a population similar to Bangor and having a larger number of volumes in their Public Libraries. The Bangor Public Library it is expected will soon be housed in a splendid home of its own, and one worthy of so important an institution. An eligible site in the vicinity of City Hall and the Court House has been acquired



AUDITORIUM

by condemnation proceedings and at this location a superb library building will be erected in the near future, the building fund already aggregating \$132,000.

Public Buildings. In the very centre of the city with the waters of the Kenduskeag River on both sides is located the Custom House and Post Office Building. The edifice is of granite and very substantially built. The ground floor is used for the Post Office. Within a few years there has been erected in the rear a large addition which is also used for the accommodation of Bangor's rapidly increasing postal service. On the second floor are the commodious



THE NEW GRAHAM BUILDING ON CENTRAL STREET

quarters of the Custom House and other parts of the building are used as a U. S. Court Room and as offices for various Government officials. In the spacious approach to this building is to be seen a large bronze cannon captured by the Americans during their invasion of Cuba at the time of the Spanish-American War and donated to Bangor through the efforts of the late Congressman Boutelle. In the vicinity is also a mounted cannon recovered from the bed of the Penobscot River where it was left by one of the vessels of the American fleet that was blown up at the mouth of the Kenduskeag at the time of the British invasion in August, 1779.

On an eligible site on Hammond Street is the spacious new Penobscot County Court House erected a few years since. This is a handsome structure of brick and stone and is one of the best court houses in Maine. In the immediate vicinity of the court house is the county jail, an edifice of handsome design and with a spacious workshop adjoining.

The Bangor Opera House is unsurpassed for its beauty and appointments by any outside the largest cities. It is well patronized by the Bangorians, who have long been noted for their appreciation and support of the opera and 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 since is the largest building of its kind in the state, and here each fall is held the Eastern Maine Music Festival, under the direction of W. R. Chapman, of New York.

The Eastern Maine State Fair Association have fitted up at large expense one of the finest and best appointed fair grounds and driving parks in New England. Maplewood Park is only a mile from the business center and on an eminence overlooking the city and harbor and commanding a magnificent view of the surrounding country. Here every season in the late summer or early fall is held a great fair where are brought together for exhibition and study the agricultural and industrial products of the richest sections of the state. At other times during the year Maplewood Park is the scene of horse races, base ball, polo and bicycle tournaments, and numerous other athletic sports and out door amusements.

Bangor has an admirable police force with a chief and about 30 patrolmen, and law and order is as well preserved as in any city of its size.

The city has nineteen religious organizations and numerous denominations are represented. Of those in the city proper there are four Congregational, two Baptist, one Free Baptist, two Methodist, one Episcopal, two Roman Catholic, one Universalist, one Unitarian, one Advent, one Jewish synagogue, one Christian, and one Christian Science, while there are several in the suburbs. The First Congregational Society is the oldest in the city and its church has a commanding location on Broadway. The newest church is the handsome stone church built by the Central Congregational Society on French Street. A church much visited by visitors to the city is the St. John's Roman



ST. MARY'S SCHOOL

Catholic on York Street, the interior decorations of which are highly artistic. Parochial schools for boys are maintained by both the Catholic churches. This city is the home of the Bangor Theological Seminary, and its buildings occupy a commanding site between Hammond and Union Streets. The Y. M. C. A. is a flourishing organization and has an elegant home of its own at the corner of Court and Hammond Streets. The Bangor churches have in recent years undergone many improvements and are all comfortable and commodious, while many of them are of handsome architecture.

Schools. Bangor's schools have always ranked high and no city of its size is better supplied in this regard. In recent years numerous new and handsome school buildings have been erected and the buildings are architecturally of a high order, while special care is taken for the health and comfort of the pupils. The Palm Street Grammar School building erected some years since at a cost of \$75,000 is the best school building in the city. Among the newest in construction are the school houses on First Street and Elm Street. The Pine Street School House has been thoroughly remodeled and very extensive alterations have been made at the High School in Abbot Square. A new school house is the present season being built on Centre Street in the vicinity of Montgomery. The number of school buildings is 30; the number of teachers is 121; and the enrollment of pupils is 3,306 in the public schools, and in parochial and private schools 738.

Social and Charitable. The city has a great number of fraternal organizations and generally these are very flourishing.

The Masons have a handsome and commodious home of their own and the Odd Fellows are soon to move into new and spacious quarters in the new block which President Graham of the Bangor Railway and Electric Company is now building on Central Street. Practically all of the leading fraternal organizations are represented here, and many of them have handsome quarters of their own. In the line of social organizations the Tarratine Club is now building on Park Street an elegant club home and soon they will move there from their present quarters on Main Street. The Madocawando, Masonic, and Melita and other social organizations have commodious club quarters. The Niben Club has on the shore of Pushaw Lake a delightful club home which is a popular rendezvous both during the summer and winter. The Condukeag Canoe and Country Club has a handsome club house on the river bank at Hampden. The Meadow Brook Golf Club has excellent grounds about three miles from the city and here has been erected a commodious and attractive club headquarters. There are many organizations among the ladies, and prominent among these are the Athene, Norombega, and the Nineteenth Century clubs.

The City Farm is a model in equipment and management, and prominent among the other institutions of the city are the Children's Home, the Home for Aged Women, the Home for Aged Men,

the King's Daughters Home, the Deaconess' Home, and the Associated Charities.

The Eastern Maine General Hospital occupies an attractive location on State Street overlooking the Penobscot River and in the vicinity of the Waterworks. The institution is a flourishing one and well appointed, and ranks as one of Bangor's most useful institutions. The Eastern Maine Insane Hospital, a state institution, is favorably located on high ground overlooking the river and not far distant from the waterworks. The buildings are substantially built and modern in every detail, with capable officials at the head, and everything possible is done for the comfort of the 250 unfortunate inmates.

Bangor Water Works

Bangor has a reliable water supply drawn from the Penobscot River by the Holly System. Two miles above the city a great dam spans the river and here is the mammoth pumping station and filter plant. The water pumps have a daily capacity of 8,000,000 gallons and the steam pump 5,000,000 gallons, bringing the total daily capacity up to 13,000,000 gallons. The average daily consumption is between 3,000,000 and 4,000,000 gallons and the capacity of the filter plant is in excess of that amount. At Summit Park overlooking the city there is a monster stand pipe surmounted by an observatory and the capacity of this reservoir is 1,654,000 gallons. The city has 46 miles of water mains and 241 hydrants, affording excellent fire protection.

Electric Light and Power.

Electric commercial lighting and power for manufacturing purposes is supplied by the Bangor Railway & Electric Company from their great power station at Veazie. The water wheels have a capacity of 2,100 H. P., and the auxiliary steam plant includes engines of 1,800 H. P. and boilers of 1,400 H. P. The electric generating apparatus has a capacity of 2,000 Kilowatts aggregating 2,700 H. P. The Bangor Railway & Electric Company now has in Bangor and vicinity 37,900 lights, the record of an excess of one light to each unit of population being an unusual one. For manufacturing purposes 576 H. P. are now furnished to 140 users, the motors ranging from $\frac{1}{4}$ H. P. to 30 H. P. The Bangor Railway & Electric Company now has a large surplus available for manufacturing purposes, and as this power is supplied at very reasonable prices there is abundant opportunity for Bangor's industries to multiply and expand.

Superior Transportation Facilities.

BANGOR has been a pioneer in transportation matters and her citizens built in 1835 the first steam freight and passenger railroad in Maine, and one of the earliest in the country. This railroad ran from Bangor to Oldtown, and later was extended to Milford, and continued in active and successful operation until the advent of the European and North American Railway, now the Vanceboro division of the Maine Central Railroad.

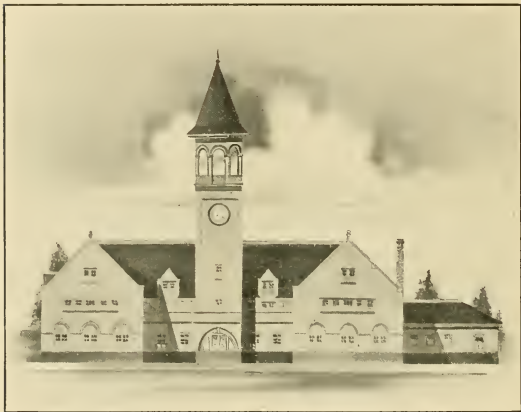
Stretching across the state from **Maine Central Railroad.** Portland to Bangor and with branches reaching out in varying directions the Maine Central Railroad covers a large portion of Maine, its lines penetrating fifteen of the sixteen counties. This network of railroad lines gives Bangor admirable shipping facilities and the volume of freight traffic has attained immense proportions.

As indicative of the magnitude of Bangor's railroad business it is interesting to note that there are 84 regular trains in and out of the city daily over Maine Central rails, 62 of these passenger trains and 22 freight, besides numerous specials. Of the regular passenger trains 14 are on the west and 48 on the east, and of the regular freight trains 10 are west and 12 east. The city is the home berth for many of the road's locomotives, and in the vicinity of thirty take their Sunday rest in the big round house near High Head. As indicative of the volume of the freight traffic the Maine Central Railroad brought to Bangor during the last railroad year 205,221 tons of freight and during the same period 357,823 tons were forwarded from Bangor, making a total of 563,044 tons.

The improvements recently made and now underway in Bangor are on a vast scale. The old passenger station in the Western yard is to be abandoned, and the passenger business is to be concentrated at the foot of Exchange Street, where the largest railroad station in Maine and one of the finest in New England is now being erected. Other recent improvements in this vicinity include the building of a new double track steel bridge across the mouth of the Kenduskeag and the construction of a new freight station 500 feet long by 30 feet wide in the Western yard.

The plans for the new railway passenger station have been designed by Henry B. Fletcher, of Melrose, Mass., architect for the Boston & Maine Railroad. The new station is 194 feet in length

and 82 feet 8 inches in width. The edifice is of French buff brick with red Long Meadow brownstone trimmings and base. Directly in the middle of the Exchange Street extension rises a tower 119 feet to the base of the finial, and the height of the finial will be 11 feet, giving the tower a height over all of 130 feet. The main entrance of the station will be through a porte cochere 22 feet wide and 24 feet deep. The porte cochere will have entrances on the sides as well as the front, 10 feet being allotted for the sidewalk and 12 feet for the carriage driveway. Entering from the porte cochere and the tower entrance one passes into a large ves-



THE NEW RAILWAY PASSENGER STATION

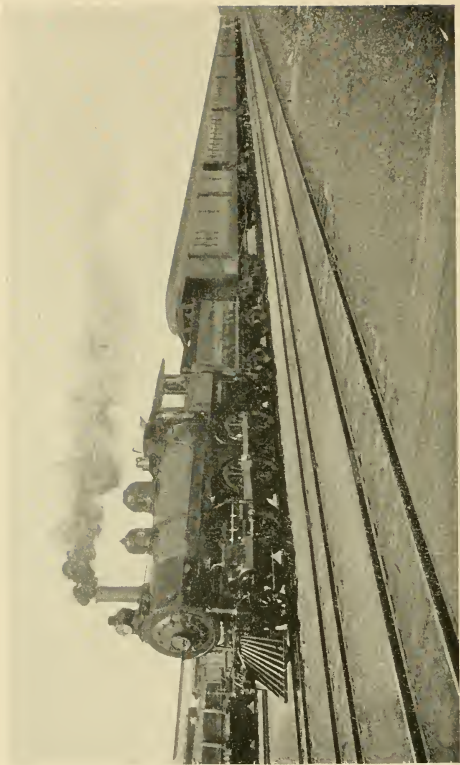
tibule, and this, like all the rooms on the ground floor will be marble tiled. On the right is the women's retiring room, off from which is the women's toilet room. To the left of the vestibule entrance is the spacious ticket office and agent's office. Continuing through the vestibule entrance one passes into the general waiting room which is about 88 by 44 feet. Off from the general waiting room is a smoking room 31 feet by 25 feet, and adjacent is a toilet room for men. The dining room 61 feet by 43 feet is at the right of the vestibule as one enters from the general waiting room.

Adjacent to the dining room, and in the northwest corner of the building is the serving room, 21 feet by 17 feet with asbestolith floor and an elaborate culinary department. Farther to the westward, near the Kenduskeag river, is the kitchen and storehouse building adjoining. Between the dining room and the general waiting room will be the parcel room and telegraph office.

On the second floor of the station building to the east of the entrance, will be the offices of the Superintendent and Train Dispatcher, and the other rooms to the west will be devoted to the roadmaster, trainmen, conductors, wharfinger and engineers. In the tower itself there will be four floors. The general waiting room on the ground floor will have a panel ceiling and will be $16\frac{1}{2}$ feet high. The building throughout will be lighted with electricity, heated by steam and equipped with all modern conveniences.

From the general waiting room one will pass to the train shed which is to be a mammoth structure extending nearly to the Kenduskeag River on the west and reaching out on the east side well towards the long highway bridge spanning the Penobscot. This mammoth structure will be 500 feet long by 111 feet wide and will be of steel and metal with glass roof. In this great train-shed there will be eight tracks, three of these through tracks and five terminal tracks. The terminal tracks will end in a concrete platform 25 feet wide extending along the east of the building. To the east of the new station will be the mail, express and baggage departments. These will be in a building 260 feet by 30 feet in size, one story in height and constructed of buff brick to conform with the passenger station, and further to the eastward will be the power plant.

The Bangor and Aroostook Railroad. The Bangor and Aroostook Railroad has been a wonderful factor in opening up and developing Northern Maine. The main line into Aroostook County was commenced in 1893, and the Bangor & Piscataquis Railroad was acquired by lease and later by purchase. Many and important extensions have been made, there being branches to Katahdin Iron Works, Patten, Fort Fairfield, Limestone, Van Buren, Ashland and Fort Kent, the newest additions being the Seaport division from So. LAGRANGE to Stockton and Searsport and the Schoodic Stream line, now building, from Millinocket to Burnt Land Rips, where the Great Northern Paper Company are building a new industrial city. From small



BANGOR & AROOSTOOK RAILROAD VESTIBULE TRAIN

beginnings the Bangor & Aroostook has expanded into a giant system with its arms of steel reaching out in all directions throughout Maine's wonderful northland. Already the mileage in operation approaches closely 500 miles and other and important extensions are anticipated in the future. The rich agricultural lands of North Penobscot, the fertile valley of the Piscataquis and the matchless Aroostook country; the countless mills and factories and manufacturing plants that have sprung up in the expansive territory to the northward; the hotels, resorts and sporting camps that abound and are steadily multiplying by the lakes, among the mountains and in the forest depths; the wealth of fish and game never more abundant in that wonderful realm than now; and these together with other resources of earth, air and water too numerous to mention, have all been opened up and made accessible by the B. & A., which is the direct route to the famous agricultural, industrial, health and recreation sections of Northern Maine.

Conspicuous among the recent improvements inaugurated by the B. & A. R. R. has been the transformation wrought at Milo Junction where new railroad car and repair shops have been erected, the old location at Hartwell being abandoned. The new plant is of immense size, the second largest in New England and only surpassed by the New York, New Haven & Hartford Railroad at Readville, Mass., and with which the Maine plant is said in many respects to correspond. The great plant at Milo Junction now completed and in successful operation comprises six monster buildings besides the transfer stands and the locomotive turntable. In the construction of the walls of these great buildings 3,000,000 brick have been used, while the interior finish has used up in excess of a million feet of lumber. These great car shops and repair works are expected to give steady employment to about 400 workmen, and to provide homes for these people the Bangor & Aroostook Railroad has constructed considerably in excess of a half hundred model dwellings and a forty-nine room hotel or boarding house, while other improvements contemplated include a casino and school house.

The Northern Maine Seaport line, recently constructed and now a part of the Bangor & Aroostook system, is $53\frac{1}{2}$ miles in length and reaches from So. Lagrange to Stockton and Searsport. At Mack's Point a pier 500 feet in length and 40 feet in width has been constructed and also a big coal handling plant for railroad and commercial purposes. At Kidder's Point a dock for steamship passengers has been constructed, the wharf reaching out 800 feet into



THE BANGOR & AROOSTOOK RAILROAD CAR AND REPAIR SHOPS AT MILO JUNCTION

the bay and 150 feet wide. At Cape Jellison three big piers have been constructed for the shipment of freight. One of these is 1,600 feet long, 600 feet of it being 80 feet wide and 1,000 feet of it being 200 feet in width. The other piers are 1,750 and 1,100 feet respectively. Pier No. 1, along the shore, is primarily for the shipment of lumber, and the one now building is intended for the shipping of potatoes. A big potato storage warehouse 600x125 feet is now nearing completion. In the vicinity of Kidder's Dock a big brick power house is being built to supply electric light and power. Midway between Kidder's Point and Mack's Point is Penobscot Park, already a popular seaside resort, and directly opposite is Sears Island which at low water is connected with the main land by a bar.

The freight traffic statistics of the Bangor & Aroostook Railroad show that for the last railroad year there have been transported 2,281,680,962 pounds of freight, an increase of 251,344,474 pounds over the record of the previous year. The shipments of potatoes over the B. & A. of last season's crop aggregated 7,724,952 bushels, 1,030,881 bushels greater than the previous year and eclipsing all previous records.

Shipments of big game over the B. & A. during the season of 1905 aggregated 4,659 deer, 207 moose, and 38 bear.

The general offices of the Bangor & Aroostook Railroad Company are in the Morse-Oliver Building in this city where a staff of 85 employes occupy spacious and commodious quarters.

Washington County Railway. Bangor is brought into direct communication with the important County of Washington through the medium of the Washington County Railway which leaves the Mt. Desert branch of the Maine Central at Washington Junction, and proceeding east, skirts the coast, taking in a large number of flourishing towns, with branches to Eastport and Princeton, and with its eastern terminus at Calais. The route affords fine coast scenery and unequalled fishing and hunting, and two passenger trains are run daily each way with Pullman buffet cars. The Sunrise Route, as it is called, was opened in 1898 and a large freight and passenger business has been developed. At Sprague's Falls on the St. Croix immense pulp and paper mills are nearing completion.

Canadian Pacific Railway. Though crossing the state 36 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 Canadian Pacific also, through its connection with the Maine Central Railroad, brings Bangor into immediate communication with the Maritime Provinces.

Eastern Steamship Company.

Direct steamship communication with Boston has been an important factor in Bangor's development. The historic Boston & Bangor Steamship

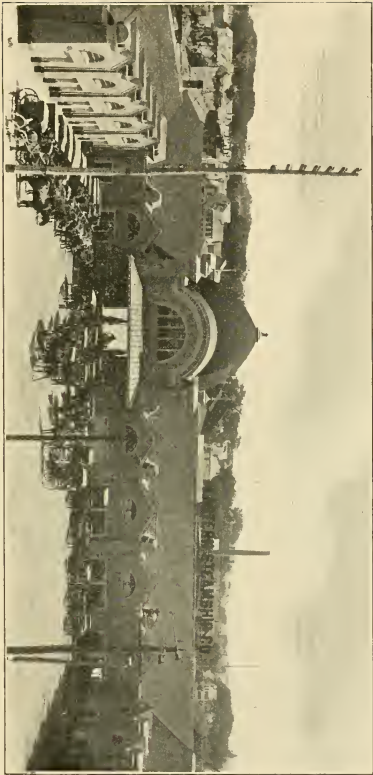
Company which commenced regular travel between Boston and landings on the Penobscot in 1824, has been succeeded by the Eastern Steamship Company, which now controls a large fleet of steamships not only in New England but in Southern waters as well. The fine steamships of the Bangor Division touch at Hampden, Winterport and Bucksport on the river, and Searsport, Belfast, Camden and Rockland on Penobscot Bay, a daily line prevailing throughout the open season between Bangor and Boston. The sail on river, bay and ocean is delightful and the palatial steamships afford superb accommodations.



EASTERN S. S. COMPANY'S TERMINALS FROM WATER FRONT

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The enterprising management of the Eastern Steamship Company has erected recently, new and handsome terminals in Bangor.



EASTERN STEAMSHIP COMPANY'S TERMINALS FROM FRONT STREET

The buildings were designed by Wilfred E. Mansur, the Bangor architect, and have been erected under the charge of James F. Spellman of this city, as contractor. The buildings have a frontage of 311 feet on the river and extend back from the wharf about 150 feet. The passenger slip is 30 feet wide and 50 feet long and with a height of 32 feet in the centre. The office building is 50x71; the ticket office, 18x19; agent's office, 16x19; women's waiting room, 18x19; men's waiting room, 17x19; freight office, 12x19; and parcel room, 8x19, and three toilet rooms. There are two freight sheds 50x100, another freight shed 50x105, and a storehouse 55x100 ft. with a stable in one end. The offices and waiting rooms have been fitted up elaborately and very attractively and the space between the buildings has been paved, thereby greatly enhancing the appearance of the environments.

Electric Street Railways.

Bangor is favored with an elaborate street railway system, modern in its equipment and under enterprising and progressive management. The electric street railways of Bangor and its environs comprise sixty miles all owned and operated by the Bangor Railway & Electric Company and radiating in all directions. Elsewhere in these pages under the title of "Bangor's Trolley Rides" will be found a detailed description of the numerous and attractive routes. As indicative of the magnitude of the trolley travel it is interesting to note that during the railroad year ending June 30, 1906, the Bangor Railway & Electric Company transported 4,114,715 paying passengers and the cars traveled a total mileage of 990,000 miles.



The City's Business Life.

BANGOR is an important trade centre and her retail and wholesale establishments will compare favorably with those of any New England city. The retail stores are metropolitan in their appointments and supply everything the most exacting may require. Because of its central location the city is a distributing point for a territory of vast area and here are to be found many extensive mercantile wholesale establishments, comprising groceries, flour and grain, dry and fancy goods, boots and shoes, etc., etc.

Manufactures. The manufacturing establishments are numerous, embracing a very large number of different kinds of industries and employing several thousand hands. These figures fail, however, to correctly portray the city's manufacturing interests, as many of the most important establishments, including all the saw mills but one, are outside the city limits.

Among the industries of this region the manufacture of lumber still holds a foremost place, although in recent years the pulp and paper industry has made giant strides. While in the years that



A TOW ON THE PENOBSCOT

have passed 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;

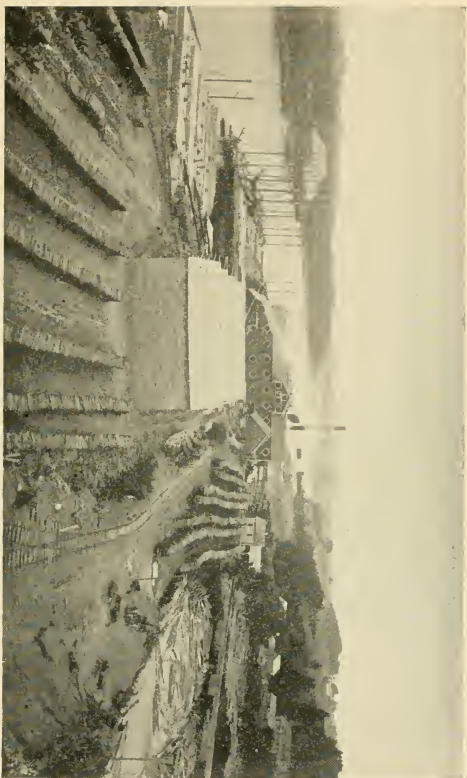
wool carding; bricks, cigars, barrel and cooperage; boxes and box shooks, brush handles and backs; doors, sash and blinds; batteaux, canvas canoes, etc., carriages, sleighs, etc., gristmill products, soda and mineral waters, proprietary medicines, soaps, tallow, candles, etc.; fertilizer and bone products; pottery and stoneware goods, granite and marble working, roofing slate, stoves and hollowware; trunks, harnesses, etc.; printing, bookbinding, etc.; steam engines,



SHOE FACTORY AND BOX FACTORY

mill machinery, etc.; steam boilers and plate iron works, tinware and sheetiron work, galvanized cornices and conductors, leather and tannery products, plumbing and steamheating, wool, hides, furs, etc.; long and short lumber, moulding and planing mill products, wood-working and novelty turning, electric clocks, torpedoes, extension ladders, paper boxes, lumbermen's driving tools, saws and edge tools, spoolwood, last blocks and excelsior, shiptimber, knees, spars, telegraph poles, cedar posts, butter, cream, spring beds, furniture, etc.

STERN'S LUMBER COMPANY'S PLANT



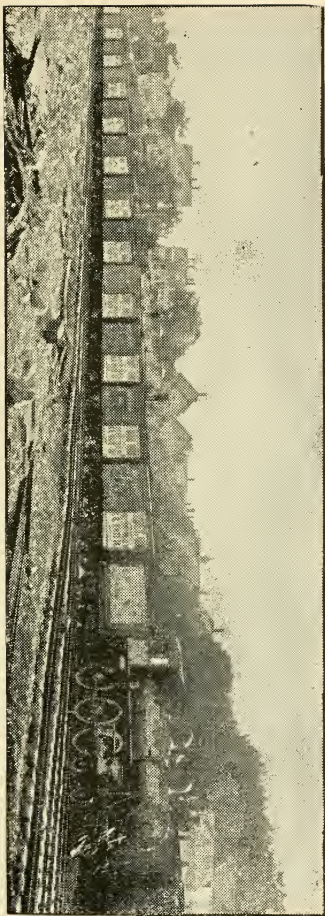
Financial Institutions. Bangor's financial institutions are among the foremost in the state and have been a potential factor in the city's advancement. There are four national banks, the First, the Second, the Merchants and the Veazie; there are three trust companies, the Eastern, the Merrill, and the Kenduskeag, the latter succeeding to the business of the Kenduskeag National Bank. There are also two savings banks, the Bangor and the Penobscot,



BASS BLOCK

and a private bank. Bangor's banks are sound and generally housed in handsome quarters of their own. The Merrill Trust Company is now building at a central location on Kenduskeag Bridge one of the finest bank blocks in New England. There are also two flourishing loan and building associations, the Bangor and the Penobscot, and there are two successful marine insurance companies, the Merchants and the Union.

A TRAIN LOAD OF TRUNKS FROM THE FACTORY OF J. F. PARKHURST & SON CO.



Bangor's Summer Attractions.

WHILE Bangor is a delightful place of residence throughout the year, and while the winter months to many have a unique charm, yet it is in the open season, when all nature is at its loveliest, that Bangor is seen to the best advantage. Few cities can equal, and none surpass the summer attractions of this fair city.

Located as the city is on the west bank of the imperial Penobscot, at its junction with the less pretentious Kenduskeag, the



LOVERS' LEAP

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

THE HIGHLANDS FROM LOVERS' LEAP



fine, the mountains which fill the eastern horizon making a fitting background to the picture. The Kenduskeag has through most of its course very precipitous banks, a notable illustration being the



THE CITY PARKS

historic Lovers' Leap a mile above the city, and along this picturesque stream are innumerable gems of scenic beauty.



A SCENE ON THE KENNEBEC RIVER

Bangor takes just pride in her parks, and **The City Parks.** these are among the most attractive features of the city. The largest of these, Broadway Park, has in recent years been extensively improved



YOUNG MEN'S CHRISTIAN ASSOCIATION

and beautified, under the supervision of a notable landscape architect from Boston. Chapin Park, named in honor of an ex-mayor

who donated a handsome fountain to the city, is a very attractive place and is in the immediate vicinity of the handsome Palm Street School House, and is especially appreciated by the pupils there. Centre Park occupies a conspicuous position in the business portion, facing on East Market Square and is a triangular piece of sloping ground, especially attractive because of the fine growth of shade trees there. Davenport is a small but very handsome park on Main St., and Union Park is directly in the rear of that famous hostelry, the Bangor House. One of the newest parks in the city is Summit Park on high ground overlooking the city, and here is located the observatory that surmounts Bangor's big standpipe.



NIBEN CLUBHOUSE

This city has long been famous for the excellence of its hotel accommodations. The Bangor House, H. C. Chapman & Son proprietors, is the largest hotel in Maine open throughout the year and ranks among the leading hostleries in New England. The Penobscot Exchange, Messrs. Moon & Cratty proprietors, and the Windsor Hotel, Frank W. Durgin proprietor, have both undergone extensive improvements in recent years and are first class in their appointments. The Alpha is a small but comfortable hotel with a central location. The St. James Hotel, Chris Toole proprietor, has accommodations for many

and he also has a new resort hotel on the shores of Pushaw Lake. There are numerous other smaller hotels, several of which are well kept and have a good reputation. Among these are the Jerrard, Lowder, Wilson and the Belmont. There are also some of the best restaurants to be found in Maine and numerous private boarding houses.

In and about Bangor are many attractive drives. The various points of interest may be reached by automobile, or by horse and carriage. A favorite programme for parties is to employ a buckboard and one or more span of horses. In the towns immediately contiguous to the city are Pushaw Lake, Eddington Pond, Chemo Pond, Holbrook's Pond, Field's Pond, Hines' Pond, Swett's Pond, Hermon Pond, Phillips Lake, Green Lake, Black Cap Mountain, Peaked Mountain and Saunders' Mountain while the city itself has its Lovers' Leap and its Highlands. The distances are as follows:

Gould's Landing, Pushaw Lake	6½ miles
Niben Club House, " "	7 "
Toole's Hotel, " "	8 "
Newcomb's Landing, " "	9 "
Field's Pond	6 "
Swett's Pond	8 "
Hines Pond	10 "
Saunders' Mountain	12 "
East Eddington	11 "
Chemo Pond	12 "
Black Cap Mountain,	13 "
Peaked Mountain,	17 "
Hermon Pond	9 "

The Penobscot River whose waters unite with those of the bay of the same name, is a noble water highway, rising three hundred miles away 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 8,200 square miles drained by the Penobscot there are 1,604 tributary streams indicated on the state map, and 467 lakes and ponds. It has been one of the traditions among the Indians that the Penobscot River has 1,000 islands and it is safe to say there is at least one island for every day in the year.

Bangor's Trolley Rides.

IF one is on pleasure bent, there are intervals between objectives that may profitably be filled in by taking cross-country dashes on the trolley cars. Bangor is fortuitously situated and excellently provided with means for the enjoyment of such trips. Nestling as it does in the valleys formed by the confluence of the swiftly flowing Kenduskeag and the majestic Penobscot, one little



POWER STATION ON THE PENOBSCOT AT VEAZIE

dreams of the wealth of upland country surrounding the city for many miles. In order to view these green clad uplands to the best advantage one must board an electric car, and be rapidly carried into their midst. Let us participate in one of these electric flights.

Boarding one of the splendidly equipped cars bound North for Old Town we are soon threading our way through the business section of Bangor; this passed and the stately residences of the East Side are left behind in a quarter of an hour. We are now approaching the open country, but must first pass the Eastern Maine Hospital on the right. From the top of the hill on which the Hospital is located, one obtains an excellent view of the Water Works and Dam. It is below this dam that is located the famous Bangor Salmon Pool. Here, pausing to take breath before he breasts the swift water in front of him, rests the kingly game fish and his wife, on their way to the spawning beds at the headwaters of the river.

Down the hill we swiftly glide, passing the Water Works on the right, and then may be seen the Eastern Maine Insane Hospital crowning the hill on the left. This immense building, dedicated by the people of the state to the care and treatment of the unfortunate is capable of housing two hundred and fifty patients. Still proceeding, we skirt the shore of the river, here approaching a lake in extent owing to the impounding of the waters by the dam below. Sweeping up from the shore of this reach lies Mount Hope Cemetery, the Protestant "City of the Dead," where inviting drives and walks render pleasant to the living, this last resting place of many of Bangor's former citizens.

Leaving the river we plunge onward through the fields and farms of Veazie arriving at that town in half an hour from our starting point. Here is situated the power house of the Bangor Railway & Electric Co., whose "purring dynamos" to be Kipling-esque, supply the power that drives all the electric cars in Bangor and vicinity, the electric lights, and many of the wheels of industry in Bangor and Old Town. Here is generated and distributed, to perform its multifarious functions, about two thousand horse power. The power station is well worth a visit from those interested in such matters, as it is one of the first if not indeed the first example of the harnessing a water power and transmitting it electrically to a distant mart. This feat was remarkable in its day, almost two decades ago, but now eclipsed by many modern instances of the remarkable development of electrical transmission.

Leaving the switch on Veazie Hill, one may turn about in his seat and view the magnificent panorama spread before him. From this point may be seen not only the nearby scenes, but many miles

away to the East and South rise the hills blue in the distance. We are at this point about one hundred and fifty feet above the river. Rushing up hill and down dale we are soon in Orono. This charming town is noted for its manufacture of lumber and paper, and also from the fact that within its limits is located the University of Maine. The University buildings are to be seen on both sides of the track. A large body of students are upon its rolls and with a very able corps of instructors aided by fine equipment, it makes a useful and popular source of education.

Again we enter upon rural scenes and still ascending gain the top of Academy Hill. From this point a good view may be obtained



NEW CONCRETE CAR STABLE

of the busy city of Old Town. The manufacture of woolen cloths, lumber, paper and canoes make of Old Town a typical manufacturing city. Dropping down from Academy Hill we are in the heart of the city, one hour in time and fourteen miles in distance by trolley. In the river at this point lies Indian Island whereon dwell the remainder of the Penobscot Indians. Their neat houses and schools form a fitting tribute to their civilization. At the Indian Store may be secured many articles of their handicraft, as souvenirs. In an hour we are again in Bangor.

Boarding a car in West Market Square marked Hampden, or taking it at any point on Main Street designated as a stopping place, we will take a trip in a Southerly or "down river" direction. Travelling in this direction we are soon out of the city and into the region of saw-mills. These mills are worthy of a visit, for the ordinary mortal has no adequate conception of the rapidity with which logs are turned into lumber. The Hampden line of cars follows the river closely and many changing views of great beauty are to be obtained. This is also a hilly country and a summer ride is very exhilarating.

Crossing the Sowadabscook Stream we are at Hampden Upper Corner and enter a locality of historic interest. On the right will be seen the old Brick Store, the shot marks on its walls attesting the fact that warlike scenes have been not unknown. Here was fought or rather took place the "Battle of Hampden," one of the few land encounters of the War of 1812. At the long wharf running out into the main river lay the sloop of war Adams, whither she had come for repairs. Word was received that the British were ascending the river and the Adams, being in unseaworthy condition was set on fire and sunk. Her guns were placed upon an elevation near the wharf and overlooking the river. This hastily constructed redoubt was manned by the crew of the vessel and they were supported by the Bangor and Hampden militia placed on the main road. The British, however, came up the highway from below, and seeing that they were outnumbered the militia remembered that their ploughing was not yet done and fled. The crew of the Adams finding their support lacking, spiked their guns and retreated to Bangor by the shortest route. The bones of the old ship still lie in the bed of the river, and at extreme low tides the relic hunter may obtain pieces of her old oak frames and an occasional solid shot.

The Condukeag Canoe and Country Club have recently built an attractive clubhouse on the site of Lieutenant Morris' battery, and scenes of peace and pleasure now take the place of the horrors of war. Hampden Academy on the left is one of the oldest institutions of learning in Eastern Maine. Leaving the car at Hampden Lower Corner one may walk to the river and enjoy a picturesque view of the river. It is upon the Hampden line that the Railway Company maintains Riverside Park, a summer vaudeville theatre,

for the delectation of its patrons. It is always deliciously cool at this point and the performances are given both afternoon and evening during the summer months. Forty-five minutes covering seven miles brings us back to Bangor.

About Bangor. North, South, East and West like the spokes of a wheel, radiate the city lines, ten miles in extent, and transfers between lines render it possible to see the greater part of Bangor from the cars. Indeed



THE SUB-STATION ON PARK STREET

were one so inclined he may view the city from on high if he will but climb to the observatory at the top of the water standpipe at Summit Park. This point is best reached from the Highland line. The Hammond and Highland lines each pass near the Bangor Theological Seminary, where the youths destined to guide some of

our spiritual lives are educated. At the end of the Highland line lays Mount Pleasant Cemetery where the dead of the Roman Catholic belief are interred. The Hammond, Center and State St. lines each lead through the residence sections of the city. The Main St. line follows the water front, and from its cars may be viewed the maritime industry of the port.

The Bangor Street Railway, which began operation in June, 1889, is one of the first half dozen electric railroads of the United States. Indeed this community must always be considered as a pioneer in every branch of electrical development.

Charleston Division.

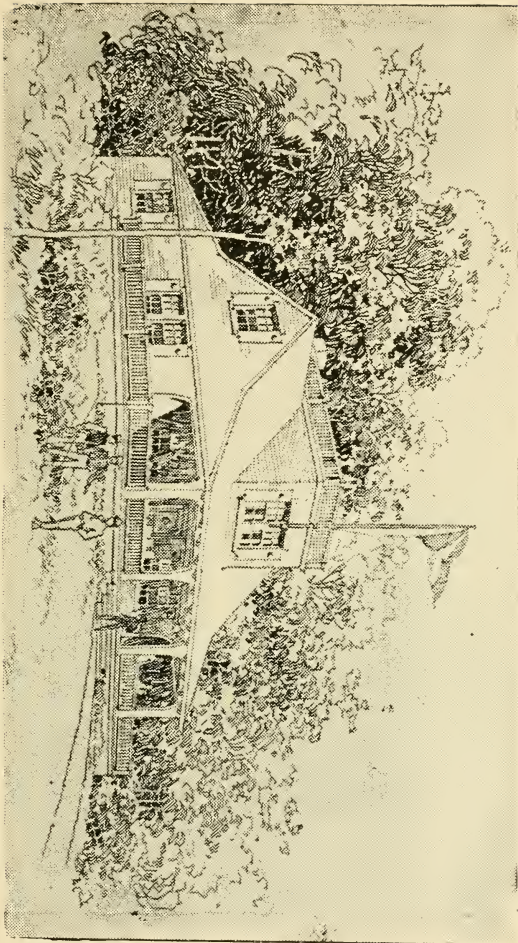
One of the longer rides from Bangor is to be taken upon the Charleston Division of the Bangor Railway & Electric Company's lines. This ride, twenty-six miles in extent and two hours in time each way, will well repay one for the taking. Leaving West Market Square the line runs through the old portion of the city and thence through the mill district. Once past this section the cars skirt the shores of the Kenduskeag River for a few miles and then penetrate the finest farming territory in Penobscot County. Six miles from the start the line crosses that of the Bangor & Aroostook R. R. at North Bangor. Twelve miles out one enters the town of Kenduskeag. Soon after leaving Kenduskeag the line rises onto one of the so-called "horsebacks," and proceeds along this remarkable ridge of glacial drift, well raised above the surrounding country, which stretches away on both sides in picturesque vistas of hill and plain. Leaving the "horseback" we enter the town of East Corinth twenty miles from the start. Another six miles of increasingly hilly country brings one to Charleston, which is well into the mountains, and where one may obtain dinner at the Trustee House, and if time permits may stroll up to the "Observatory" from which the whole sweep of the country may be seen.

SUMMARY OF INTERURBAN TROLLEY RIDES.

Bangor-Hampden round trip,	14 miles,	1 hr. 15 min.,	fares	20 cts.
Bangor-Old Town	"	30 "	2 hrs. 30 min.,	" 30 cts.
Bangor-Charleston	"	52 "	3 hrs. 40 min.,	" \$1.00
Total,		96 miles.	7 hrs. 25 min.	\$1.50

Thus may be taken nearly a hundred miles of travel at an average cost of but a cent and a half a mile. Where indeed can one get as much pleasure for a small amount of money, except on the omnipresent "trolley?"

CLUBHOUSE OF THE CONDUSKAG CANOE AND COUNTRY CLUB



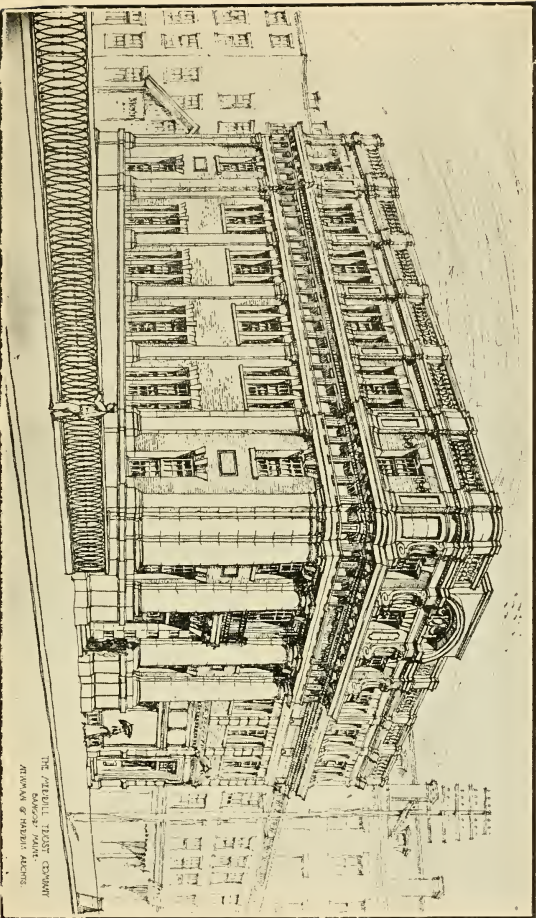
Bangor's Advantages as a Manufacturing Centre.

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 Promising. The outlook for the continued and rapid growth of Eastern and Northern Maine is exceedingly promising. 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 wider and better 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 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.

Natural Resources Abound. 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 waiting communication with the outer world to become of great value for manufacturing purposes; immense belts of slate, iron, granite, 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.

From the Old Town Falls to Bangor, twelve miles, the river falls



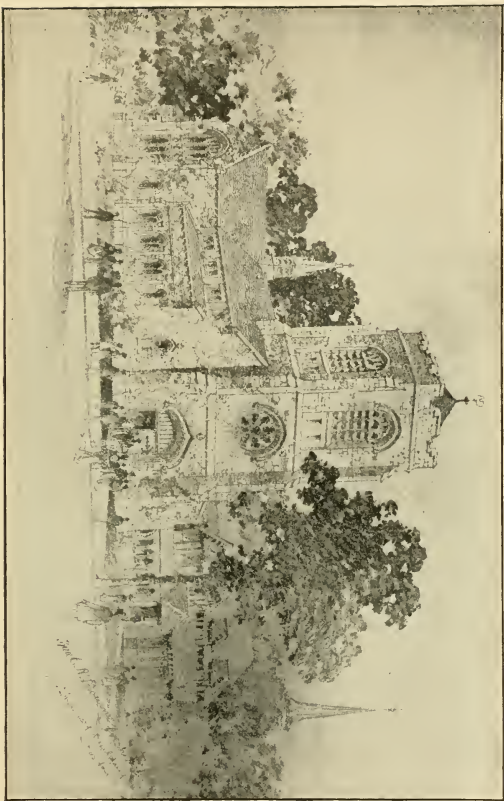
THE NEW HOME OF THE MERRILL TRUST COMPANY

THE FETTERILL TRUST COMPANY
BANKERS & PAINTERS
ATTORNEYS AT LAW

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 and to supply electricity to light Bangor's streets and to illuminate City Hall and other municipal buildings. The falls 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 the 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 8,200 square miles, only 800 of which discharge their surplus water into the main river below Bangor. There are 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 saw mills 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 river banks 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 forest on the line



CENTRAL CONGREGATIONAL CHURCH

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 other seaboard localities. 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 woodworking, ironworking and other industries that might flourish here as they could nowhere else. For almost all the countless multitudes of smaller industries the location cannot be excelled, owing to the low rents and insurance, cheap freights, small cost of water, steam or electrical power, and the general desirability of Bangor as a place of residence for the best class of mechanics.

With several great lines of railway centering in Bangor, extending from the four corners of the state and traversing its richest territory, her business men 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 un failing water power, and direct and rapid communication with all the world's markets, Bangor should and must become a manufacturing and commercial city of great importance.

Cheap Power at Tidewater.

Bangor's future as a manufacturing centre is especially bright because of the utilization of electric power. Cheap power at tidewater means much for a community, and the extensive developments of the great water powers in this vicinity will result in Bangor having some thousands of horse power available for diversified manufacturing. During the past year a single company has expended on the Penobscot a dozen miles above Bangor a million dollars for electric power development and one of the great manufacturing plants in this vicinity is to secure 3,000 horse power from this source. Other developments are in contemplation, assuring a large volume of electric power and at very reasonable prices. Manufacturers seeking an eligible location should consider Bangor's superior advantages before looking elsewhere.

Bangor Board of Trade.

THE Bangor Board of Trade comprises several hundred of Bangor's representative business men. This organization had its inception in April, 1872, when was held a meeting of citizens of Bangor



HON. I. K. STETSON, PRESIDENT BOARD OF TRADE

and Brewer 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. The result of the discussion 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. 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. 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.

Organization Perfected. The constitution having been thus ratified by the popular meeting of citizens from whom it sprung, 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 of officers, and with President, Moses Giddings; Treasurer, S. C. Hatch; Secretary, 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 re-election and R. S. Prescott was chosen to the office which he filled until 1881, when advancing years led him to tender 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. Charles S. Pearl, 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 continued to serve ably and efficiently as President of the Bangor Board until 1905 when he declined re-election,

but continues as a member of the Board of Managers. In January, 1905, Hon. Isaiah K. Stetson, prominently identified with Bangor's business interests, was elected to the Presidency and still holds this position of honor and responsibility. The office of Treasurer was held continuously by Hon. S. C. Hatch up to the time of his death, when he was succeeded by the late Jonathan G. Clark, who held this responsible position from 1890 until his decease in 1902, his successor being Joseph G. Blake, the present incumbent. The Secretaryship has been held successively by B. F. Tefft, Henry



BOARD OF TRADE ROOM

Lord, J. D. Warren, C. S. Pearl and E. M. Blanding, the latter assuming the duties of that office in 1891.

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, and the necessary charter from the Legislature was procured in 1878. 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 \$3.00 fixed upon.

A Career of Usefulness. The Bangor Board of Trade, which now numbers several 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. Through its discussions, debates and published reports it has drawn attention to measures affecting the welfare of the city, shown up its manufacturing resources and 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 has disseminated useful and valuable information concerning the city, its trade and general business, its social, educational, sanitary and other advantages.

Rooms at City Hall. 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 of Trade 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 Bangor Board of Trade is equal to anything in Maine to-day and its privileges are free to all members and their friends from away at all times. 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.

New Industries Invited. The Bangor Board of Trade welcomes the advent of new industries and the expansion of existing plants. Manufacturers desirous of locating in a promising field are cordially invited to investigate Bangor's exceptional advantages, and the Committee on New Industries will gladly furnish all desired information. Inquiries addressed to the Bangor Board of Trade will receive prompt attention.

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