

THE
CITY OF BANGOR
IN 1883.

PUBLISHED BY THE
BANGOR BOARD OF TRADE.

BANGOR, MAINE.
1883.

THE
CITY OF BANGOR.

“QUEEN CITY OF THE EAST.”

A CONDENSED HISTORICAL AND DESCRIPTIVE REVIEW,

TOGETHER WITH

A BRIEF STATEMENT OF FACTS RELATING TO HER

COMMERCIAL AND MANUFACTURING ADVANTAGES,

INDUSTRIES AND RESOURCES.

ALSO HER

LEADING MANUFACTURES AND EXPORTS

FOR THE YEAR 1882.

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MINING AND INDUSTRIAL JOURNAL,
BANGOR, MAINE.
MAY, 1883.

THE CITY OF BANGOR.

BANGOR, THE "QUEEN CITY OF THE EAST," is situated in lat. $44^{\circ} 45'$ N., and long. 68° W., at the head of ship navigation on the Penobscot, the largest river of Maine, about thirty miles from its entrance into the bay of the same name, and some sixty miles from the sea. It is distant N. E. from Boston nearly 250 miles, by rail, and W. from St. John, New Brunswick, a little more than 200 miles; the distance from either of these points by water is about the same as by land. It is reached from the West by day and night trains from Boston and Portland, and by a line of first-class passenger steamers making daily trips each way between Boston and Bangor during the summer months, and from two to four trips weekly the remainder of the year. Two trains daily, to and from Bangor, furnish Eastern connections with St. John, Halifax and all important points in the Maritime Provinces. A third train—a fast express—is to be put on the route between Boston and St. John early in June, which will make the entire distance between these two cities, upwards of 450 miles, in fifteen hours. This will bring Bangor within eight hours of Boston, and seven hours from St. John.

Bangor is a port of entry and the capital of Penobscot county, Maine. It is located on the western bank of the Penobscot river, at the head of tide-water and on both sides of the Kenduskeag stream. It has a fine deep-water harbor with a frontage of about three miles, not including the Brewer shore, which is of equal extent. A portion of the town of Brewer, on the opposite or eastern side of the river, with which the city is connected by toll-bridge and by ferry, properly belongs to the port of Bangor, and for the general purposes of this report will be so considered.

BANGOR AS IT WAS.

The present site of Bangor was an ancient camping ground of the Tarratines, and was formerly known as Kadesquit, afterwards as Condeskeag and later as Kenduskeag. It was a favorite rendezvous of the savage tribes, on account of the abundance of game and fish in its immediate vicinity. In the summer the river was full of salmon and the bay teemed with seal and porpoise, while in winter the surrounding region literally swarmed with moose, caribou, deer, bear and other game.

The locality was visited by the French as early as 1605, and the French Jesuits tended to plant a mission here in 1613, but were persuaded to locate at Mount Id where they were afterward wiped out by the cruel Argal. Baron de Castin found way into this region from Canada about 1670, marrying one or more of the daughter Madockawando, chief of the Tarratines. Here he acquired great influence over natives, establishing his trading place at the now beautiful town of Castine, name honor.

From this trading post as a base, the Penobscot was frequently visited for purpose of traffic, and the river became a thoroughfare of communication between Canada and its French posts in this section. To break up this communication, and as a checkmate on the Castine stronghold, Governor Pownall, Colonial Governor of Massachusetts, built the fortification at Fort Point in 1758, the vestiges of which still remain in front of the present Fort Point Hotel.

The fierce struggle for dominion in America, which had been going on for years between England on the one hand and France and her savage allies on the other, culminated in 1759 by the fall of Quebec, by which the power of the French was broken and the country wrested from their hands. The event was hailed with demonstrations of rejoicing by the settlements of Maine, so long harassed and imperilled. From this time immigration set hither from Massachusetts and New Hampshire, and crept slowly up the river.

In 1764 Jonathan Buck established himself where Bucksport now stands, and in 1769 the first permanent white settler, Jacob Buswell, arrived here from Salisbury, Mass., and who, as hunter, fisherman, boat builder and farmer, saw in the surroundings of this wild and fertile spot, teeming with fish and game, the promise of a home for himself, his nine children and their posterity. The next spring his brother Stephen and several others joined him, thus making a settlement of about twenty souls in 1770. The following year more families came, and a year or two later still others, all squatters with no title deed to the soil, but in the faith that Government would confirm the claim of their pioneer enterprise and labor. A man named Budge located at City Point, then called Budge's Point, where he became one of the original lumbermen, running masts and other lumber to Castine for shipment. The faith of these pioneer settlers in the justice of their country, to which they were thoroughly true in the days of the Revolution, was realized in 1801 when the General Court of Massachusetts provided that each settler here prior to 1784, for five dollars, and each settler between 1784 and 1798 for one hundred dollars, should have a deed of one hundred acres of land.

Kenduskeag Plantation was but a little hamlet at the time of the Revolution, and during the period when the British had full control of the river their hardships were severe. But the clouds of war finally lifted, and the energies and enterprise of the people resumed their wonted channels. Many who had been called away to participate in the struggle returned, fresh immigrants came to join in the activities which the resources of the region called into play, and in 1791 the Plantation of 169 souls emerged into the incorporated town of Bangor, so called by the Rev. Seth Noble, the first settled minister, with whom the tune of that name was a great favorite. In that year Major Robert Treat, the earliest trader, and whose store was the first frame building erected in town, built a ship which was the first vessel ever launched on the river above Fort Point.

The population of the little settlement increased slowly for several years. In 1800 it was only 277. In 1810 it had increased to 850. Commencing about 1830 its growth was rapid, and in 1834 it was incorporated as a city, with a population of about 8,000 inhabitants.

BANGOR AS IT IS.

The City of Bangor, together with that portion of Brewer contiguous, and identified with it, now has a resident population of nearly 20,000. The census of 1880 places the population of the county at 70,478.

The city proper is divided into seven wards, with one alderman and three councilmen to each ward. The principal officers consist of a Mayor, Treasurer and Collector, Clerk, Solicitor, Engineer, Street Commissioner, Physician, Health Officer, Chief Engineer of Fire Department, Superintending School Committee, Superintendent of Sewers, Board of Water Commissioners, Board of Cemetery Commissioners, Board of Assessors, Overseers of Poor Department, Marshal and Harbor Master.

The value of real and personal estate is \$10,407,833, as follows: Taxable real estate, \$6,414,703; personal property, \$2,893,130; property exempt from taxation, \$1,100,000. The number of polls is about 4,600. The assessed valuation, it will be understood, represents only about two-thirds of the actual value of personal and real estate, and it

should also be stated that many of our largest manufacturing establishments, including all the large saw-mills but one, are located outside the city limits and are therefore taxable in other towns; while a large proportion of Bangor's wealth consists of timber lands in Northern Maine.

The bonded debt of the city is \$700,000, a decrease of \$21,000 during the past year; it has no floating debt. The bonded debt is as follows: Municipal bonds, bearing interest at six per cent, due in 1885, \$50,000; same, due in 1892, \$50,000; same, due in 1894, \$100,000; water bonds, due in 1905, \$500,000. The city holds trust funds to the amount of \$188,000, as follows: For Bangor Fuel Society, \$1,000; Home for Aged Women, \$25,000; Children's Home, \$40,000; Wakefield fund for indigent women, \$10,000; Bangor Mechanics' Association, \$12,000; Hersey fund, \$100,000; The city's credit is excellent; her six per cent bonds are not often in the market, but have sold during the past year at from 115 to 123 per cent, according to the length of time they are to run.

The city's loans consist of \$1,000,000 to the European & North American Railway Company, due January 1, 1894; and \$925,000 to the Bangor & Piscataquis Railroad Company, due April 1, 1899. The interest on the first of these loans is provided for by the Maine Central Railroad Company, who are the lessees of the road; that of the latter for the past year has been paid into the city treasury in full, from the earnings of the road.

In 1882 the city Treasurer received, from all sources, \$464,357.39. The internal revenue receipts were \$19,880.14, from duties, as follows: Special taxes, \$15,234.64; cigars, \$2,255.10; proprietary stamps, \$1,146.30; banks and bankers, \$1,244.10. The customs receipts for the fiscal year ending June 30, 1882, were between \$77,000 and \$78,000. The value of merchandise entered for consumption during the calendar year of 1882 was \$487,418; for export to foreign ports, \$133,837.

The number of vessels of all classes registered and enrolled at the Port of Bangor, is one hundred and eighty-three—including one hundred and seventy-four sailing vessels, eight steamers and one excursion barge—with a total tonnage of 28,777.94.

Bangor has 125 miles of streets opened and surveyed, and 11½ miles of sewers constructed. The natural drainage of the city is excellent, as it is mostly situated on high ground sloping to the banks of the Penobscot and Kenduskeag, and the sewerage system is first-class.

The city is supplied with water from the Penobscot river by the Holly system, introduced in 1876 at a cost, including the construction of the dam, sluiceway and fishway, of nearly a half-million of dollars. The pumping machinery consists of four cylinder pumps with a capacity of 3,000,000 gallons in twenty-four hours, and one rotary capable of pumping 2,500,000 gallons per day; though they may be driven to a much larger performance in case of an exceptional demand for water. During the past year the rotary pump has not been in use, as its services have not been required. The total number of gallons pumped during the year ending March 1, 1883, was 416,737,111, an average of 1,141,745 gallons per day. This was an increase over the previous year of 71,675,311 gallons, and a daily increase of 196,510 gallons. The number of services in use is 1,693; 116 having been added the past year. These are supplied through 22½ miles of street mains. The quality of the water cannot be excelled; it is always cool, and of unsurpassed purity.

The Fire Department has seventy-five paid employes, exclusive of Chief Engineer and three assistants; also a Volunteer Hose Company of fifteen members. The appliances for extinguishing fires consist of five hose carriages, three steamers, one chemical engine and one hook-and-ladder truck. There are one hundred and fifty-five hydrants and thirty reservoirs. Arrangements have just been perfected by the City Government for the introduction of the Gamewell system of Fire Alarm Telegraph. The efficiency of the Department is shown by the remarkable freedom of the city from destructive fires

since the introduction of the Holly system of Water Works. The total losses by fire during the past year aggregated only \$13,250, upon which the insurance amounted to \$12,200.

The Public Schools of Bangor number sixty-five, as follows: One High School; eighteen Grammar; thirteen Intermediate; twenty Primary; and thirteen Suburban (ungraded). The number of school houses is thirty-five; number of teachers eighty-two; number of legal scholars, 5,390; number of scholars in attendance, 3,072. Expenditures for the past year, about \$32,000. There are also a number of Private and Catholic schools, including the St. Francois Xavier Academy and the Parochial School for Girls, the two latter having eleven teachers and two hundred and fifty scholars.

The Bangor Theological Seminary has been in operation since 1817. Its object is to provide the means of a thorough professional education to ministers, and it is open to evangelical christians of every denomination. The number of students varies from forty to sixty, and the whole number of alumni is six hundred and fifteen. The library contains upwards of 13,000 volumes.

The religious societies and places of worship number eighteen, of the following denominations: Catholic, two; Baptist, two; Freewill Baptist, two; Christian, one; Advent Christian, one; Congregational, five; Independent Congregational, one; Methodist Episcopal, two; Episcopal, one; Universalist, one.

The Young Men's Christian Association numbers three hundred members, to whom it affords free instruction in German, Vocal Music, Elocution, Penmanship and Short Hand, and also sustains a Public Reading Room, Lectures, etc. Religious services are also maintained, and tracts and religious literature distributed among sailors and others. A fine Gymnasium is owned by the Association, to which members are admitted at \$2 per annum, and outsiders may avail themselves of its privileges by paying at the rate of \$6 a year. To ladies the Gymnasium is open on Wednesday forenoon of each week, free.

The Mechanics' Association was organized in 1828, and now has two hundred members. Its Library contains nearly 20,000 volumes, of which fully five-sixths are in the circulating department. The average number of yearly additions has been about 500 volumes; the number of issues during last year was 39,396. By a recent vote of the Association, these volumes are now to be conveyed to the City of Bangor in trust, for a public library. The income of the Hersey fund has already been devoted by the city to the same purpose, so that the Bangor Public Library will open with about 20,000 volumes on its shelves and an endowment of \$112,000 devoted to its maintenance. It will be the foremost institution of the kind in the State, and can await with patience the favoring influences of some future day when the liberality of our citizens will furnish it with a building suitable to its merits.

The Bangor Historical Society was incorporated in 1864 and has a valuable library and cabinet containing many interesting documents and relics. The Art Association has one hundred and twenty-five members. There are several musical organizations, including the Handel Association, ninety members, and the Cecilia Club with over one hundred members. The Penobscot Musical Association, which has its headquarters in Bangor, numbers two hundred and fifty members.

The Board of Trade is an important organization, composed of the leading merchants, manufacturers, traders and business men, and has about two hundred members. The Grocers' Association has eighty-eight members. The Penobscot Farmers' Club, with headquarters here, has a membership of from five to six hundred. Queen City Grange, Patrons of Husbandry, numbers seventy-five members. The Norombega Sporting Club has an active membership, and holds weekly shoots for target practice during the summer and fall months.

The Masonic Societies include Rising Virtue Lodge, No. 10, two hundred members;

St. Andrew's Lodge, No. 83, two hundred and fifteen members; Mount Moriah Royal Arch Chapter, No. 6, one hundred and seventy members; Bangor Council Royal and Select Masters, No. 5, eighty members; St. John's Commandery Knights Templar, No. 3, one hundred and seventy members.

The Odd Fellows' organizations are as follows: Katahdin Encampment, No. 4, one hundred members; Penobscot Lodge, No. 7, two hundred and ninety members; Oriental Lodge, No. 60, two hundred and ninety members; Dirigo Uniformed Camp, thirty members. The District Relief Association has one hundred and the State Relief Association 4,265 members.

Other secret societies and organizations are: Norombega Lodge, No. 5, Knights of Pythias, one hundred and thirty members; Bangor Council, No. 123, Royal Arcanum, seventy members; Pine Tree Council Home Circle, sixty members; Bayard Lodge, No. 294, Knights of Honor, thirty-eight members; Anchor Lodge, No. 4, Ancient Order United Workmen, one hundred and seventy members; Bangor Lodge, No. 7, A. O. U. W., eighty-seven members; Star of the East Council, No. 11, Order United Fellowship, one hundred and seventy-five members; Rising Star Council, No. 31, Order United Friends, one hundred and twenty-five members. Other orders are the Catholic Knights of America, and the Ancient Order of Hibernians; also the Princes of the Orient, the Bangor Lodge—numbering sixty members—being the only one in the United States east of Tennessee.

The Military organizations are the Second Regiment M. V. M., and the Jameson Guards. B. H. Beale Post, No. 12, Grand Army of the Republic, has three hundred and thirty-one members and is the largest Post in the State. Daniel Chaplin Post, No. 3, Sons of Veterans, has twenty-eight members.

The Temperance organizations are numerous, and include the Bangor Reform Club, three hundred and sixty members; Women's Christian Temperance Union; Women's Crusade, one hundred and thirty members; St. Mary's Catholic Temperance Society, one hundred members; St. John's Catholic Total Abstinence and Benevolent Society, one hundred members; Bangor Division, No. 14, Sons of Temperance, eighty members; Norombega Lodge Good Templars, No. 23, fifty members; Pharos Temple of Honor, No. 4, seventy-five members. The Benevolent Societies and Charitable Institutions include the Children's Home, Home for Aged Women, Bangor Fuel Society, Hibernian Mutual Benefit Association, and Bangor Humane Society, the latter of which has about three hundred members.

The Bangor Opera House was completed in 1882, at a cost of \$50,000, and is the finest theatre in the State. It is ably managed, and furnishes the best class of entertainments, which are well patronized by the Bangoreans, who are essentially a pleasure-loving people.

There are five National Banks, with a combined capital of \$950,000, and two Savings Banks with deposits aggregating upwards of \$2,000,000; also two private banking institutions. There are three local insurance companies, one fire and two marine, as follows: Bangor Mutual; Merchants' Marine, capital \$150,000; and Union Marine, capital \$100,000; all of which are in a prosperous condition and have an excellent reputation.

The two Telegraph offices in the city proper handle upwards of 1000 telegrams daily, on an average during the year, and employ ten operators, two delivery clerks, five messengers and two line men; also two operators at the railway stations. The Telephone Exchange has nearly two hundred and fifty subscribers, and averages about 1000 calls daily. The company have one hundred and twenty-five miles of wires stretched for their connections in the city and with surrounding towns, extending as far up-river as Stillwater and Milford, and down-river on both the east and west sides to Winterport and Bucksport.

There are five newspapers, as follows: Whig and Courier (Republican), daily and weekly; Commercial (Democratic), daily and weekly; Messenger (Greenback), weekly; Dirigo Rural (Grange), weekly; Mining and Industrial Journal (Industrial), weekly.

There are many wholesale mercantile houses in the city, embracing groceries, hardware, crockery and glassware, drugs, boots and shoes, clothing, dry goods, fancy and furnishing goods, millinery, etc., etc., which carry large stocks and do an extensive business, employing upwards of one hundred commercial travellers. Their trade extends over the counties of Penobscot, Piscataquis, Somerset, Waldo, Hancock, Washington and Aroostook, and to some extent into the Maritime Provinces.

The manufacturing establishments of Bangor number two hundred and eighty-five, embracing one hundred different kinds of industries, and employing nearly 2,000 hands; not including custom boot and shoe makers, carpenters, masons and builders, gunsmiths, locksmiths and jewelers, dressmakers and milliners, and many other small industries which might, perhaps properly, come under the head of manufactures. Nor does this number fairly represent our manufacturing interests, as many of our most important establishments, whose business offices are all here, and many of whose employés are residents of Bangor, are located just outside the city limits and are not included in the above. Take, for instance, our saw-mills. Bangor is known all over the world for her production of manufactured lumber and as a city of saw-mills, which, in fact, she really is. Yet there is not a saw-mill on the Penobscot which is located in Bangor; several are across the river in Brewer, two are below the city in the edge of Hampden, and the remainder are up-river in the towns of Veazie, Bradley, Orono, Oldtown and Milford.

Bangor capital and enterprise are conducting many important manufacturing and industrial operations in various parts of the State, outside the city and vicinity, to which we have not space to call attention. There are two or three, however, which should not be overlooked in this report. Of the several Maine mining companies having headquarters here, and whose stock is largely held here, there are three deserving of special notice. The Douglass Copper Company, whose mines are located at Blue Hill, thirty-six miles distant from Bangor, have a complete plant of smelting and reduction works at the mines, and are turning out an average of one ton of ingot copper daily, which commands the very highest market price. They have already produced and sold copper to the value of over \$30,000, and arrangements are being perfected for the utilization of the by-products of copperas and sulphur. The Stewart Copper Mining Company own a most valuable mining property, situated near the Douglass, which they have developed by shafts and drifts to a depth of one hundred and fifty feet, exposing large bodies of high grade sulphuret ore. They are fully equipped with steam hoisting and pumping machinery, are in the best of shape for extensive mining operations, and are actively engaged in developing their mine and raising ore. These two mining companies employ nearly one hundred men. The Mascot Mining Company are engaged in developing a promising silver-lead vein at Gorham, N. H., just over the Maine boundary. They have driven two tunnels several hundred feet into the mountain, are about starting a third at a lower level, have taken out a large amount of valuable ore, and have recently established concentration works at the mine. The future outlook for the stockholders in these companies is excellent, and the development of a remunerative copper and silver mining industry in the East, and particularly in Maine, is no longer open to doubt, but is only a question of a brief time.

The Green Mountain Railway is another Bangor enterprise now approaching completion on the island of Mount Desert, one of the leading watering places of New England. This railway, which is the second of the kind in this country—the Mount Washington Railway being the other—extends from the shore of Eagle Lake to the summit of Green Mountain, the highest point of land on the Atlantic coast of North

America, nearly 1600 feet above the level of the sea. It is intended for the accommodation of summer visitors at Mount Desert, and will be completed and in operation before the first of July next.

Among the local enterprises now on foot, with a fair prospect of their consummation before the close of the present season, are a horse railroad through the principal streets of the city, and a gentlemen's driving park and "Eastern Maine Fair Grounds".

Bangor has long been noted among Eastern cities for the excellence of its hotel accommodations. There are four first-class hotels, under able and popular management, besides a number of smaller ones, several of which are well kept and have a good reputation.

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 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 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 a point of departure for all the 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, to be found in the Eastern States.

TRANSPORTATION LINES.

Bangor is well favored as regards present transportation facilities, while her central position in the State, combined with her shipping advantages by water, are destined to make of her an important railroad centre.

THE MAINE CENTRAL RAILROAD,

the leading thoroughfare of the State, laid with steel, and one of the best equipped and managed roads in New England, furnishes a western outlet to Portland, one hundred and thirty-six miles distant, where connections are made with the Eastern, Boston & Maine, Grand Trunk, Portland & Rochester, and Portland & Ogdensburg roads. The Maine Central, with its leased lines, operates a system of nearly five hundred miles, and penetrates nearly all the thickly settled portions of the State. It is at present in a most prosperous condition, with a rapidly increasing business. That Bangor furnishes no inconsiderable portion of this increase is shown by the following partial statement of business at the station in this city for the year ending September 30, 1882, compared with the previous year:

	1881	1882
Passengers carried from Bangor station	28,401	33,054
Freight forwarded " " " tons	28,611	37,759
" received at " " "	21,281	23,355

The gross earnings of the road for the fiscal year of 1882 were \$2,077,094.18, against \$1,-877,078.93 in 1881.

The Maine Central Company have also leased and now operate

THE EUROPEAN & NORTH AMERICAN RAILWAY,

extending from Bangor to Vanceboro, on the New Brunswick line, a distance of one hundred and fourteen miles. This road is also nearly all laid with steel, and forms a part of the great All Rail Line from Boston to Halifax. The steady and rapid increase of freight traffic over this road is shown on another page, and the following table gives the passenger business and gross earnings for the year ending September 30, 1882, as compared with the two previous years:

	1880	1881	1882
Passengers carried.....	154,502	173,185	220,948
Earnings.....	\$403,469.11	\$471,392.84	\$546,022.47

At the Vanceboro terminus of the road, connections are made with the St. John & Maine Railway to St. John & Fredericton; and with the New Brunswick Railway to Calais, St. Stephen and St. Andrews on the south, and to Woodstock, Grand Falls and Edmundston in New Brunswick and all leading points in Aroostook county, Maine, on the north. A railway bridge across the St. John river, near the city of St. John, is to be built the present season, thus supplying the only missing link in the rail route from Boston to Halifax, and the completion of this important structure must add largely to the business of the Maine Central road.

THE EASTERN MAINE RAILWAY,

extending from Bangor down the eastern bank of the Penobscot to Bucksport, eighteen miles, is also under lease to the Maine Central. It furnishes Bangor with an outlet to open water during the winter season, and connects with the Boston & Bangor steamers during the time when this port is closed to navigation. Bucksport is also a point of departure for Ellsworth, Mount Desert and Castine, and the mining districts of Blue Hill and Brooksville.

THE BANGOR & PISCATAQUIS RAILROAD

extends up the fertile Piscataquis valley to Blanchard, seventy-five miles distant from Bangor and thirteen miles from Moosehead Lake, its objective point, to which it is to be completed the present season. This road is also in good condition, well equipped, under excellent management, and both its freight and passenger traffic are rapidly increasing. A considerable portion of its business comes from the Piscataquis slate quarries and Katahdin Iron Works, for whose products it furnishes an outlet to tide-water and western rail connections at Bangor. During last year this road carried 42,098 passengers; 13,726 tons of freight were forwarded and 20,813 tons received at the Bangor station alone. The net earnings have increased from \$28,876.16 in 1877 to \$60,501.22 in 1882. The completion of the road to Moosehead Lake, destined to become the most famous and popular fishing and summer resort in New England, will alone ensure a large increase of traffic; while the facts that the extension will cut across one of the most valuable sections of the great slate belt and open up a large tract of virgin forest, added to the certainty of western connections via Megantic by another season, thus becoming, for a time at least, a section of a through line between Bangor, Montreal and the West, seem to indicate a brilliant future in store for this Bangor enterprise.

The Monson Railroad, now under contract to be built the coming summer, will start from Monson station, on the Bangor & Piscataquis, and run to Monson village, at present the centre of the Piscataquis slate industry. It will be about six miles in length, of two

feet gauge, and is certain to have a large business from the start; as not only will the output of the quarries be largely increased upon the advent of the railroad, but Monson has numerous attractions as a fishing and health resort which yearly bring hither large numbers of summer visitors.

THE BANGOR & KATAHDIN IRON WORKS RAILWAY

was built last season by Bangor capitalists, and extends from Milo Junction on the Bangor & Piscataquis to Katahdin Iron Works, a distance of nineteen miles. This road is of standard gauge, and penetrates a region rich in natural resources—slate, iron, extensive forests of spruce, hemlock, maple, beech, poplar, various kinds of birch and ash, etc., etc., fertile farming lands and undeveloped water powers. It affords transportation facilities to the extensive slate quarries of Brownville and the only charcoal-iron furnace in Maine, and is also certain to have a large summer travel, as Katahdin Iron Works has already become a popular resort for tourists, sportsmen and invalids, on account of its fine scenery, abundance of fish and game, and its renowned mineral waters; and the excellent hotel in the village is filled with guests during the season.

THE INTERNATIONAL RAILWAY OF MAINE

is now under construction from the present terminus of the International Railway of Canada, at Lake Megantic, on the Canada side of the border, eastward to Greenville, at the foot of Moosehead Lake, to which point it will probably be completed before the close of another season. Its objective point is said to be St. John, although that is perhaps uncertain, but its aim is unquestionably to provide an outlet for the Canada Pacific to some winter port on the Atlantic seaboard. At all events its completion to Greenville and its connection at that point with the Bangor & Piscataquis, will give Bangor a through short line of railway to Montreal, Chicago and the Northwest, and open up a new market for the products of her industries, as well as the slate, iron and granite interests of this section. It will also open up to settlement, for manufacturing or other purposes, a vast and almost unknown section of the State of Maine, hitherto an unbroken wilderness, which must become tributary to Bangor.

THE MAINE SHORE LINE RAILWAY,

after having been talked of for many years, has now become a certainty and the work of construction is already under way and is being vigorously pushed. It will start at Bangor and run direct to Ellsworth, a thriving little city of some 6,000 inhabitants; thence to tide-water at Sullivan, on Frenchman's Bay, opposite Bar Harbor, Mount Desert, with which it will have ferry communication. From this point it will extend along the coast, passing through the flourishing shore towns of Hancock and Washington counties, to Calais, its terminus. Here it will connect with the Grand Southern Railway of New Brunswick, already in operation from St. John to St. Stephen, opposite Calais, and to be extended into the latter city over the new railway bridge across the St. Croix river to be built the present season. This line of railway must render material assistance in building up the southeastern portion of the State, and will also have a tendency to still further make Bangor the trade centre for this section of country, which contains upwards of 80,000 inhabitants who have hitherto been deprived of railway facilities, and during a portion of the year almost shut in from communication with the outer world.

THE BOSTON & BANGOR STEAMSHIP COMPANY

own three magnificent passenger steamers which operate a daily line between Boston and Bangor in the summer season, and make from two to four trips weekly during the remainder of the year, as the weather permits. This line carried 90,081 passengers and

upwards of 40,000 tons of freight in 1882. The gross earnings for last year were \$350,704.55, an increase of \$55,095.40 over 1881. The steamer Penobscot, the latest addition to the fleet, was built last season at a cost of \$183,000. The company own a fourth boat which plies between Rockland and Mount Desert, in connection with the Boston steamers, and a fifth has just been launched and will come on the same route about the first of June.

THE BANGOR & BAR HARBOR STEAMBOAT COMPANY'S

fleet consists of three steamers which during the season make regular trips from Bangor to Mount Desert and all the principal landings on the bay and river. The line is very popular, does a large passenger and freight business, is in a prosperous condition, and pays good dividends.

EXPRESS AND STAGE LINES.

In addition to the American Express Company, whose offices in this city handle an immense number of packages, the Boston & Bangor Express Company carry on a large business, extending into all important towns on the Maine coast and into Piscataquis county. There are also a number of local express routes centering here, and ten daily stage lines radiate in different directions to the surrounding towns.

TOW BOATS.

A first-class line of steam tugs are kept busily employed during the season in towing vessels back and forth between this port and the mouth of the river. The Penobscot is, however, so broad and deep, and free from obstructions, that vessel-captains familiar with its navigation frequently avail themselves of favorable winds to sail either up or down the entire distance.

IMPORTS BY VESSELS.

In the season of 1882 the port of Bangor was open to navigation two hundred and forty-three days, during which time the total number of arrivals, including vessels of all classes, was 2,078, of which six hundred and twenty-eight passed through the E. & N. A. R. drawbridge into the Kenduskeag stream. The foreign arrivals numbered nineteen; foreign clearances, forty. The leading imports were as follows:—

Corn.....	306,433 bushels.	Coal.....	37,308 tons.
Salt.....	81,641 “	Pig Iron.....	1,405 “
Flour.....	684 barrels.	Iron Ore.....	475 “
Kerosene Oil.....	4,860 “	Steel Rails.....	800 “
Cement.....	6,120 “	Moulding Sand.....	780 “
Lime.....	9,430 “	Potters' Clay.....	448 “
Lime Rock.....	1,110 tons.	Nails.....	3,456 kegs.
Superphosphate.....	523 “	Hard Pine.....	875 M.
Plaster Rock.....	1,040 “		

FOREIGN EXPORTS.

Value of Merchandise Exported from the Customs District of Bangor during the calendar year of 1882, \$133,837.00. Composed mainly of the following described merchandise:

Bricks.....	\$ 2,651.00
Ice.....	3,045.00
Wood, and manufactures of.....	125,355.00

FOREIGN IMPORTS.

Value of Merchandise Imported into the Bangor District, FREE OF DUTY, during the calendar year of 1882, \$215,546.00. Composed mainly of the following described merchandise:

Barks, used for Tanning.....	\$35,754.00
Chemicals, drugs, dyes, &c.....	16,871.00
Eggs.....	16,976.00
Fish, not of American Fisheries	69,262.00
Fur Skins, undressed.....	5,658.00
Hides and Skins.....	19,535.00
Wood, unmanufactured.....	26,558.00

Value of Merchandise Imported into the Bangor District, SUBJECT TO DUTY, during the calendar year of 1882, \$271,872.00. Composed mainly of the following described merchandise:

Animals, living.....	\$58,464.00
Chemicals, drugs, dyes, etc....	52,047.00
Potatoes.....	51,887.00
Provisions, meats, poultry, etc.	24,134.00
Hay.....	28,755.00
Lime.....	2,277.00
Wood, and manufactures of....	18,633.00
Salt.....	5,920.00
Vegetables.....	1,427.00

BANGOR POST OFFICE.

STATEMENT OF BUSINESS FOR THE YEAR ENDING DECEMBER 30, 1882.

CARRIERS' DEPARTMENT.

Letters delivered.....	352,935	Letters collected.....	396,211
Newspapers delivered.....	204,429	Newspapers collected.....	41,220
Postals Cards delivered.....	96,378	Postal Cards collected.....	148,151

MONEY ORDER DEPARTMENT.

ORDERS SOLD.

Domestic,	3,661	\$54,915.27
Canadian,	70	1,528.39
British,	72	1,448.16
German,	27	496.84
French,	8	125.62
Italian,	3	30.00
Jamaica,	1	8.00
Total,	3,842	\$58,552.28

ORDERS PAID.

Domestic,	6,044	\$118,879.26
Canadian,	83	3,199.52
British,	10	238.63
German,	4	51.29
Australia,	1	24.35
New Zealand,	2	73.05
Total,	6,144	\$122,466.10

Deposits received,	\$167,787.00	Remittances,	\$112,752.00
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Canadian International Money Orders certified and forwarded, 18,428, \$410,607.56

REGISTERED LETTER DEPARTMENT.

Registered Letters in transit.....	40,995
Registered Letters for City delivery.....	11,298
Registered Letters sent from City.....	4,163

STAMP AND ENVELOPE DEPARTMENT.

Received from stamps, stamped envelopes, postal cards and wrappers.....\$29,148.95

Clerks employed.....	5
Carriers employed.....	5
Postal Clerks centering here.....	34

A. B. FARNHAM, Postmaster.

E. A. CUMMINGS, Assistant Postmaster.

W. H. S. LAWRENCE, Cashier.

LEADING MANUFACTURES AND EXPORTS.

CUSTOM AND READY MADE CLOTHING.

Five establishments, one of which is exclusively wholesale, employ upwards of three hundred hands, and the value of their annual production amounts to \$220,000.

BOOTS AND SHOES, MOCCASINS, ETC.

One firm in the manufacture of heavy and light calf boots, pegged and standard screw, employ one hundred and sixty hands—one hundred and twenty men and boys, and forty women and girls—paying out \$1300 per week in wages, and doing a business of \$150,000 annually. Their product in 1882 was 7500 cases. Sixty dozen calf-skins are used weekly, and the annual consumption of sole-leather amounts to upwards of one hundred and sixty tons. Their market is principally West, although certain classes of their goods have quite a large sale in Aroostook and Madawaska. The house has been established ten years, and their product this year will be larger than ever before.

There are two firms engaged in the manufacture of moccasins and brogans, one of which also manufactures plough shoes and farmers' boots, making a specialty of the latter, which are made of the best Chicago grained leather, with patented riveted seam. These establishments have been in operation for many years, and the annual value of their combined products amounts to \$225,000. About one hundred hands are employed, and upwards of 100,000 pairs of moccasins are made yearly, which find a market principally in the Northwest. Some three hundred and fifty tons of moccasin leather are used annually, one hundred and twenty-five tons of which are made by two tanneries in this city, and the remainder comes from Pawtucket, R. I., and Tewksbury, Mass.

LADIES' FURNISHING GOODS.

One establishment employs nine hands in the manufacture of ladies' and misses' underwear, wrappers and white suits, to the value of \$15,000 annually. They are sold both at wholesale and retail, and the trade extends over New England, with a rapidly increasing business.

GENTS' HATS.

One firm of hatters employ five hands in the manufacture of gentlemen's stiff and felt hats, the material for which is all imported, the value of their annual product being about \$3000.

DYE HOUSES, LAUNDRIES, ETC.

Two dye houses employ nine hands and do quite a large amount of work for the surrounding towns, in addition to their local business. One steam laundry employs twenty hands and is fitting up another establishment on the East side. This firm also operate a large laundry in Halifax.

BAKERIES.

There are four bread and cracker bakeries in Bangor, one of which also does an extensive business in the manufacture of cornballs and corncakes, and two fancy bakeries. Two of these have a large wholesale trade extending into the surrounding towns and in fact nearly all over the eastern part of the State. These six establishments employ forty-five hands and their combined products are valued at \$115,000 annually.

CONFECTIONERY.

One wholesale establishment employs twelve hands and manufactures a ton of confectionery daily, the product being valued at \$75,000 yearly. This is sold throughout the counties of Eastern Maine. Three retail manufacturers employ sixteen hands and manufacture \$26,000 worth of goods annually for the local trade.

COFFEE AND SPICE MILLS.

One establishment has a capacity for roasting and grinding 2,200 pounds of coffee daily, and in 1882 ground coffee to the value of \$20,000; also some \$1,200 worth of spices.

CIGARS.

One cigar manufacturer employs twelve hands, his sales last year amounting to \$26,000. His goods have an excellent reputation and the business is rapidly increasing.

GRIST MILLS.

Two grist-mills, employing eleven men, ground last year 10,000 bushels of wheat (one-half raised in this section) and 180,000 bushels of corn, the business amounting to \$150,000.

BROOMS.

Two establishments employ about twenty-five hands and manufacture an average of two hundred dozen brooms per week, which are sold to the trade in Eastern Maine.

BRUSH HANDLES AND BACKS.

One establishment carries on an extensive business in the manufacture of brush handles and backs, broom and duster handles, etc., which find a market in all parts of the country. The cherry and white woods used come from the West, and the remainder of the stock is purchased here. Seventeen hands are employed. Value of annual product, about \$25,000.

CARRIAGES, SLEIGHS, ETC.

Five leading firms manufactured last year one hundred and ninety-five carriages, Concord and express wagons, etc, and fifty sleighs and pungs, the whole product being valued at \$38,500. Number of hands employed, sixty-eight.

CANT DOGS AND DRIVING TOOLS.

There are three firms engaged in the manufacture of lumbermen's cant dogs. One of the factories is located in Orono, but as the product is all handled and sold here it is properly included in this report. Twenty-one thousand of these implements, complete, valued at nearly \$30,000, are made and sold here yearly; besides which large numbers of parts and pieces are also sold, one man alone (in Canada) having bought 2000 sockets last season. The Penobscot river cant dogs have a reputation which is world-wide, and while the market is principally throughout New England, Canada and the Western States, large numbers are shipped each year as far south as Florida, and on the Pacific coast to Oregon, Washington Territory, British Columbia, and even as far north as

Alaska. The New England Lumber Company, operating on the Connecticut river, have a standing order for eight hundred per annum. The best of rock maple is used in the stocks, and this is cut on the line of the Piscataquis and European & North American railroads, and sawed and turned in the shops here. One firm which last year procured their stocks in New Brunswick have this winter cut their supply of maple at Blanchard in Piscataquis county. The steel used in the manufacture of cant dogs comes mostly from Pittsburg.

EDGE TOOLS.

One establishment manufactures annually from four hundred to five hundred dozen lumbermen's axes, their product in 1882 being valued at upwards of \$5000. Another firm last year manufactured hand-made axes and coopers' tools to the value of \$2,500. These edge tools are made of the best imported (Jessup) steel, and have a wide reputation.

FURNITURE.

One firm of wholesale and retail dealers employ thirty-five men in the manufacture of wooden chairs, tables and other furniture, the value of their annual product amounting to \$30,000. Another firm employ fifteen hands in finishing and upholstering furniture which they purchase mostly on the Kennebec. This branch of their business amounts to about \$15,000 annually.

FILES.

Two establishments employ twenty-four hands in the manufacture of hand-made files, producing annually some 7000 dozen, valued at about \$17,000. These are sold throughout Maine and to some extent in the other New England and Western states.

FOUNDRIES AND MACHINE SHOPS.

There are two large establishments in this line, one of which has been in operation since 1827, and the other since 1830. They manufacture steam engines, mill machinery, steam pumps of all kinds, mining and quarrying machinery, water wheels, shafting, gearing, pulleys, vessel castings, etc., and carry on a great variety of other work, the combined business of the two concerns (including stoves, mentioned below) amounting to \$210,000 annually. They employ upwards of 140 hands, with a pay roll of over \$5000 per month. Their products are found in every county of the State, and also quite largely in other States and the Provinces.

Several other firms and individuals do more or less general machine work and repairing, and manufacture ship fittings, vessel castings, etc., to the extent of about \$15,000.

STOVES AND TINWARE.

One of the establishments included under the head of "Foundries and Machine Shops" carries on the manufacture of stoves extensively, and another firm, whose trade also extends nearly all over the State, employ one hundred men, with a pay roll of \$5000 per month, in the manufacture of stoves, ranges, furnaces, stove furniture, sheet iron and tinware, etc. There are also six other firms of tin workers, employing about thirty hands. The combined value of the various products in this line manufactured here is about \$220,000.

BOILER WORKS.

The Penobscot River Boiler Works employ twelve men in the manufacture of boilers, tanks, smoke-stacks and all kinds of plate-iron work, to the extent of \$10,000 annually, with an increasing business.

GRANITE AND MARBLE CUTTING, MONUMENTAL WORK, ETC.

Three granite working establishments, one of which operates three polishing machines, employ twenty men in cutting and finishing stone for building and ornamental purposes, their combined product for 1882 being valued at \$21,000.

Four firms of marble workers employ twenty-eight men, their business last year amounting to \$33,000.

ROOFING SLATES.

About 20,000 squares of roofing slates, valued at \$100,000, were handled in this city and shipped, mostly by water, in 1882. These came from the Brownville and Monson quarries, but include only a portion of their shipments, as the bulk of their production is shipped through by rail direct to Boston and other points West.

HAY AND BRICK.

Five principal dealers and shippers purchased and shipped from this port during last year 7100 tons of hay; valued at about \$100,000.

The Bangor brick are noted all over New England for their cherry-red color, smoothness and beauty, and superior quality. The facilities for their manufacture and shipment are first-class, and the business is destined to become of great importance. The several brickyards in operation on both sides of the river manufactured and shipped from this port last year 14,000,000 brick, valued at about \$91,000. The burning of these bricks required the consumption of upwards of 5600 cords of wood.

STONEWARE, POTTERY, ETC.

One establishment employs nine hands in the manufacture of earthen ware of all kinds. Their product for 1882 amounted in value to \$15,000, sold principally in Eastern Maine and the Provinces. The body clay used is procured in New Jersey and the glazing clay comes from Albany, N. Y.

SALT AND PLASTER WORKS.

One establishment grinds, puts up and sells annually 150,000 boxes of table and dairy salt, which finds a market in Maine and the Provinces. They import direct from Bonaire 40,000 bushels of salt yearly to supply these works. They manufacture their own boxes, requiring for the purpose from five to six hundred cords of basswood and spruce, annually.

In this connection it may be mentioned that another dealer in this city, who owns salt works at Turks Island, manufactures and imports 200,000 bushels annually, a large part of which goes to the fishing villages along the New England coast.

The same firm who own and operate the salt works mentioned above also run a plaster mill in connection. They imported last year upwards of 1000 tons of plaster rock from Nova Scotia, which was ground here and sold to customers in this vicinity.

SOAPS, CANDLES, TALLOW, POTASH, ETC.

Three establishments manufacture hard and soft soap, candles, tallow, potash and leached ashes to the amount of over \$75,000 annually. Their production last year included 85 tons of potash and 40,000 bushels of leached ashes. Their hard soaps embrace every variety of family, toilet and fancy soaps, which are sold all over the State, and a harness soap made by one of these firms is known all over the country and has a large sale in South Africa, Australia and New Zealand.

There are several other tallow manufacturers, whose combined product is valued at about \$3,000 annually.

SODA AND MINERAL WATERS, ETC.

Last year there were two firms engaged in the manufacture of soda and mineral waters, ginger ales, small beers, etc.; this year there are three. The business is principally local, but a rapidly increasing trade is being built up with the surrounding towns. The business of last season amounted in value to upwards of \$10,000.

PAPER BOXES.

Two paper box factories do quite a business in supplying the local trade—confectioners, toilet soap manufacturers, etc.; their product amounting in value to about \$5000 annually. Their stock comes from Boston, and girls, mostly, are employed. No paper boxes are manufactured here for shipment.

TRUNKS, HARNESSSES, ETC.

One establishment employs six hands in the manufacture of trunks, valises, handbags, sample cases, etc., the value of the annual product being about \$12,000. There are also several other smaller manufacturers.

Eight firms of harness makers, two of which do quite a large wholesale business, employ fifty-five hands and manufacture about \$50,000 worth of harnesses annually. Many of these find a market outside of the State, and orders have lately been filled for Kansas City, Missouri.

TANNERIES.

There are four tanneries, two of which manufacture moccasin leather exclusively, turning out about 125 tons annually. The others have 138 pits, and handle 9500 hides annually, of which some 2500 are selected for belting and the remainder are made into upper leather. Upwards of seventy tons of belt leather and some eighteen tons (or 12,000 in number) of splits are made, and twenty-five tons of glue stock sold; the aggregate value of the entire product of the four establishments being upwards of \$150,000.

WOOL AND WOOL SKINS, HIDES, LIVE SHEEP AND CATTLE, ETC.

One dealer last season bought and pulled 80,000 pelts, costing for pelts and labor upwards of \$93,000; also bought and sold 28,310 lbs. of fleece wool, valued at \$8,077. He also bought and killed or shipped alive about 20,000 sheep and lambs, valued at \$73,000.

The same dealer bought and sold 4900 hides, amounting in value to \$21,600; 5745 calf skins, valued at \$7,550; and 225 cattle, \$7,000.

Another firm, at their abattoirs in the outskirts of the city, slaughtered last year upwards of 1200 head of cattle and 3000 to 4000 sheep and lambs, the business amounting to something more than \$50,000.

LADDERS.

The manufacture of the Bangor Extension Fire Ladders was commenced in 1878, since which time six hundred have been made, the sales amounting to over \$60,000. Last year's production was valued at about \$12,000, and this is expected to be doubled the present year as the capacity of the works has been increased. Eight hands are employed.

A very large number of common ladders are also made by various individuals and firms, which are sold to the local trade. There are, however, none manufactured for shipment.

COOPERAGE.

Four large and three small manufacturers and shippers sold last year 210,000 fish barrels, requiring 4,620,000 staves, 420,000 heads and 2,420,000 hoops, the value of the

shipments being about \$150,000. These went largely to Gloucester, Provincetown, Wellfleet and other fishing villages in Massachusetts.

There were also manufactured and sold 100,000 potato barrel heads, 50,000 fish barrel heads, 800,000 racked hoops (for flour barrels etc.), 600,000 ash hoops (7 and 8 feet long), 3,500,000 birch hoops, and 800,000 staves for repairing. These were valued at about \$40,000.

Another item worthy of mention in this connection is that of flags, of which about 6000 pounds were used or shipped, valued at four cents per pound.

SHOOKS.

Seven hundred and eighty-five thousand pine and spruce boxes for canned goods and fish packing, valued at upwards of \$60,000, were shipped by rail to Gloucester and other points in Massachusetts in 1882. Seven hundred thousand orange and lemon boxes, valued at \$60,000, were shipped to Sicily; also upwards of 200,000 to Florida and the West Indies. Other shipments in shooks were 70,000 onion and 21,000 tomato boxes to Bermuda, and 16,000 oil cases by rail to Boston and New York. The latter item is a new business in this locality, and promises to assume considerable magnitude. The first shipments were made in July last, and from the present outlook fully a million cases will be shipped the present season. The total value of box shook shipments was about \$140,000.

The shipments of barrel shooks include 120,000 cement barrels to New York; 2000 syrup barrels to Buffalo; 5000 cranberry barrels to Cape Cod; and 1000 nut barrels to Sicily; the whole valued at \$12,525.

DOORS, SASH AND BLINDS.

One establishment in this line employs fifteen hands, and is doing a rapidly increasing business. The value of their products for 1882 was upwards of \$25,000, nearly all sold here.

PLANING AND MOULDING MILLS.

There are three large steam planing mills (beside the sash and blind factory mentioned below) which plane immense amounts of lumber, shiptimber, knees, etc., and carry on an annual business amounting in value to upwards of \$150,000. Included in this are about 2,200,000 feet of pine made up into packing boxes, by two of the above concerns, which are supplied to the shoe and moccasin manufacturers here and also shipped largely to Massachusetts and Rhode Island. Two of these establishments also manufacture gutters and mouldings on an extensive scale, which find a sale in all parts of the country. The three mills furnish employment to more than one hundred hands.

There are several smaller manufacturers of mouldings, brackets, etc., in the city, and one firm of lumber dealers alone sold 55,000 feet of mouldings last year, made outside of the two mills mentioned above. Several other establishments also operate planing machines in connection with their business.

BOX BOARDS.

The box board trade of this port is of considerable importance. In 1881 the amount sawed on the river was in the vicinity of 20,000,000 feet. Of this stock 10,000,000 feet were left over, piled up on the wharves. Last year about 15,000,000 feet were sawed, the stock of 1882 thus aggregating 25,000,000 feet. The shipments of 1882 were about 20,000,000 feet, leaving a stock of 5,000,000 feet over for the spring business of 1883. The pine from which these box boards are sawed is mostly from Piscataquis River and vicinity, and is sawed principally at Upper Stillwater and Milford. They are largely used in the

manufacture of shoe boxes, and the demand is mostly from points in Massachusetts, although several towns in Maine use considerable, and several cargoes have been shipped to Philadelphia. The box board business is carried on to some extent in New Hampshire and Massachusetts, but the pine in those states is not so large as ours, nor of so soft grain. The rail freights from Bangor to Massachusetts are low enough to compete very successfully with the sailing vessels, and fully nine-tenths of last season's shipments were made by rail. The price of box boards of $\frac{3}{4}$ to 1 inch in thickness, during the season of 1882, was from \$8.50 to \$12 per M. The value of the shipments for 1882 was about \$190,000.

MANUFACTURED LUMBER.

The lumber industry is still the most important of Bangor's manufacturing interests, and is likely to remain so for a long time to come. The figures given below will show the approximate amount and value of last year's production, all of which was handled and sold at this port. The mills, as elsewhere stated, are mostly outside the city limits, but the offices are all here. Four of the steam mills and one water power mill (as also the three large planing mills) are situated on the harbor front; one mill run by both water and steam power is located on the Kenduskeag stream nearly in the centre of the city; and the others are on the several water powers a few miles above the city. The larger mills are all connected by telephone with the offices here.

LONG LUMBER.

	Feet.	Value.
Pine (including box boards), about.....	33,000,000	\$ 412,500
Spruce, "	122,000,000	1,342,000
Hemlock, etc., "	16,000,000	144,000
Total.....	171,000,000	\$1,898,500

SHORT LUMBER.

	Amt.	Value.
Shingles.....	147,760,000	\$443,280
Laths.....	86,483,500	129,725
Clapboards.....	4,460,875	95,920
Pickets.....	1,271,980	15,264
Staves, cement, fish and syrup bbl.....	7,395,360	61,675
Broom Handles.....	50,000	4,000
Total.....		\$749,864

From 2500 to 3000 men and some 2000 horses are employed during the winter months in cutting and hauling to the streams the logs to supply these mills, and about an equal number of men are employed on the drives in the spring and early summer, in getting the logs to market. To feed and clothe this small army of workmen, immense quantities of provisions and supplies are sent in from this city by railroad and tote teams to the various camps. From 1000 to 1500 men are employed at and about the mills during the six months or more they are in operation during they year, and the several boom companies furnish employment to, probably, from 300 to 500 more. At the Bangor Boom alone, where only the steam-mill drives (so called) are rafted, 70 men were employed for 130 days last season, in rafting and driving, and the total amount paid out in wages was upwards of \$14,000. The amount of rafting at the Bangor Boom for the season of 1882 was 48,225,000 feet. The total rafting at this boom for 1881-82 was the largest of any two years on record.

SAW MANUFACTORY.

One establishment employs twelve skilled workmen in the manufacture of long and circular saws. The business was established here in 1839, and the saws made by this firm have a reputation second to none in this country. While their trade extends to some extent into the Western States and Territories, the business is mainly confined to Northern Maine and the Provinces. The value of their annual products is about \$25,000.

SPOOL WOOD, LAST BLOCKS AND EXCELSIOR.

One million spool bars, valued at \$21,000, were shipped from this port to Glasgow, Scotland, last year; also 250,000, amounting in value to \$5,250, to Pawtucket, R. I., and other coastwise ports. A large amount of spool timber, sawed at Howland, some thirty miles above this city, is brought down by rail and shipped from here by water to Seaport, on Penobscot Bay, where it is manufactured into spools for the Conant Thread Company, Pawtucket, R. I. The Willimantic Thread Company, whose extensive thread works are located at Willimantic, Conn., also have an immense establishment for the manufacture of spools at the head of Sebec Lake, now known as the town of Willimantic, Me. This product all comes through Bangor.

Seven firms and individuals shipped last year 1,500,000 last blocks, valued at about \$36,000. These are cut from rock maple by various parties in the surrounding and up-river towns and are shipped principally to New Hampshire and Massachusetts.

The manufacture and shipment of excelsior can scarcely be called a Bangor industry, as comparatively little is handled in this city. Incidentally, however, it may be mentioned that 2500 tons, valued at \$27,500, were brought down over the Bangor & Piscataquis Railroad in 1882. Quite a quantity of this was shipped from this port by vessel, but the larger portion went through by rail. It is manufactured in towns on the line of the Piscataquis Railroad, and is nearly all controlled by a single Boston firm. The mills have recently been putting in new machinery and increasing their capacity, and the present year the product will reach fully 3000 tons.

TELEGRAPH POLES, CEDAR POSTS, RAILWAY TIES, ETC.

About 8,000 telegraph and telephone poles, valued at \$8,800, were sold here last year; also 70,000 cedar posts, valued at \$9000; and 100,000 railway ties, valued at \$30,000.

There were also sold some 30,000 bean poles, valued at \$12.50 per thousand, besides immense quantities of pick poles, hoop poles, etc., etc.

SHIP TIMBER, KNEES, SPARS, ETC.

Six firms in this line of business in 1882 sold 50,000 knees, valued at \$82,750; 60 white pine masts, value \$10,000; spruce spars and poles, \$8,500; and juniper, hackmatack, pine and hardwood ship timber to the value of \$51,500; total value, \$152,750.

SHIP BUILDING AND REPAIRING.

There are five shipyards and shipbuilding firms here, who in 1882 carried on building to the value of some \$100,000, and repairing to the amount of about \$30,000. The vessels built included sch. F. C. Pendleton, three mast, 388.25 tons register; sch. Isaiah K. Stetson, three mast, 297.76 tons; sch. Clara May, 60.71 tons; stmr. Cimbria, 289.14 tons; stmr. Florence, 39.27 tons; and stmr. Electa, 54.59 tons. Steamers Cimbria and Florence are owned by the Bangor & Bar Harbor Steamboat Company, and the Electa by the Frenchman's Bay Steamboat Company. The Clara May was built for the Danish government and is now in the revenue service in West India waters.

Last year was an "off" season in shipbuilding. This year the port will do a little

better, and signs are not wanting of an early revival of this former extensive industry on the Penobscot. One vessel has been launched—sch. Hattie H. Barbour, three mast, 286.76 tons register,—a brig and three large three mast schooners are now on the stocks in various stages of construction, and at least one other large vessel will be commenced this season, to be off next spring. There is also a steam yacht on the stocks in one of the yards. This port possesses every possible advantage for building and repairing wooden vessels, and with the repeal or a modification of the present oppressive laws which have caused the decline of this great interest in the United States, must again become an important shipbuilding centre. The river is broad and deep, with shores admirably adapted for the purpose; material and skilled labor are abundant and as cheap as anywhere in this country; large stocks of spars, knees, hard pine, treenails of all kinds, etc., are always on hand; and copper can be bought here as cheaply as in Boston. (Seven vessels were coppered at one of the yards here last year.) There are four sail and two rigging lofts, fully equipped for every department of work in their line upon an extensive scale. There are also good beaches with first class facilities for repairing and cleaning vessels' bottoms, for such as may not care to go on the railway. There are two marine railways, one having a capacity of hauling up vessels of a thousand tons; also a canal especially for re-topping vessels. In fact all the facilities for shipbuilding and repairing are first class, and the vessels built here are not excelled in either model or construction.

SAIL AND RIGGING LOFTS.

There are four sail-making establishments, employing about thirty hands, which make up about 125,000 yards of canvas yearly and do an annual business of about \$45,000.

One rigging loft employs from ten to twelve hands, and carries on an extensive business.

BOATS, CANOES, ETC.

Three boat-builders last year employed five men, and turned out thirty batteaux, average value, \$55; twenty-five yawl boats, average value, \$65; and twenty-five canvas canoes, average value, \$25; total value, \$3910. These are sold in all parts of the country.

OARS.

One manufacturer employs seven hands, and turns out 75,000 feet of spruce and ash oars yearly, valued at \$4500. They are sold in all parts of the world, several of the largest customers being in Halifax, California, Brazil and Australia.

CHARCOAL PIG IRON.

The only iron furnace in Maine is owned and operated by a Bangor company. Although the mines and works are located some fifty miles distant from this city, they are directly connected by rail and telegraph, and the central offices are located here. The product is a high grade charcoal iron, admirably adapted to a great variety of purposes, but in special demand for use in the manufacture of car wheels. About 4000 tons are turned out annually, all of which is shipped from this port, although during the season when the river is closed the iron goes through by rail to some point on the bay at open water. The value of the annual product is about \$150,000. The manufacture of this iron requires the consumption of 500,000 bushels of charcoal annually, which in turn necessitates the cutting, hauling and burning of upwards of 12,000 cords of wood—birch, beech and poplar. About 100 men are constantly employed about the mines and furnace,

in addition to which the labor of some 250 men and boys is required during the winter months in chopping and hauling the season's supply of wood for the charcoal kilns.

The Katahdin iron stands in the front rank among the highest grades of charcoal iron made in this country. As evidence of its superior qualities it is only necessary to state that it is in extensive use and active demand at many of the leading car wheel and machine works in the country, among which may be mentioned the following: Ramapo Works and Rochester Car Wheel Works, New York State; Taylor Iron Works, New Jersey; Wason Manufacturing Company, Springfield; Holyoke Machine Company, Holyoke; Washburn Iron Company and Ames Plow Works, Worcester; Swamscott Machine Company, New Hampshire, etc., etc.

The Katahdin Iron Works are situated in the midst of unlimited deposits of ore and surrounded by exhaustless resources of fuel supply, at the terminus of a railroad connecting with tidewater only fifty miles distant, where the facilities for cheap vessel transportation in connection with light deck loads of lumber are unexcelled; and from the rapidly increasing demand for their product, combined with facilities and advantages for manufacture and shipment, it is evident that their operations are to be greatly extended in future.

ICE.

The ice trade of this port is beginning to assume considerable importance. Previous to 1880 but little ice had been cut on the Penobscot for shipment. In that year the crop in the Middle States was a short one, and quite a number of companies and individuals went into the business here with gratifying results. About 135,000 tons were harvested, and shipped during the season to New York, Philadelphia, Baltimore and other points in the Middle and Southern States. Selling prices ranged from \$1.25 to \$5.50 per ton, the total value of the entire crop being about \$270,000. The two succeeding seasons were exceptionally favorable to full harvests in the Middle States, and as a consequence the cut here has been much smaller and the shipments of 1881-82 have fallen considerably below those of 1880. The permanent houses on the river in and about Bangor have a capacity of some 135,000 tons, and there are stacks or temporary houses capable of holding 75,000 to 100,000 tons more.

The ice business is destined to become one of our most important industries. It has passed the experimental stage, and it has become an established fact that even in ordinary seasons it may be made fairly profitable, while once in every three or four years the crystal crop proves a veritable bonanza to the harvesters. The weather on the Hudson and in the Middle States is so unreliable that during the past decade there have been three or four short years, when prices have ranged from \$5 to \$15 per ton by the cargo. The trade south of New York and Philadelphia must be supplied from Maine and Massachusetts, as no shipments are made from New York or Pennsylvania. The entire harvest on the Hudson, even in favorable years, is consumed by the cities of New York and Brooklyn alone. Several large companies in New York, Philadelphia, Baltimore and Washington own locations in Maine, principally on the Kennebec, which are made available in short years, and to some extent in ordinary seasons; but the business of harvesting ice in Maine for shipment to Southern States and the West Indies, although already large, is yet in its infancy.

The Penobscot river ice is the purest in the world, and nowhere can the facilities for harvesting and shipment equal those afforded by this locality. There are many miles of available shore privileges in and below this city, where the largest sized vessels may load at all times direct from the houses, and sawdust required in storing may be procured in any quantity from the various lumber mills on the river. The average cost of harvest-

ing and housing ice on the Penobscot does not exceed sixteen to eighteen cents per ton

There are four ice companies and firms in Bangor whose business is confined exclusively to supplying the local demand.

COUNTRY PRODUCE.

There are immense quantities of eggs, butter, cheese, potatoes, beans, etc., shipped from Bangor to the Boston and other markets during the year, but of the value of the shipments we are unable to form any estimate.

OTHER INDUSTRIES.

Among the other manufacturing industries of Bangor are a wool carding and shoddy mill; two brass foundries; a silver, gold and nickel plating establishment, employing five hands and doing an annual business of \$5000; a carriage trimming manufactory; two die sinking establishments; one manufacturer of hair goods to the value of \$4000 annually; a book bindery, employing five hands; several wood-working establishments; a leather belting manufactory; a pump and block factory; two rigging lofts, employing fifteen to twenty hands; several firms of manufacturing jewelers; three firms of steam and gas fitters; one firm engaged in the manufacture of galvanized iron cornices, gutters and conductors; a coffin and casket manufactory; also quite a number of smaller industries, including a manufacturer of brass fishing reels to the value of \$3000 annually, two fishing rod manufacturers, several stencil cutters, etc., etc. There are also large quantities of proprietary medicines and other articles—inks, polishes, insect powders, etc., etc., manufactured and sold here; and two concerns put up and sold at wholesale last year some fifteen thousand boxes of spruce gum. The aggregate value of the combined products of these various industries will not fall short of \$100,000.

SUMMARY.

Bakeries.....	\$ 115,000	Ladders (Fire).....	\$ 12,000
Boats and Oars.....	8,900	Lumber (Long).....	1,756,000
Boots, Shoes, Moccasins, etc....	375,000	Lumber (Short).....	750,000
Brooms and Brush Handles.....	35,000	Paper Boxes.....	5,000
Boilers.....	10,000	Pottery.....	15,000
Box Boards.....	190,000	Planing Mills.....	150,000
Cooperage.....	190,000	Sail Lofts.....	45,000
Carriages and Sleighs.....	38,500	Salt and Plaster.....	30,000
Coffee and Spice Mills.....	21,200	Saws.....	25,000
Confectionery and Cigars.....	121,000	Shipbuilding and Repairing....	130,000
Clothing.....	220,000	Shiptimber.....	152,750
Cant Dogs.....	35,000	Shooks.....	152,525
Doors, Sash and Blinds.....	25,000	Slates (Roofing).....	100,000
Edge Tools.....	7,500	Soaps, Tallow, Potash, etc.....	78,000
Files.....	17,000	Soda and Mineral Waters.....	10,000
Foundries and Machine Shops,		Spool Wood and Last Blocks....	62,250
Stoves and Tinware.....	410,000	Telegraph Poles, Posts and Ties,	50,000
Furniture.....	45,000	Tanneries.....	150,000
Granite and Marble Works.....	54,000	Trunks and Harnesses.....	62,000
Grist Mills.....	150,000	Wool, Hides, Sheep and Cattle,	260,000
Hats and Furnishing Goods....	18,000	Wood and Sawdust.....	30,000
Hay, Brick and Ice.....	231,000	Other Manufactures.....	100,000
Iron (Charcoal Pig).....	150,000		
		Total value of Leading Products,	\$6,592,625

REMARKS.

It is not claimed that the foregoing statistics relating to Bangor industries are in every instance entirely accurate; but they may be relied on as approximate, and any one who may care to investigate will discover that the figures given will in each case fall short of, rather than exceed, the actual production.

LUMBER TRADE OF THE PORT OF BANGOR.

Prior to 1816, but little lumber had been cut on the Penobscot. In that year 1,000,000 feet were probably cut. The business increased slowly till 1822, when it began to make more rapid advances, and in 1831 the cut was estimated at 30,000,000 feet.

It is estimated that prior to 1832 there had been cut 200,000,000 feet. From 1832 to 1855 the records of the Surveyor General's office show 2,969,847,201 feet surveyed; and from 1855 to 1883 the amount, as given below, foots up 4,842,197,717 feet.

The grand total, then, of long lumber manufactured and sold at the port of Bangor up to the present time is approximately as follows:

Prior to 1832 (estimated).....	200,000,000 feet.
From 1832 to 1855.....	2,969,847,201 "
" 1855 to 1883.....	4,842,197,717 "
Grand Total.....	8,012,044,918 "

AMOUNT SURVEYED EACH YEAR SINCE JAN. 1, 1855.

Year.	Pine.	Spruce.	Hemlock, etc.	Total.
1855	123,026,137	78,337,283	10,305,753	211,669,193
1856	102,411,467	66,526,083	11,323,386	180,261,836
1857	75,816,043	56,735,284	12,557,680	145,209,007
1858	69,453,844	62,045,696	16,165,907	147,665,447
1859	83,479,389	77,432,074	15,275,553	176,187,016
1860	97,701,175	88,027,540	14,662,811	200,391,526
1861	38,018,927	72,626,900	9,874,824	120,520,651
1862	61,020,747	90,135,783	7,421,392	158,577,922
1863	62,594,236	108,904,447	16,622,364	188,121,047
1864	54,846,506	106,774,936	12,814,830	174,436,272
1865	48,296,222	107,505,867	14,078,934	169,881,023
1866	63,571,154	154,571,243	19,000,952	237,143,349
1867	51,207,174	139,445,478	15,830,706	206,483,358
1868	50,309,399	152,931,455	17,553,912	220,794,766
1869	40,980,911	133,756,759	16,103,240	190,840,910
1870	30,030,000	149,103,192	22,881,000	202,014,192
1871	42,383,000	163,121,675	21,987,000	227,491,675
1872	46,150,000	176,933,649	23,370,000	246,453,649
1873	32,586,848	129,277,908	17,337,592	179,202,348
1874	24,178,309	135,226,015	17,332,608	176,786,932
1875	22,235,849	116,664,487	15,662,793	154,663,129
1876	19,615,572	82,087,987	13,417,632	115,121,191
1877	14,704,151	85,480,149	17,683,444	117,867,744
1878	19,479,769	81,358,056	21,302,775	122,140,828
1879	17,959,415	91,907,627	12,695,226	122,562,268
1880	17,668,661	91,573,149	14,208,737	123,450,547
1881	33,732,101	104,704,537	15,912,159	154,348,797
1882	33,408,035	122,548,230	16,154,829	172,111,094
Grand Total	1,376,865,289	3,025,744,389	439,588,039	4,842,197,717

TABLE SHOWING INCREASE OF THROUGH FREIGHT TRAFFIC OVER
E. & N. A. R., DURING THE LAST ELEVEN YEARS.

Weight of Freight on through way bills over Maine Central, Eastern and Boston & Maine to and from all points east of Bangor:

	Pounds.		Pounds.
1872	13,149,540	1878	81,086,027
1873	26,319,541	1879	101,801,246
1874	53,012,933	1880	149,033,451
1875	53,006,264	1881	175,549,125
1876	79,668,064	1882	218,320,870
1877	80,343,894		

TABLE SHOWING INCREASE IN SHIPMENTS OF SHINGLES OVER
E. & N. A. R. DURING THE LAST FOUR YEARS.

JANUARY 1, 1879 to JANUARY 1, 1880.

Billed on Bangor.	M.	To Maine Central on Through Bills.	M.
From E. & N. A. Main Line.....	97,621		3,355
“ B. & P. R. R.....	8,234		5,978
“ East of Vanceboro.....	44,120		55,710
Total.....	149,975		65,043

JANUARY 1, 1880 TO JANUARY 1, 1881.

Billed on Bangor.	M.	To Maine Central on Through Bills.	M.
From E. & N. A. Main Line.....	85,611		4,846
“ B. & P. R. R.....	14,288		3,431
“ East of Vanceboro.....	71,093		59,716
Total.....	170,992		67,993

JANUARY 1, 1881 TO JANUARY 1, 1882.

Billed on Bangor.	M.	To Maine Central on Through Bills.	M.
From E. & N. A. Main Line.....	71,005		4,960
“ B. & P. R. R.....	11,820		2,742
“ East of Vanceboro.....	85,550		65,806
Total.....	168,375		73,508

JANUARY 1, 1882 TO JANUARY 1, 1883.

Billed on Bangor.	M.	To Maine Central on Through Bills.	M.
From E. & N. A. Main Line.....	58,811		5,502
“ B. & P. R. R.....	13,157		11,426
“ East of Vanceboro.....	118,475		111,877
Total.....	190,443		128,805

TABLE SHOWING INCREASE IN POTATO SHIPMENTS OVER
E. & N. A. R. DURING THE LAST FOUR YEARS.

CROP OF 1879—SEPTEMBER 1, 1879 TO SEPTEMBER 1, 1880.

Billed on Bangor.	Bushels.	To Maine Central on Through Bills.	Bushels.
From E. & N. A. Main Line.....	11,161.....		19,949
“ B. & P. R. R.....	18,960.....		21,117
“ East of Vanceboro.....	40,166.....		434,223
Total.....	70,287.....		475,289

CROP OF 1880—SEPTEMBER 1, 1880 TO SEPTEMBER 1, 1881.

Billed on Bangor.	Bushels.	To Maine Central on Through Bills.	Bushels.
From E. & N. A. Main Line.....	2,120.....		34,146
“ B. & P. R. R.....	26,720.....		41,252
“ East of Vanceboro.....	6,673.....		591,749
Total.....	35,513.....		667,147

CROP OF 1881*—SEPTEMBER 1, 1881 TO SEPTEMBER 1, 1882.

Billed on Bangor.	Bushels.	To Maine Central on Through Bills.	Bushels.
From E. & N. A. Main Line.....	2,153.....		10,543
“ B. & P. R. R.....	16,517.....		24,347
“ East of Vanceboro.....	25,770.....		419,367
Total.....	44,440.....		454,257

CROP OF 1882—SHIPMENTS FOR THE NINE MONTHS FROM SEPT. 1, 1882 TO JUNE 1, 1883.

Billed on Bangor.	Bushels.	To Maine Central on Through Bills.	Bushels.
From E. & N. A. Main Line.....	978.....		22,831
“ B. & P. R. R.....	9,538.....		26,169
“ East of Vanceboro.....	7,085.....		685,528
Total.....	17,601.....		734,528

WATER RATES IN LEADING CITIES.

[THE RATES ARE FOR ONE THOUSAND GALLONS DAILY.]

Portland, Me.....	\$0.50	Holyoke, Mass.....	\$0.15
Lewiston, “.....	20	Fall River, “.....	30
Manchester, N. H.....	40	Providence, R. I.....	30
Lawrence, Mass.....	30	Waterbury, Conn.....	30
Boston, “.....	30	Worcester, “.....	25
Beverly, “.....	30	Fitchburg, “.....	50

*The potato crop of 1881 was a failure; notwithstanding which, shipments were made from Aroostook and other points East over the E. & N. A. R. as above.

New London, Conn.....	\$0.20	Dayton, Ohio.....	\$0.60
Norwich, ".....	30	Detroit.....	20
New Britain, Conn.....	10	Chicago.....	10
Middletown, N. Y.....	20	St. Paul.....	50
Ithaca, ".....	50	Baltimore.....	15
Yonkers, ".....	27	Louisville.....	15
Albany, ".....	40	Jersey City.....	20
Cleveland, Ohio.....	1.00		

The average of these twenty-seven cities and towns is a trifle over thirty-two cents for 1000 gallons. The rates in Bangor are from ten to thirty cents per 1000 gallons, according to the quantity used. For motors, not exceeding 1000 gallons per day, fifteen cents per 1000 gallons; exceeding 1000 gallons per day, ten cents per 1000 gallons. The rates for faucets, bowls, tubs, hose and other unmeasured water are believed to be as low as they are in any other place.

BANGOR AS IT MAY BE.

The outlook for the continued and rapid growth of all the business interests of Eastern Maine was never so promising as at the present time. The immense capabilities and vast natural resources of the section including the five great counties of Penobscot, Piscataquis, Aroostook, Hancock and Washington—embracing more than half the State and an area of nearly 18,000 square miles—are beginning to be more fully understood and appreciated.

The trade in lumber, which in the past has been the leading industry and the chief source of income to the inhabitants, is still in a flourishing condition and the timber supply shows no sign of exhaustion. The quantity now standing is likely to last for generations to come, and meanwhile new forests are springing up and growing with marvelous rapidity. It is said by competent judges that there is more standing timber in Hancock county to-day than twenty years ago, and the same may truthfully be said of other sections of the State. Furthermore the system of cutting only the larger trees and carefully protecting the remainder prevails in Northern Maine, and allows the forests to be profitably worked over at stated intervals, thus ensuring their permanence. It is true the immense pine logs of former years are no longer seen floating down our rivers to the mills, but the numberless new and important uses which have been found for the smaller and cheaper woods, all of which are of rapid growth, have more than supplied the deficiency caused by the diminished size of the pine and spruce.

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. The wonderful agricultural resources of the Aroostook are being rapidly developed, and the Aroostook Valley is already known far and wide as the Garden Spot of New England. Piscataquis, as yet settled only in the extreme southern portion, is not far behind in this respect, while her inexhaustible deposits of slate and iron, the former of which are among the finest and most extensive in the world, are yet in the infancy of their development, although producing to the value of half a million of dollars annually and furnishing employment to upwards of five hundred men. Aroostook, too, has vast beds of iron ore which must soon become available, besides excellent marbles in unlimited quantity which will not long be suffered to remain idle. Hancock and Washington counties are rich in minerals.

Many of their copper and silver veins are now in process of development, and that section of the State lying near the seacoast between the Penobscot and the St. Croix rivers is destined to become an important mining district. Their quarries of granite, of every color and variety known, are capable of supplying the world with building, paving and monumental material. The construction of the Shore Line Railway from Bangor to Calais, now in rapid progress, will open a field for development in this direction absolutely without limit. One man alone, on the line of the proposed road, shipped upwards of 30,000 tons of paving blocks to New York by vessel last year; and this is but a fraction of the business he might have done with transportation facilities by rail to Chicago and other western cities. Penobscot county is a thriving agricultural section, and contains many of the best cultivated and most productive farms to be found in the Eastern States. She has also numerous other valuable resources and advantages, but unquestionably her greatest future source of wealth lies in the development of the immense water power on the river between Bangor and Oldtown, which, when fully utilized as it will be before many years, cannot fail of building up one of the largest and most thriving industrial centres in New England.

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 forest yet untouched by the lumberman; innumerable unoccupied water-powers and mill privileges only awaiting some means of 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, and capable of sustaining a larger population, than any territory of equal extent in the eastern United States. Its climatic and all other conditions particularly adapt it to stock raising, and this profitable branch of business has already become an industry of no inconsiderable magnitude; sheep, cattle, horses and other animals bred in Maine being in active demand at the highest prices all over the South and West. Every circumstance and condition of the country is also favorable in the highest degree to the growth and manufacture of the finest grades of wool. The soil, under proper cultivation, is capable of producing as largely of farm crops to the acre as any Western lands. Maine fruits are also in demand all over the world, on account of their fine flavor and superior keeping qualities. All these pre-eminent advantages, and many others not enumerated, which have been in the past almost entirely overlooked, owing to the attractive and alluring advertisements of Western land and railway companies, with which this part of the country has been flooded, are but just beginning to attract the attention they should have received long since, and the people of the East are awakening to the fact that here, almost at their very doors, is a vast field for enterprise and the investment of capital as promising as is afforded by any other section of North America.

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 bay and inlets; and 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 which have been and are being taken by the State Fish and Game Commissioners for re-stocking the inland waters with game fish, and for the protection and propagation of fish and game, have already 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. And what is of still more importance, notwithstanding the great numbers taken each year, the restrictions are such and the conditions for their subsistence are so favorable that instead of being in danger of extermination they are rather on the increase. These attractions are not to be overlooked by lovers of genuine sport, and the various hotels, camps and club houses at numerous hunting and fishing resorts are filled to overflowing during the open season; and as new localities are constantly being opened up and brought nearer to rail and telegraph facilities, the numbers of this class of visitors are largely increasing with each succeeding year.

THE PORT OF BANGOR

Is the natural outlet and trade centre of all this vast section. It is situated only about twenty miles southeasterly from the geographical centre of the State, and at the head of navigation on the largest river, which drains a section of country more than 8000 square miles in extent. It has valuable water power privileges of its own, which run numerous manufacturing establishments, and is but a few miles below the largest and most valuable water power in New England, soon to be more fully developed. Prominent citizens of Bangor and Oldtown, with one of the foremost business men of Maine at their head, have lately purchased this property, consisting of the power on the river at Oldtown, together with a large tract of land including several miles of shore privileges, and organized themselves into a Water Power Company, with special rights and privileges granted them by the Legislature. Their purpose is to improve the property by the construction of the necessary dams and canals, and lease power to individuals or corporations for manufacturing purposes. Already arrangements are in progress for the erection of a \$600,000 cotton mill, to be followed the succeeding season by another of similar capacity. The river, at the point where it is proposed to construct the dam, has a natural fall of 13 feet in a horizontal distance of 190 feet, which will furnish a constant power, during the lowest run of water, of 6000 horses, and this can be increased to double the amount by dams at the head of the fall. There is also an additional descent of $3\frac{1}{2}$ feet in twenty rods. 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, of which only 800 square miles discharge their surplus water into the main river below its lowest water power at Bangor. From Oldtown Falls to Bangor, a distance of twelve miles, the river falls 113 feet.

Some distance below Oldtown, on another fall of the river, the Penobscot Chemical Fibre Company have just completed at a cost of \$320,000, and have now in full operation, one of the greatest pulp mills in this country. This will be followed, probably during next season, by a large paper mill. These are but the pioneers of other manufacturing and industrial enterprises which are sure to follow, brought here by the combined advantages of abundant and never failing water power, cheap and ample transportation facilities, and nearness both to the markets and to unlimited supplies of raw materials.

Within the limits of the city, there is another valuable water power on the Penobscot, formed by the Water Works dam, which is at present only used to run the pumping machinery at the Water Works. The fall at this point varies from 5 to 20 feet, according to the stage of the tide, with an average of more than 10 feet, with the river at its lowest summer drouth. The shores below the dam are available for mill sites, with

sufficient depth of water to admit being reached by vessels of light draught, and the entire water front is traversed by the main line of the Maine Central Railroad.

The advantages which Bangor offers as a location for manufactures of almost any kind are unequalled. Rents and insurance rates are low, and mechanics and laborers can procure the necessities and comforts of life at a less cost than, probably, any place of equal size in the country. The surrounding country furnishes an abundance of farm produce fresh daily, prices of breadstuffs are low, and the meat and fish markets are always bountifully supplied. Fuel is both cheap and abundant, the refuse of the sawmills furnishing an unlimited supply of wood, while coal is obtained at much lower prices than in most other New England cities, owing to the fact that vessels carrying lumber from the Penobscot to New York, Philadelphia or Baltimore are enabled to take return cargoes at low rates. The transportation facilities, as stated elsewhere, are first class, and through freights West by rail are as low as from any point east of Boston. There is also daily steamboat communication with Boston during the summer season, and for nearly eight months of the year merchandise may be transported by vessel from this port to all parts of the world. Three western mails arrive and depart daily, and the banking, telegraph and express facilities are all that could be desired.

The river bank for miles in and below the city furnishes the best possible sites for mills and manufacturing establishments, with unsurpassed wharfage privileges, and with every facility for procuring unlimited supplies of cheap fuel, either wood or coal. The forests on the line of our railroads can probably furnish a larger supply of poplar, spruce and other cheap woods, at a less cost, than can be obtained in any other 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 return cargoes of cotton at fabulously low rates. It would be difficult to find a place possessing superior advantages for textile manufactures while there are scores of different kinds of wood and iron working establishments and other industries which might flourish here as they could nowhere else. For almost all the various kinds of smaller industries, the location cannot be excelled, owing to low rents and insurance, cheap freights, Holly water capable of supplying power at small cost, and general desirability of Bangor as a place of residence.

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 would have only to show a proper amount of enterprise to secure and hold the trade of a vastly 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 mining districts of the State, whence may be drawn inexhaustible supplies of raw materials; and with unlimited and unfailing water power and direct and rapid communication with all the world's markets, Bangor should and may become a manufacturing and commercial city of great importance. Such, we believe, is to be her future. May she soon regain and long hold the supremacy which she enjoyed in the days when her lumber kings held sway on the Penobscot and reared their mansions on her hillsides and planted the grand old elms which now adorn and beautify her streets; and may her citizens see to it that she ever retains the proud title so happily bestowed upon her in her youthful days—**QUEEN CITY OF THE EAST.**

BANGOR BOARD OF TRADE.

HENRY LORD, President.

THOMAS J. STEWART,	} Vice Presidents.
JOHN S. JENNESS,	
WM. FLOWERS,	

CHAS. S. PEARL, Secretary.

SILAS C. HATCH, Treasurer.

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 - THOS. J. STEWART.
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 - SILAS C. HATCH.
 - CHAS. S. PEARL.

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 J. M. ARNOLD, Arnold & Sawyer, Wholesale Boots and Shoes.
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