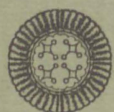


BANGOR,



MAINE.

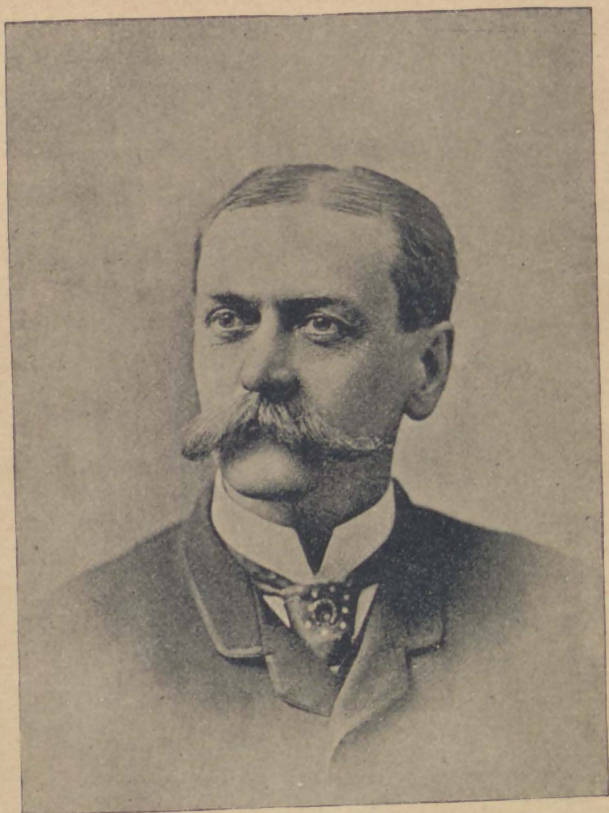
INDUSTRIES *AND* RESOURCES.

—1888—

ISSUED BY THE

BANGOR BOARD OF TRADE.





HON. C. F. BRAGG, Mayor of Bangor.

THE CITY OF BANGOR.

"QUEEN CITY OF THE EAST."

MANUFACTURING ADVANTAGES, COMMERCIAL RELATIONS,
TRANSPORTATION FACILITIES, BUSINESS RESOURCES
AND SOCIAL FEATURES.

PRODUCTS OF HER INDUSTRIES FOR 1887.

COMPILED BY W. F. BLANDING.

PUBLISHED BY THE
BANGOR BOARD OF TRADE.

BANGOR, MAINE.
JOURNAL PUBLISHING COMPANY.
1888.

THE CITY OF BANGOR.

BANGOR is situated in latitude $44^{\circ} 45'$ N., and longitude 68° W., at the head of ship navigation on the Penobscot, the largest river of Maine, some twenty-five miles above its entrance into the bay of that name, and about fifty miles from the sea.

Bangor is the easternmost city of its size in the United States. It is distant about 250 miles northeast from Boston, either by land or water, and west from St. John, N. B., a little more than 200 miles. It is reached from western points by both day and night train service from Boston and Portland, over one of the best railway systems of New England, and by a line of first-class passenger steamers making daily trips between Boston and Bangor during the summer months, and from two to four trips weekly the remainder of the year. Three trains daily the year round furnish Eastern connections with St. John, Halifax and all points in the Maritime Provinces of Canada. The train known as the "Flying Yankee" makes the run between Boston and St. John, upwards of 450 miles, in less than fifteen hours, thus bringing Bangor within eight hours of Boston, and seven hours from St. John. There is also from Boston during the season of summer travel the famous vestibuled train known as the "Bar Harbor Limited," which makes exceptionally fast time, is elegantly equipped, and runs via Bangor through to Bar Harbor, Mount Desert. Soon, however, Bangor's facilities for intercourse with the central districts of the country and the Great West will be greatly increased, by the completion of the Canadian Pacific's eastern extension to connections with the railway systems of Maine, thereby securing an outlet to the various important winter ports of Maine and New Brunswick.

Bangor is a port of entry, and is the capital of Penobscot county, Maine. Its location is on the western bank of the Penobscot river, at the head of tide-water and along both shores of the Kenduskeag stream, which discharges into the main river at this point. The city is favored with an exceptionally fine harbor for a river port, having a deep-water frontage of some three miles, lined with wharves and docks on each side of the river. The town of Brewer, lying on the opposite or eastern bank of the river, and connected with the city by bridge and steam ferry, practically belongs to the Port of Bangor, and in the commercial statistics of this report will be so considered.

EARLY HISTORY.

This little work is not intended as a historical sketch, yet a few words regarding the city's early history will not be out of place, and may prove of some general interest.

The present site of Bangor was an ancient camping-ground of the Tarratines, one of the most famous and intelligent of the Indian tribes of Northern New England. It was earliest known as Kadesquit, afterwards as Condeskeag, and later as Kenduskeag. It was a favorite rendezvous of the savage tribes, on account of the game and fish in its immediate vicinity; in the summer the river was full of salmon and other migratory fish, while in the winter the surrounding forest region literally swarmed with moose, caribou, deer, bear and other game.

The locality was visited by the French as early as 1605, and the Jesuits contemplated planting a mission here in 1613, but were persuaded to locate at Mount Desert, where they were afterward wiped out by the pirate Argall. Baron de Castine found his way into this region from Canada about 1670, and marrying one or more of the daughters of Madocawando, chief of the Tarratines, acquired great influence over the natives, establishing his trading place on the bay where now is the beautiful town of Castine, named in his honor. From this trading post as a base, the Penobscot was frequently visited for purposes of traffic, and the river became a thoroughfare of communication between Canada and its French posts in this section.

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, and from this time immigration set hither from Massachusetts and New Hampshire, and crept slowly up the river.

In 1764 Jonathan Buck established himself on the river where is now the town of Bucksport, and in 1769 the first permanent white settler arrived at the future Bangor. This was Jacob Buswell, from Salisbury, Mass., who as hunter, fisherman, boat-builder and farmer, saw in the surroundings of this wild but beautiful and fertile spot, teeming with fish and game, the promise of a prosperous home for himself, his nine children and their posterity. The next spring his brother Stephen and several others joined him, thus making a little 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 the Government would confirm the claim of their pioneer enterprise and labor. The faith of these pioneer settlers in the justice of their country, to which they were thoroughly true in the stormy 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 time when the British had control of the river their hardships were

severe. But as the clouds of war finally lifted, the energies and enterprise of the people resumed their wonted channels. Many who had been called away to take part in the conflict returned, fresh immigrants came to join in the activities which the rich 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, who procured the act of incorporation, and with whom the hymn-tune of that name was a great favorite.

In that year Major Robert Treat, the earliest trader, whose store was the first frame building erected in town, built a ship—the first vessel ever launched on the Penobscot. Prior to that time a man named Budge had located on City Point, then called Budge's Point, and became one of the original lumbermen of the region, running masts and other lumber to Castine for shipment.

The population of the little settlement increased but slowly for several years. In 1800 it was only 277. In 1810 it had increased to 850. About 1830, however, its growth commenced to be rapid, and in 1834 it was incorporated as a city, with about 8000 inhabitants.

THE PRESENT BANGOR.

The City of Bangor now has a resident population of about twenty thousand. Yet as the shire town of a county embracing some seventy-five thousand inhabitants; as the trade center and shipping point for a large and rich agricultural section and for many thriving industrial communities; as a point of convergence for numerous important railway and steamship lines, and a consequent tarrying place for great numbers of tourists, sportsmen and commercial travelers; these together with the busy commerce of its port, the metropolitan character of its hotels and the compactness of its business section, give to the city a much more populous appearance than the above figures would indicate. As a matter of fact, however, there is an additional twenty thousand population within the radius of the half-dozen towns contiguous, within whose limits many of Bangor's great sawmills and other industrial establishments are located. These suburban towns being thus closely associated with Bangor by location, social relations and business interests, may be practically considered as a part of the city, if not statistically, at least in so far as they go to give it business activity and a cosmopolitan appearance.

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

The city assessment roll shows a property valuation of about \$11,000,000, and for the current year gives the number of polls as 4725. These figures however are inadequate as an indication of the wealth of the city. The assessed valu-

ation, it will be understood, represents but about two-thirds the actual value of real estate, and it should also be considered that many of Bangor's largest manufacturing establishments, including all the large sawmills with a single exception, are located outside the city limits. Furthermore, a very large proportion of Bangor's wealth consists of forest lands in remote sections of the State and in the West, and of vessel property and various industrial enterprises taxed elsewhere.

The city has no floating debt, but has a bonded debt of \$680,000, as follows: Municipal bonds due in 1889, 1890 and 1891, \$30,000; municipal bonds due in 1892, \$50,000; municipal bonds due in 1894, \$100,000; water bonds, due in 1905, \$500,000. Its loans consist of \$1,000,000 to the European & North American Railway Company, falling 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 is annually paid in to the city treasury in full, from the earnings of the road.

In 1887 the City Treasurer received, from all sources, \$534,146.64. The city's credit is of the best. Her six per cent bonds are not often in the market, but have sold during the past year at from 15 to 25 per cent premium, according to length of time they are to run. The city holds trust funds to the amount of \$189,000, as follows: Hersey fund, a legacy to the city by the late Gen. S. F. Hersey, \$100,000; Children's Home, \$40,000; Home for Aged Women, \$25,000; Mechanics' Association, \$12,000; Wakefield fund for indigent women, \$10,000; for Bangor Fuel Society, \$1,000; Firemen's Relief fund, \$1,000.

The city has upwards of 130 miles of streets opened and surveyed, and is constantly keeping pace with the demand for new ones occasioned by the steady opening up of building tracts in the suburban districts. The paving of the principal business streets with square granite blocks has been commenced, and will henceforth be pushed as rapidly as the condition of the city's finances and expenditures may warrant. There are some 20 miles of sewers constructed, and a most thorough and approved system of sewerage, in progress for several years at large expense, is steadily approaching completion. The natural drainage of the city is excellent, as the resident portions are mainly situated on high ground sloping to the banks of the Penobscot and the Kenduskeag.

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, sluice and fishway, of about half a million dollars. The pumping machinery of the works consists of six reciprocating pumps and one rotary, with a combined capacity of supplying the city with 10,000,000 gallons of water a day. The pumps, however, may be driven to a much larger performance in case of a great fire or any exceptional demand for water. The total number of gallons pumped during the year ending March 1, 1888, was 684,058,438, an average of 1,886,267 gallons per day. This was an increase over the previous year of 38,997,480 gallons, and a daily increase of 119,000 gallons. The number of water takers is upwards of 2,500, some 75 or 80 services having been put in the present season. These are supplied through 25 miles of street mains. The pumping station also supplies nearly five miles of mains on the Brewer side of the river. The quality of the

water cannot be excelled by any city supply in the world. The Penobscot is a swift flowing river, it has on its banks no large city or populous town above Bangor to contaminate it with sewage, and it reaches the waterworks station pure and cold, fresh from the lakes among the forest-covered mountains of Northern Maine.

Bangor has a salaried Fire Department of ninety members, exclusive of Chief Engineer and three assistants. The appliances for extinguishing fires consist of five hose carriages, three steamers and one hook-and-ladder truck. There are 170 hydrants and 30 reservoirs throughout the city. All the various steam-mills also have powerful appliances of their own for quelling any incipient conflagration. The city is provided with the Gamewell system of fire-alarm telegraph, and the various hose and steamer houses are connected by telephone. The efficiency of the Department is shown by the remarkable freedom of the city from destructive fires since the introduction of the waterworks. The total losses by fire in 1887 aggregated only about \$4,700, fully covered by insurance.

No city of its size in the country outranks Bangor in its educational facilities. The Public Schools of Bangor number sixty-eight, including thirteen suburban (ungraded). The number of school houses is thirty-five; number of teachers, ninety-one; number of legal scholars, 5,334; number of scholars in attendance, 3,040; expenditures for the past year, \$41,198. There are also a number of Private and Catholic schools. 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 upwards of 700. The library contains upwards of 16,000 volumes.

The religious societies and places of worship number eighteen, of ten different denominations, comprising two Catholic, two Baptist, two Free Baptist, one Christian, one Advent Christian, five Congregational, one Independent Congregational, two Methodist, one Episcopal and one Universalist. The Young Men's Christian Association affords free instruction in German, Vocal Music, Elocution, Penmanship and Short Hand, and sustains a Public Reading Room, Lectures, etc. Religious services are also maintained, and tracts and religious literature distributed among seamen 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.

The Bangor Public Library contains nearly 25,000 volumes on its shelves, and is the foremost institution of its kind in the State. The main part of this valuable collection of books was a few years ago conveyed to the city in trust by the Mechanics' Association, by whom it was collected during an existence covering nearly sixty years. Fully five-sixths of the volumes are in the circulating department, and the number of annual issues is about 50,000. The Hersey Fund having been devoted by the city to the purposes of the Library, the institution now has an endowment of \$112,000 for its maintenance. The Bangor Historical Society has a valuable library and cabinet containing many interesting documents and relics. There is also an Art Association, several musical organizations, a

Board of Trade with a membership of 200, a Grocer's Association of 90 members, and numerous other social and business clubs and societies. The Tarratine Club, composed of one hundred of the leading business and professional men of the city, is noted extensively abroad for its hospitable entertainment of the many distinguished guests who have visited its superbly appointed rooms.

The Secret Societies are numerous, embracing five Masonic, with a combined membership of over 800; five Odd Fellows' organizations, with over 700 members; and many lodges of other orders, including Knights of Pythias, Knights of Honor, United Workmen, United Fellowship, United Friends, Catholic Knights of America, Ancient Order of Hibernians, etc., etc. The Temperance societies number seven or eight, with a combined membership of over one thousand; and the Benevolent and Charitable Institutions include the Children's Home, Home for Aged Women, Bangor Fuel Society and Bangor Humane Society. The Military consists of the Second Regiment, M. V. M., and the Hamlin Rifles. The Grand Army post is the largest in the State.

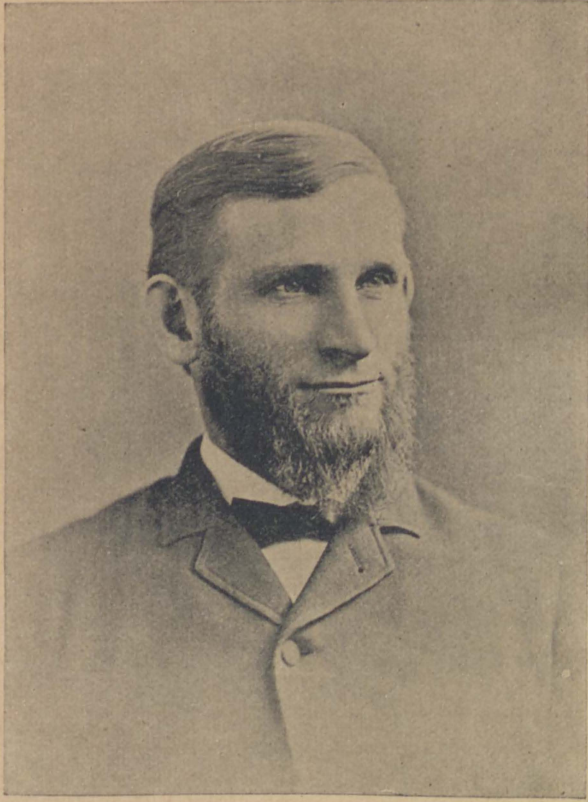
There are five National Banks, with a combined capital of \$900,000, and two Savings Banks with deposits aggregating over \$3,600,000; also a Trust and Banking Company, with a paid in capital of \$125,000, and two other private banking institutions. There are three local insurance companies, one Fire, one Marine and one Fire and Marine, with combined assets of \$545,000, all in a prosperous condition, with an excellent reputation.

The Bangor Loan and Building Association has been in operation since March, 1886, and now has 450 members. It has sold 2,600 shares, and has accumulated a capital of \$37,000, all loaned to members for the purpose of buying and building homes. Of this amount, about \$34,000 has been paid in by a class of people who never had saved a cent before. Probably about \$30,000 will be loaned out by the association this year, to be expended for building purposes, thus directly adding a substantial sum to the city's valuation.

The Western Union Telegraph offices in the city handle upwards of one thousand dispatches daily, on an average for the year, and employ ten operators, two delivery clerks, five messengers and two linemen. The Telephone Exchange has 275 subscribers, and averages about 1,200 calls daily: The company have over 200 miles of wires stretched for their connections in the city and surrounding towns, extending down the east side of the river to Mount Desert, and on the west side to White Head, reaching all the important towns on the river and bay.

Bangor is illumined by both electricity and gas. The Electric-Lighting Company have one of the best plants in the State, and furnish an excellent quality of light at a reasonable price, both the arc and incandescent systems. They are now supplying three circuits, containing 100 arc lamps and 650 incandescent. An electric street-railway is now under construction, and will be in operation between the two depots and through the business part of the city before snow flies. It is to be operated from the central lighting-station, and will be extended through other principal streets among the residences next season.

The city has four newspapers, and ten printing establishments that carry on a publishing business to a greater or less extent. The Whig and Courier is a morning paper, Republican in politics, issued daily and weekly; The Commercial is a



HON. HENRY LORD, President Bangor Board of Trade.

Democratic evening daily, also publishing a weekly edition ; The Industrial Journal, issued every Friday, is devoted to the manufacturing, commercial, hotel and resort interests of the State ; The Queen City Mascot is a literary monthly.

The postal service of Bangor is fully adequate to meet the requirements of the business men and the public. Three mails daily are received from and forwarded to Boston and the West, two daily to and from Eastern points, while the mail connections with the various business centers and resort sections of the State are ample for all purposes. The following statement shows the extent of the increase in the postal traffic of Bangor in the past five years, and serves as an indication of the general growth of the city in that period :

BANGOR POST-OFFICE.

Statement of Business for the year ending June 30, 1888, compared with the year ending December 30, 1882.

FREE DELIVERY SERVICE.

	1888.	1882.		1888.	1882.
Letters delivered.....	603,036	352,935	Letters collected.....	619,926	396,211
Postal Cards delivered.....	125,201	96,378	Postal Cards collected.....	157,117	148,151
Newspapers, etc., delivered....	403,297	204,429	Newspapers, etc., collected....	52,370	41,220
Total deliveries	1,131,534	653,742	Total collections	829,413	585,582
Total pieces handled in 1888.....	1,960,947		Total pieces handled in 1882.....	1,239,324	

STAMP AND ENVELOPE DEPARTMENT.

	1888.	1882.
Received from Stamps, Stamped Envelopes, Postal Cards and Wrappers.....	\$50,094.39	\$29,148.95

REGISTRY DEPARTMENT.

	1888.	1882.
Registered Letters and Packages in Transit.....	84,226	40,995
“ “ “ for City Delivery.....	16,192	11,298
“ “ “ sent from City.....	4,997	4,163
Total Registered Packages Handled,	105,415	56,456

MONEY ORDER DEPARTMENT.

1888.		ORDERS SOLD.		1882.			
3492 Domestic.....	\$48,061.25	3661 Domestic.....	\$54,915.27				
653 Foreign.....	13,736.53	181 Foreign.....	3,637.01				
2751 Postal Notes.....	5,636.45						
6896	Total	\$67,434.23	3842	Total	\$58,552.28		
1888.		ORDERS PAID.		1882.			
5182 Domestic.....	\$97,922.06	6044 Domestic.....	\$118,879.26				
334 Foreign.....	7,068.77	100 Foreign.....	3,586.84				
3290 Postal Notes.....	5,923.96						
8806	Total	\$110,914.79	6144	Total	\$122,466.10		
1888.		1882.		1888.		1882.	
Deposits received,		\$206,589.00	\$167,787.00.	Remittances,		\$164,430.00	\$112,752.00
		1888.				1882.	
Canadian Int. M. O. certified and forwarded, 26,396; am't \$527,607.03.				18,428; am't \$410,607.56			
				1888.		1882.	
Number of Clerks.....				8		5	
Number of Carriers.....				6		5	
Special Delivery Messengers.....				1		0	
Postal Clerks centering here.....				39		34	
				—		—	
				Total		54 44	

AMUSEMENTS AND OTHER ATTRACTIONS.

The Bangor Opera House, the finest in the State, is unsurpassed for its beauty and convenience by any outside the largest cities. In it are witnessed the best stars and companies that make the eastern circuit, and it is well patronized by the Bangoreans, who have long been noted for their appreciation and support of opera and the drama. The various public halls in the city are also much resorted to for concerts, lectures, balls, fairs and other entertainments, which together with the numerous small festive gatherings and large private parties make the social life of the city attractive alike to the resident and the guest from abroad.

The Eastern Maine State Fair Association have within a few years fitted up at large expense one of the finest and best appointed fair grounds and driving parks in New England. The location is at Maplewood, only a mile from the business center, on an eminence overlooking the city and harbor and commanding a magnificent view of the surrounding country. Here every season, in late summer or early fall, is held a great fair where are brought together for exhibition and study the agricultural and industrial products of the richest sections of the State. Here too are seen upon these occasions many of the finest horses and other blooded stock that stand in New England and the Maritime Provinces, and some of the most exciting trotting and running races witnessed anywhere. At other times during the year Maplewood Park is the scene of horse races, baseball, polo and bicycle tournaments, and numerous other athletic sports and outdoor amusements.

Bangor is the home of many crack sportsmen and anglers, and is the headquarters in this section for sporting goods and sportsmen's supplies of all descriptions. Nearly all parties of sportsmen who in the season visit the great wilderness of northern and eastern Maine make this their rendezvous and procure their outfits here. Such as care not to make the more distant trip to the regions of the moose and caribou, find deer numerous and bears plenty by camping at the end of a few hours' drive from the city, while the lakes and streams near by furnish the very best of trout, bass, perch and pickerel fishing. Plover and woodcock shooting may be had in a few hours' tramp, partridge abound in the surrounding woods, and ducks and other waterfowl are numerous in the river and bay and the near-by ponds and streams.

But the sport-loving resident or visitor in Bangor need not go beyond the city's limits to enjoy, in the proper season, and to his heart's content, the king of all sports—killing a salmon. The Penobscot is the only salmon river now remaining on the Atlantic coast of the United States, and annually supplies the metropolitan markets with many tons of this superb fish. But notwithstanding the great numbers that have been taken here by means of nets, weirs, traps and other devices, the fact that they could be killed and captured with the rod and fly is a matter of comparatively recent knowledge.

Salmon-angling at Bangor dates only back to 1885. In the spring of that year the first salmon was taken with the rod from the pool just below the waterworks dam, and since that important event to the angling fraternity, over four hundred have been taken at the pool by the same method. The record of the past season shows 150 fish killed and landed, of an aggregate weight of 2,491 pounds. Besides this,

hundreds were hooked and lost through poor tackle or unskillful handling. Where is the angling locality in the world, in the heart of a populous district, that can equal this record!

Bangor has long been noted among Eastern cities for its hospitalities to strangers, and for the superior excellence of its hotel accommodations. There are four large hotels, first-class in appointments and service, under able and popular management, besides a number of smaller ones, several of which are well kept and have a good reputation. There are also some of the best restaurants to be found east of Boston, and numerous private boarding houses of all grades, enabling the stranger or resident to readily gauge the extent and quality of his accommodations by the length of his purse.

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 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.

HOW IT LOOKS TO A STRANGER.

That it may not be thought the picture has been overdrawn in the foregoing sketch of Bangor, and its advantages as a place of residence, as well as a resort for the summer tourist, we append a few extracts from the correspondence of a distinguished English divine writing to the *London World*, as showing the impressions produced on the mind of an observing foreigner while visiting this city. The writer says:

"The sail up the Penobscot River on a fine summer's morning is charming. The villages dotted here and there, with their white cottages backed by pine forests, have a beauty all their own, distinct from anything on the Hudson (the Rhine of America), but by no means suffering in anything but diminution by comparison. Everything needful for travellers can be obtained on board the fine boats which ply between Boston and Bangor—bed and board, in addition to the conveniences of the elegantly-appointed drawing-room saloon. * * *

"The sunrise was magnificent; the water smooth as oil, and burnished like liquid gold; the air keen and appetizing. * * * From Rockland up the Penobscot River is a continuous panorama of quiet beauty—bays, islands, villages, pine forests—until one of the largest cities in Maine is reached—Bangor. * * * This fine city has a population of between twenty and thirty thousand residents. Its buildings are constructed with

neatness and taste, many even with elegance. Most of the Americans prefer wood to brick; and some of the most *recherche* dwellings, mansions for size, are of this material.

* * * It may be that my visit to Bangor is made under exceptionally favorable circumstances, but it seems to me a most desirable place of residence. In summer-time the heat is never so oppressive as in Boston and New York. In winter, when the rivers are blocked with ice, sleighing, skating and all kinds of out-door exercise develop the social life of the place to such an extent as to make the winter at Bangor, severe though it is, the most enjoyable time of the year. * * * There are fourteen churches here, most efficient schools, large public halls, fine stores and capacious hotels. The streets are all more or less hilly, with an orderly irregularity which adds very much to the charm of the place. * * * I have explored almost every street, and failed to find any really poor people—people, that is, who are in doubt as to where the necessities of life are to come from. Nor have I seen anything like open drunkenness, although for several days the militia of the State have been encamping here—an event which brought together great crowds from the surrounding districts. * * *

"Bangor is a good illustration of the fact that the absence of a State-established religion tends to soften down the asperities of sectarianism. In this city we have denominationalism without sectarianism. It has been my privilege, in making a longer stay here than at any other point on my travels, to receive invitations to social gatherings which have enabled me to form a pretty deliberate judgment on this question; and it has been unspeakably gratifying to me to discover that social intercourse is not at all confined within denominational lines. Congregationalists, Baptists, Unitarians, Episcopalians, mingle without the slightest reserve or restraint; and all have done me the honor of attending the services that I have conducted. * * *

"People who suppose that 'Down East' is a synonym for semi-civilization, as we sometimes hear in England, would be utterly astonished at the intelligence, refinement, culture and wealth of Bangor. I suppose that, in proportion to the number of inhabitants, there are more people here who keep some sort of carriage than in any other town in New England. This riding everywhere seems to me one of the mistakes made by Americans. If they have to go out the distance of a mile, they order out a horse, and ride, and then suppose they have been 'taking exercise'. * * *

"I am sure of one fact—that we shall quit Bangor and its immense lumber wharves, its hills and dales and pleasant waters, with very great regret. Nowhere have we encountered so many English-looking faces, nowhere had access to so many pleasant homes, nowhere met with such lavish hospitality. Our natures would be cold indeed if we did not henceforth number among our friends some of those who have done all that in them lay to make us feel 'at home' on American soil; and we strongly advise any of our readers who may be contemplating a trip to these shores, to put Bangor down among the cities to be visited."

TRANSPORTATION FACILITIES.

Bangor early began to give attention to the matter of improving her transportation facilities, and she had her railroad when most of the proud cities of to-day knew nothing of such things. As early as 1836 her enterprising citizens built a railroad to Oldtown, 12 miles up-river, with a view to aiding the development of her natural resources. It was one of the earliest roads in America, and it prospered for thirty years or more.

Bangor also has the honor of having had the first iron steamship built in America. She was named the "Bangor," and was built on the Delaware in 1845, for the Bangor Steam Navigation Company, to run between Bangor and Boston. Unfortunately for the success of the enterprise, she was burned with her cargo on her second trip down from Boston. Her iron hull, all that remained of her, was taken to Bucksport, where she was afterward rebuilt, sold to the Government, and was sent out to Mexico during the war between that country and the United States, where she distinguished herself by her connection with one of the most famous episodes of the Mexican coast campaign.

Since the early days in her business career, Bangor has invested heavily in

railway enterprises to advance her interests. Her credit was loaned, and her influence exerted to change in her favor the proposed route, in the construction of the road from the Kennebec, now known as the Maine Central, the main thoroughfare of the State. Later she built a railroad of her own, eighty miles up into the wilderness, to Maine's great lake, in the heart of the State. Since its completion some of the Bangor citizens have built another road, intersecting the latter, and running north twenty miles toward Mt. Katahdin, reaching the slate quarries of Brownville and the Katahdin Iron Works. In 1871 another important railway enterprise was consummated, in which Bangor had invested to the extent of a million dollars. This was the European & North American Railway, connecting Bangor with the city of St. John, and linking together the railway systems of the United States and New Brunswick. At a yet more recent period, the city's business men aided by subscription in the construction of the Shore Line Railway into Hancock county, now operated as the Mount Desert Branch of the Maine Central. Surely Bangor ought to have something substantial to show for her expenditure of liberality and enterprise, and she has.

THE MAINE CENTRAL RAILROAD

Is the great artery through which flows and circulates the stream of business that constitutes the life of Maine. From a simple thoroughfare between Portland and Bangor, it has gradually become, through the absorption of other lines by purchase or lease, a great system operating nearly 650 miles, or more than half the entire railroad mileage of the State. From the New Hampshire line in the southwest, it traverses the State to the New Brunswick boundary in the northeast, with branches reaching out in all directions, to the larger coast towns and leading summer resorts on the one hand, and on the other penetrating the rich valleys of the Kennebec, the Sandy and the Androscoggin, to the thriving industrial communities that occupy them.

This corporation under its present management has been one of the most active agencies in developing the resources and business interests, and opening to the world the incomparable summer resorts, of Maine. With its splendid equipment of roadbed and rolling stock, efficient train service, elegantly furnished and easy riding cars, courteous officials and competent men in every department, it is not only a matter of pride to every citizen of Maine, but a source of great material benefit as well. That it is closely identified with Bangor's interests and prosperity, is clearly shown by the map, its lines radiating from Bangor in no less than five different directions—westward, to Portland and connections with all American railways; on the north and northeast through the Penobscot valley to the rich Aroostook and the Maritime Provinces; southeast, to Frenchman's Bay and Mount Desert, and soon to extend along the shore line of Washington county to the St. Croix, connecting with the Grand Southern Railway to St. John, the New Brunswick capital; on the south, down the east bank of the Penobscot to Bucksport, and on the west side to Belfast, both winter ports on the bay.

That Bangor makes good use of the facilities for traffic and travel thus afforded, is shown by the figures of last year's business at the two Maine Central stations in this city. Of the 1,355,000 passengers carried by that company, Bangor fur-

nished 108,000; and of the total passenger receipts of \$1,385,000, more than \$130,000 was from tickets sold here. Of the 880,000 tons of freight transported over the main line and all its branches, 180,000 tons was received or forwarded at this station; and to the total freight earnings of \$1,600,000, Bangor contributed \$260,000. During the past summer season, 70 trains daily, 50 of them passenger trains, arrived and departed from the Maine Central depot in Bangor.

The European & North American Railway, from Bangor to the New Brunswick border at Vanceboro, 114 miles; the Eastern Maine Railway, 18 miles, to Bucksport, the winter terminus of the steamship lines from Boston and New York; and the Shore Line to Hancock, at the head of Frenchman's Bay, 40 miles from Bangor, are all now under lease to the Maine Central and operated as a part of that system.

THE MAINE SHORE LINE RAILWAY,

By means of a steam ferry transfer at the present terminus, furnishes the direct and only rail route to Bar Harbor, the most famous watering-place of the Northeast, and the other growing resorts on Mount Desert Island and around Frenchman's Bay. Soon, however, this road is to be extended along the coast, passing through the flourishing shore towns of Washington county, to Calais, where it will connect by bridging the St. Croix with the Grand Southern Railway of New Brunswick. The surveys of the route are completed, and the work of construction is now in progress upon the eastern section.

This line of railway will open up to summer travel some of the finest and most picturesque coast resorts in America, and must also render material aid in developing the trade and business of the southeastern portion of the State. It will have a tendency to still further increase the trade of Bangor with the coast districts of Eastern Maine, a section of country containing upwards of 80,000 people, who have hitherto been deprived of railroad facilities, and during the period when their ports are closed to navigation, almost shut in from communication with the business world. But more than this, the completion of this road will provide a direct outlet for the Canadian Pacific Railway to the excellent ports and winter harbors along Maine's eastern coast.

THE BANGOR & PISCATAQUIS RAILROAD

Extends up the fertile Piscataquis valley to the foot of Moosehead Lake, 90 miles from Bangor, where steamers connect with Kineo, the famous resort, and all other points of attraction on the lake. This road is in a prosperous condition, is well equipped, under excellent management, and both its freight and passenger traffic are rapidly increasing. Last year the road carried about 67,000 passengers, while nearly 40,000 tons of freight were forwarded and received at the Bangor station alone. The net earnings have increased from \$28,000 in 1877 to nearly \$100,000 in 1887. The region about Moosehead is the most famous and popular fishing and hunting resort in all New England, while its scenic and other attractions for the pleasure-seeking tourist are equally great. This alone indicates for the road a steady increase of summer business, while the gradual development of the slate, iron and lumber interests of the section tributary to it, and the continued

growth of manufacturing industries in the towns and villages through which it passes, will ensure for it a constantly increasing traffic the year round.

The Bangor & Katahdin Ironworks Railway, heretofore mentioned as a Bangor enterprise, is an important feeder of the Bangor & Piscataquis, to which corporation it is now under lease. It penetrates a region rich in natural resources—slate, iron, extensive forests of spruce, hemlock, maple, beech, poplar, birch, ash and other soft and hard woods, fertile farming lands and unused waterpowers. It affords transportation facilities to the slate quarries of Brownville, and to the Katahdin Iron Works, the only charcoal-iron furnace in Maine. It is also destined to have a large summer travel, as the Iron Works village has already become a popular resort for tourists, sportsmen and invalids, on account of its fine scenery, the abundance of fish and game in the vicinity, its excellent hotel accommodations, and its renowned mineral waters. The Monson Railroad, a two-foot gauge of some six miles, is another feeder that is of too much importance to be overlooked, as it brings down from Monson the product of the large slate quarries in operation there. But with all this, the Bangor & Piscataquis bases its greatest hopes of future business upon its connections and traffic relations with

THE CANADIAN PACIFIC RAILWAY.

This great trans-continental system, now being extended across the State of Maine, will be completed to connections with the Bangor & Piscataquis at Moosehead Lake and Brownville the present fall. By this connection Bangor is placed in direct communication with the great West and Northwest, with all the important ports of the Great Lakes and the Pacific Coast, over a short line through Canadian territory, where the hampering restrictions of the Interstate-Commerce Law are without effect. By this route, in connection with the recently completed "Soo" Line from Minneapolis and St. Paul to and across the Straits of St. Mary at the outlet of Lake Superior, Bangor is virtually brought nearer the business center of the Northwest than is any other seaboard city.

As soon as the connection is made with the Bangor & Piscataquis—now a question of but a few weeks' time—Bangor will be made a billing point for Western freights, an advantage which has hitherto been denied her. With through freight rates once established between Bangor and the West, the business of the city must greatly expand, as her facilities for commercial intercourse with the inland sections of the country would more than equal—so far as they relate to cheapness of freights and quick despatch—those of any other Eastern city. Not only will many new articles of export and import be added to the present trade of the port, but the manufacturing interests will receive a direct and powerful impetus that cannot fail to enhance them greatly, both by the opening up of new markets for the products of established industries, and by the unrivalled inducements for the starting of new enterprises.

Another important feature in connection with the completion of this great road, is that it traverses the State through a forest section heretofore unknown except to lumbermen and sportsmen, and will therefore open up, for settlement, for summer resort, and for industrial enterprise, a vast region which must become tributary to

Bangor. The Canadian Pacific Company are to establish extensive repair shops at Brownville, where their road intersects the Katahdin Ironworks branch of the Bangor & Piscataquis, and a large proportion of the coal and other supplies required by the eastern division will consequently come by vessel to this port. Altogether, this great trans-continental railway, with its superb construction and splendid equipment, is destined to have a beneficial effect of immense importance upon the future of Bangor.

THE BANGOR & CASTINE RAILWAY

Is another projected enterprise of much promise for the business growth and prosperity of Bangor. The scheme, which has at its head prominent capitalists of this section and Minneapolis, contemplates a virtual extension of the Bangor & Piscataquis down the east side of the Penobscot to Castine on the Bay. Castine has one of the finest natural deepwater harbors, and is one of the best winter ports, on the Atlantic coast. With the terminal facilities and steamship docks contemplated by the Bangor & Castine promoters, it is believed that a large ocean traffic would speedily be developed. For grain shipments and other foreign trade, as well as a distributing point for all Atlantic ports, it would furnish the Northwest with facilities far superior to any that now exist. This route would constitute the most available outlet to the seaboard for the products of that rapidly growing section.

The Bangor & Castine Railroad Company have completed the surveys of their route, and have nearly perfected their plans for the work of speedy construction. The company have also made the City of Bangor an offer for its interest in the Bangor & Piscataquis, which offer is now under consideration.

THE BOSTON & BANGOR STEAMSHIP LINE.

To the line of first-class passenger-steamers that connects Bangor with Boston, the city is much indebted for the establishment of her large wholesale trade, and for her prominence as an eastern port. The line was established many years ago, and has been in the hands of the present company since 1875. Through its competition with the railroads, it has itself furnished Bangor and the Penobscot section with cheap transportation for its products and supplies, while at the same time it has been instrumental in keeping rail freights down to a reasonable and available figure for shippers. To this fact is largely due the growth of a jobbing trade which has given Bangor a higher commercial importance than her mere size in point of population would indicate.

The benefits of this steamship line to the merchants and shippers of Bangor were well illustrated last year when the Interstate-Commerce Law went into effect. For several months the railroads felt compelled under the law to fix their rates so high as to practically prohibit a large part of the usual traffic over their lines, and as a consequence the business of localities not favored with established water-routes suffered severely. Bangor then fully appreciated the usefulness of her steamship service, and she at once supplemented it by establishing a line of sailing packets to Boston, and by patronizing a new steamship line to New York. The railroads being soon relieved of their perplexity by a decision of the Interstate Commission, permitting them to make rates competing with water lines, receded

from their position, and much of the traffic diverted at that time to the steamship and packet lines has since resumed its former channel. Yet public gratitude at the service rendered during that episode may be relied upon to ensure for the latter a maintenance of their share of the business in future.

The Boston & Bangor Steamship Company's fleet that constitutes the daily line between the Penobscot and Boston consists of three staunch, powerful and commodiously-appointed steamers, of 1227, 1234 and 1414 tons respectively, with large freight capacity and superior passenger accommodations. They touch at all the principal landings between this port and Rockland, thus giving ample means of communication between either of the terminal points and all important towns and summer resorts on the river and bay. They also maintain a smaller boat in a daily service on the river between Bangor and Rockland, and run two fine steamers from Rockland, connecting with the boats from Boston, one to Mount Desert and the other to Bluehill and Ellsworth, and the coast towns and resorts between.

The steamers of this line have long been noted for the elegance of their appointments, the efficiency and uniform courtesy of their officers, and the superior excellence of the viands and service at their tables. The route combines the pleasures of an ocean trip with the charms of a bay and river sail on the most picturesque waters of Maine, and has become a favorite mode of travel with a large proportion of the tourists and pleasure seekers that annually visit the Maine coast.

THE NEW YORK & BANGOR STEAMSHIP COMPANY,

The steamship line between Bangor and New York is an outgrowth of the Interstate-Commerce Law. Two first-class sea-going steamers were in the service last season, and their freight capacity was taxed to its limit on nearly every trip. The railroads have since got back a part of the business, as before stated, so that but one boat is now employed, yet the popularity of the line is steadily increasing with shippers, who find it a safe, reliable and cheap method of transportation between the Penobscot and New York. The line is certain of a steady increase of traffic in future, and doubtless another boat will be required on the route next season.

THE BANGOR & BAR HARBOR STEAMSHIP COMPANY

Is a Bangor corporation that during the open season maintains a daily line of steamers between this city and Mount Desert, touching also at all intermediate points on the river and bay. It enables the merchants of Bangor to ship goods daily to all the shore districts of Hancock county, and furnishes a delightful mode of travel from this point to the growing summer resorts that are scattered among the islands and on the mainland along its route. The company built at this port last winter a fine new steamer to add to their fleet, which now consists of three boats—all well officered and equipped, and providing excellent accommodations and meal service for passengers accustomed to the luxuries of modern travel.

THE PENOBSCOT STEAM NAVIGATION COMPANY

Have a fleet of three fast and commodious little steamers, which ply on the river between Bangor, Hampden, Winterport and Frankfort, making several regular trips daily. The service they maintain is of great accommodation to the busi-

ness of the port, and the line is well patronized by the residents of the down-river towns, by excursion and picnic parties from Bangor, and by workmen employed at the lumber mills and ice docks along the river.

EXPRESS AND STAGE LINES.

In addition to the American Express Company, whose Bangor offices handle an immense number of packages, the New England Dispatch Company carry on a large business, extending into all important towns throughout New England and the Maritime Provinces. There are also numerous local express routes centering here, and ten daily stage lines radiate in different directions to the surrounding towns.

TOWBOAT SERVICE.

A fine line of steam tugs, five in number, are kept busily employed during the season in towing vessels back and forth between the 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 up or down the entire distance.

LUMBER TRADE OF THE PORT OF BANGOR.

Prior to 1832 (estimated)	200,000,000	feet.
From 1832 to 1855 (surveyed)	2,969,847,201	"
" 1855 to 1888 "	5,567,781,001	"
Grand Total	8,737,628,202	"

AMOUNT SURVEYED EACH YEAR SINCE JANUARY 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	17,382,608	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
1883	26,522,485	115,348,484	19,392,223	161,263,192
1884	24,718,767	84,425,303	16,169,276	125,313,346
1885	30,480,937	94,446,522	17,867,104	142,794,563
1886	28,603,783	100,905,443	17,055,420	146,564,646
1887	29,108,725	102,746,234	17,792,578	149,647,537
Grand Total	1,516,299,986	3,523,616,375	527,864,640	5,567,781,001

COMMERCE AND TRADE.

The number of vessels of all classes registered and enrolled at the port of Bangor is 178—including 167 sailing vessels, 10 steamers and 1 excursion barge—with a total tonnage of 26,350 tons.

The receipts of the custom-house for the fiscal year ending June 30, 1888, were \$147,198. The value of merchandise entered for consumption during the calendar year of 1887 was nearly a million dollars (\$903,800); for export to foreign parts, about one hundred and fifty thousand (\$149,367). Of the importations, \$446,825 were dutiable goods, upon which the duties collected amounted to \$147,103.

The city has many large wholesale mercantile houses, embracing flour and grain, groceries, hardware, crockery and glassware, drugs, boots and shoes, clothing, dry and fancy goods, millinery, etc., which carry heavy and fully assorted stocks and do an extensive jobbing business, altogether employing upwards of one hundred travelling salesmen. Their trade covers the entire eastern and northern sections of the State, and reaches to some extent into the western counties and the Canadian Provinces.

Of the amount and value of merchandise annually sold by Bangor merchants we have no record, as the statistics of receipts and shipments by rail and other land transportation lines are unavailable. But the table given below, showing the leading receipts by water for last year, will be of some interest:

IMPORTS BY WATER.

In the season of 1887 the port of Bangor was open to navigation 243 days, during which period the total number of arrivals, including vessels of all classes, except fishermen and small craft, was 1906, with a total tonnage of about 500,000 tons. The arrivals from foreign ports numbered 17; foreign clearances, 37. The leading imports were as follows:

Coal.....	75,583	tons	Flour.....	65,602	bbls
Pig Iron.....	875	"	Kerosene Oil.....	8,925	"
Potters' Clay.....	345	"	Molasses.....	949	hhds
Granite.....	450	"	Corn.....	478,411	bush
Plaster Rock.....	435	"	Oats.....	198,091	"
Moulding Sand.....	910	"	Salt.....	71,050	"
Steel Rails.....	500	"	Lime Rock.....	1,077	"
Water Pipe.....	607	"	Lime.....	14,535	casks
Blasting Powder.....	66	"	Cement.....	10,360	"
Grindstones.....	110	"	Nails.....	6,101	kegs
Superphosphates.....	1,517	"	Lumber.....	570,075	feet

FOREIGN IMPORTS.

Value of merchandise Imported into the Bangor District, SUBJECT TO DUTY, during the calendar year of 1877.....\$446,825

The leading items were as follows:

Live Stock.....	\$156,422
Provisions, etc.....	39,945
Hay.....	22,921
Potatoes.....	184,111
Turnips.....	21,221
Fish.....	38,945
Wool manufactures.....	20,767
Wood.....	40,734

Value of merchandise Imported into the Bangor District, FREE OF DUTY, during the calendar year of 1887.....\$456,975

The leading items were as follows:

Hemlock Bark.....	\$48,859
Manganese.....	8,191
Hides.....	11,805
Eggs.....	64,724
Fish.....	118,581
Wood, unmanufactured.....	33,181

MANUFACTURES AND EXPORTS.

The wholesale manufacturing establishments of Bangor number about three hundred, embracing one hundred different kinds of industries, and employing nearly 2500 hands. These figures are inadequate, however, to fairly represent the city's manufacturing interests, as many of the most important establishments, including all the large sawmills but one, are located outside the city limits. Therefore, while the manufactures of these mills are purely Bangor products, the plants themselves and most of their employes properly belong to other towns and are scarcely to be included in the above enumeration. Furthermore, no account is made here of the almost numberless small local industries—such as custom tailoring and shoemaking, dressmaking and millinery, photography, blacksmithing, gunsmithing, locksmithing, jewelry work, the building trades, etc.—which in most reports of this character go to swell the volume and apparent importance of a city's industries. The writer recalls seeing, not long since, a glowing pamphlet descriptive of a Western town, in which among the tabulated statistics purporting to give the annual value of manufactured products was the item "Gas, \$400,000"; which was doubtless true enough, but rather suggestive. The aim of the following statistics is merely to show the extent to which Bangor supplies the trade—not merely of her tributary territory, but of the world at large—with products of her own enterprise and labor.

THE LUMBER INDUSTRY.

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

The business is as old as the city itself, and in fact was the foundation stone of this flourishing eastern metropolis. But little lumber had been cut on the Penobscot up to the year 1816, when it is stated that about a million feet were cut. The business then increased slowly till about 1822, when it began to make more rapid advances, until in 1831 the cut was estimated at thirty-one millions. It is estimated that prior to 1832 there had been cut on Penobscot waters some 200,000,000 feet. From 1832 to 1888, the records of the Surveyor General's office in Bangor show over *eight thousand millions* (8,537,628,202 feet) surveyed—an average of over *one hundred and fifty-five millions* (155,000,000 feet) *a year for the last fifty-five years.*

In 1872 were made the largest shipments, the total export amounting to nearly two hundred and fifty millions (250,000,000 feet). The figures gradually declined after that year until in 1876 they had fallen to 115 millions. Since then there was a steady increase to 1882, when 172 millions were shipped, falling off again to 125 millions in 1884, and again increasing to 150 millions (149,647,537) in 1887. The year 1888 exhibits a continued increase, the figures showing 119,000,000 feet surveyed up to October 1, as against 106,000,000 feet in the corresponding period of last year.

The mills, as has been stated, are mostly outside the city limits, but the offices are all here. Four of the steam mills and one water mill, as also three large steam

planing mills, are situated on the harbor front; one mill run by both water and steam is located on the Kenduskeag Stream nearly in the center of the city; and the other large mills are on the several waterpowers a few miles above the city. The larger mills are all connected by telephone with the offices here.

The following table gives approximately the amount and value of Bangor's lumber production for the year 1887:

LONG LUMBER.		
	Feet,	Value.
Pine (including box boards), about.....	30,000,000	\$ 256,000
Spruce, ".....	102,000,000	1,220,000
Hemlock, etc., ".....	18,000,000	180,000
Total.....	150,000,000	\$1,656,000
SHORT LUMBER.		
	Amount.	Value.
Shingles, about.....	125,000,000	\$320,000.00
Laths, ".....	100,000,000	155,000.00
Clapboards, ".....	6,000,000	135,000.00
Pickets, ".....	1,200,000	15,000.00
Staves, (cement, fish and syrup bbl).....	2,000,000	18,000.00
Other short lumber.....		5,000.00
Total.....		\$648,000.00

From 1200 to 1500 men are employed at and about the mills during the half of the year they are in operation, and the several boom companies furnish employment to from 300 to 500 more. From 2500 to 3000 men and some 2000 horses are employed in the woods during the winter months, in cutting and hauling to the streams and lakes the logs to supply these mills; and about an equal number of men are employed on the drives in spring and early summer, in getting the logs to market. To feed and clothe this army of workmen, immense quantities of provisions and supplies are sent in from Bangor by railroad and "tote" teams to the various camps.

The lumber trade of Bangor is still in a flourishing condition, and the timber supply shows no sign of early exhaustion. The quantity now standing could not be cut off for generations to come, and meanwhile new forests are springing up on deserted territory and growing with marvelous rapidity. There is more standing timber in the coast counties of the State today than twenty years ago, and the same holds true with other large sections of the State further inland. Furthermore, the system of cutting only the larger trees and carefully protecting the remainder prevails in Northern Maine, thus allowing the forests to be worked over at stated intervals; and were it not for the danger always to be apprehended from fire, their permanence would be assured—at least until the time comes when the lands on which they stand shall be required for townsites and tillage purposes. The millmen on this river assert—and their statement is corroborated by the men in charge of the rafting at the booms—that the East and West Branch logs this season are the best, without exception, that have come down the Penobscot for twenty-five years.

There are about 8,500,000 acres of wild land in the State, of which nearly one-half is owned or controlled in this city. In other words, nearly six thousand square miles of forest tract—one-fifth the total area of the State, or a territory as large as the States of Connecticut and Rhode Island combined—has its proprietorship in Bangor.

LUMBERMEN'S DRIVING TOOLS.

Other States than Maine have prospered in the lumbering business, and some of them cut immense numbers of logs—Michigan for instance. But the moving spirits in Western lumbering went from Maine, and there are today many of the most prosperous lumber operators and merchants of that section of the country who point with pride to the place of their nativity—the good old State of Maine. And not only does the Pine Tree State furnish men of enterprise to utilize the forests of the West for the benefit of advancing civilization, but she furnishes a good part of the implements of the trade—the tools handled by the woodsman and the driver of the logs.

Bangor people are all interested, directly or indirectly, in the various branches of the logging business, and so it is not strange that some should have turned their attention to the manufacture of the different tools and appurtenances of the axeman, the teamster and the log driver. These tools are made here in great numbers, and so far superior are they—made by men thoroughly acquainted with the loggers' wants—to those made elsewhere, that they command a ready sale wherever the lumbering business is carried on. The cantdog or peavey is a wonderfully useful implement—an indispensable one, in fact, to those who handle logs or heavy timber—the pick and dog combination affording the power of a compound lever. Then there are various kinds of poles and boat-hooks used by drivers in great numbers. Besides these there are axes, chains, a sort of boat-hook called a pickaroon, and those all-necessary articles to the driver and rafter, "calks." All these are manufactured in Bangor.

There are three firms engaged in the manufacture of cantdogs, and they sold last year 35,000 of these implements complete, valued at \$50,000. Large orders are also annually filled for parts and pieces, as handles, sockets, hooks, etc. The steel used in the manufacture of canthooks comes mainly from Pittsburg, while the stocks consist of the best of rock-maple that the Northern Maine forests afford, sawed and turned in the shops here. The Penobscot River cantdogs have a reputation limited only by the two oceans and the polar seas; for while their market is principally throughout New England, Canada and the West, numbers are shipped every year South to Florida, New Orleans and South America, and from the Pacific Coast States northward to British Columbia and Alaska.

SAWS, EDGE TOOLS AND FILES.

One saw manufactory employs about a dozen skilled workmen in the manufacture of long and circular saws of all kinds. The business was established here in 1839, and the saws made by this firm have long had a reputation second to none in the country. While their trade extends to some extent into the Western States and Territories, the business is mainly confined to supplying the demand from Eastern and Northern Maine, and the Provinces. The value of their annual product is about \$25,000.

Two edge-tool factories manufacture annually about 700 dozen lumbermen's axes and a variety of coopers' tools, the value of the product amounting to some \$8,000. These edge-tools are made of the best quality of steel and have a reputation for superior excellence that extends over a wide territory.

Two establishments engaged in the manufacture of hand-made files produce

annually some 7000 dozen, of all sizes and classes, the product amounting in value to about \$17,000. These are sold throughout Maine, and to some extent in the other New England and Western States. The machine-made files, by reason of the cheapness with which they can be turned out, and the cut-throat competition between the large manufacturing concerns, have nearly driven the hand-made article from the market. Nevertheless, the superiority of the latter is so well known to mechanics, that there will always be some demand for them, and many of the millmen in this section will use no other.

. PENOBSCOT RIVER ICE.

Maine is the State of all States for good, heavy, healthy ice, and the business of harvesting and shipping the crop provides employment for a large number of men and boys who at the season of the first-named operation would otherwise be idle. The Kennebec people woke up to the importance of the trade first, and while Penobscot was absorbed in her lumber business, her neighbors established a heavy trade and secured many large customers. In recent years the Kennebec ice crop has approximated a million tons annually, and the thousands of men and horses employed in cutting, and the hundreds of vessels loaded each season, have made a lively business on that river winter and summer.

The success or failure of the crop on the Hudson, Schuylkill and other rivers in the Middle States has much to do with the extent of the business here, and regulates to a considerable extent the amount of ice cut in Maine and the profits thereon. It was in one of the "short" seasons on the Hudson and further south that the ice trade received its first impetus on the Penobscot. It was the winter of 1879-80, and early in the season it was evident that only a partial crop would be secured on the Hudson; later, in February, Maine ice dealers became much excited by the news that the Hudson crop would prove a complete failure, and all sorts of speculators rushed pell-mell into the business. Many new companies of solid capitalists were formed, however, and soon the rivers and ponds of Maine were the scene of great activity. Numberless new houses and stacks, bright in new hemlock materials, lined the banks, while the ice fields were black with men and horses.

Up to this time the business on the Penobscot had been confined to one or two companies who made moderate shipments to Southern and West India ports, and the people here were totally unused to the work of cutting and storing. In this lively season, however, the parties engaged in and about Bangor* housed and stacked about 135,000 tons, and all of this was sold at prices ranging from \$1.25 to \$5.50 per ton, the total value of the entire crop amounting to about \$270,000. The great benefit of the season's work, to laboring men, lumber dealers and all classes of business men, and to the trade of the port, was at once recognized, and from that time the business has assumed a feature of permanence and of steady growth. The succeeding seasons, however, have generally been favorable to fair crops further south, and no such prices have since been paid for the crystal commodity as in the year mentioned. But the speculators are out of the field, and with the business in the hands of permanent and substantial companies, constantly

adding to their customers and opening up new markets, the Penobscot ice trade will continue to steadily increase and expand, until some bonanza season shall give it another boom.

The permanent houses on the river in and about Bangor have a storage capacity of some 230,000 tons. The harvest last winter approximated 190,000 tons. Shipments for the season of 1887 were about 80,000 tons, sold at an average price of 65 cents a ton, aggregating upwards of \$50,000. Most of this went to coastwise ports, largely in the South, but several cargoes, amounting to 3000 tons, were shipped to the West Indies—the latter sales being made at 75 cents. Up to the first of September some 65,000 tons of the crop of 1888 had been shipped, at prices varying but little from those of last season.

The Penobscot River ice is the purest in the world, that ever reaches a market, 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. Labor is abundant, and sawdust required in storing is to be had in any quantity from the wharves of the various lumber mills on the river. The average cost of harvesting and housing ice on the Penobscot, in ordinary seasons, does not exceed 15 to 20 cents a ton.

There are four or five ice companies in Bangor whose business is confined to supplying the local demand, requiring about 20,000 tons annually.

SHIP BUILDING AND REPAIRING.

There are three shipyards and shipbuilding firms here, who last year carried on building to the value of about \$25,000, and repairing to the amount of \$50,000.

The shipbuilding industry is at a low ebb at present, so far as it relates to the construction of wooden vessels. The British tramp steamers have very nearly driven the once proud fleet of American sailing ships from the seas, and the coastwise trade has to a large extent been absorbed by the barge lines and the big four-masted and five-masted schooners—ships in disguise—with a carrying capacity ten times as great as the average "coaster" of a few years ago. Nevertheless, so long as shiptimber remains, there will be a demand—greater or less according to the varying requirements of commerce from year to year—for wooden vessels, both sail and steam, for the American coasting trade. Just now the outlook for the future of the trade is more promising than for a long time past. The coasting fleet has been greatly diminished of late, by disaster and by the falling out of vessels that have become unserviceable by reason of age, and the freight market already shows an improvement that seems likely to be permanent. A reasonable prospect of living freight-rates is all that is needed to awaken to new life and activity the grass-grown shipyards of Maine, and this seems now to be at hand. The only vessel built here the past year was a steamer of a little over 200 tons, for the Bar Harbor route. Some dozen or more vessels were re-metaled in the yards, quite a number were re-topped, and numerous others received extensive repairs and refitting of sails, rigging or hull.

This port possesses every possible advantage for building and repairing wooden vessels, and with the revival of the trade which is certain to come before long,

must again become an important shipbuilding center. The river is broad and deep, with shores admirably adapted for the purpose. Materials and skilled labor are abundant, and as cheap as at any port in the country; large stocks of spars, knees hard-pine and other timber, treenails of all kinds, etc., are always on hand, and metal for ships' bottoms can be bought here as cheaply as in Boston. There are sail and rigging lofts fully equipped for every department of work in their line upon an extensive scale, and shipsmiths, blockmakers and other ship mechanics as skilled in their trades as can be found anywhere. There are two marine railways, one having a capacity for hauling up a thousand-ton ship, and a canal especially for re-topping vessels. There are also good beaches with first-class facilities for cleaning and repairing vessels' bottoms. In fact all the facilities for shipbuilding and repairing are first-class, and the vessels built here in the past are not excelled in either model or construction by those of any port in the world.

BOATS, CANOES, OARS, ETC.

Three boat-building concerns turned out last year fifty lumbermen's batteaux, valued at \$2000; thirty canvas canoes, value \$750; and three small steamers valued at \$1500 each, or \$4500; total, \$7250.

One firm of oar-makers manufacture 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.

SAILS, TENTS, AWNINGS, HAMMOCK CHAIRS, ETC.

The three sail-lofts here employ an average of about thirty hands throughout the year. Last year they made up about 130,000 yards of canvas into sails, tents, awnings, hammock chairs, etc., the whole product amounting in value to some \$50,000.

CUSTOM AND READY MADE CLOTHING.

The manufacture of custom and ready-made clothing, shirts, overalls, etc., is quite an important industry, employing altogether upwards of three hundred hands in the shops and outside. Five leading establishments, one of them exclusively wholesale, turn out an annual production amounting in value to about \$300,000.

LADIES' FURNISHING GOODS.

One establishment employs ten to twelve hands in the manufacture of ladies' and misses' underwear, wrappers, white suits, etc., to the value of \$15,000 yearly. These goods are sold at both wholesale and retail, and the trade extends beyond the limits of the State.

DYEHOUSES AND LAUNDRIES.

Two steam dyehouses employ ten hands and do quite an amount of work for the surrounding towns, in addition to their local business.

Two steam laundries employ about forty hands, and also have a large outside trade, particularly with the resort localities of this section.

The combined business of these four establishments amounts to not less than \$50,000 annually.

SHODDY AND WOOL CARDING.

One concern, whose mill is on the Kenduskeag Stream, last year carded 30,000

pounds of wool and made 100,000 pounds of shoddy, the value of the product being about \$18,000.

SOAPS, TALLOW, POTASH, FERTILIZERS, ETC.

Two establishments manufacture hard and soft soap, candles, tallow, potash and leached ashes to the value of \$25,000 yearly. Their hard soaps embrace every variety of family, toilet and fancy soaps, which are sold all over the State, while some of their special brands have an increasing sale abroad.

One firm of fertilizer manufacturers made last year upwards of 600 tons of high-grade superphosphate, and this year their product will be increased to nearly 900 tons. They also prepare and sell large quantities of bones, cattle hoofs, glue stock, grease, neatsfoot oil and horse hides, the whole amounting in value last year to about \$25,000.

BAKERIES AND CONFECTIONERY.

There are two wholesale cracker bakeries in Bangor, whose yearly business amounts to about \$100,000, and whose trade covers all the eastern and northern portions of the State. There are also four firms of bread and fancy bakers, who supply many of the surrounding towns and the down-river resorts. These six establishments employ about fifty hands, and their combined products are valued at \$150,000 annually.

One large and two small firms of manufacturing confectioners turn out about a ton of goods daily, employing twenty-five hands, the product amounting in value to \$75,000 yearly.

COFFEE AND SPICE MILLS.

One establishment, run by steam power, has a capacity of roasting 2200 pounds of coffee and 100 bushels of peanuts daily. The product for 1887 included coffee to the value of \$30,000, about 10,000 bushels of peanuts valued at \$15,000, and ground spices amounting to \$3000.

GRISTMILLS, SALT AND PLASTER WORKS, ETC.

Three gristmills, two located on the Kenduskeag Stream and the other situated at one of the wharves on the main river, ground last year about 220,000 bushels of corn and 10,000 bushels of wheat, the product being valued at \$140,000.

One concern, whose mill is on the Kenduskeag Stream, ground, put up and sold last year 160,000 boxes of dairy and table salt. They import direct from Bonaire, Turks Island, 40,000 to 50,000 bushels of salt yearly to supply these works. The product finds a market in Maine and the Provinces. They manufacture their own boxes, requiring for the purpose some five hundred cords of bass-wood and spruce annually.

The same firm also run a plaster mill, and import a thousand tons of plaster rock yearly from Nova Scotia, which is ground and sold to farmers and customers in this vicinity. The annual product of these salt and plaster mills amounts in value to about \$30,000.

Another Bangor dealer, who owns extensive salt works at Turks Island in the West Indies, manufactures and imports 200,000 bushels annually, a large part of which goes to the fishing villages on the New England coast.

CIGAR FACTORIES.

Five establishments manufacture upwards of two million (2,000,000) cigars

yearly, employing nearly fifty hands, the product being valued at over \$143,000. This business has developed rapidly within the past five years. In 1882 it amounted only to about \$25,000, all done by a single firm. The business is still expanding and is capable of much larger growth, as the fine style and excellent quality of the goods produced here are bringing them into steadily increasing favor with the trade throughout the State.

SODA AND MINERAL WATERS, ETC.

The five bottling establishments engaged in the manufacture of soda and mineral waters, ginger ales, "Moxie," small beers, etc., do a combined business of about \$25,000 annually. Their trade extends through the country towns over a radius of fifty miles, and supplies many of the coast resorts.

PATENT MEDICINES AND PROPRIETARY GOODS.

A great variety of proprietary medicines are manufactured in Bangor and sold to the trade throughout the State, and not a few of them are of national reputation and have an extensive sale abroad. There are also put up here immense quantities of other articles—inks, polishes, flavoring extracts, insect remedies, etc.—and two concerns refine and pack some 20,000 boxes of spruce-gum yearly. While most of these industries are small individually, their aggregate product amounts to not less than \$200,000 annually.

CARRIAGES, SLEIGHS, ETC.

Five leading firms turned out in 1887 nearly two hundred vehicles of all classes—top carriages, road and express wagons, carts, jiggers, etc.—besides about fifty sleighs and pungs. The business altogether employs about sixty hands, and including repairing work, amounted last year in value to about \$50,000. Nearly one hundred of these vehicles were the famous "Bangor" top-buggies, for which the manufacturers have customers all over the country.

The carriage business of this section has suffered severely in the past from the competition of the State Prison workshop at Thomaston, but a measure of relief was enacted by the last Legislature, providing that after January 1, 1888, not more than ten per cent of the convicts in the prison should be employed in any one industry. The manufacturers throughout the State, and especially in Bangor and vicinity, are already experiencing the beneficial effect of this measure, and are looking for a steady revival of their trade as the prison stock of goods on hand is gradually worked off.

TRUNKS, HARNESSES, ETC.

Two establishments manufacture trunks, valises, hand-bags, sample-cases, etc., for the wholesale trade, to the extent of about \$20,000 annually.

Eight firms of harnessmakers employ some sixty hands and turn out about \$75,000 worth of work yearly. Much of their product finds a market outside the State, and several of the firms have regular customers as far west as the Missouri River.

FURNITURE.

One furniture factory, located on the Kenduskeag Stream, employs fifteen hands in the manufacture of ash, birch, pine, oak, walnut and cherry chamber-sets, using about 150,000 feet of lumber yearly and turning out a product valued at

\$20,000. Three firms of dealers employ altogether about thirty hands in finishing and upholstering, this branch of the business amounting to some \$40,000 annually.

PRINTING, LITHOGRAPHING AND BOOKBINDING.

The nine printing and publishing offices in Bangor—one of which combines also a lithographing establishment—employ on an average about one hundred hands, and with the two bookbinding establishments, one of which has been in operation here since 1836, do a combined business of upwards of \$200,000.

The lithograph establishment mentioned is the only one east of Boston, and its business is rapidly increasing.

GRANITE AND MARBLE CUTTING, MONUMENTAL WORK, ETC.

Three granite-working establishments, running several polishing machines, employ about twenty-five men in cutting and finishing stone for monumental and cemetery work, building and ornamental purposes. They make to order, and also from their own designs, monuments, statuary and sarcophagi for customers in all parts of the country. Their combined product for last year amounted in value to about \$25,000. One of the firms also own and operate a granite quarry in one of the up-river towns, where they get out and ship a large quantity of building and bridge material, curbing, edgestone, paving, etc., yearly.

Four marble-working yards employ some thirty men, their business amounting to about \$35,000 annually.

ROOFING SLATES.

The great slate belt extending across Piscataquis County produces the finest roofing slates in the world. The quarries have been in process of development for many years, and have produced immense quantities of slates which have been shipped to every important city in the country. Formerly Bangor was the center of the trade, but since the opening up of railroad facilities, the bulk of the production is sold by agents in other New England and Western cities, and shipped by rail direct from the quarries. However, some 20,000 squares yearly, valued at about \$100,000, are handled and shipped at this port.

BRICKMAKING.

There is on both sides of the Penobscot at Bangor a strip of clay suitable for brickmaking which extends along the sloping hills that follow the river for several miles up and down. This ribbon of brick-clay has been tapped at various points on either side of the river, and worked generally with success. Excellent bricks have been made here for many years, and sold abroad at good prices when there is any market at all. All grades are produced, but comparatively few pressed brick are manufactured, and the yards now in operation are mainly employed in making a superior quality of the common article. The several brickyards in operation on both sides of the river made and shipped from this port last year 14,000,000 brick, valued at about \$80,000. The burning of these brick required the consumption of nearly 6000 cords of wood, and the yards altogether gave employment to about 150 men. The Bangor brick are noted abroad for their cherry-red color, smoothness and beauty, and durability. The facilities for their manufacture and shipment are

first-class, and the business is destined to become an important industry, as the growing cities and towns of this section come to see the desirability of replacing their wooden business-blocks by brick structures.

EARTHENWARE AND CARBONIZED-STONE PRODUCTS.

One establishment engaged in the manufacture of stone and fancy pressed ware of all descriptions turns out an annual product valued at about \$40,000, sold principally in Maine and the Provinces, although the trade extends over New England and into New York State.

One carbonized-stone factory manufactures sewer pipe, drain tile, curbing, etc., to the value of \$5000 annually. This concern also runs a branch factory at St. Stephen, N. B.

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 the 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 5000 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 600,000 bushels of charcoal annually, which in turn necessitates the cutting, hauling and burning of upwards of 15,000 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.

This 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 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.

STEAM BOILER WORKS.

The Penobscot River steam boiler works employ thirty men in the manu-

facture of marine, locomotive and stationary steam boilers, tanks, smokestacks, light and heavy plate ironwork, etc., the volume of business amounting to upwards of \$30,000 yearly.

IRON FOUNDRIES AND MACHINE SHOPS.

There are two large establishments in this line, one of which has been in operation here since 1827, and the other since 1830. They manufacture steam engines, saw and grist 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. There are also several smaller shops for general machine work and forging, which manufacture ship fittings, vessel castings, etc., and various specialties. One of them turns out \$5000 worth of photograph burnishers annually. Besides the above, there are two manufacturers of small yacht and stationary engines. Altogether these concerns employ 150 hands. Their products are sold in every county of the State, and quite largely in other States and the Provinces, and they amounted in value last year to \$225,000. These figures, however, embrace the stove product of one concern, which is included under the heading of

STOVES AND HOLLOW-WARE.

There are two large stove foundries, one of which is run in connection with an extensive general machine business, mentioned above. The other establishment employs about a hundred men in the manufacture of stoves, ranges, furnaces and stove furniture of all kinds. The stove product of these two concerns amounts in value to some \$200,000 yearly, and the trade extends over New England and the Provinces.

TINWARE, COPPERWARE AND SHEETIRONWARE.

One firm of tinworkers are engaged in the manufacture of a crated shipping can, which is meeting the popular want, and for which they have customers all over New England. They also have a large trade in milk and oyster cans. With the half-dozen other concerns employed in miscellaneous work in these branches, the volume of business foots up about \$50,000 yearly, employing thirty-five hands.

GALVANIZED CORNICES AND CONDUCTORS, METAL ROOFING, ETC.

Several establishments employ altogether about a dozen hands in this line of work, the value of the product amounting to some \$10,000 yearly. One of these firms has a branch establishment at Bar Harbor, which does a large business in connection with the extensive hotel and cottage building of that vicinity.

PLUMBING AND STEAM-HEATING, STEAM AND GAS FITTING, ETC.

The three firms engaged in this line of business employ an average of about thirty-five hands, and their annual work in these branches amounts to about \$100,000. An important share of their business is with the large summer hotels, mill structures and public buildings throughout this section of the State.

ELECTRIC BELLS AND ANNUNCIATORS, SPEAKING TUBES, ETC.

One firm in this branch of work carries on a business of no small importance,

in fitting the large hotels, factories, stores and private houses of this section with these modern conveniences which are rapidly becoming necessities.

FIRE LADDERS.

The manufacture of the Bangor extension fire-ladders was commenced here in 1878, since when a great number have been sold, and they are now found in the fire departments of all the principal cities of the country. Last year's production was valued at about \$20,000.

Great numbers of common ladders are made by various individuals and firms, which are sold to the local trade, but none are manufactured for shipment.

LEATHER AND TANNERY PRODUCTS.

Five tanneries were in operation in 1887, two of them engaged exclusively in manufacturing moccasin leather, of which they turn out about 125 tons annually, all used by the moccasin factories here. Two other establishments contain 138 pits, and handle about 10,000 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 fifth establishment tanned some 6000 calfskins last year, which were shipped to Boston; but its principal product is Dongola leather, and is all used by one of the slipper factories here. The aggregate value of the entire product of the five tanneries is upwards of \$160,000.

WOOL AND WOOL SKINS, HIDES, FURS, ETC.

One dealer last season bought and "pulled" 90,000 sheep pelts, costing for pelts and labor upwards of \$96,000; also bought and sold 187,368 pounds of fleece-wool, valued at about \$53,200.

The same dealer bought and sold 6052 hides, valued at \$26,166, and calfskins, furs, etc., to the value of \$3415.

Several other parties are engaged in buying and shipping furs and fur skins, and the total value of skins, wool, furs, etc., shipped the past season is about \$200,000.

BOOTS AND SHOES, SLIPPERS, MOCCASINS, ETC.

The manufacture of footwear in its various branches is, next to the lumber business, the most important of Bangor's industries.

One establishment employs three hundred hands, with a payroll of \$2700 a week, in the manufacture of men's medium-grade calf, split and grain, boots and shoes, pegged, standard-screw and sewed, for which the market is principally in the West. Ten years ago this firm occupied a small shop and were turning out a dozen cases a day. Five years later they had enlarged their quarters to accommodate 160 hands, and were doing an annual business of \$150,000. Last year they built and occupied a large five-story factory, where their business is still increasing, although their product is 150 cases (1800 pairs) a day, amounting to \$350,000 to \$400,000 yearly.

The Bangor slipper trade well illustrates how Yankee genius often develops important industries from nothing but its own inventive faculty and skill. A few years

ago one of the moccasin manufacturers of this city placed on the market a few samples of the goods which are now so well known under the name of "Wigwam Slippers." Both the style and name of the article happened to strike the popular fancy—"caught on," as the saying is—and a demand sprung up that has continued to increase until it has extended over the country and reached extensive proportions. Bangor still holds the bulk of the trade, though manufacturers elsewhere have engaged in the business, and many small shops have started in the country towns through this section. The slipper factories of Bangor have during the busy season of the past year given employment to fully six hundred hands, paying out in wages nearly \$5000 a week. This with the shoe factory makes from \$7000 to \$8000 disbursed weekly for wages by the various branches of the shoe industry. Furthermore it has brought into existence other new industries, among them a paper-box factory and a tannery; so that with the making of the paper and wooden packing-boxes, the dressing of the leather, trucking, etc., it is responsible for a very considerable part of Bangor's business activity. Every cent of the money thus disbursed comes from without the State, as the product is all shipped West. The original style of slipper, chestnut color and plain in appearance, has been succeeded by the twenty or more styles manufactured to-day, some of them hand-painted and highly elaborate. The business of course can be overdone, as the demand must naturally have some limit; the goods are a novelty, of which the buying public will doubtless sometime tire. But the limit has not yet been reached, and when it is, the manufacturers may be relied on to strike some other popular vein in a similar line, so that the "wigwam" industry, in some form or other, is likely to be a permanent one.

The five slipper factories operated in Bangor manufactured last year more than six hundred thousand (600,000) pairs of wigwam slippers and seamless shoes, the value of the product being upwards of a half-million dollars. Only about a third of the total number of hands engaged are employed in the factories, as much of the work is taken into the country homes of the neighborhood, where it serves as "knitting-work" for the various members of the household. Thus will be seen the immense benefit the industry confers upon the community.

Two of the firms included in the above also manufactured the past year over fifty thousand (50,000) pairs of moccasins, or boot and shoe "pacs," and one of them with another concern not heretofore mentioned, made some twenty thousand (20,000) pairs of farmers' boots, lumbermen's driving boots and other heavy wear, the whole amounting in value to about \$100,000.

These figures show that Bangor's product of boots, shoes, slippers, moccasins and other footwear for 1887 amounts to nearly a million dollars, and from the present outlook the year 1888 will show a large increase over this record.

PAPER BOXES.

Three paper-box factories do a combined business of about \$25,000 yearly, with a rapidly increasing demand for their products. They manufacture all styles and classes of goods, but their business is mainly confined to supplying the shoe and slipper factories, confectioners and druggists, and their trade extends all over the State. The three firms employ an average of about twenty-five hands.

BOXES AND BOX-BOARDS.

Fifteen hundred thousand (1,500,000) pine and spruce boxes—for packing canned goods, fish, confectionery, soap, woolen and rubber goods, patent medicines, inks, etc.—were shipped in 1887 to Boston, Gloucester, Provincetown, New York and various other points, amounting in value to \$125,000. Seven hundred thousand (700,000) orange and lemon boxes, valued at \$50,000, were shipped to the Mediterranean; 365,000 to Florida and the West Indies; and 125,000 onion and tomato boxes, value \$7,500, to Bermuda. These boxes were all shipped in shooks, the total value of box-shook shipments being about \$210,000.

Besides the above, about 2,000,000 feet of pine yearly is made up into packing boxes by two of the planing mills elsewhere mentioned, which are supplied to the shoe, moccasin and slipper manufacturers here and also shipped largely to Massachusetts and Rhode Island.

The box-board trade of this port is an item of considerable importance. The shipments for 1887 were about 20,000,000 feet, amounting in value to \$150,000. These box-boards run from $\frac{5}{8}$ to 1 inch in thickness, and they are largely used in the manufacture of shoe boxes. The demand is mostly from the Massachusetts shoe towns, although several towns in Maine use more or less of them, and cargoes are occasionally shipped to points as distant as 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 boards are so thin that an immense quantity can be loaded on a car, and consequently the bulk of the shipments are made by rail.

A new box mill, run by steam, and with a capacity of three carloads of shooks per day, has just been completed and gone into operation here. Besides boxes for the large soda manufacturers, it turns out oil cases for the large foreign shippers of New York and Boston, and boxes for the packers of fish and other canned goods in the down-river towns.

DOORS, SASH, BLINDS, MOULDINGS AND PLANING-MILL PRODUCTS.

There are four steam planing mills, and one door, sash and blind factory, the product of the latter amounting to some \$30,000 annually. The other mills manufacture gutters, conductors, mouldings, hardwood flooring and all kinds of house-finish material, and plane immense quantities of lumber, shiptimber, knees, etc., altogether doing an annual business of upwards of \$250,000. These five establishments furnish employment to about 150 hands. Several of the sawmills also operate planers in connection with their business.

BARRELS AND COOPERAGE.

Four large and three small manufacturers and shippers sold last year 80,000 fish barrels, requiring 1,760,000 staves, 160,000 heads, and 960,000 hoops, the value of the shipments being about \$82,000. These went largely to Gloucester, Provincetown, Wellfleet, and other fishing villages of Massachusetts. The mackerel fishery, upon which this trade is largely dependent, was very nearly a failure last season, and the shipments consequently show a falling off from former years.

There were also manufactured and sold a large amount of potato-barrel heads,

fish barrel heads, birch hoops ($4\frac{1}{2}$ and $5\frac{1}{2}$ feet long), ash hoops ($5\frac{1}{2}$, $7\frac{1}{2}$ and 12 feet long), and staves, for repairing. These were valued at about \$20,000.

There were shipped a quantity of syrup barrels to Boston and New York State, 3000 pork barrels to Boston, value \$3000; and 300,000 cement barrels in the shook (staves and heads) to New York, amounting in value to \$40,000; also a quantity of nut-barrels to Sicily.

SPOOLWOOD, LAST-BLOCKS AND EXCELSIOR.

Five million five hundred thousand (5,500,000) feet of spoolbars were shipped from this port to Scotland in 1887, and other small lots were sent coastwise, the whole shipments aggregating in value nearly \$120,000. The white-birch from which spools are made grows nowhere in such abundance and of such excellent quality as in Maine, and the mills for sawing the stock are scattered about throughout the forest sections wherever the facilities for getting it to market are good. At the present writing a British steamer is in port, loading spoolstock for Glasgow. The Willimantic Thread Company, of Willimantic, Conn., and the Merrick Thread Company of Holyoke, Mass., each have large mills in this section of the State, where they cut the timber, saw the stock and manufacture the spools to supply their great thread factories.

Three million (3,000,000) last-blocks and blocks for rubber stock were shipped from this port last year, valued at \$80,000. These are cut from rock-maple, mostly in the winter season, by various parties in the surrounding and up-river towns, who go into camp in the woods for the purpose. They are shipped principally to the shoe towns of New Hampshire and Massachusetts.

Five hundred tons of excelsior was shipped by vessel from Bangor to Southern ports in 1887, and 900 tons by rail to New England points, the whole valued at \$16,800. The excelsior mills are on the line of the Bangor & Piscataquis Railroad. Although excelsior is a product not wholly confined to Maine, the industry has made its greatest development here, and the most improved machines for its manufacture were invented and are now made in the Piscataquis section.

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 whitewood used come from the West, but the bulk of the stock is purchased here. From fifteen to twenty hands are employed, and the value of the annual product is about \$25,000.

GENERAL WOODWORKING, NOVELTY TURNING, ETC.

There are several small establishments in this line, employing altogether some twenty-five hands, and turning out a yearly product valued at about \$20,000.

SHIPTIMBER, KNEES, SPARS, ETC.

The several firms in this line of business in 1887 sold some 25,000 ship-knees, valued at \$37,500; white-pine masts and spruce spars to the value of \$8,500; hard-pine timber, \$15,000; hackmetack, \$5000; and native hardwood timber, \$34,000; total value, \$100,000.

TELEGRAPH AND TELEPHONE POLES, CEDAR POSTS, ETC.

About 2000 telegraph and telephone poles, valued at \$2,200, were sold here last year; also 50,000 cedar posts, valued at \$6,450; total value, \$8,650.

There were also sold some 40,000 bean-poles, valued at \$12.50 per thousand, besides pick poles, setting poles, hoop poles, etc., to the value of some \$2500; total value, \$3000.

WOOD AND SAWDUST.

Some 1500 cords of hardwood edgings and 2500 cords of hemlock slabs—refuse of the sawmills—the former valued at \$5 and the latter \$3.50 a cord, are sold here yearly and shipped largely to Boston and other points on the New England coast. A thousand cords of pulpwood, mainly poplar, for papermaking, was shipped last year to Maryland, at \$5 a cord. Large quantities of sawdust are also sold for ice-packing, stabling and other purposes, the total sales of wood and sawdust, exclusive of the kindling-wood factory product, amounting last year to about \$35,000.

The workshop at the county jail is now used as a kindling-wood factory, edgings and other sawmill refuse being cut into short lengths, tied up in bundles, and sent to the Boston market. From twenty to twenty-five hands are employed in the work, and about 100 carloads, or 1,000,000 bundles, were shipped last year, valued at some \$20,000. The product of the factory is about to be doubled, the shipments being increased to four carloads a week.

A machine for compressing and baling sawdust has recently been invented and is now manufactured here, which is an innovation in the matter of rendering marketable the waste products of sawmills.

HAY AND COUNTRY PRODUCE.

Three principal dealers and shippers purchased and shipped from this port during last year 7500 tons of hay, valued at about \$100,000.

Immense quantities of eggs, butter, cheese, potatoes, beans, apples and other farm produce are shipped from Bangor to the Boston and other western and southern markets, but of the aggregate value of the shipments it is impossible to form an accurate estimate. A single item, however, will serve to illustrate the magnitude of the trade. There were shipped from Bangor 45,000 bushels of potatoes, of the crop of 1887, valued at \$32,000. The total shipments of produce from Bangor for the year 1887 will not, at the lowest calculation, fall short of \$300,000.

OTHER INDUSTRIES.

Among the manufacturing industries of Bangor not included in the foregoing enumeration are a wholesale coffin and casket manufactory; pump and block factory; rigging loft employing 15 to 20 hands; two gold, silver and nickel plating establishments; carriage-trimming manufactory; one firm of brass founders and workers; two die-sinking and stencil-cutting establishments; a manufacturer of hair goods to the value of \$5000 annually; also quite a number of smaller industries of various kinds. The aggregate value of the combined products of these small industries will not fall short of \$100,000.

REMARKS.

It is not claimed by the compiler that the foregoing statistics relating to Bangor industries are in every instance entirely accurate; but they may be relied upon as approximate, and whoever may take the pains to investigate will find that the figures given will in each case fall below, rather than exceed, the actual production.

SUMMARY.

Boots, Shoes, Slippers, etc.....	\$1,000,000	Plumbing and Steam Heating....	\$ 100,000
Bakeries and Confectionery.....	225,000	Leather and Tannery Products...	160,000
Men's and Boys' Clothing.....	300,000	Wool, Hides, Furs, etc.....	200,000
Ladies' Underwear and Wrappers.	15,000	Manufactured Lumber.....	2,304,000
Dyehouses and Laundries.....	50,000	Mouldings & Planing Mill Products	250,000
Shoddy and Wool Carding.....	18,000	Furniture Making and Finishing..	65,000
Coffee Roasters and Spice Mills...	48,000	Doors, Sash, Blinds, etc.....	30,000
Gristmill Products.....	140,000	Woodworking & Novelty Turning	20,000
Salt and Plaster Mills.....	30,000	Brush Handles and Backs.....	25,000
Cigar Factories.....	143,000	Boxes and Box Shooks.....	210,000
Soda and Mineral Waters.....	25,000	Barrels and Cooperage.....	150,000
Proprietary Medicines, etc.....	200,000	Extension Ladders.....	20,000
Soaps, Candles, Tallow, etc.....	25,000	Paper Boxes.....	25,000
Fertilizers and Bone Products....	25,000	Ship Building and Repairing....	75,000
Brickmaking.....	80,000	Boats, Oars, etc.....	11,750
Pottery & Carbonized Stone Products	45,000	Sails, Tents, Awnings, etc.....	50,000
Charcoal Pig Iron.....	150,000	Shiptimber, Knees, Spars, etc....	100,000
Roofing Slates.....	100,000	Telegraph Poles, Cedar Posts, etc	11,650
Granite and Marble Working.....	60,000	Spoolwood, Lastblocks & Excelsior	216,800
Carriages, Sleighs, etc.....	50,000	Lumbermen's Driving Tools.....	50,000
Trunks, Harnesses, etc.....	95,000	Saws, Edge Tools and Files.....	50,000
Printing, Bookbinding, etc.....	200,000	Penobscot River Ice.....	50,000
Steam Boilers and Plate-Iron Work	30,000	Hay and Country Produce.....	300,000
Steam Engines, Mill Machinery, &c	175,000	Wood and Sawdust.....	55,000
Stoves and Hollow Ware.....	200,000	Other Industries.....	100,000
Tinware and Sheetiron Work.....	50,000		
Galvanized Cornices & Conductors	10,000		
			\$8,198,200

THE FUTURE BANGOR.

BANGOR being situated very near the geographical center of the State, and at the head of navigation of the largest river, is a natural trade and business center for a vast section of country, rich in natural resources, though as yet meagerly developed. It is this natural position which, combined with her lumber interest, has mainly given her, and very nearly maintained for many years, her present population. Diversified manufacturing industries have been gradually creeping in, but until within the past five years have hardly kept pace with the falling off in the lumber and shipbuilding trades.

This locality—including the magnificent waterpower district in the fourteen-mile stretch up the Penobscot valley from Bangor—is now invested with a new interest, on account of recent movements looking toward the development of the natural privileges, and the starting of manufacturing on a large scale. The first of these movements was the construction of a mammoth pulp mill on the river a few miles above the city, an enterprise now flourishing most successfully, and which is expected to be supplemented at an early day by a large paper mill near by. The second was the purchase and improvement of the immense waterpower at Oldtown, by a company composed largely of Bangor capitalists, and which has already resulted in the building of a large woolen mill, not yet, however, completed. The third is the building of another big pulp mill above Oldtown, now in progress, and numerous other projects are in various stages of development, though not as yet fully consummated.

These encouraging prospects for the future have already stimulated anew the spirit of enterprise and activity in Bangor and the up-river towns, which is manifesting itself in the starting of new small industries, and the expansion of existing ones, in building and municipal improvements, in real-estate movements and in numerous other ways. This in the past has been mainly a region of milling and lumber interests, and of agricultural production. As a consequence, in the long winter season, when the mills were shut down, the men in the woods, and agriculture suspended, the trade and business of the towns were in a state of stagnation. But these conditions are rapidly undergoing a change. In a district so pre-eminently fitted by nature to sustain a large population, it could not well be otherwise, now that human enterprise has made its waterpowers and other resources available. A glance at the map will show the conditions here existing. The entire district lies near the navigable waters of the great Penobscot, with rail communication by the Maine Central, to the West and South; with a direct outlet by the Canadian Pacific through the Piscataquis valley to Canada, the great states of the Northwest and the Pacific Coast; and directly on the route to the fertile Aroostook and the lower Canadian Provinces. Then let it be remembered that the

cheapest motive power known for manufacturing purposes—water—is here in nature's abundance; and that the natural features of the country are such that the small cost at which this power may be stored, and controlled by reservoirs made by back flowage, is unequalled, and that the number of times it can be used over by means of dams and canals is almost beyond calculation.

The outlook for the continued and rapid growth of Eastern and Northern Maine was never so promising as at the present. The immense capabilities and abundant natural resources of the section including the five great counties of Penobscot, Piscataquis, Aroostook, Hancock and Washington—covering an area of nearly 18,000 square miles—a territory that would enclose the States of Massachusetts, Rhode Island and Connecticut, and still have 3000 square miles left to form a border around them—are becoming better and wider known, and their wants and opportunities appreciated. It is beginning to be realized, on the one hand by the country residents, that in the building of large towns and cities in their midst lies the best and surest prospect of creating a profitable market for their products and promoting their wealth and prosperity; and on the other hand, by capitalists and business men, at home and abroad, that sure profits await judicious investments in manufacturing in this section, and that the people and local authorities of many communities are just now holding out special inducements for the starting of such enterprises. Agriculture and manufactures go side by side, and the successful pursuit of either is indissolubly connected with the other.

As the railroads push their way further into the wilderness from year to year, new manufacturing enterprises are constantly springing up along their lines, and the little hamlets thus planted soon blossom into flourishing villages. The wonderful agricultural resources of the Aroostook are being rapidly developed, and the Aroostook Valley is already known far and wide as the Garden 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. 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, as the projected "Direct Line" railway to the North Aroostook will traverse their territory. Hancock and Washington counties are rich in minerals and building stones, as well as in summer resorts. Their quarries of granite, of every shade and variety known, are capable of supplying the world with building, paving and monumental material. The Shore Line Railway from Bangor, soon to be extended through that section, will enable shipments to interior points to be made without the present heavy expense of trans-shipment, and thus open a field for development in this direction absolutely without limit. Penobscot county is a fertile and prosperous agricultural section, and has many of the best-cultivated and most productive farms to be found in the Eastern States. It has also numerous other resources of value and prospective advantage, but her greatest source of future wealth unquestionably lies in the development of the immense waterpower on the river in the vicinity of Bangor, elsewhere spoken of. When fully developed, as it must be at not a remote period, now that the work has fairly commenced—

when the waterpowers of the district are all set at work in driving machinery to turn out the multifarious products that supply the busy marts of trade, as it sometime will be—then there will be a great emporium of population, trade and business here that will constitute the throbbing heart of about two-thirds the entire territory of the great State of Maine.

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 as yet scarcely touched by the lumberman; innumerable unoccupied water-powers and mill-privileges only awaiting communication with the outer world to become of great value for manufacturing purposes; immense belts of slate, iron, granite, marble, lime and clays, suitable for every variety of uses. In short, as this district becomes more fully explored and opened up to settlement, it is found to be richer in the variety and abundance of its natural resources, 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 are 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 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 overlooked, or unheeded, in the face of the attractive and alluring advertisements of Western land and railway companies with which this part of the country has been flooded, are attracting the attention they should have received long since, and the people of the East are awakening to the fact that here, right at their very doors, lies 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 bays and inlets; the great number and unsurpassed excellence of its summer hotels; all combine to make it the resort, during more than half the year, of thousands of tourists and pleasure-seekers from all over New England and the West. The measures taken by the State for re-stocking the inland waters with game fish, and for the protection and propagation of fish and game, have been productive of the best results, and to-day 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 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 proper 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 every year being largely increased.

THE PORT OF BANGOR

Is the natural outlet and trade center of all this vast section. It is situated only about twenty miles southeasterly from the geographical center of the State, and at the head of navigation on a river that drains a section of country more than 8000 square miles in extent. It has valuable waterpower privileges of its own, which run numerous manufacturing establishments, and is but a few miles below the best and largest waterpower in New England, now in process of development. This property, consisting of the falls at Oldtown, with a large tract of land embracing several miles of shore privileges on both sides of the river, has been bought and is now owned by the Bodwell Water-Power Company, an organization composed largely of Bangor capitalists. Their purpose is to improve the property by the construction of the necessary dams and canals to operate woolen, cotton and other textile manufactories. Already the company have built a substantial and costly dam and canal, on which another new corporation, the Oldtown Woolen Company, have nearly completed a mammoth woolen mill. This mill was planned and built under the supervision of Lockwood, Greene & Co., one of the most eminent firms of mill engineers in the country, and will have an ultimate capacity of sixteen sets of machinery, although only ten sets will be in operation at the start, about the 1st of January next. This is but the pioneer of other manufacturing and industrial enterprises already talked of, and certain to follow, brought here by the combined advantages of abundant and never-failing power, an ample supply of purest water, cheap and efficient transportation facilities, and nearness both to markets and to unlimited supplies of raw materials.

From Oldtown Falls to Bangor, twelve miles, the river falls 113 feet, and there are numerous privileges, and chances for a line of mills along both banks, throughout nearly the whole distance. Within the city limits, where the river enters tide-water, is a valuable power created by the waterworks dam, that is at present only utilized to drive the machinery at the pumping station. The fall at this point varies from 5 to 20 feet, according to the stage of the tide, with an average of more than 10 feet when the river is at its lowest summer drouth. The shores for some distance below the dam are available for mill-sites, with sufficient depth of water to admit being reached by vessels of light draught, and the location lies alongside the tracks of the Maine Central Railroad. The uniformity in the volume of water flowing down the Penobscot is assured by the extent of its tributary area, which has a length of 160 miles and a greatest width of 115 miles, making an area of 8200 square miles, only 800 of which discharge their surplus water into the main river below Bangor. There are also several valuable powers and privileges on the Kenduskeag, within the city limits, now only partially utilized.

The advantages that Bangor offers for manufactures of almost every kind are unequalled. The important things necessary to make a manufacturing center are : The productiveness of the tributary country ; the cheapness of fuel and power, and the abundance of raw material ; the stability of the population and the consequent availability of labor ; low cost of living ; the number of railroads and shipping

facilities; and the contiguity of rich markets. Bangor has all these, and more. Rents and insurance are low. Mechanics and laborers can make pleasant homes, and procure the necessities and comforts of life at as small cost, at least, as in any place of equal size in the country. Fuel is plenty and cheap, the refuse of the sawmills furnishing an unlimited supply of wood, while coal is had at much lower prices, than in most New England cities, owing to the fact that vessels carrying lumber from the Penobscot to New York, Philadelphia, Baltimore and other coal ports are enabled to take return cargoes at low rates. The transportation facilities, as elsewhere shown, are first-class; freight charges to and from Western points are low over the Canadian roads, and when Bangor completes her connections with the Canadian Pacific and is made a billing point—now only a question of a few weeks—she will possess advantages in this respect equal at least to any of the seaboard cities. She has also daily steamship connection with Boston, a steamship line running direct to New York, and vessel transportation to all parts of the world.

The river banks for miles in and about the city furnish the best possible sites for mills and manufactories, with unsurpassed deep-water wharfage privileges, and with every facility for procuring limitless supplies of cheap fuel, either wood or coal. The forests on the lines of the railroads radiating from Bangor can furnish a larger supply of poplar, spruce and other cheap woods, at a less cost, than can be obtained in any other seaboard locality. The wool-growing districts of the State are within easy access, and the numerous vessels carrying lumber, hay, ice, brick and stone to Southern ports could bring back cotton at low rates. In fact, it is hardly possible to find a place possessing superior advantages for textile manufactures of all kinds, while there are innumerable varieties of woodworking, iron-working and other industries that might flourish here as they could nowhere else. For almost all the countless multitude of smaller industries the location cannot be excelled, owing to low rents and insurance, cheap freights, small cost of either water, steam or electrical power, and the general desirability of Bangor as a place of residence for the best class of mechanics.

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

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.

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SARGENT H. P., D. Sargent's Sons, Lumber.

SWETT J. M., Swett & Co., Fish Barrels and Cooperage.

STETSON GEORGE, President First National Bank.

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SAWYER A. C., Arnold & Sawyer, Wholesale Boots and Shoes.

SHAW E. F., Painter and Glazier.

SWEET CHAS. F., Clerk of Courts.

STRATTON L. F., Lumber.

STEWART, T. J.,

STEWART EDW. L., } T. J. Stewart & Co., Ship Brokers and Commission Merchants.

STEWART CHAS. M.,

STETSON EDWARD,

STETSON ISAIAH K., } E. & I. K. Stetson, Ship Builders, and Coal and Ice Dealers.

TRICKEY F. S., Provisions.

TOWLE J. C., J. C. Towle & Co., Corn, Flour and Salt.

TEBBETS E. H., Casket Manufacturer.

TRASK EBEN, Retired Cashier.

TOBIN JAMES, Custom and Ready Made Clothing.

TRASK M. G., Leighton, Davenport & Co., Ship and House Plumbers.

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VARNEY GEORGE, Chas. Hayward & Co., Wholesale Grocers.

VOSE P. H., P. H. Vose & Co., Crockery.

WIGGIN C. P., Wiggin & Williams, Insurance.

WHITMAN I. S., Treasurer Bangor Foundry and Machine Company.

WHEELWRIGHT J. S., Wheelwright, Clark & Co., Wholesale Dry Goods and Clothing.

WHITE THOMAS, Teas, Coffees and Spices.

WARREN J. D., Lawyer.

WINGATE W. P.

WILLIAMS H. B., Williams & Getchell, Dry Goods.

WILLIAMS H. D.

WYMAN E. G., Cashier First National Bank.

WHITON W. F., W. F. Whiton & Co., Carriage Manufacturers.

WHITNEY G. W., G. W. & W. L. Whitney, Carriage Repository.

WHITNEY J. F., Whitney & Cameron, Flour, Corn and Feed.

WOOD F. P.

HINCKLEY & EGERY IRON CO.,

FOUNDERS AND MACHINISTS.

MANUFACTURERS OF THE

RICHARDSON PATENT PARALLEL EDGERS, DIRIGO SHINGLE MACHINES, ROSS LATH MILL,
DAVIS PATENT CLAPBOARD MACHINE, ROTARY BED PLANERS, SLATE CUTTERS, LIVE
AND STOCK GANGS, STEWART'S PATENT MULEYS, CIRCULAR SAW MILLS, SAP-
PING MACHINES, BARK MILLS, SHAFTING, GEARING, PULLEYS, BOXES,
COUPLINGS AND ARBORS.

AGENTS FOR

BLAKE & KNOWLES STEAM PUMPS,

HANCOCK INSPIRATOR,

KNIGHTS' CIRCULAR MILL DOGS.

:--:--:--: BANGOR, MAINE. :--:--:--:

BODWELL WATER POWER COMPANY.

President—CHARLES HAMLIN, Bangor.

Treasurer—A. H. BROWN, Oldtown.

Directors—CHARLES HAMLIN, CHAS. V. LORD, J. S. WHEELWRIGHT, J. L. SMITH,
J. W. BODWELL.

J. W. HARMON, Oldtown—Agent.

This Company having purchased the celebrated waterpower and lands belonging to the Veazie, Pingree and Dwinel estates, in Oldtown and Milford, offer to parties desiring power for manufacturing purposes in all branches, the finest location in New England on favorable terms. Purity and constancy of water supply, freedom from freshets and ice, low cost of transportation, and natural falls of hard flint rock are its leading qualities. Correspondence solicited.

BODWELL WATER POWER COMPANY,

BANGOR, MAINE.

HENRY LORD, SHIP BROKER

—AND—

COMMISSION MERCHANT,

WHOLESALE DEALER IN

PENOBSCOT RIVER ICE, BRICKS, HAY, SPOOL STOCK,
LAST BLOCKS,

—AND—

SPRUCE, PINE AND HEMLOCK LUMBER,

Coastwise and Foreign Charters Procured.

MARINE INSURANCE EFFECTED.

OFFICE, 21 EXCHANGE ST., BANGOR, ME.

E. & I. K. STETSON, SHIP BUILDERS

—AND—

REPAIRERS,

PROPRIETORS OF

BANGOR  BREWER MARINE RAILWAYS,

AND WHOLESALE DEALERS IN

PENOBSCOT RIVER ICE.

CAPACITY OF LARGE RAILWAY,
1000 TONS.

CAPACITY OF ICE HOUSES,
12,000 TONS.

HARD PINE,

OF ALL SIZES AND LENGTHS, CONSTANTLY ON HAND.

ALSO WHOLESALE AND RETAIL DEALERS IN COAL.

T. J. STEWART & CO.,

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STAVES AND HEADS, SPOOL TIMBER, EXCELSIOR, ETC; SHOOK FOR OIL
CASES, FISH, CRANBERRY AND OTHER BOXES. ICE PACKED
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CARGO, FOR THE PROVISION AND FISHING
TRADES.

BANGOR, MAINE.

NELSON CAN CO.,

MANUFACTURERS OF

Nelson's Patented Crated

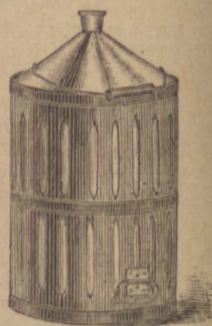
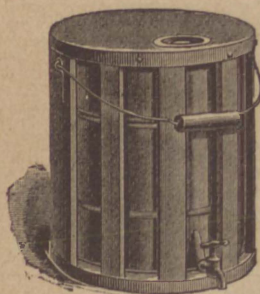
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10 Broad Street, Bangor, Maine.

F. G. CLEMENT, Proprietor.



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Consisting of Pine, Spruce and Hemlock Boards and Dimensions,

PINE BOX BOARDS,

CLAPBOARDS, SHINGLES, LATHS, PICKETS, CEDAR POSTS, &C.

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HAMPDEN, MAINE,

TWENTY-TWO FEET WATER AT WHARVES AT LOW WATER.

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21 EXCHANGE STREET, - - - - - BANGOR, MAINE.

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The Direct Rail Route to Moosehead Lake and Vicinity.

MAINE'S GREAT RESORT FOR SPORTSMEN AND TOURISTS

Reached from Boston by Boston & Maine and Maine Central Railroads, and Boston & Bangor Steamship Co's Line of Steamers.

Also reached from BAR HARBOR via Maine Central's Mount Desert Branch to Bangor, where close connection is made with the Bangor and Piscataquis Railroad for Moosehead Lake, Branch from Milo Junction to Katahdin Iron Works, and connecting at Greenville Junction and North Brownville with the

CANADIAN PACIFIC RAILWAY.

Along the line of the B. & P. R. R. is as picturesque and attractive scenery as can be found in Maine. At Greenville is a good restaurant where passengers to and from Kineo will have ample time to enjoy a good meal.

EXCURSION TICKETS

For sale in Boston at the Boston and Maine ticket offices, and on Bangor steamers at Foster's Wharf; also at the principal ticket offices of the Maine Central Railroad.

Excursion tickets from New York are sold by all the Sound Lines, and from Providence, Worcester and Nashua by the W. & N. R. R.

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And Bangor, Bucksport, Belfast, Camden, Rockport, and Rockland, Me. Close connections from all Landings in Maine, by Railroads and Steamboats to all points on the Coast, and Interior of Eastern Maine.

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MANUFACTURERS AND DEALERS IN ALL KINDS OF

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7 Railroad Block, foot of Exchange St.,

Frames and Dimensions cut to order.

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THE C. G. STERNS COMPANY,
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SPRUCE, PINE & HEMLOCK
LUMBER,

SAWED TO ORDER.

Steam Mills two miles below the city.

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MANUFACTURERS AND DEALERS IN ALL KINDS OF

Long and Short Lumber.

WHOLESALE ICE DEALERS.

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FRAMES AND DIMENSIONS CUT TO ORDER.

Sawmills at Orono and Brewer, on Tide Water.

Ice Houses at Brewer Village, on Tide Water.

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ANTHRACITE AND CUMBERLAND COAL,

WHARVES IN BANGOR AND BREWER.

BANGOR SOAP AND BRICK WORKS,

W. S. HELLIER & CO., Proprietors.

MANUFACTURERS OF

DOMESTIC AND TOILET SOAPS.

LEACHED HARDWOOD ASHES, POTASH, AND BRICK OF ALL GRADES.

BANGOR, MAINE.

BANGOR STONE WARE CO.,

MANUFACTURERS OF

STONE AND FANCY PRESSED WARE,

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A. PERSSON, Manager.

BANGOR, MAINE.

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4 MAIN STREET, COR WEST MARKET SQUARE,

BANGOR, ME.



E. A. BUCK & CO.,

MANUFACTURERS OF

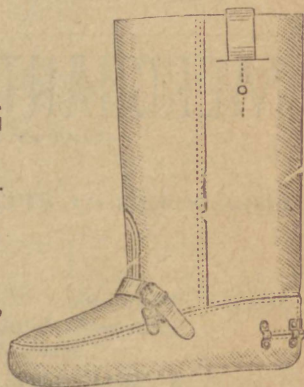
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BOOT and SHOE PACS

AND WIGWAM SLIPPERS,

NO. 46 EXCHANGE STREET,

BANGOR, ME.



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DEALERS IN

CARPETINGS, UPHOLSTERY GOODS,

PAPER HANGINGS and CURTAINS,

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BANGOR.

CALDWELL SWEET & BRO.,

WHOLESALE DRUGGISTS,

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BANGOR, ME.

KENDUSKEAG NATIONAL BANK,

BANGOR, MAINE.

Incorporated 1864.

FRED'K W. HILL, President. W. H. S. LAWRENCE, Cashier.

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DOES A GENERAL BANKING AND COLLECTION BUSINESS.

MERCHANTS' INSURANCE COMPANY,

(Successors to Merchants' Marine Insurance Co.)

BANGOR, MAINE.

RISKS TAKEN ON HULLS, FREIGHTS AND CARGOES, ON LIBERAL TERMS.

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Charles V. Lord, Edward Stetson, Charles P. Stetson,
Edward L. Stewart, Edward B. Nealley.

E. B. NEALLEY, President.

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BANGOR, MAINE.

FRANCIS H. CLERGUE, President. SPRAGUE ADAMS, Vice-President.
GEORGE B. CANNEY, Secretary. CHARLES D. CROSBY, Ass't Treasurer.

OLDTOWN BRANCH, A. H. BROWN, Manager.

MACHIAS BRANCH, J. A. COFFIN, Manager.

Capital Stock paid in.....	\$125,000.00
Surplus.....	10,000.00
Undivided Profits.....	3,736.76
Deposits as per Statement, July 18, '87.....	82,244.59
Deposits as per Statement, October 2, '88.....	306,864.38

The Eastern Trust and Banking Company

TRANSACTS ALL KINDS OF BUSINESS RELATING TO FINANCE.

LOANS FUNDS ON REAL ESTATE OR PERSONAL SECURITY.

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ALLOWS INTEREST ON DEPOSITS.

RECEIVES DEPOSITS SUBJECT TO CHECK UPON WHICH INTEREST IS ALLOWED.

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DEPOSIT BOXES IN ITS BURGLAR PROOF AND FIRE PROOF VAULTS, RENTED AT \$6.00 AND \$10.00 PER ANNUM.

JAMES WALKER & CO.,

Proprietors of BASIN MILLS, ORONO, ME.

(THE LARGEST MILLS IN THE STATE OF MAINE.)

MANUFACTURERS AND DEALERS IN

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HEADING, CLAPBOARDS AND SHINGLES.**

ALSO MANUFACTURERS OF

BOXES of all kinds in Shooks, and FISH BARRELS.

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BANGOR, MAINE.

E. H. TEBBETS,

WHOLESALE MANUFACTURER OF

BURIAL CASKETS.

Factory supplied with Full Equipment of Woodworking Machinery.

**BRACKETS, MOULDINGS, WINDOW AND DOOR FRAMES,
and all kinds of House Finishing Materials a Specialty.**

Office and Casket Warerooms,
18 East Market Square, Bangor.

Factory, 33 and 35 Exchange St.

JOHN E. BOOTH,

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❖ WIGWAM SLIPPERS AND MOCCASINS, ❖

227 FRENCH STREET,

Factory on Broadway.

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MY STYLES AND SPECIALTIES PROTECTED BY LETTERS PATENT.

OUR CLAIMS:

1st. Superior Style and Finish. 2d. Stock carefully selected for its Toughness and Flexibility.
3d. A Perfectly Practical Slipper, as 4th. Every seam is protected from ripping by ingenious devices
which are secured to us by LETTERS PATENT. 5th. Making them the *very best* Wigwam Slipper
in the market.

HODGKINS & HALL,

MANUFACTURERS AND DEALERS IN

LONG AND SHORT LUMBER AND TIMBER.

LARGE AND LONG TIMBER FOR FRAMES AND BRIDGES A SPECIALTY.

Also PENOBSCOT RIVER ICE on contract or by the Cargo.

Steam Mill on Tide Water.

OFFICE, 66 EXCHANGE STREET,

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MACHINISTS,
Makers of the Peavey Overcoat Axes and Peavey Cant-Dogs,
NOS. 57 and 59 EXCHANGE ST.,



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BANGOR, MAINE.

E. & J. FRED WEBSTER,

MANUFACTURERS AND DEALERS IN

LUMBER,

AND SHIPPERS OF

SPRUCE PULP-WOOD,

NO. 70 EXCHANGE STREET, BANGOR, MAINE.

MILLS at Webster Station and Dedham.

Winter Mills, Shirley.

PIERRE McCONVILLE,
SHIPPING AND COMMISSION MERCHANT,
SHIP BROKER,

NOS. 28 AND 30 EXCHANGE STREET,

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Special attention given to Orders for all kinds of White Pine and Spruce Lumber, Deals,
&c. Also Penobscot River and Fresh Pond Ice, packed for any voyage,
by the Cargo or Larger Quantity.

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J. O'B. DARLING & CO.,

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IMPROVED WIGWAM SLIPPERS,

—AND—

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J. L. COOMBS.
C. F. DANFORTH.

BANGOR, MAINE.

PENOBSCOT RIVER STEAM BOILER WORKS,

MANUFACTURERS OF

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STEAM BOILERS,

TANKS, SMOKE-STACKS, ETC.,

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ALL KINDS OF

Light and Heavy Plate Iron Work.

Dealers in new and second-hand Eastern and Western Engines.

Also all kinds of Boiler and Engine Fixtures constantly on hand.

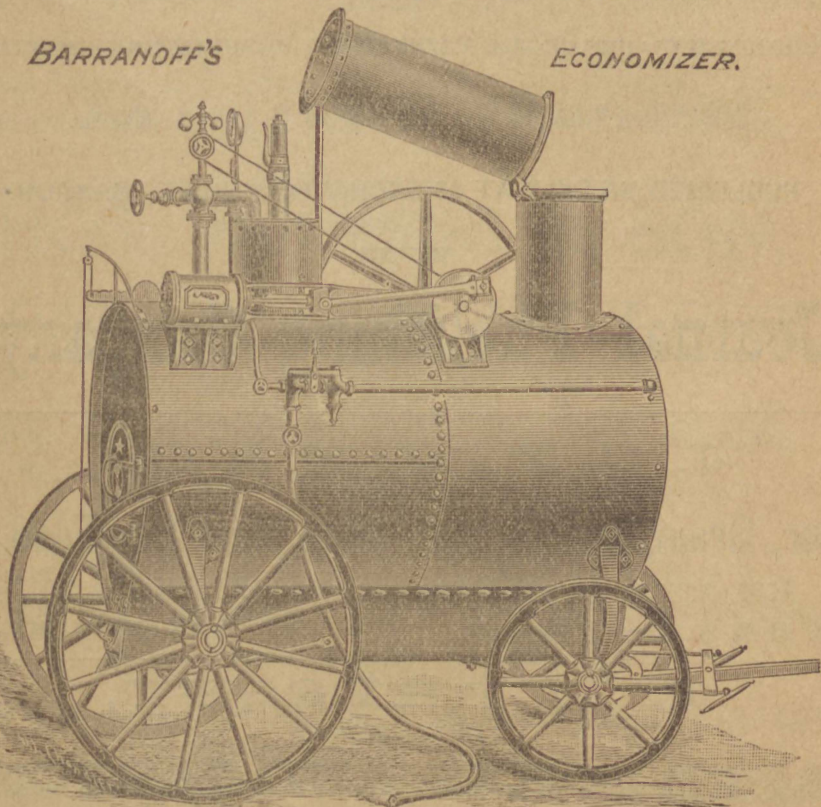
Repairing Executed in a Thorough and
Satisfactory Manner.

All New Work Warranted and Quick
Delivery Guaranteed.

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ECONOMIZER.



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THE
INDUSTRIAL JOURNAL.
A LIVE NEWSPAPER

DEVOTED TO THE
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Northeast.

A WEEKLY RECORD OF PROGRESS IN
MANUFACTURES, AGRICULTURE, COMMERCE, RAILWAYS
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HOTELS AND SUMMER RESORTS.

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ODD SIZES OF BOXES PROMPTLY MADE.

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TRY OUR JERSEY BUTTER CRACKERS.

63, 65, 67 and 69 BROAD STREET, - BANGOR, ME.

ORDERS BY MAIL WILL RECEIVE PROMPT ATTENTION. CONNECTED BY TELEPHONE.

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CHAMBER SUITS ^{AND} PARLOR SUITS,
WHOLESALE AND RETAIL.

CHEAP, MEDIUM AND FINE FURNITURE.

ORDERED WORK A SPECIALTY.

G. W. MERRILL FURNITURE COMPANY,

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Furnishing Rooms and Upholstery Department, Pickering Square.

Prompt attention given to mail orders.

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ESTABLISHED 1833.

THOS. JENNESS & SON,

Jobbers and Retailers of

HARDWARE  CUTLERY,

Machinists' and Carpenters' Tools,

DOORS, SASH, BLINDS, AND WINDOW GLASS,

Paints, Oils, Varnishes and Brushes of all Kinds.

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GUNS, PISTOLS, POWDER, SHOT, CARTRIDGES, FISHING
RODS, REELS, LINES, HOOKS, &c.

Proprietors of the famous "JUMBOLENE," a Liniment for Sunburn, Insect Bites
and other wounds.

"ACME" Rust Preventive, for Guns, Cutlery, Locomotive and Marine Engines
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INGERSOLL ROCK DRILLS,
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HIGH EXPLOSIVES,
CONTRACTORS SUPPLIES.

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MANUFACTURERS OF

KATAHDIN CHARCOAL PIG IRON.

For Car Wheels, Steam Cylinders, Locomotive Castings, Hydraulic Presses,
Boiler Plates, and all castings requiring strength, uniformity, and
easy finish. Suitable also for Steel by the Siemens
and Bessemer Process.

SHIPPED BY RAIL OR WATER TO ANY PART OF THE COUNTRY.

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Manufacturers and Jobbers of Clothing,

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J. G. BLAKE,
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WHOLESALE AND RETAIL DEALER IN

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Manufacturer of and Wholesale and Retail Dealer in

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CUSTOM WORK A SPECIALTY.

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GUTTERS, CONDUCTORS,
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AND ALL KINDS OF LONG AND SHORT LUMBER,

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First-class in all respects, one hundred and fifty rooms, newly furnished throughout, finely appointed, efficient service, and table unexcelled. Only house in the city supplied with Bath Rooms and all modern improvements. Said by Commercial Men and Tourists to be the best hotel in Eastern Maine.

TRANSIENT RATES, \$2.00, \$2.50 and \$3.00.



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CLERKS, J. P. RANDALL and W. C. McCAUSLAND.

JOHNSON'S-BY-THE-SEA, ISLESBORO, MAINE.

This fine Seaside Resort is situated on one of the most charming islands in Penobscot Bay, and is reached during the summer season by daily Steamers from Boston, Bangor and Bar Harbor. The house contains sixty-five rooms, is finely fitted and furnished, and the table is supplied with all the delicacies of the season. Yachting, boating and fishing facilities are unsurpassed, the island roads afford fine drives, and the hotel verandas are at all times exposed to the refreshing sea-breezes that continually blow across the Penobscot Bay.

RATES, \$3.00 a day; \$10.00 to \$20.00 a week.



W. B. JOHNSON,

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IRON, STEEL AND HEAVY HARDWARE,

CARRIAGE HARDWARE AND WOODWORK, BLACKSMITHS' SUPPLIES.

FENCE WIRE.

BARBED, RIBBON AND TWISTED CABLE,

A LARGE STOCK ALWAYS ON HAND.

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LUMBER,

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BANGOR DAIRY SALT,

Dressed Pine and Dry Lumber of all descriptions.

MOULDINGS,

Shingles, Clapboards and all kinds of Short Lumber,

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OPERATING THE

BOSTON AND BANGOR LINE, 234 Miles.

ROCKLAND AND BANGOR LINE, 67 Miles.

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BLUE HILL AND ELLSWORTH LINE, 78 Miles.

BOSTON TO BANGOR AND BAR HARBOR,

TO ALL POINTS ON THE PENOBSCOT RIVER, FRENCHMAN'S BAY, BLUE-
HILL BAY, MOUNT DESERT ISLAND, AND OTHER RESORTS
OF THE EASTERN COAST.

Daily Line from Boston during the Tourist Season.

THE FLEET COMPRISING THE STEAMERS:

PENOBSCOT, 1500 TONS. LEWISTON, 1200 TONS. BLUE HILL, 200 TONS.
KATAHDIN, 1240 TONS. MOUNT DESERT, 500 TONS. ROCKLAND, 220 TONS.

STATEROOM AND ALL PASSENGER ACCOMMODATIONS UNEXCELLED.
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◇INTERNATIONAL ROUTE◇

THE ONLY ALL-RAIL LINE BETWEEN THE MARITIME PROVINCES AND THE UNITED STATES.

FORMING WITH ITS CONNECTIONS A DIRECT ROUTE TO ALL PARTS OF NORTHERN MAINE, NEW BRUNSWICK, NOVA SCOTIA, CAPE BRETON, AND PRINCE EDWARD ISLAND.

The Celebrated Hunting and Fishing Grounds of the Maritime Provinces are reached via this line.

THE DELIGHTFUL SUMMER RESORTS

—OF—

ST. ANDREW, ST. STEPHEN, CALAIS, HOULTON, WOODSTOCK, FORT FAIRFIELD, CARIBOU, PRESQUE ISLE, GRAND FALLS, EDMUNDSTON, FREDERICTON, AND ST. JOHN, are directly on the line of this Railway.

Points in CAPE BRETON, PRINCE EDWARD ISLAND, the celebrated ANNAPO-
LIS VALLEY, HALIFAX, and other points in NOVA SCOTIA are reached direct via this route.

 All trains to and from St. John cross the St. John River by the New Cantilever Bridge, and arrive at and depart from the New Passenger Station of the Intercolonial Railway.

Quick Time. New Cars. Sure Connections. No Transfers.

Parlor and Sleeping Cars from Boston to St. John Daily.

EXCURSION TICKETS for the Tourist Season of 1889 to all important points East will be on sale at the Principal Ticket Offices throughout the country. Secure tickets and have your baggage checked through via the New Brunswick Railway.

F. W. CRAM, General Manager.

A. J. HEATH, General Passenger Agent.

ST. JOHN, NEW BRUNSWICK.

THE Maine Central Railroad,

THE GREAT RAILWAY THOROUGHFARE OF THE STATE.

The favorite pleasure route to the WHITE MOUNTAINS and MOUNT DESERT, MOOSEHEAD and the RANGELEY LAKES,

All the noted Hunting and Fishing Resorts of Maine and New Brunswick, and all of the Principal Cities, Towns and Summer Resorts of Maine and the Maritime Provinces.

Train Service for Bangor, in effect October 22, 1888, and until further notice:

GOING EAST:

6.30 A. M.—For St. John, St. Stephen, Aroostook County, and all points East of Bangor in Maine and the Provinces, with Parlor Car for St. John.

7.00 A. M.—For Ellsworth and Bar Harbor.

7.15 A. M.—For Oldtown and Greenville.

7.25 A. M.—For Bucksport.

11.25 A. M.—For Oldtown and Milford.

12.20 P. M.—For Vanceboro, Houlton and St. Stephen, connecting at Oldtown with Bangor and Piscataquis mixed for Greenville.

1.45 P. M.—For Bucksport.

4.35 P. M.—For Oldtown.

6.45 P. M.—For Ellsworth and Bar Harbor.

6.55 P. M.—For Bucksport.

7.30 P. M.—Night express for St. Stephen, Woodstock, Aroostook County and St. John, with Sleeping Cars for St. John.

GOING WEST:

7.20 A. M.—For Portland, via both lines from Waterville, connecting with other railroads at junction points. Parlor Car attached.

1.45 P. M.—“Flying Yankee” express, with Parlor Cars attached, for Augusta, Gardiner, Brunswick, Bath, Lewiston, Portland and Boston, stopping between Bangor and Waterville at Pittsfield only.

8.00 P. M.—Night train for Portland and Boston, via Augusta, with Pullman Sleeping Cars attached.

12.35 P. M.—Mixed train for Waterville, connecting at Newport for Dexter and at Burnham for Belfast.

☞ Night trains between Bangor and Boston run every night, Sundays included.

ARRIVALS OF THROUGH TRAINS.

From the East—At 6.40 A. M., 1.20 and 7.10 P. M.

From the West—At 5.30 and 11.55 A. M., and 6.25 P. M.

Sunday paper train from Boston, 11.15 A. M.

NO TRIP TO MAINE IS COMPLETE WITHOUT VISITING BANGOR AND MAKING SIDE TRIPS TO THE VARIOUS RESORTS REACHED FROM THIS POINT.

F. E. BOOTHBY, Gen'l Passenger Agent.

W. S. EATON, Gen'l Freight Agent.

Portland, Me.

PAYSON TUCKER, General Manager.

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