

1895

Art Work of Bangor, Maine

W.H. Parish Publishing Co

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Art Work

- OF -

BANGOR

MAINE.



Published in Twelve Parts



THE W. H. PARISH PUBLISHING CO.

1895



ART WORK
...OF...
BANGOR
MAINE.



CHICAGO:
THE W. H. PARISH PUBLISHING CO.
1895.



SCENE ON VALLEY AVENUE.



THE territory embraced within the limits of the six cities and towns described in the following pages is one of much interest. First, from its beautiful situation upon the banks of the broad Penobscot and the fine scenery with which it abounds. Second, for its historical associations, it being one of the first spots visited by the early voyagers, and third, for the thrift, enterprise, wealth and intelligence of its people. Within the limits to which these pages are prescribed, of course much has to be omitted which would be of interest; but it has been the aim of the writer to give, in as condensed a form as possible, without destroying the object sought, an epitome of the early and present history of the places mentioned.

BANGOR—1769-1894.

It is no small task that is set before the historian when he is called upon to chronicle, for the pleasure and information of his fellowmen, the history of a people, a religion, an industry or an individual; but when, with such limited space as the present work affords his labors, his duty is to faithfully record, in readable form, the history of a city, embracing as it does all these things and more, and that city one of the most enterprising and progressive in all New England, it is indeed difficult to produce a record that shall be at once concise and complete.



MAINE STATE COLLEGE, ORONO.



THE CITY HOSPITAL.



FOURTH STREET.



OHIO STREET.



DAM AND WATER WORKS AND SALMON POOL FROM CITY HOSPITAL.



GRAMMAR SCHOOL.

Indeed, in this sketch it will be impossible to go into detail, but an effort will be made to give a comprehensive general idea of the growth of this beautiful and most favored city from its earliest settlement, one hundred and twenty-five years ago, to the present day.

To give a complete history of Bangor would be to give a history not only of the "Queen City of the East," as she has been so appropriately termed, but also of the entire State of Maine, for not only are Bangor enterprises represented in her business men, but in nearly every interest in Maine, from the New Brunswick boundary to the New Hampshire line there can hardly be found an industry that is not represented among the solid business firms of this city. That enterprise and push which, before the sound of the whistles of the steamboat and locomotive were known; before the electric powers of the air had been harnessed to do man's will; before even the sound of the woodman's axe and the falling of the forest monarchs were heard, as they fell before the onward sweep of civilization; that courage, perseverance and pluck which the first settlers showed in making for themselves homes on the banks of the beautiful Norumbega, are discernable today in the energy and go-ahead-itiveness of the business men of Bangor, as they reach out into untried and untrodden paths of business effort. Situated as she is, in nearly the geographical center of the State, Bangor has had, and still more than ever has, opportunities above and beyond those of any other city in the State, and which, when embraced in the future as in the past, will make her "no mean city" in her relations with the great country of which the "Pine Tree State" is the sentinel, ready always and ever to guard the interests of the great Nation to which she belongs.

No one can give a better, a truer idea of Bangor than did the present Chief Justice of the Supreme Judicial Court of Maine, Hon. John A. Peters, on the occasion of the celebration of Bangor's centennial in 1869. The same words he used twenty-five years ago could be as appropriately and more emphatically spoken today. He said:

"A town has a character as much as an individual and becomes known by it, at home and abroad. I never knew a decent person who did not enjoy the atmosphere, so to speak, made of the social, moral and business qualities of this city.

"Bangor has a character peculiarly her own. While it may be difficult to analyze or describe it there are certain rather distinguishing characteristics which she may well claim to possess.

"She is distinguished for her correct tone of society. I mean a want of distinction between classes of men—how I have always hated these distinctions of classes—a poor fictitious thing! Bangor is democratic in the better and purest sense of that term.

"She is distinguished for her independence, for she speaks and acts for herself; for her generosity and benevolence, for in no good cause did she ever fail freely to contribute.

"Bangor bears a high palm for courage, patriotism and pluck. The sons of Bangor and the Penobscot valley were among the very first to volunteer their lives to crush out rebellion. How many thrilling things crowd before our minds at the very thought of the early scenes in 1816! Where in Maine or on earth was patriotism more inspiring than here? How many

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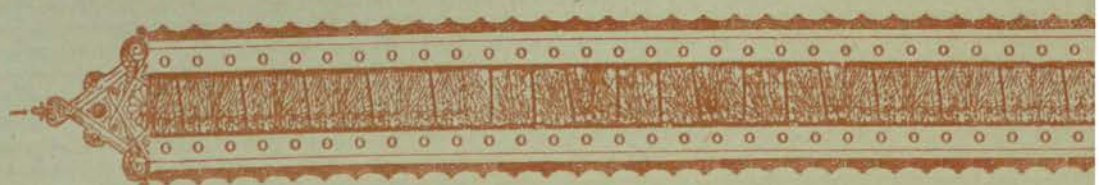


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BASIN MILLS, ORONO.



WINGATE HALL, MAINE STATE COLLEGE, ORONO.



VIEW FROM POST OFFICE.



SCENE ABOVE DUDLEY BRIDGE.



DUDLEY BRIDGE.



BANGOR THEOLOGICAL SEMINARY.



SCENE ON KENDUSKEAG STREAM.

Bangor names have been inscribed upon the splendid banners of our country! How many upon the battlefield have gone to immortality!

"We tell their doom without a sigh

For they are Freedom's own, and Fame's.

"Our city has always been distinguished for her remarkable unity of sentiment and action. She is rarely much divided in any good cause which affects the well being of her citizens. There are fewer old fogies here than anywhere else.

"The old men are younger, the young men older than in other places. There are fewer glasses worn—probably fewer drink—than in other regions. The doctors here kill fewer patients than is usual with doctors; the lawyers live and let live and the ministers practice what they preach!

"Bangor has always been distinguished for the energy of her inhabitants. Her business men have pushed her products over the earth and seas. She has sent her population almost everywhere. You may meet a person from the most distant State or the farthest territory—if he knows you are from 'down east' he inquires about Bangor; not so much about Maine as the best known place in the State of Maine—to him, Bangor. This is because the sons of this city who have sought adventure abroad have kept up a perpetual memory of their old home and have given us a world-wide reputation. They can truly say of us:

'None knew thee but to love thee,

None named thee but to praise.'"

HER EARLY HISTORY.

One hundred and twenty-five years ago when the proud and mighty "Norombega," as the Penobscot was known to the early navigators, flowed undisturbed through its channel to the sea, rippled only by the prow and paddle of the red man's birch, or the plunging kingfisher, it would have taken a prophet to have looked down the long vista of years between then and now and see the banks of that noble and beautiful river and its tributary, the Kenduskeag, lined with buildings belonging to such a city and civilization as occupy the site today; a city that, in what it has done for the world, is at least equal to the famous and mythical "Norombega" seen in the vision of the French navigators, even though its buildings may not present such a gorgeous spectacle to navigators in the year of grace, 1894.

Mystery, indeed, shrouds the early history of this favored location and much that we would like to know is hidden from us; but we do know that in the time of which we have record the trackless forest—trackless to all but the wild beasts and hardly less wild red man—has been replaced by a city of 20,000 inhabitants, a city that has held the proud distinction of being the greatest lumber shipping port in the world and from which have gone forth men to make other cities, men whose sterling qualities have made them honored and respected by those with whom they have come in contact, men who have been to the fore in every good word and work and have instilled the spirit of progress with all associated with them.

Great was the courage of Jacob Buswell when, with his family, he came up the river in



PART THREE

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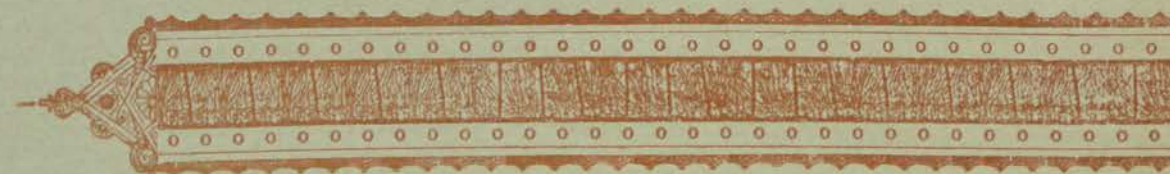


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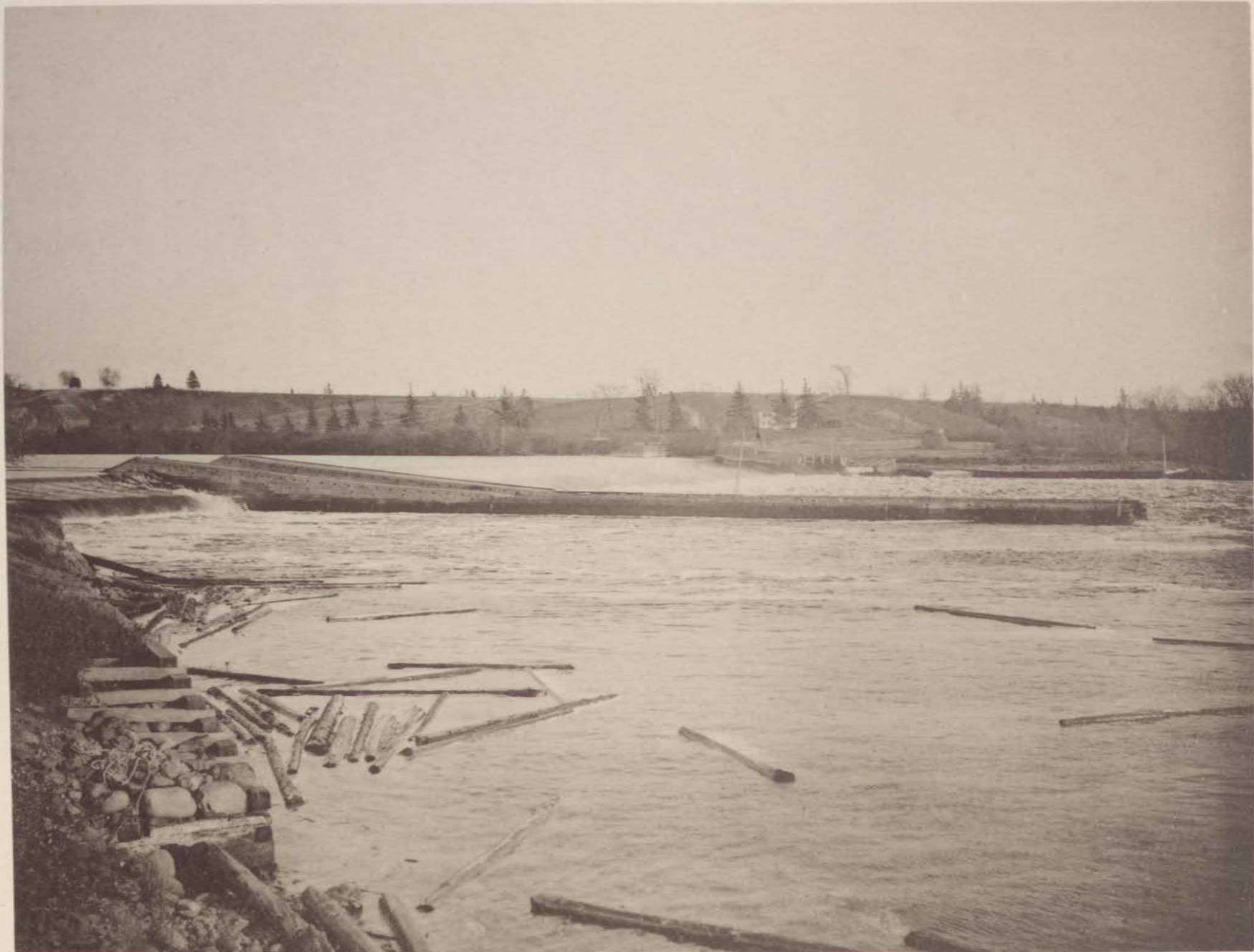




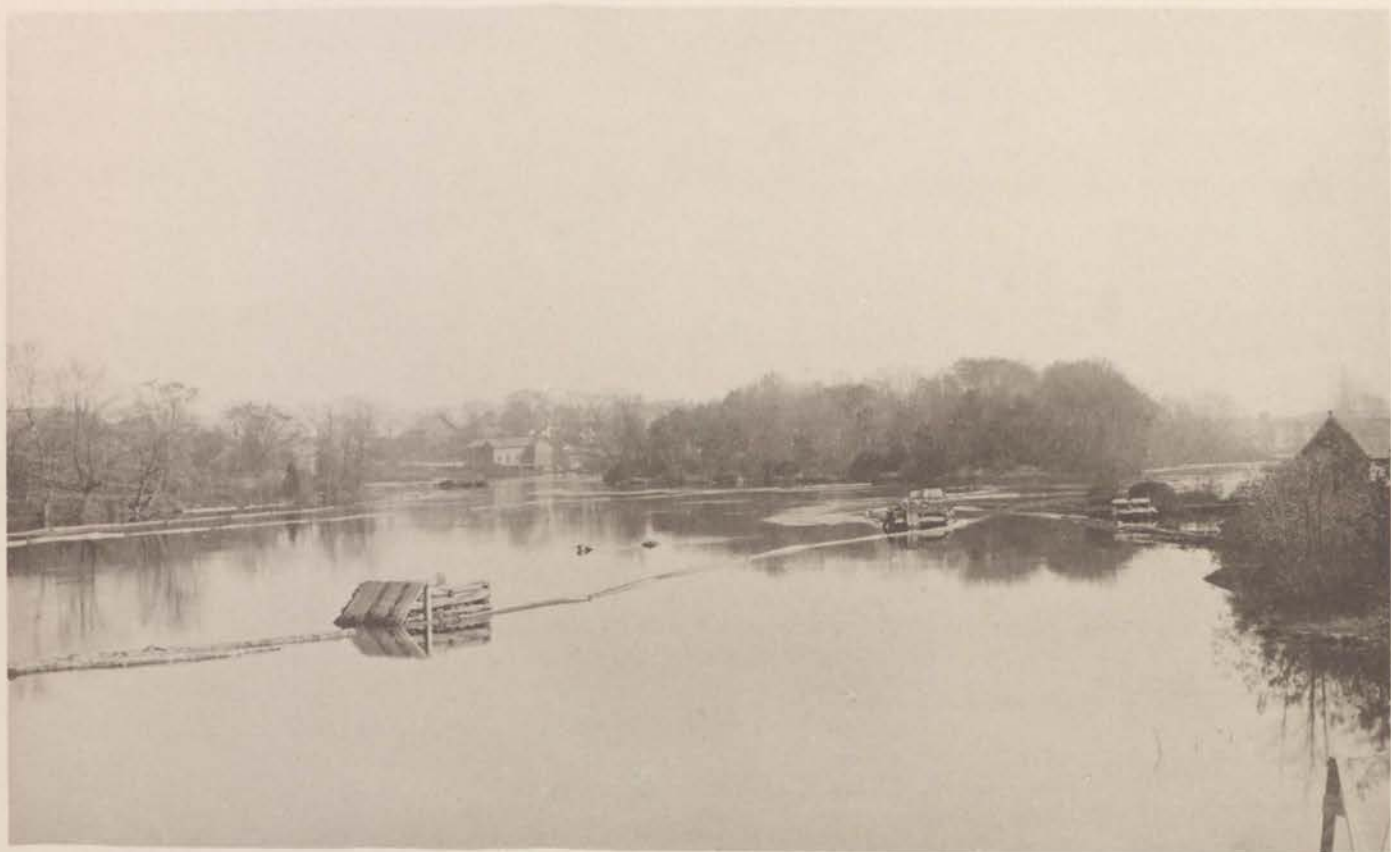
HIGH SCHOOL.



LOVERS' LEAP.



WATER WORKS DAM, SALMON POOL AND FISHWAY.



STILLWATER STREAM, ORONO.



ON HAMMOND STREET.



PICKERING SQUARE.



VIEW OF PENOBSCOT RIVER FROM THE BRIDGE.

1769 and, miles from any indication of civilization, established his home on the bank of the river, with the primeval forest at his back, about where St. John's Catholic Church now stands. For some months it must have been pretty lonesome for this pioneer and his family, but in the following spring the little colony was increased by the arrival from Castine of his son, Stephen Buswell and wife, and Caleb Goodwin who, with his wife and eight children, made quite an addition to the handful of settlers.

The close of the year 1770 showed—which was doubtless the first census taken in Bangor—that the new colony consisted of about twenty inhabitants. The two years following marked an important epoch in the history of the settlement, for there were men among the immigrants of that period who left the impress of their characters upon the future city and whose surnames have been and are today among the leading and prominent names of our city. In some instances part of the very land acquired by these bold adventurers is held by their direct descendants living in Bangor today. Among those early settlers we find such names as Howard, Dennitt, Crosby, Webster, Harthorn, Rose, Mansell and Rowell. The house which Mr. Howard built on State street, corner of Howard street, one hundred and twelve years ago, has, until within a year, been occupied and owned by his direct descendants and has since been purchased and remodeled by A. H. Thaxter, Esq., who has preserved enough of the original to show its style.

What a glimpse those who live in the favored year of grace 1894 get of the very primitive ways of living of their hardy ancestors! We are told by the historian that in those days—when the mouth of the Kenduskeag was so broad at its junction with the Penobscot that it was a matter of doubt which was the main river and which the tributary—they either had to pulverize their corn in a mortar or carry it to a mill near Fort Point, twenty-five miles down river to be ground, and one of those very mortars, showing hard usage, is in the possession of one of Bangor's citizens today.

THE LUMBER INDUSTRY.

The foundation of the lumbering business on the Penobscot river, which has grown to such immense proportions and been sent all over our own and other lands, furnishing employment to thousands of ships, was laid in 1772 by Solomon and Silas Harthorn, who built a saw mill at the mouth of the Penjejawock at what is known as the red bridge, a short distance below Mount Hope, and from this there sprang up in a few years an industry which created the wildest excitement and caused a growth of Bangor's population and business that was perfectly marvelous at that early day.

The next mill erected was five years or so later when Joseph Potter built a mill at the falls near "Lover's Leap," on the Kenduskeag stream. This was on the falls where Morse & Co.'s salt mill now stands and where for many years stood what was known as McQuesten's Mills.

In 1795 William Hammond and John Smart built a saw mill further down the Kenduskeag where Morse & Co.'s great plant now stands and where they still continue to man-

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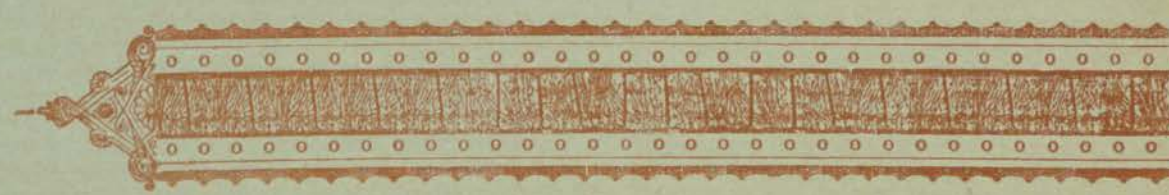


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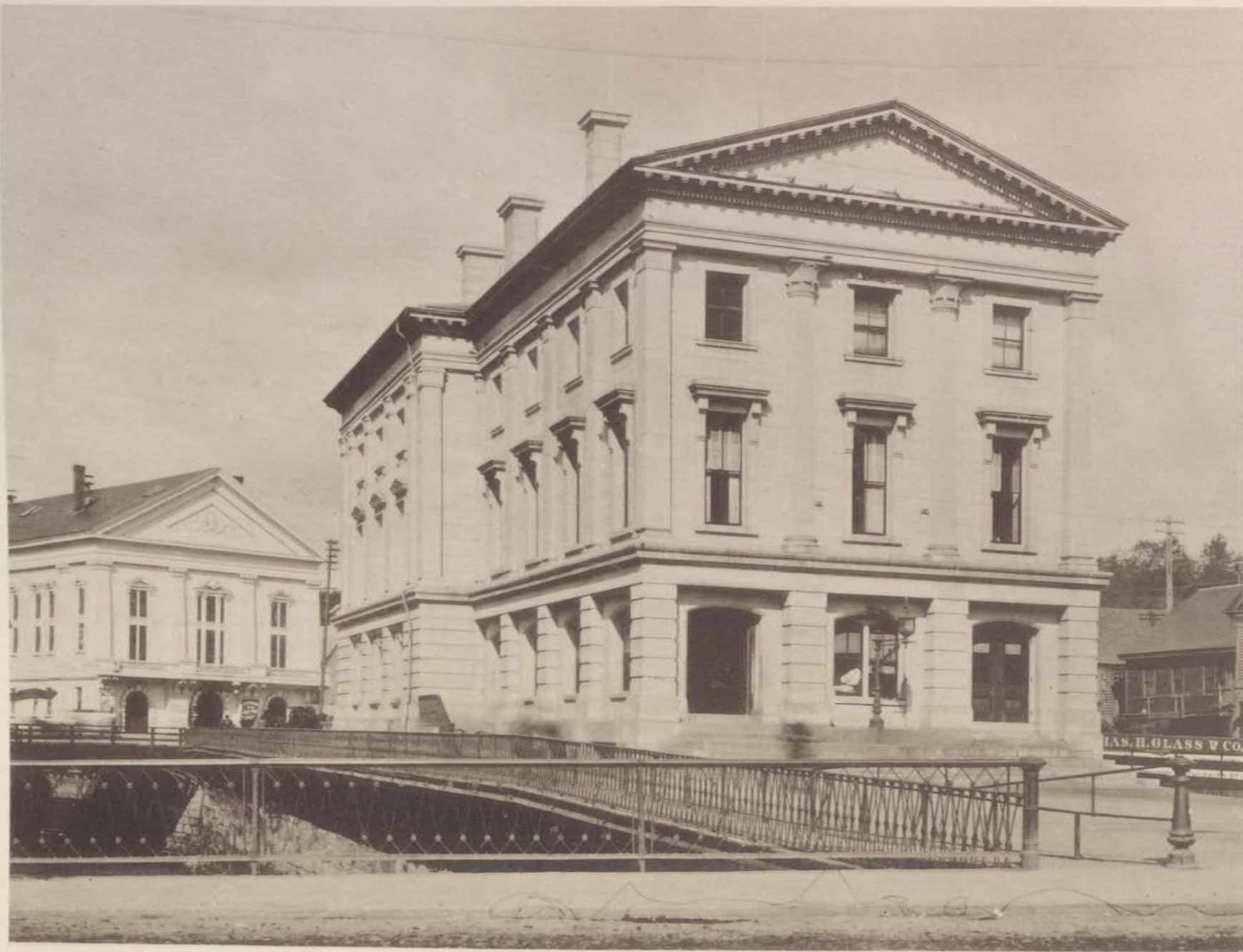




OAK HALL, MAINE STATE COLLEGE, ORONO.



UP RIVER FROM HAMPDEN.



POST OFFICE.



ST. XAVIER'S ACADEMY.



FROM MERCANTILE SQUARE.



BROADWAY.



DOWN THE RIVER AT VEAZIE.

ufacture lumber from the log, as it comes from the woods, to the finest class of cabinet work.

About 1820 William Bruce built a mill about half a mile above the Hammond & Smart mill.

In 1826 Fiske & Bridge built the first mill at Milford and built others from that time to 1833.

In 1834 a notable lawsuit was begun between General Samuel Veazie and Wadleigh & Purinton on account of the building of mills at Old Town, where Richard Winslow, the pioneer of mill builders on the Penobscot above Bangor, erected the first mill in 1798.

The trial of this suit continued for fifteen years and in which, among other eminent counsel, Daniel Webster was retained. The mills over which the quarrel grew were burned in 1872, rebuilt by Gen. Veazie and again burned in 1878 and never rebuilt.

Part of the privilege where the mills stood is now occupied by the Old Town woolen mill and the Old Town water works.

From 1833 to 1837 was the era of speculation, and men of capital rushed with reckless haste into investments at fabulous prices and a boom existed bigger than any of modern years.

President Jackson had declared war against the United States Bank, Congress had refused to renew its charter, and the policy of the Government in depositing its funds in certain State banks caused them to be greatly multiplied. The issue by them of an immense amount of paper money caused a general rise in values and made this a period of wide and reckless speculation. Inflation had, however, its limit and the bubble burst in 1837, leaving innumerable wrecks, now hidden by the sands of time and only remembered by the few remaining men of that generation and the descendants of those whose great fortunes were wiped out, leaving nothing to their heirs.

The financial depression that overspread the country was nowhere more severely felt than in Eastern Maine and Bangor and vicinity. The revival of business which followed in the demand for lumber, the production of which had been diminished for a period by the stringency of the times, was again so active that the mills were obliged to run day and night to supply it.

This great demand for the product of the forests gave a new impetus to the business and new mills were built at lower Old Town, Great Works, Bradley, Upper Stillwater, Orono, Basin Mills and at Veazie—then a part of Bangor—what are known as the Corporation mills. In later years steam mills were built on tide waters in Bangor and Brewer, and for many years turned out vast quantities of lumber, one of them alone having a capacity of 300,000 feet daily.

Other smaller mills, for the manufacture of long and short lumber, have been built upon the river at the mouths of tributary streams which have done a greater or less business.

The great flood of 1846 carried away the mills at Basin Mills, but they were afterward rebuilt. Millions of feet of logs were swept out to sea at the same time.

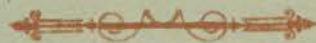
To secure the large amount of logs coming down the river nature has formed a grand

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A VIEW FROM LOVERS' LEAP.



COURT HOUSE AND JAIL.



SCENE ON THE PENOBSCOT RIVER.



CHILDREN'S HOME, BANGOR.



CHEMICAL HALL, MAINE STATE COLLEGE, ORONO.



SCENE FROM VALLEY AVENUE.



FRENCH STREET.

basin a short distance above Old Town where booms have been constructed at great expense and of great strength which hold the logs until they are sorted and turned over to their owners. Pea Cove boom was built in 1832. The smallest amount of logs held by it was in 1834, 10,242,000 feet, and the largest, probably, in 1872, when 246,453,649 feet of sawed lumber were surveyed—the largest amount recorded since 1851.

As shown by the surveyors' books the whole amount of lumber surveyed from January 1, 1851, to October 1, 1894, was 7,414,740,076 feet, of which 2,143,607,422 feet were pine and 5,271,133,654 were spruce, cedar, etc. Adding to this the amount of about 2,000,000 feet cut previous to 1851 and it gives a grand total of almost ten thousand million feet of lumber cut on the river. These figures give only the amount of long lumber sawed, and to this should be added the vast amount of shingles, laths, pickets, etc., which have been manufactured and of which there is no record attainable, but which represent millions of dollars in value.

The lumber business has given work to many hundred thousand men and an innumerable number of teams, besides requiring an immense outlay in the way of supplies, tools, etc., all of which have gone to make up the great industry through which the "Queen City" has so greatly prospered, the towns above and the city of Brewer across the river being intimately associated with her and have been interwoven in the closest manner with her enterprise and prosperity.

Up to 1858 the greater part of the lumber cut was pine, the years 1851-2 showing double the amount of that to other kinds of lumber, but since then pine has become scarce and figures small in comparison with spruce, there having been sawed since 1852 but 1,151,875,897 feet of pine as against 4,453,835,367 feet of spruce, etc., or only about one-fifth of the whole yield.

SHIPBUILDING.

A business that has seen its rise and fall in Bangor, and which, in response to the needs of the times was but a natural outgrowth and auxiliary of the great lumbering industry, was shipbuilding. Major Robert Treat, the first permanent trader in the township, built and launched in 1793, the first vessel ever built here. This vessel was two years in building, and was launched amid great enthusiasm, and as the historian says, "with much eating and drinking," especially the drinking. From this small beginning ship-building spread, the yard near the Pennejawock being abandoned, as increased size of vessels called for more water, for the better locations farther down the river, until there were several flourishing shipyards on both sides of the river. In the Oakes shipyard in Brewer, a branch of the old business still goes on in the manufacture of small steamers and pleasure yachts, the Barbours, who are now the proprietors of the yard, having made an enviable name for themselves in the construction of river and bay steamers that are both safe and speedy. They inaugurated the Bar Harbor steamboat line and have built all the steamers used thereon, besides many going elsewhere.

It may be said here that the first vessel ever put up to go to California in the days of

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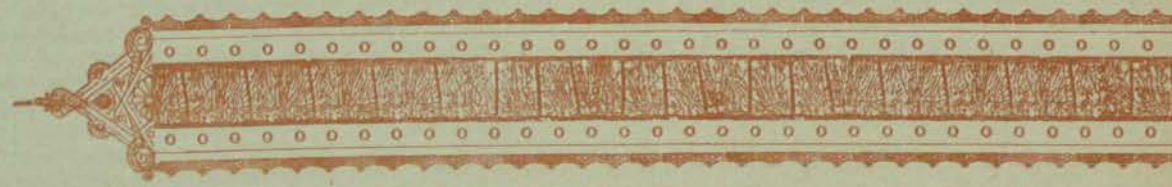


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UP THE KENDUSKEAG STREAM FROM BULL'S EYE BRIDGE.



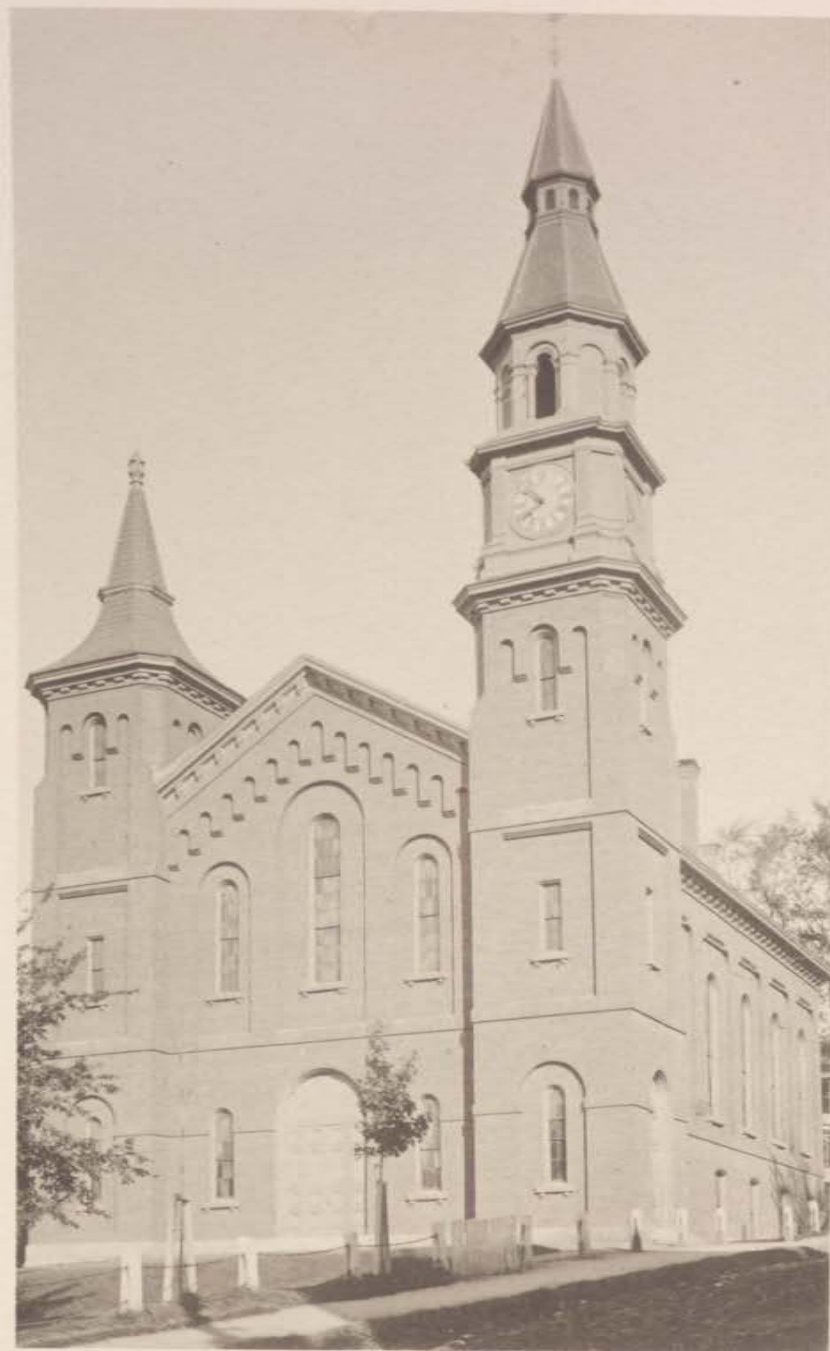
VIEW OF HIGH STREET.



FALLS AT STILLWATER.



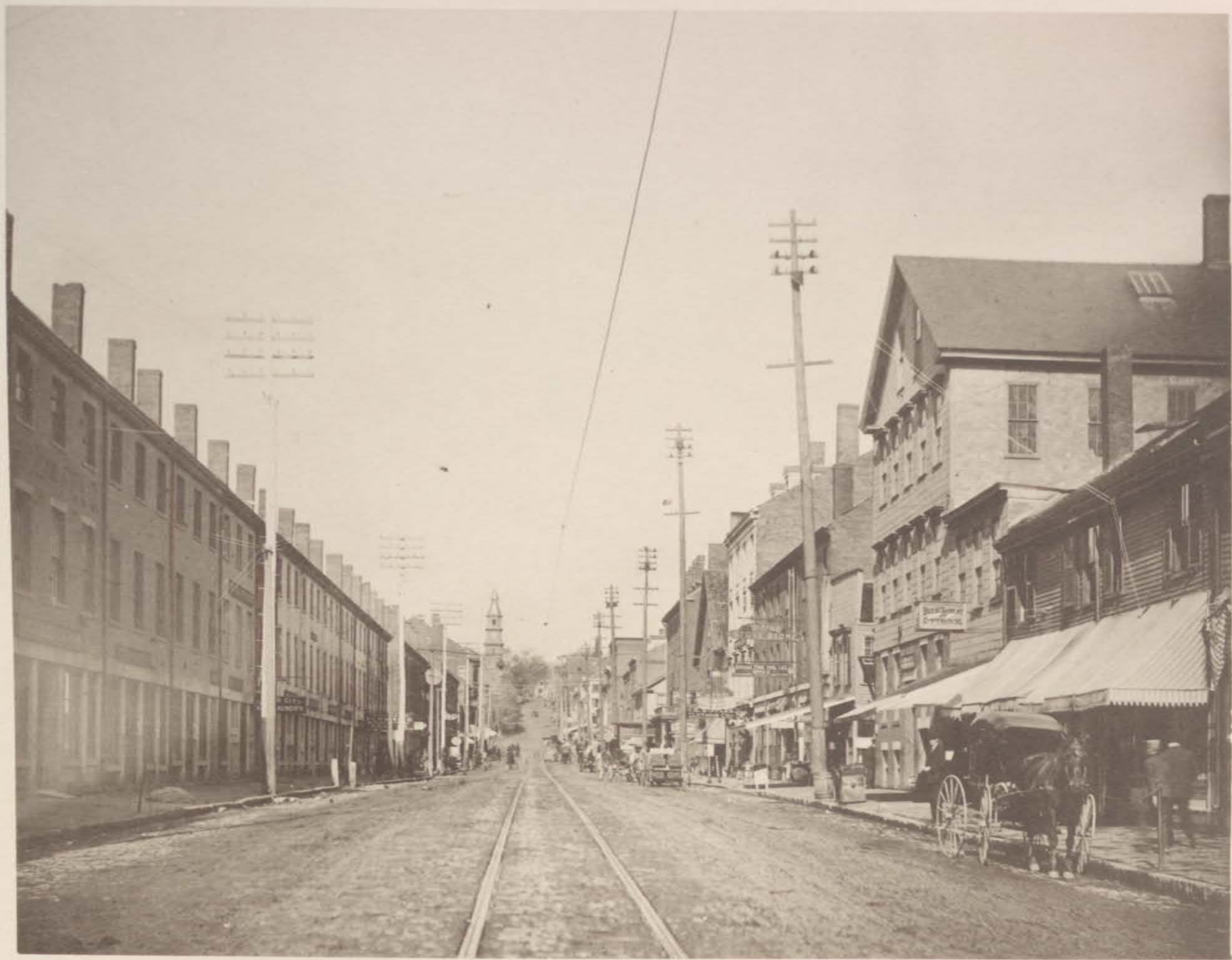
GRACE M. E. CHURCH.



UNIVERSALIST CHURCH.



UP THE RIVER AT VEAZIE.



EXCHANGE STREET.

in length, from Bangor to Old Town, opened in 1835, having been chartered in 1833. It was discontinued on the opening of the European and North American railroad, now the eastern division of the Maine Central. The first locomotives for it were built in England and weighed from six to eight tons.

STEAMBOATS.

The first steamboat seen on the river was in May, 1824, when the "Kennebec Steam Navigation Company," of Bath, sent down the steamer Maine, Capt. Smith Cram, which ran occasionally between Bangor and Portland. She measured only 105 tons and was constructed from the hulls of two steamers with beams across each. Her cost, with second-hand engine, was \$13,000. She ran occasionally during the season between Bangor and Portland.

In 1834, steamer Bangor, just completed, Capt. George Barker, made an excursion to Belfast and Castine. She took four hundred ladies and gentlemen. The next year Captain Samuel F. Howes was substituted for Capt. Barker, and the fare to Boston was increased from \$6 to \$7. In 1842 she went to Egypt, afterwards into the service of the Sultan at Constantino-ple, and is still running, at the advanced age of over sixty years.

Other boats followed and two routes were established, one between Bangor and Portland on which were successively the fine steamers Governor, State of Maine and Daniel Webster, and the Richmond, but which was abandoned after the extension of the Maine Central railroad to this city and the consequent division of travel to the land route.

The Telegraph, the Huntress, the Charter Oak and the T. F. Secor were among those which ran on the "outside" or Boston line until Menemon Sanford, of New York, father of the captains of that name, of whom Capt. Charles B. is the only one now living, put on the Sanford line, of which the old steamer Penobscot was the first, followed by the Boston, the Menemon Sanford, the Katahdin, the Cambridge, the new Penobscot, the Lewiston and the latest addition to the fleet, the elegant City of Bangor, built the present year.

The boats now running on this line are the Katahdin, the Penobscot, the Lewiston and the City of Bangor, and during the season daily trips are made. The Boston & Bangor Steamship Co., which came into possession of this line some years ago, also owns the steamer Rockland, which runs between Bangor and Rockland.

In 1853 the Camden & Amboy Railroad Company purchased the old steamer Penobscot, refitted her and put her on the Bangor & Boston line in opposition to the Boston, but after running two seasons she was withdrawn.

The Merchants' Steam Navigation Co., of this city, built, in 1851 or 1852, the propeller Eastern State to carry freight, chiefly, between Bangor and Boston, but it was not a successful venture, and in a year or two the boat was sold.

The Bangor & Bar Harbor Steamboat Co. do a large business between Bangor and Bar Harbor and intervening ports on the eastern shore of the bay with steamers Cimbria and Sedgwick. There are smaller boats which are very serviceable on the river.

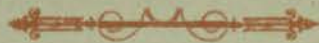
There is also a fine fleet of tug boats, owned in Bangor.

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STILLWATER STREAM, ORONO.



LOOKING SOUTH FROM THE THIRD PARISH CHURCH TOWER.



IN MOUNT HOPE CEMETERY



SCENE IN MT. HOPE CEMETERY.



ESSEX STREET FROM STATE.



NOROMBEGA HALL.

THE WATER WORKS.

An act to supply the city of Bangor with pure water was approved February 22, 1875, under which the city constructed a dam at Treat's Falls, on the Penobscot river, and contracted with the Holly Manufacturing Company, of Lockport, N. Y., for building machinery, piping, etc. The entire cost of the works was about \$500,000. During this year and last a new 20-inch main, from the water works to Thomas hill, has been laid at an additional expense of \$50,000 or \$75 000. The receipts for water for domestic purposes are upwards of \$50,000 per year, there being about 3,500 service pipes in use. Over 3,000,000 gallons of water are pumped daily, an average of 189 gallons to each inhabitant, and the question arises, what becomes of it? There are 182 fire hydrants which perform effective service in time of fire and have greatly reduced the losses from that source from what they were prior to introducing the water system.

The water at the dam also furnishes the power for running the dynamos which furnish the electric lights for lighting the city streets.

In 1889 the city contracted with the Brush Electric Light Co. to put in works at the water works to light the streets of the city, they then being lighted by a private corporation. Two dynamos of 65 lights capacity and one of 45 lights were put in and 140 street lamps, of 2,000 candle power each, were placed in the streets. This number has been increased to 152, the present number. The work of preparing for the lights was begun April '6, 1889, and on June 19, following, the lights were turned on and have given the best of satisfaction, especially in the great saving of cost, as, setting aside the interest on the cost of the plant, the total expense of lighting the city for the year 1893-4 was \$5,431.16, or \$35.73 for each 2,000 candle power light, nearly all night long.

Through our water works Bangor has a practically inexhaustible quantity of water with which, with an excellent fire department and 182 hydrants, to drown out almost any fire before it can extend beyond the building where it originated. As a consequence the losses by fire are very small and the insurance rates low.

The fire department also has, as one of its accessories, the Gamewell fire alarm telegraph, with many conveniently located boxes.

There is a flourishing Board of Trade here with elegant rooms in the new city hall, with upwards of 200 members, and which is doing much to advance the business interests of the place.

TELEGRAPH AND TELEPHONE.

Bangor has fine telegraph and telephone service. The Maine Telegraph Company was chartered by the Legislature of 1847-8, Professor S. F. B. Morse, the inventor, being one of the co-operators. Owing to the masterly ability of H. O. Alden, its first president, and James Eddy, its first superintendent, the line was a success from the start. In fact the officers of the Maine Telegraph Company were the originators and pioneers of the California line and obtained from Congress in 1855 the first land grant and charter for its construction. These two men also, in 1856, gave the first inspiration and the impetus to the laying of the first Atlantic

cable, and 1858 witnessed the successful laying and operating of the cable as the result of their foresight and persistent efforts. The line is now—since January 1, 1856,—under lease to the Western Union Telegraph Company for a period of years. The Western Union also has possession, by lease, of the Mutual Union Telegraph Company's lines, and whereas thirty years ago the number of messages passing through the Bangor office daily was about one hundred, now the number is nearer ten thousand, counting the Atlantic cable business, press dispatches, etc.

The Postal Telegraph Company, which succeeded in 1891 to the Commercial Union Telegraph Company, built in 1885, also does a large business.

The New England Telephone & Telegraph Co. have an elaborate system of wire switches, and besides its 400 subscribers in this city and surrounding towns, is connected by long distance telephone with Portland, Boston, New York, etc.

EXPRESS COMPANIES.

The American Express Co. has an office here and does a large business, connecting with all parts of the country.

The New England Despatch Company does business between Bangor and Boston and connecting lines and places.

THE CHURCHES.

In 1786 Rev. Seth Noble, to whom our city is indebted for its name, was engaged as a religious teacher for £100 a year. Although a native of Massachusetts, he had fought in Nova Scotia under Col. John Allan, and at Machias, where he had also preached. Mr. Noble was very ardently patriotic, but he was also ardently fond of strong drink, if one can believe the historian. He was not particular enough in other directions, also, and so with his small salary, he easily became discontented and moved to Massachusetts, after having been a spiritual guide to the church here for about eleven years.

An itinerant Methodist preacher, whose first visit had been in 1793, had, by his occasional sermons, aided in keeping alive the spiritual life of the community.

The first church organized was the First Congregational church, in 1800, which occupies the fine brick church on Broadway, built in 1839. Rev. Charles H. Cutler is the present pastor.

The Pine Street Methodist church, occupying a fine brick church on Pine street, at the corner of Somerset, was organized in 1813, and is one of the most influential churches in the denomination in Maine. Rev. Joshua M. Frost is the pastor.

The First Baptist church, over which Rev. Albert C. Kingsley is settled, was organized in 1818. The meeting house is at the corner of Harlow and Center streets, facing Center Park.

The Independent Congregational (Unitarian) church also had its birth in 1818, and occupies the brick edifice on Union street, between Main and First streets, built in 1853. A fine memorial building was built on the Main street side of the church property, at a cost of \$7,000. Rev. S. C. Beach is the pastor.

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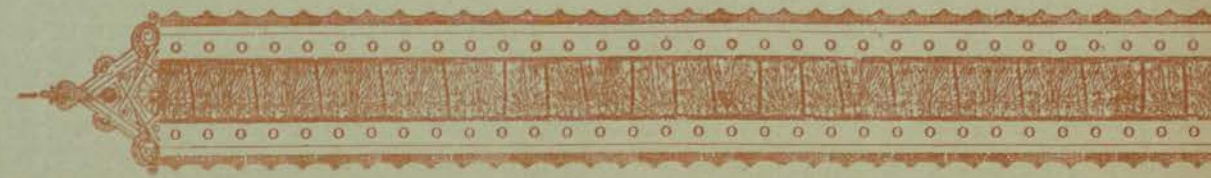


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DOWN THE KENDUSKEAG STREAM FROM BULL'S EYE BRIDGE.



COBURN HALL, MAINE STATE COLLEGE ORONO.



GROVE STREET.



BANGOR WATER WORKS.



SCENE FROM KENDUSKEAG BRIDGE.



LOOKING DOWN RIVER FROM MT. HOPE CEMETERY.

The Second Congregational church, organized in 1833, built, on the most sightly elevation of any of the city churches, the house of worship known as the Hammond Street church, in 1834. Rev. Henry L. Griffin is pastor.

The First Free Baptist church, formed in 1836, absorbed in 1850 the Summer Street Free Baptist church, which had been organized five years previously. This society's church is on Essex street, near State, and the pastor recently installed is Rev. C. S. Frost.

The Universalist church is a fine brick structure occupying a delightful situation at the head of Center Park, and looking down the park into East Market square and Exchange street. The church was organized in 1838, and the present pastor is Rev. Elmer F. Pember. In the tall spire of this church is the first illuminated clock Bangor has had, put in in 1882.

Grace Methodist church is situated at the corner of Union and Clinton streets, the society of which was organized in 1846. The building was erected in 1854 and Rev. H. E. Foss is pastor.

The Central Congregational church was organized in 1847, and occupies the house built by them on French street, between Penobscot and State. For several years one of the most valuable series of lecture courses has been given each winter, known as the "Central Club" course, in which speakers famous from the Atlantic to the Pacific delight and educate Bangoreans. Rev. George N. Field, D. D., was the much loved pastor for nearly twenty years, resigning in 1892.

St. John's Episcopal church is the gothic structure on French street, near Somerset, and was built in 1837 by the society organized two years previously. Rev. John McGaw Foster, the rector, is the only native of Bangor settled over a Bangor church.

The two Cathoic churches are the largest and finest in the city, and as one comes up the Penobscot their lofty spires are prominent objects. The first Catholic church, St. Michael's, was built in 1836, on court street, but the rapid increase in worshipers overflowed the wooden church and in 1855 the corner-stone of the beautiful gothic church on York street, St. John's, was laid. The building is of brick with beautiful interior finishings and pictorial windows, and seats 1,100. It cost \$100,000, and the pastor, who has held that position since 1874, is Rev. Edward McSweeney. In 1879, the beautiful Schwartz residence on State street, which had passed from the family, was purchased by this society and became the Convent of St. Xavier, where a parochial school is conducted by the Sisters of Mercy.

St. Mary's was formed because of the large parish included in St. John's and occupies the fine edifice on Cedar street, facing Davenport park. This building was erected in 1872 at an expense of \$70,000, the pastor being the Rt. Rev. M. C. O'Brien, now Vicar General of the diocese of Maine. Near by, on First street, a handsome stone building has been recently constructed for the parochial school, which for some years held its sessions in the basement of the church.

The young people of the two churches support a flourishing temperance society known

as the Father Matthew Temperance and Literary Society, which is and has been having a good influence for temperate habits. They number some 100 members.

The Christian church, which has a small house of worship on Hammond street, near the Webster road, was organized in 1854, and re-organized in 1871.

The Advent church is an unpretentious edifice of wood on Center street, at the corner of Cumberland, and was the last church built in the city. The church was built in 1887.

Branches of the denominations already named are scattered in small chapels or school-houses throughout the suburbs, and no one, unless confined to the house, is necessarily deprived of religious privileges.

In the city is a Jewish synagogue, over which Rabbi Maurice Goldman is pastor, but which has no house of worship, conducting their meetings in a hall in Granite Block.

RELIGIOUS AND PHILANTHROPIC.

Bangor has received from the early settlers not alone enterprise, thrift and energy, but she has received from them that characteristic that is necessary in building the foundation of the character of communities, as well as individuals. The early settlers were God-fearing men and women, and as soon as they had collected in sufficient numbers, they began to be very desirous of adding to their privileges that of Divine worship, that their children might not be deprived of the good influences which they, in their old homes, had enjoyed. Mr. Ripley was the first missionary, and he was eagerly and warmly welcomed. The first physician was Dr. John Herbert, who was a very devout man, and by presiding at and exhorting in religious services, did much for the advancement of the community, both morally and intellectually, during a residence of five years, from 1774 to 1779.

Bangor's religious life is evident not alone from the many graceful spires pointing heavenward, but as there are churches, so in the city is an institution for training young men who have consecrated themselves to the life of the pastor. The Bangor Theological Seminary, from whose doors have gone forth noble men who have left the imprint of their characters on this and other lands, is situated on extensive grounds located between Hammond and Union streets, shortly above where those two highways cross each other. As the churches are watch towers, each of the portion of the community that comes within its scope, so it would seem as if, above and over all, this institution is a watch tower for the entire city; from its elevated position keeping guard over the welfare of the people in whose midst it is placed, and sending forth, fitted and equipped, young men to fill that most important place in relation to the spiritual lives of the people. The Bangor Theological Seminary was originally started in the neighboring town of Hampden in 1816. Three years later it was removed to Bangor, ground for the purpose having been presented by Isaac Davenport, of Milton, Mass. Since that time, buildings have been built on the ground for various purposes, until now the entire lot, with all its fine buildings, is worth not far from \$100,000, and the plans are already drawn for a gymnasium, to be built in the summer of 1895. The present very able faculty of the institution includes Professors Paine, Sewall, Ropes, Denio and Beckwith, some of whom are

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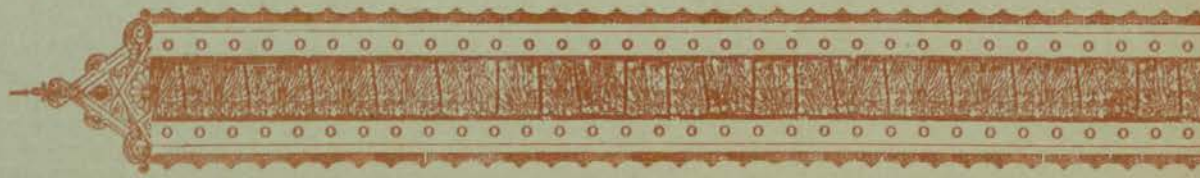


Published in Twelve Parts



THE W. H. PARISH PUBLISHING CO.

1895





THE Y. M. C. A. BUILDING.



WEST BROADWAY.



HOME OF THE LATE HANNIBAL HAMLIN



LOOKING DOWN THE RIVER FROM HAMPDEN.



HAYMARKET SQUARE.



ST. MARY'S CATHOLIC CHURCH.



ST. JOHN'S CATHOLIC CHURCH.



PUSHAW POND.

considered second to few, if any, in this denomination (Congregational) in the country, in their special departments. When, in its weaker days, a chapel was needed, the ladies formed the Corban Society, which raised \$13,000 and built the chapel now on the grounds, and has ever since existed for the furtherance of the interests of the seminary.

Philanthropy is but a branch of the religious life of a community, and it could hardly be otherwise than that the benevolent spirit should be very prevalent in a city supporting so many churches. It is, indeed, difficult to tell, as one ascends the steps of the magnificent gift of Bangor to her young men, the beautiful home of the Young Men's Christian Association (organized in 1881), and reads the inscription on the corner-stone, "To God, for man," where the dividing line between religion and philanthropy may be drawn. This splendid edifice of brick and stone, built at an expense of over \$60,000, is a lasting monument to the generosity of the citizens of Bangor, who are one and all proud of it as the most beautiful building in the entire city. It is the finest Y. M. C. A. home east of Boston, and is thoroughly equipped for the threefold work of this grand organization. Standing where it can be seen from the foot of Hammond street, the very center of activity between the two business centers and where no person traveling from the east to the west sides can fail of seeing it, this building with its welcoming lights, seems to silently beckon men to come up to a higher plane of living in the carrying out of nobler, grander, more useful purposes in the sight of God. Its present General Secretary, Mr. Robert A. Jordan, has been a resident of Bangor since childhood, and since 1887 has devoted himself to the direct work of saving men through his office in this association. In this connection must be mentioned the Ladies' Auxiliary, an efficient aid, on the part of the ladies, to the work being done, and which labored indefatigably for the securing of the necessary funds to build and furnish this home for young men. By holding fairs, etc., this valuable auxiliary raised thousands of dollars and added to the building fund. This is one of the largest Ladies' Auxiliaries in the world, and at one time was, for a week or two, the largest. For a long time it was second only to the auxiliary connected with the Cambridge, Mass., Y. M. C. A. The annual expenses of the association are \$6,000.

On State street, a short distance above Newbury, is the Home for Aged Women, which was organized in 1869, and has, since 1876, occupied the pleasant and roomy buildings it purchased at that time.

A Home for Aged Men has been incorporated and steps are being taken to have it put early into active operation.

A noble institution, one that is doing a grand work in a direction hitherto rather neglected, is the King's Daughters' Home, on Columbia street, which is under the management and direction of, and supported by, the King's Daughters' Union, an association of all "circles" of King's Daughters in the city.

Another worthy institution is the Childrens' Home. This was originally established in 1839, under the name of the Bangor Female Orphan Asylum, but about the close of the war the name was changed to the Childrens' Home and its scope enlarged by the admission of

both sexes. It occupies a fine brick building on the slightly eminence known as Thomas' Hill, the gift of the late Mrs. Sarah March Pitcher, erected in 1869, and has an endowment fund of nearly or quite \$50,000. Mrs. George W. Merrill, who was on the board of managers in 1839, has remained there ever since and been a most efficient worker.

There are two posts of the G. A. R. here, B. H. Beale Post and Hannibal Hamlin Post, the latter being an outgrowth of the former and they have a large membership. Beale Post has erected a commodious new hall during the present season.

There are many other valuable associations, including Masons, Odd Fellows, Benevolent Assessment associations, etc., etc., too many to be enumerated here, but all doing good work.

Bangor has an excellent hospital, owning her own fine building and being supported by the liberality of her citizens and the generosity of her physicians, who give their services.

PUBLIC BUILDINGS.

The fine public buildings seem to congregate on Hammond street, for in addition to those already named, are the new city hall and Columbia block. The former is an attractive and commodious building, well suited to the needs of the various city departments, and a building to which every citizen may point with pride, and through which every visitor should pass before leaving Bangor. It is owing to the energy and persistency of the present mayor, Hon. F. O. Beal, that the present attractive edifice is there, and then it was in the face of great opposition on the part of some who were opposed to the plan proposed for raising the money. The late Gen. Samuel F. Hersey left \$100,000 to found a public library, and this money was to be put at interest, the income to be used for the purpose named. The city used this money to build its city hall, which is called the Hersey Memorial building, and the interest continues to go for the benefit of the library, which in turn is planning to build a home of its own on the corner of State street and Davenport square, next to the First Congregational church.

On the opposite corner of Hammond and Columbia streets is Columbia block, a handsome office building of iron, brick, five stories high, and the highest building in the city devoted to offices.

Farther up Hammond street, at the corner of Court, are the county buildings. These include the court house and the substantial granite and brick building containing the jail and sheriff's dwelling. A large brick building attached is the jail workshop, where the inmates are given something to keep them busy.

Maguire block, on Main street at the corner of Union, is a new brick block completed in 1894, and devoted principally to offices.

Two attractive blocks of similar design and both built of granite, are the Pickering and Adams blocks, also on Main street, occupied by the G. W. Merrill Furniture Company and Emerson & Adams.

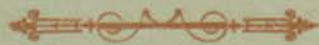
Nichols block, corner of Exchange and York streets, is a modern brick building built in 1892 by E. C. Nichols, Esq. On its ground floor are the rooms of the First National Bank.

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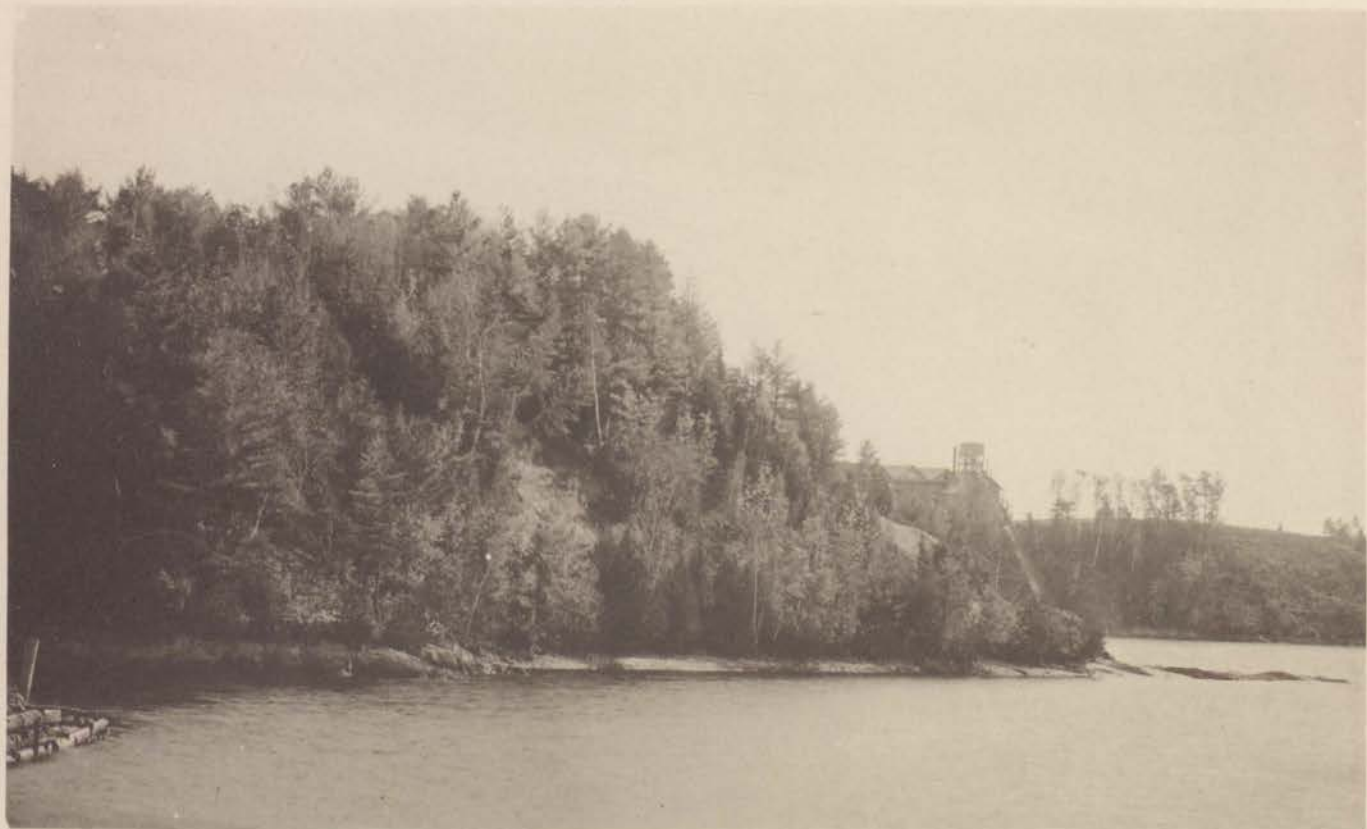
THE W. H. PARISH PUBLISHING CO.

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EAST MARKET SQUARE.



VIEW AT HAMPDEN.



STILLWATER STREAM, ORONO.



WINDSOR HOTEL, BANGOR.



LOOKING UP RIVER FROM MT. HOPE CEMETERY.



HAMPDEN ACADEMY, HAMPDEN.



SCENE AT HAMPDEN.



BANGOR OPERA HOUSE.

Masonic block is a large and handsome brick building on the corner of Main and Water streets, occupied by the various bodies of Masons, the Royal Arcanum, the Ancient Order of United Workmen, Hannibal Hamlin Post, G. A. R., and the Sawyer Boot and Shoe Company.

Granite block, East Market square, a large four-story granite block, built in 1832-3, occupied by stores and offices, Temperance hall and the Jewish synagogue, is one of the oldest blocks in the city.

On the opposite corner is Exchange block, a large brick structure, occupied by the Veazie National Bank, Odd Fellows' Hall, stores and offices.

The Wheelwright and Clark block, on West Market square, occupied by the Second National Bank, stores and offices, is an imposing building. It stands on the old Taylor corner, where stood one of the earliest stores in the history of the city.

The government building, situated on a granite pier between the two banks of the Kendusdeag, is a fine stone structure built in 1854 and enlarged to double its size, and is still too small for its purposes. It contains the custom house, postoffice and rooms for the United States courts, etc.

THE HOTELS.

Bangor is well provided with hotels of a high order, and they are well patronized. They are the Bangor House, Penobscot Exchange, Windsor House, Bangor Exchange and St. James, with two large family hotels, The Jerrard and The Lowder. The Penobscot Exchange, or a portion of it, is the oldest hotel, having been built by Zadoc French in 1827, and was considered so much ahead of the times that it was called French's Folly. It has been enlarged to three times its original size and capacity. The Bangor House was built in 1833-34 and was opened on Christmas day of the latter year.

DRIVES AND RESORTS.

That Bangor is a beautiful city does not depend upon the word of its partial inhabitants, but all who visit there are at once struck with the fact, her clean streets, handsome parks and well kept houses and grounds at once impressing the stranger and calling forth loud expressions of delight. Within the city and in its suburbs are some of the most charming walks and drives, new scenes of beauty bursting upon the view at every turn, while the many lakes and other places of resort make it a paradise for the summer visitors who may take in sea shore, mountain, lake or forest, or penetrate the depths of the rich Aroostook in a few hours' ride. The open-hearted hospitality and free-and-easy manner of its citizens are also worthy of note and add greatly to its popularity.

Among the drives most frequently taken within the city are those splendid—through both nature and art—resting places of the dead, Mount Hope Cemetery, on the east side of the Kenduskeag, and Mount Pleasant Cemetery, on the west side. There are many others, but these are the most costly and elegant.

PUBLIC LIBRARY.

Bangor has a fine public library of about 30,000 volumes, and the coming year will have a building of its own through the liberality of her citizens.

According to the assessor's books for 1894 the number of polls and estates appear as follows:

Polls.....	5,627
Valuation real estate.....	\$ 8,875,209
Valuation personal estate.....	4,165,494
Total.....	\$13,040,703

BREWER.

Directly opposite Bangor, on the east bank of the Penobscot, lies the young and sprightly city of Brewer, a city often designated as "the eighth ward of Bangor," so closely are their interests identified. In 1870, the year after Jacob Buswell came to Bangor, Col. John Brewer—from whom the city takes its name—formerly of Worcester, attracted by the beauty of the situation and the fine water power afforded by the Segeunkedunk stream at South Brewer, established his home there. In 1779 he witnessed the destruction of a large part of the American fleet which had fled up the river to avoid being taken by the British. Brewer was originally a part of Orrington, from which it was separated in 1812. One of the leading industries of the town is brick-making, for which the clay in its soil is well adapted.

Before the decadence of the ship-building industry the largest business on the river in this line was carried on there and some of the finest ships were launched therefrom. The last vessel built there was the schooner *Ætna*, by the Barbours, in 1891.

There are several saw mills which do a large business, those of D. Sargent's Sons and F. W. Ayer & Co. being the largest, the latter having a capacity of 300,000 feet a day. Within a few years the Eastern Manufacturing Company has erected sulphite and pulp works, and are doing a large business. Many other minor branches of business give employment to a large number and add to the lively business appearance of the city. Bangor men and capital are largely interested in all these enterprises. The Barbours, before referred to, carry on quite a business in building river and pleasure steamboats.

Brewer is connected with Bangor by a toll bridge, one-fourth mile in length which was built in 1832 at a cost of \$50,000. It was carried away in the great flood of 1846, when a renewal of its charter was obtained for fifty years from that time and it was reopened in 1847. The charter will expire in 1896 and an attempt to have it renewed will be made the present winter before the Legislature, but this will be strenuously opposed by both cities. A steam ferry boat plies between Brewer and Bangor, taking place of the row boats used for the purpose so many years.

Brewer has a Savings bank, organized in 1869.

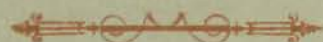
The city adopted its charter March 11, 1889, its mayors being Harlam P. Sargent, Jasper Hutchings and H. F. Tefft.

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LOOKING EAST FROM THE THIRD PARISH CHURCH TOWER.



RAILROAD BLOCK.



M. C. R. R. YARDS.



CITY POOR FARM.



LOOKING DOWN MAIN STREET.



HAMMOND STREET CONGREGATIONAL CHURCH.



FIRST PARISH CHURCH.



THE CITY HALL, BANGOR.

There are two Congregational and one Methodist churches in the city and several lodges of Masons, Odd Fellows, etc.

The population in 1890 was 4,193, and the valuation \$1,307,970.

Brewer has electric lights and electric street railway and water works.

HAMPDEN.

The stirring events which occurred within its confines, when the British made a landing upon its shores when they made their raid up the river for the purpose of capturing the United States corvette Adams, Captain Charles Adams, and two valuable merchant vessels which were lying at Hampden, during the war of 1812 with Great Britain, have made that old town, then the principal place on the river, historic. Captain Morris formed two batteries on Crosby's wharf and opened fire on the English fleet as it approached, preceded by barges filled with soldiers, when finding that the militia on the hill, under charge of General John Blake, were rapidly retreating—as it proved without orders, he spiked his guns, set fire to the Adams and the stockhouses and retreated with his command to the Kennebec river. The British then had full control of the village which they pillaged, killing cattle and doing much malicious mischief.

The place where the engagement between the land forces took place, September, 1814, was on the farm of Mr. Benjamin Swett, where the town house now stands, and a bullet from the musket of a British soldier passing through a room in Mr. Swett's house, narrowly missed hitting his wife, and lodged in the chimney where it now remains. Mr. Swett came to Hampden from Wellflat, Mass., in 1793, and purchased a 100-acre farm, 50 rods on the river and 400 rods deep. During the early days of the town it was agreed that the one who should raise the most potatoes should be called King, and as Mr. Swett beat all his neighbors he was called "King Swett" to the end of his eighty-five years. Of the thirteen children born to him nine are still living, the oldest, Mrs. J. A. Rowe, at the age of 92, and the youngest, Capt. D. W. Swett, of Gloucester, Mass., at the age of 76, the united ages of the nine being 760 years, an average of 84½ years. The first one of the family to die was 68 years old—a most remarkable record.

General John Crosby was one of the early settlers. He came from Woolwich, about 1775, commencing life as a farmer, but afterwards entering into the commercial business, carrying on an extensive trade both with Europe and the West Indies. His son, John, Jr., with his brother Benjamin, erected paper mills which were carried on for many years. He built vessels and also the large three-story brick store at the Upper Corner, as it is called. The first piano in the Penobscot valley was brought here by General Crosby about the year 1800, and it is still in the possession of Mrs. Elias Dudley, of this town.

The names of the men of Hampden who served in the War of the Rebellion make a long and honorable roll.

Ex-Vice President Hannibal Hamlin came to Hampden in 1832 and entered upon the

practice of law which he continued for many years before removing to Bangor. While living here, in 1843, he was first elected to Congress.

The principal business of Hampden now is lumber, ice, cooperage, carriages, harnesses, butter, boats, carding and cloth dressing, etc. The large steam saw mills of the C. G. Sterns Co., and Hodgkins, Hall & Co., of Bangor, are situated in East Hampden.

Lying on the west bank of the Penobscot river the town is in daily communication during the open season with Bangor, Boston and down river towns by steamer.

There are two Methodist, a Congregational and a Baptist church in town. The Hampden academy was incorporated March 7, 1803, and has had a long and highly useful career which it still enjoys. The Bangor Theological Seminary was first established here under the name of the Maine Charity School, but after a few years was removed to Bangor where subsequently its name was changed.

Population, 1890, 2,484; valuation, \$679,851.

VEAZIE.

Veazie is four miles from Bangor, or what was formerly the seventh ward of that city and known as North Bangor. It was set off and incorporated March 26, 1883, and named for General Samuel Veazie, of Bangor, who gave them a town hall for the compliment and who afterwards removed there and resided for several years. Its population in 1860 was 891; valuation, \$139,992; area, 2,560 acres. Population in 1890, 650; valuation, \$171,630.

In the days of the great lumber speculation on the Penobscot, 1833-1837, a dam was built which has been known as the Corporation dam, upon which saw mills were erected which still continue to put the logs from the forests into proper shape for the use of the builders.

Recently the Bangor Public Works Co. have erected an extensive plant from which they supply Brewer with water power for the Bangor Street (Electric) Railroad and electric lights for stores, halls, residences, etc.

ORONO.

This pretty town, eight miles north of Bangor, in whose industries are and have been found the hand and capital of so many Bangor men, and which, in turn, have added so much to the wealth and importance of that city, was named for Joseph Orono, an able and friendly chief of the Tarratine Indians, who died February 5, 1801, at the advanced age of 113 years.

The town was first settled in 1774 by Jeremiah Colburn and Joshua Eayres, their families coming in October to occupy the buildings they began in July. They also built a saw mill.

The first white child born in Orono was Esther, daughter of Joshua Eayres, April 30, 1877. In 1890 Mr. Abram Freeze erected the first frame building.

During the period previous to 1806 the place was known as Stillwater Plantation. It was incorporated as a town, under the name of Orono, March 12, 1806.

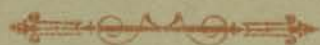
During the decade between 1830 and 1840 the great land speculation arose and the population increased from about 1,500 in the former year to about 6,000 in 1836. Lots were named at city prices, and in the latter year the town could boast of twenty-five stores.

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FIRST CONGREGATIONAL CHURCH, BREWER.



VIEW OF SOWADABSCOOK STREAM, HAMPDEN.



HAMMOND AND COLUMBIA STREETS.



UNION FROM HIGHLAND ST.



UNION STREET.



STEAMER "CITY OF BANGOR" ON ITS WAY TO BOSTON.



LOOKING SOUTH FROM THE RESIDENCE OF GEO. F. GODFREY.

The Stillwater Canal Bank was incorporated in 1835 and closed in 1842. The Orono Bank was incorporated in 1852 and was afterwards changed to the First National Bank of Orono, since which it has done a successful business.

The limits of the town originally included what are now both Orono and Old Town, a division being made March 16, 1840, which gave to the new town of Old Town two-thirds of the territory and three-fifths of the population which had fallen, owing to the bursting of the speculative bubble, to 3,866.

The water privileges are abundant and have been improved largely for the manufacture of lumber in all its forms, pulp and paper mills, flour and grist mills, etc., etc.

Among the prominent lawyers of the place were the late Governor Israel Washburn and the late Jonas Cutting, Justice of the Supreme Judicial Court.

The town has a fine town hall. It has Congregationalist, Universalist, Methodist and Catholic churches, lodges of Masons and Good Templars. It is here that the State College of Agriculture and Mechanic Arts is situated, an account of which is given under a separate head.

In 1812 Orono had 70 polls and a valuation of \$1,378.70. In 1890, 666 polls; valuation, \$733,359.

The Orono Savings Bank was incorporated February 21, 1868, commencing business immediately afterward and continuing until the present year when it was wound up.

The establishment of the pulp and paper mills and other new industries in the town are rapidly increasing its importance.

MAINE STATE COLLEGE.

It is in Orono where is situated the beautiful grounds of the Maine State College of Agriculture and Mechanic Arts, which is sustained jointly by the State and United States governments and is doing a fine work for young men in fitting them at small expense. There are eight courses of instruction for degrees, namely, the scientific, agricultural, civil engineering, mechanical engineering, chemical, electrical engineering, preparatory medical and pharmacy. There are also other special courses. The interest in the college increases each year, as also do means to carry on its work. The Freshman class, entering this fall (1894), was the largest which ever entered a Maine college. Abram W. Harris is president of the Faculty with some twenty-five professors and assistants. Hon. Henry Lord, of Bangor, is president of the Board of Trustees.

OLD TOWN.

Old Town, situated on the west bank of the Penobscot, twelve miles above Bangor, is one of the largest towns geographically in the county. It has a boundary seven miles in length on the Penobscot river, embracing some of the most valuable water power in the world, the most important of which is at what is called the Onnegan Falls, the Indian name for "the carry," which is capable of making a manufacturing plant equal to that of Lowell, Mass. The history of the mills at this place is given in connection with the sketch of Bangor, the

business of the two places being so closely intimate that they could hardly be kept separate from a sketch of the history of the city. Excepting Brewer, it is the most populous town in the county, and the valuation of its estates is exceeded only by Brewer and Dexter.

The importance of Old Town to the lumber trade of the river is beyond computation, as the entire product of the north woods, so far as it reaches the Penobscot, passes the front of Old Town, and the immense booms of the Penobscot Lumbering Association, where hundreds of acres of logs may be seen at times, either being sorted by marks and run or rafted out, or snugly lodged in their proper places on the shores or in coves.

Opposite the town is Indian Old Town island, the largest of the many belonging to the Penobscot Indian reservation and the only one inhabited by the tribe to any extent. It is one and one-eighth miles in length and little more than half a mile in its greatest breadth. The Indian village is thickly crowded together, for the most part, with neat houses, many of them being well furnished, even to the extent of pianos and organs.

It has a neat Catholic chapel, a pretty convent of the Sisters of Mercy, who are doing a good work among those in their charge; a school house and a cemetery, in the latter of which may be found some stones and monuments that would do credit to a white man's city.

Mr. David Norton, Old Town's historian, says that "the population of Old Town is composed largely of native-born Americans, with quite a sprinkling of Canadian, French and Irish immigration, and for order and morality will compare favorably with any community of equal size in the State."

Originally a part of Orono, incorporated in 1806, Old Town was set off and incorporated as a town March 16, 1840.

The Bangor & Piscataquis Railroad Company, under a charter obtained in 1833, began in 1834 and completed in 1835, a railroad from Bangor to Old Town, it being the second built in New England and the third in the United States.

The population of Old Town at the time of its incorporation, in 1840, was 2,345. In 1890, fifty years later, it was 5,312, with a valuation of \$1,125,543.

The first train into Old Town on the European & North American Railway arrived in August, 1868. The road was extended to Mattawamkeag the next year and completed to Vanceboro in 1870, in June of which year the last train was run on the old road from Bangor.

The greatest fire in the history of Old Town occurred April 19, 1865, entailing a loss of \$100,000, in which two churches, two school houses, twenty-two dwellings and the railroad station were destroyed.

The Bangor & Piscataquis Railroad Company was incorporated in 1861 and finished to Dover in 1869.

The town showed great liberality in voting bounties and aid to families of soldiers during the rebellion from 1860 to 1865.

In addition to the large business done by the saw mills, the pulp mills at Great Works furnish employment to a large number of men and do a very profitable business.