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Bangor, Maine (article from New England Magazine, April 1897)

Edward Mitchell Blanding

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By Edward Mitchell Blanding.

BANGOR is picturesquely located at the head of navigation on the Penobscot, Maine's largest river. The city has had an interesting past; its present is auspicious; and a bright future surely awaits this "Down East" metropolis.

It was as far back as 1769 that Jacob Russell, Bangor's first white settler, established his home near the present site of St. John's Roman Catholic Church. Little probably did this sturdy pioneer imagine, as he built his log cabin on the banks of the Penobscot, in the heart of the forest, that here would spring up a prosperous city, the home of as enterprising and progressive people as are to be found on the globe.

Bangor's present site was, in the early days, the camping-ground of the Tarratines, a leading Indian tribe. The name has been adopted in recent years by a social club composed of leading business and professional men of Bangor. The place was for a time known as Kadesquit, afterwards as Condeskeag, and later as Kenduskeag. It was a favorite abode of the red men because of the abundance of fish and game in the vicinity, the river abounding with salmon and other migratory fish in the open season, while during the winter months the surrounding forests teemed with moose, caribou, deer and bear.

The French visited the locality 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 later wiped out by the piratical Argall. Baron de Castine found his way to this region from Canada about 1670, and, marrying one or more of the daughters of Madocawando, a Tarratine chief,—whose name is likewise borne by a Bangor club of young business men,—acquired great influence over the natives, establishing his trading place on the bay where is now the picturesque and historic 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 highway of communication between Canada and the French posts in this section.

The fierce struggle for dominion in America, which had been in progress for years between England and France and her savage allies, culminated in 1759 with the fall of Quebec, by which the power of the French was broken and the country wrested from their hands. Hailed with demonstrations of rejoicing was this event by the settlements of Maine, so long harassed and imperiled; and from this time immigration set in from Massachusetts and other New England states. Until after the erection of Fort Pownall in 1759 there were no traces of English settlements above Fort Point, where the waters of the Penobscot River unite with those of the bay, but from that time on settlers gradually established themselves further up the river. The



BROAD STREET AND WEST MARKET SQUARE.

Penobscot in the early days bore the name Norombega, and that historic name is still retained by a large hall in the Central Market, which is located in the middle of the Kenduskeag in the very heart of the city. Norombega Hall is the Faneuil Hall of Bangor, and in years gone by its walls have echoed with the voices of the most famous speakers in the land.

Jacob Bussell came from Salisbury, Mass., bringing with him to this home in the wilderness a wife and nine children. In the following spring Mr. Bussell's son Stephen, who had just married, brought his wife, and also Caleb Goodwin, his wife and eight children from Castine. These established themselves in log huts a little south of that of the first settler; and therefore by 1770 the settlement aggregated about twenty in numbers. The following year more families came and the next still others, among these being such names as Howard, Dennet, Crosby, Smart, Webster, Rose, Rowell, Harthorn and Mansel, some of their descendants bearing the same names being among the prominent citizens of the Bangor of to-day. One of these, Thomas Howard, built a cabin

near the river, but later, in 1782, erected a house at the corner of State and Howard Streets, which has been occupied by his descendants down to within four years, when it was purchased by A. H. Thaxter, Esq., one of Bangor's leading business men, who has remodeled it into an elegant and modern dwelling, yet retaining enough of the original to show its style. These early settlers were all squatters, with no title to the soil, but imbued with 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 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 its hardships were severe. But as the clouds of war finally lifted, the ener-

gies and enterprise of the people resumed their wonted channels. Many who had been called away to take part in the conflict returned, and fresh immigrants came to join in the activities which the rich resources of the region called into play. As the population increased they became impatient of the plantation organization. Rev. Seth Noble, Bangor's pioneer minister, had given the name of Sunbury to the locality, and the people finally delegated him to proceed to the General Court in Boston and secure an act of incorporation. Minister Noble was a great lover of music, and the hymn tune of "Ban-

Bangor was passed Feb. 25, 1791.*

Parson Noble, who had the honor of christening this virgin settlement in the Maine forest, was a clergyman who at the opening of the Revolution was in the Maritime Provinces. He was a native of Westfield, Mass., and was a Congregationalist. He was a zealous patriot and served as chaplain under Col. John Allan. After the Revolution the government gave him a tract of 300 acres on the east side of the Penobscot, in what is now the town of Eddington, and he came

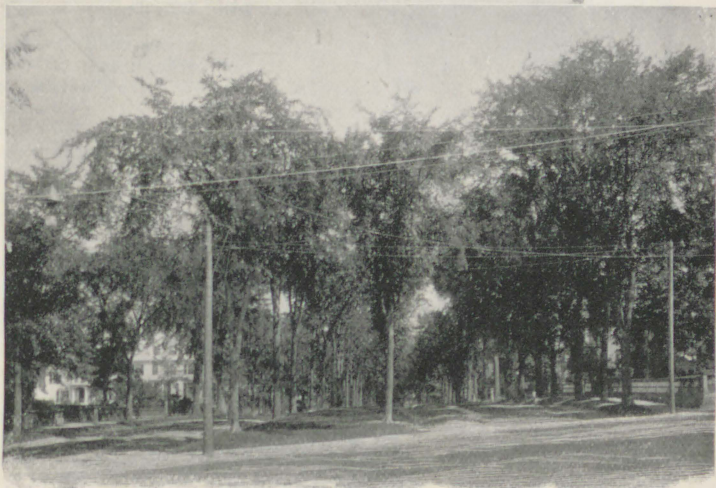
* One version of the way Bangor obtained its new name is this: Rev. Mr. Noble, who had gone to the General Court of Massachusetts to secure an act of incorporation, was in the lobby humming his favorite tune when he was

approached by one of the officers of the court with the query "What is the name?" Mr. Noble thought reference was made to the tune and replied, "Oh, Bangor," and paid no more attention to the man who turned and left him. The court-official had construed the answer as the name to be used in the act of incorporation, and the name of Bangor was thus inserted.



BROADWAY IN
WINTER.

gor" was such a favorite with the reverend gentleman that that name was substituted for Sunbury, and the act incorporating the town of



IN SUMMER.

here with his family in 1786 to take up his residence. At that time there was no organized church in this vicinity, but an arrangement was soon made among the religious people here by which Mr. Noble became their gospel teacher, receiving \$400 per year. Mr. Noble lived in a log cabin near the river, and, in addition to preaching, he taught singing.

Bangor entered upon the nineteenth century, 31 years after its settlement, with a population of 277. Remote as it was from business centres, and in the heart of the great wilderness of the Northeast, attention was gradually being directed thither, the population receiving very material acquisitions during 1800 and the years immediately succeeding. The legislative provision of farms for the asking had its effect upon young men of enterprise and adventure, and the immigration increased yearly. The situation of Bangor at the head of navigation on the Penobscot, and at its junction with the waters of the Kenduskeag, and from its central location destined to be the converging point for two-thirds of Maine when settled, had large influence in

increasing the tide of immigration thither.

During the stormy days of the Revolution Bangor largely escaped, although in 1779 a portion of the broken fleet of Commodore Saltonstall was pursued and captured at the mouth of the Kenduskeag; but the victors appear not to have molested the inhabitants. In 1814 Bangor was less fortunate. The city was taken possession of by the British, numerous vessels were burned, stores, offices and deserted dwellings were pillaged, and the inhabitants were rudely and in some cases outrageously treated.

In the early thirties Bangor made rapid growth, land valuations materially advancing and the era being one of great speculation. From 1830 to 1834 the population increased from 2,808 to about 8,000. It was in the latter year that Bangor became incorporated as a city, Hon. Allen Gilman being the first mayor. It was in the fall of the following year, 1835, that Daniel Webster, who was then in the zenith of his power, and who, in his young manhood, came near locating in this city, was tendered a banquet at the Bangor House, then recently built; and during the festivities he spoke the following memorable words:

"Having occasion to come into the state on professional business, I have gladly availed myself of the opportunity to visit this city, the growing magnitude and importance of which have recently attracted so much general notice. I am happy to say that I see around me ample proofs of the correctness of those favorable representations which have gone abroad. Your city, gentlemen, has undoubtedly experienced an extraordinary growth; and it is a growth, I think, which there is reason to hope is not un-



COURT HOUSE AND COUNTY JAIL.



THE EASTERN MAINE GENERAL HOSPITAL.

natural, or greatly disproportionate to the eminent advantages of the place. It so happened that, at an early period of my life, I came to this spot, attracted by that favorable position which the slightest glance on the map must satisfy every one that it occupies. It is near the head of tide water, on a river which brings to it from the sea a volume of water equal to the demands of the largest vessel of war, and whose branches, uniting here from great distances above, traverse, in their course, extensive tracts now covered with valuable productions of forest, and capable, most of them, of profitable agricultural cultivation. But at the time I speak of, the time had not come for the profitable development and display of these advantages. Neither the place nor the country were then ready. A long course of commercial restriction and embargo and a foreign war were to be gone through before the local advantages of such a spot could be exhibited or enjoyed, or the country could be in a condition to create an active demand for its main products. I believe some twelve or twenty houses were all that Bangor could enumerate when I was in it before; and I remember to have crossed the stream which now divides your locality on some floating logs. It is quite obvious, gentlemen, that while the local advantages of a noble river and a large surrounding country may be justly considered as the original spring of the present prosperity of the city, the current of this prosperity has nevertheless been put in mo-

tion, enlarged and impelled by the general progress of improvement and growth of wealth throughout the whole country. At the period of my former visit there was, of course, neither railroad nor steamboat nor canal to favor communication; nor do I recollect that any public or stage road came within fifty miles of the town."

Among the events that have left their imprint on the history of this region War. In 1826 arose the was the famous Aroostook northeastern boundary dispute, and it was not till the early forties that the con-



THE CHILDREN'S HOME.

troversy was finally settled. Until 1812 there was no question raised regarding the boundary, the St. Croix being agreed upon as the correct division; but beyond the monument marking the head of the river all was undetermined. After the treaty of Ghent a commission of English and American engineers was appointed to run the boundary line. It was to extend north to the highlands, from which the waters flow to the Atlantic and to the St. Lawrence. No difference of opinion arose among the engineers until Mars Hill was reached; then the English engineers claimed they

had reached the "highlands," while the Americans dissented, and both parties reported to their respective governments. To be ready in case of an emergency the United States sent a detachment of troops to Houlton, and they remained in barracks there until 1842, when the boundary settlement was finally reached. In 1828 Congress made provision for a military road from Bangor to Houlton, and this was completed in 1830, this great highway being an important factor in opening up to development the fertile lands of that region. In 1837 an agent of the Federal government, while taking a census of the French in the Madawaska settlements, was arrested and imprisoned; but a conference of the govern-

ments of the United States and New Brunswick resulted in his release. The agent had acted with propriety, the British authorities intending by their actions to show that Maine would no longer be allowed to exercise authority in that region. The claim of the British was a large one and meant that Maine would be robbed of about a third of its territory. In 1839 it was reported to the state authorities that New Brunswick lumbermen were carrying on extensive lumbering operations on the disputed territory. The sheriff of Penobscot County was then ordered to Aroostook, and took with him a posse of 200 men, the trespassers retiring into New Brunswick; but breaking into the government arsenal at Woodstock they returned armed and ready to meet the sheriff, in the meantime having captured the Maine land agent. The Maine legislature immediately appropriated \$800,000 to defend the

public lands and the Governor called out 10,000 militia, while the United States Congress appropriated \$10,000,000 to meet probable expenses and authorized the President to raise 50,000 volunteers. In due time the trouble was settled by a mutual withdrawal of troops and the protection of the lumber by a civil posse of Maine. Thus ended the bloodless Aroostook War; but those were stirring times in the vicinity of Bangor. The boundary question was permanently settled in 1842 by Lord Ashburton and the American Secretary of State, together with the commissioners appointed by Maine.



UNION SQUARE GRAMMAR SCHOOL.



CITY HALL.



CUSTOM HOUSE AND POST OFFICE.

There were many picturesque phases to that notable struggle; and the best historian of the Aroostook War is Hon. Albert W. Paine, the Nestor of the Penobscot bar and the second oldest lawyer in continuous practice in New England. He furnished daily correspondence from Bangor to the *Boston Advertiser* during that eventful period.

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

portant ranges of sawmills. These mills were raised from their foundation by the high waters, and as the jam gave way they were swept down the river. The jams gradually worked their way down, carrying destruction to bridges and buildings along the banks until they were all concentrated in one immense mass four miles in length, of great height and depth, filling the river, while above the jam the water was twenty to thirty feet above its usual height, making a dead level of the falls. The first injury to the city was by the breaking way of a section of the dam, resulting in the inundation of a score of houses on the west bank and the sweeping of

buildings and lumber on the wharves. Meanwhile another auxiliary to the fearful work had been preparing by the breaking up of the ice in the Kenduskeag River, which flows through the heart of the city. The whole flat on the margin of the river is covered with stores and public buildings. At midnight the bells



NORUMBEGA HALL.

were rung to announce the giving way of the ice. The streets were thronged with people, who gathered to behold the ice avalanche. The jam passed on to High Head, but in the narrows it came to a halt, and quickly the water commenced to roll back upon the fated city. So quick was the revulsion that it seemed but a moment before the entire flat comprising the business section was deluged, and it required the utmost speed on the part of the people to

The great covered bridge across the Penobscot, two bridges across the Kenduskeag, the new market and the two long ranges of sawmills, besides other mills, houses, shops, logs and lumber enough to build a town, all swept on toward the sea. Fortunately the disaster was not accompanied with loss of life, but the were ready to undertake large hundreds of thousands of dollars.

Bangor's citizens in the early days were ready to undertake large busi-



ALONG THE RIVER FRONT.

escape the rising water. The following day, Sunday, was the saddest and most serious ever passed in Bangor. In the early evening the alarm was again rung, and the citizens came out to witness the climax of this unparalleled disaster. Darkness soon shrouded the scene, but the terrific uproar beat upon the ear, and amid the roaring of the waters and the crash of buildings, bridges and lumber, the eye could trace the mammoth ice jam of four miles long, which passed on majestically but with lightning-like velocity, bearing the contents of both rivers on its bosom.

ness enterprises: and back in the thirties they built and operated the first steam passenger and freight railroad in Maine, and one of the first in the country. The road was built by the Bangor and Piscataquis Canal and Railroad Company, which was subsequently changed to the Bangor, Oldtown and Milford Railroad Company. Prominent among its promoters were Messrs. E. and S. Smith, two brothers actively interested in real estate and timber lands. Later General Samuel Veazie, one of the wealthiest business men of the Penobscot Valley, secured control of



ON THE KENDUSKEAG.

the line, and it subsequently became known as the Veazie Railroad. The road was started in 1835 and begun operation during 1836, the formal opening being a red letter day throughout this section of the state, people flocking from miles away to join in the celebration. The road was originally twelve miles long, but afterward was extended to Milford, the cost of the railway and equipment being \$600,000. At first there were two engines, the "Pioneer" and "No. 6," a third, the "Elliott," being later secured in Boston. The two original locomotives were of the Stevenson make and came from England. They had no cabs

when sent here, but were afterwards provided with rude contrivances called cabs. The old engines weighed, including the tender, about ten tons each. They burned wood and were provided with bells somewhat re-

sembling a cow bell. The original cars were also of English manufacture and were in style decidedly unique, especially in comparison with the modern railway coaches. They were merely platform cars upon which were placed a boxlike arrangement resembling the ancient stage coach, which would carry eight people to a car, two seats facing each other carrying four persons each. The passengers entered on the side, as in



LOVER'S LEAP.

the case of a carriage. After a time the cars were made larger, so that they were all of 20 feet in length. It was thought that the heaviest engine they could use would be 13 tons. The gauge of the road was 4 feet 8½ inches, now the standard gauge, and the old strap rails were 1½ inches thick. The speed acquired by the trains over this road was not terrific, the run of twelve miles being made in about forty minutes; but that was considered pretty swift in those days.

The construction of the track was, to say the least, novel. To begin with, piles were driven into the ground just as far as the nature of the ground would permit, the piles being 12 feet apart in two rows. Some were driven in 25 or 30 feet, and others more. Then they were cut off so that the

rows would be nearly of a height, and on top were laid stringers and on them sleepers. On these were spiked down heavy narrow timbers, and on top of all a flat piece of iron for the rail, making what was called the strap iron rail. These iron pieces were spiked down, but by the action of the cars running over them they became loosened in a short time, and a man was accustomed to ride on the front part of the engine, holding in his hand a sledge hammer, and as he espied a spike sticking up he would reach down and drive it home,

the train being all the time in motion, proceeding at its usual rate of speed.

It was found after a time that the strap rail was inadequate for the purpose and a "T" rail was used, which was driven into a cast iron chair, with a key to hold it in place. Then as prosperity shone on the road an "H" rail was laid. The former was a 34-pound rail and the latter a 52. One day one of the old strap rails became loose, and as a train went over it it

was projected violently up through the bottom of a car and out through the roof. A passenger narrowly escaped death, the rail missing him by a hair's breadth. The road used what were called Baltimore frogs, and the switches were sent ready made, the angles being given the manufacturer.



HON. HANNIBAL HAMLIN.

A considerable portion of the roadbed traversed a bog, and in driving the piles a pile-driver dropped down into the lower regions, the machine never being recovered. The road continued for years to do a large business, but early in the seventies the Veazie road was bought up by the European and North American Railway, a line which had just been built from Bangor to St. John, President Grant being present at its formal opening. The new owners removed the rolling stock and rails, and the running of trains perma-



BANGOR THEOLOGICAL SEMINARY.

nently ceased. An excursion was run over this famous railroad on the last day, and the occasion was a memorable one.

Bangor has ever been a pioneer in transportation matters. Not only did the city have one of the first railroads in the country, but the pioneer iron steamship constructed in America was built to run to this port—and bore the name *Bangor*. The steamship registered 230 tons. She was built on the Delaware, her owners being the Bangor Steam Navigation

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

time of the breaking out of the Mexican war. During her employment as a war steamer she was equipped with three guns. After two years of war service she was sold by the government to John F. Jeter of Lafayette, La. The hull of the *Bangor* was formed by bar iron ribs or frames secured by numerous wrought iron clamps, and her plating was put on in the lapped or "clinker" style instead of the modern "inside and outside" method of arranging the sheets.

The Bangor of to-day is a flourishing city of about 25,000



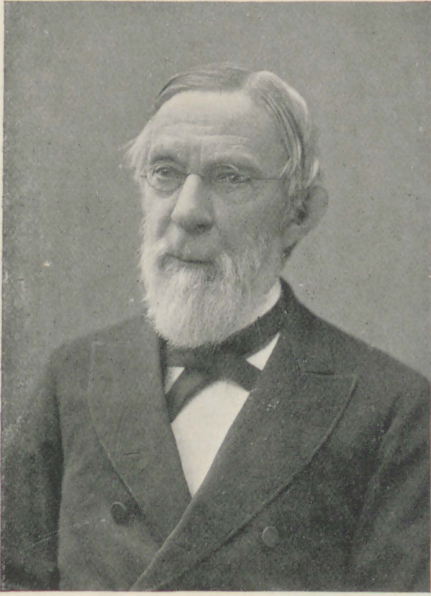
THE HOME OF HANNIBAL HAMLIN.



A GROUP OF BANGOR CHURCHES.

people, and the towns immediately environing, including the city of Brewer across the river, swell the population to 40,000. Located as the city is on the bank of the Penobscot at its junction with the Kenduskeag, the business portion is largely in the valley while the surrounding heights afford picturesque

sites for residences. The diversified aspect is heightened by the wealth of trees along the residential streets. Few localities are to be found with greater scenic attractions. From the high lands overlooking the city the view is particularly fine, the mountains which fill the eastern horizon making a fitting background to



REV. GEORGE W. FIELD.

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

Bangor has a fine harbor easily accessible for vessels of large size; and the scene in the open season along the docks, where craft of varying rig are loaded with lumber, ice and the diversified products of this region, is an animated one. Although thirty miles from the bay and sixty miles from the ocean, the tide rises about seventeen feet, and there is a sufficient depth of water to float the largest of ocean steamships. The exports, foreign and domestic, for the Bangor customs district for the fiscal year ending June 30, 1896, were valued at \$1,414,791, and the exports for the calendar year ending Dec. 31, 1896, were \$1,544,616, while the imports for 1896 were \$1,404,959. Bangor's foreign commerce is steadily expanding, the exports by vessel from this port for the season of 1896 being \$261,396 against \$186,242 in

1895, while the imports for 1896 were \$46,884 against \$3,468 in the previous year. In addition to the usual shipments of fruit box shooks to the Mediterranean and spoolwood to Scotland, there have gone abroad two cargoes of deals, one to Hull, England, and the other to Cardiff, Wales. The latter comprised 2,075,102 feet of deals and went forward in the big steamship *Cundall*. In years long gone by the shipment of deals abroad was an important part of Bangor's commerce, yet these two cargoes shipped during 1896 are the only shipments of this kind of lumber sent across the ocean from the Penobscot for many years; but a large order has already been received for delivery in 1897. In the long past Bangor made important lumber shipments to South America, but for some years none has been sent there from here until during 1896, when the schooner *Susie M. Plummer* carried to Buenos Ayres 773,102 feet spruce lumber and 31,562 feet pieces of lumber.

The city has tributary to it a large and fertile territory, and it is the metropolis of eastern Maine. In business



HON. CHARLES A. BOUTELLE.

enterprise and public spirit Bangor is unsurpassed, we believe, by any city of its size. Being midway between Bar Harbor and Moosehead Lake it is a favorite resort with summer tourists and sportsmen. It is famous for its beautiful drives, the towns contiguous to the city having most varied scenic attractions in mountain, lake, pond and stream.

Bangor enjoys the unique distinction of being the only place of size on the globe where salmon-fly fishing can be successfully practiced within the city's limits.

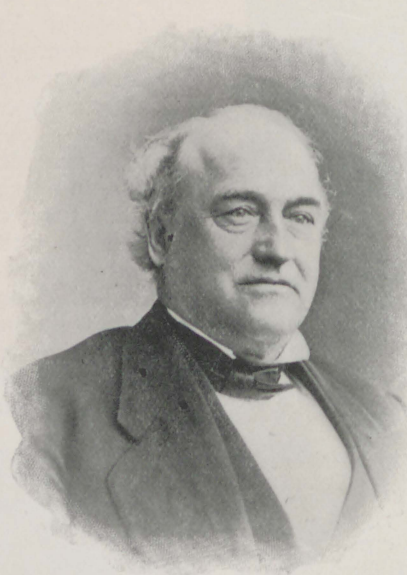
In one season a Bangor lumber manufacturer brought to the gaff and successfully landed twenty-seven fish aggregating 500 pounds in weight. The Bangor salmon pool, whence are taken all the salmon caught with a fly on the Penobscot, is situated about a mile above the city, just below the falls that span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

Salmon Clubhouse, a neat and commodious headquarters for the salmon fishermen, is located directly opposite the salmon pool on the Brewer side of the river. The largest salmon thus far taken with the fly at the Bangor pool tipped the scales at thirty pounds. In the fall months the Bangor markets and taxidermy establishments are filled with trophies, indicating the city's place as the centre of a wonderful game country. Northern Maine is the sportsmen's paradise, and Bangor is the key to that great territory. Moose, caribou and deer have of late years, as the result of wise and

well enforced laws, very materially increased. The state is now a great deer park; and so abundant are the deer as to become almost a nuisance to the farmers because of their propensity to devour growing crops. During the three months of open season covering October, November and December, 1896, the Bangor and Aroostook Railroad shipped from stations along its line 2,245 deer, 133 moose and 130 caribou.

From the earliest days lumbering has been one of the chief occupations

of this region. Solomon and Silas Harthorn in 1772 built a sawmill at the mouth of the Penjejawock, near where is now located the beautiful Mount Hope Cemetery. Five years later a mill was built on the Kenduskeag near Lover's Leap; and in 1795 a mill was erected further down the Kenduskeag on the site of the present extensive wood-working plant of Morse and Company. From small beginnings lum-



GENERAL SAMUEL F. HERSEY.

bering on the Penobscot expanded until the industry assumed immense proportions. Up to the present time there has been cut, on the Penobscot and its tributaries, about 10,000,000,000 feet of lumber, enough to encircle the globe seventy-seven times. An army of men and horses are kept busy in the winter months in the woods of northern Maine, and with the advent of the open season the logs are driven down the streams and rivers, finally bringing up at Penobscot Boom, some miles above Oldtown, where they are sorted and rafted. At



THE SALMON POOL IN THE PENOBSCOT.

numerous locations above the city are big water sawmills, while below Bangor and across the river in Brewer are large steam sawmills. Great changes have been wrought in this industry in recent years and the old mill equipment has largely given place to modern band mills. The past season has not been an especially brisk one with the sawmills along the Penobscot; yet there was surveyed in the port of Bangor 137,949,005 feet of lumber in 1896. Bangor's lumber output is to be further enhanced by bringing here by rail for shipment by water the product of the big sawmill which several Bangor citizens under the name of the Ashland Manufacturing Company have recently erected at Ashland, the terminus of the Ashland branch of the Bangor and Aroostook Railroad. The lumber industry has been materially affected by the advent of the pulp and paper mills; already there are many great plants for the manufacture of pulp and paper along the Penobscot, and more are destined to come.

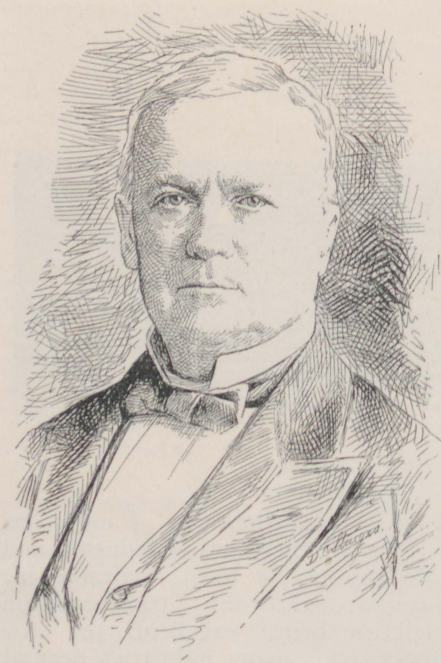
During the winter months extensive ice operations are conducted here, great ice-houses being located along

both banks of the river. Bangor has numerous other lines of industry, and the location is most favorable for manufactures, the transportation facilities being excellent, the raw material for many industries near at hand, and there being a good supply of capable help at reasonable prices.

The city is supplied with water from the Penobscot River by the Holly system, introduced in 1876 at a cost of a half million dollars. Improvements have been made from time to time, and a \$30,000 Warren filter has recently been completed. The city's streets are lighted by electricity by a plant of its own, power



THE Y. M. C. A. BUILDING.



CHIEF JUSTICE JOHN A. PETERS.

being furnished by the Bangor Water Works. Electricity for domestic lighting and general power purposes is furnished by the Public Works Company, the latter corporation having at Veazie, four miles above the city, one of the greatest water power electric plants in New England. Power is also furnished at Veazie to operate the electric street railway systems in this vicinity; and in this connection it may be noted that Bangor's street railway was the first electric railway in Maine and one of the first in the country.

Bangor's future is especially promising because of movements inaugurated in recent years to open up and develop the boundless resources of the extensive region to the north and east. The Bangor and Aroostook Railroad has been pushed far north-

ward into the heart of the Aroostook country, bringing the "Garden of Maine" into direct communication with Bangor; and it is expected that within the next two years the Shore Line Railroad will be constructed east to Calais and Eastport, bringing prosperous Washington County, heretofore almost without railroad facilities, into direct communication with Bangor and the outside world. The Maine Central Railroad Company is making extensive improvements in this vicinity, and a new and large passenger station is among the probabilities of the near future. Bangor also has excellent water transportation facilities and among the steamships plying between this port and Boston is the new and palatial *City of Bangor*, which the Bangor Board of Trade provided with a full outfit of colors in honor of her being christened for the city. Electric railways have recently been built up the river to Oldtown and southward towards Winterport, and other important lines will be constructed in the immediate future.

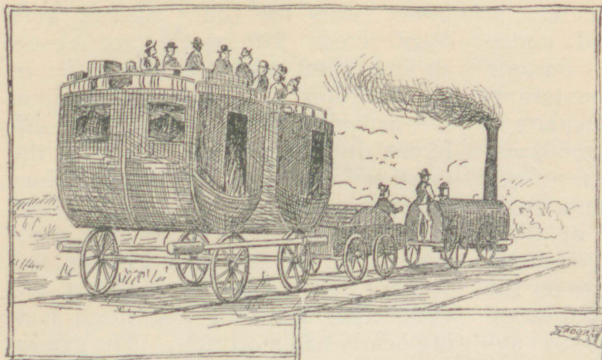
Bangor's City Hall—the Hersey Memorial Building—is an imposing edifice, which reflects credit upon the city. The corner stone was laid July 4, 1893, and the dedication took place just a year from that date. On the front of the building is a bronze



BANGOR WATER WORKS.

bust of the late General Samuel F. Hersey, donated by his four sons. The General was long a prominent and wealthy business man of Bangor, and represented this district for two terms in Congress. He died in 1875 and left numerous bequests, among them one to the city, which, when paid over by the executors some years later, aggregated \$100,000, this sum being subsequently appropriated

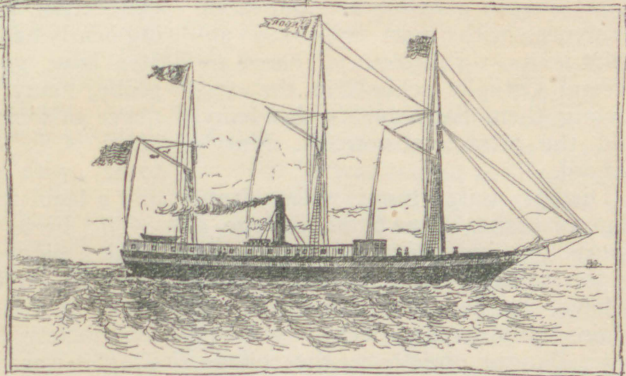
The Post Office and Custom House is centrally located and is a substantial and handsome edifice. The Bangor Opera House, the largest and finest in the state, is unsurpassed in beauty and convenience by any outside the largest cities. The Y. M. C. A. building, built in 1891, is a model edifice, reflecting credit alike upon the city and the association. The Court House was built many years ago but has undergone various changes and enlargements. The County Jail is near by, and connected with it is a commodious workshop. The Children's Home has for many years been one of the city's most worthy institutions. The Eastern



EARLY TRAIN ON THE
VEAZIE RAILROAD.

by the city as an endowment for the Public Library. Later, through the efforts of Hon. F. O. Beal, mayor of the city, the Hersey Fund was utilized to construct a Hersey Memorial Building, this being designed to meet all the requirements of a City Hall; and the city pays interest to the Public Library.

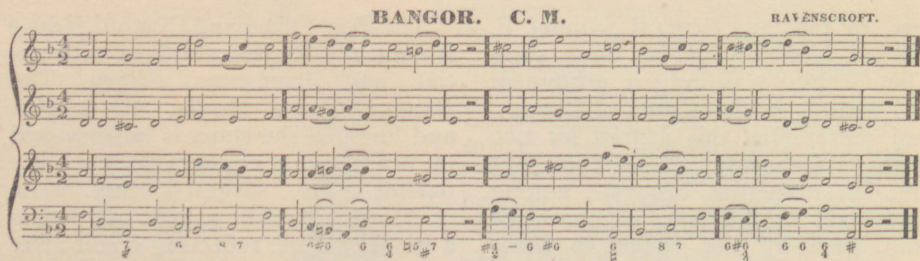
The Bangor Public Library has today about 40,000 volumes, and it is expected that ere long, through the generosity of public-spirited citizens, a handsome library building will be erected. The Bangor Board of Trade has handsome and commodious rooms in the City Hall building. This flourishing organization of more than 250 members will this spring observe, with appropriate exercises, its twenty-fifth anniversary.



THE FIRST AMERICAN IRON STEAMSHIP, "BANGOR."

Maine General Hospital occupies a picturesque site overlooking the Penobscot, and in the immediate vicinity of the Bangor Water Works. In the same vicinity, and commanding an extensive view, are the spacious grounds of the Eastern Maine Insane Asylum; the administration building was completed the past season, and other large buildings will be erected during the next two years.

The city schools have always been noted for their excellence, and the standard has never been higher than to-day. Bangor is behind none of



her sister cities in providing the youth with the best of instruction. Miss Mary S. Snow, the superintendent, is thoroughly progressive, and under her able management the Bangor schools justly enjoy a high reputation. The High School in Abbott Square is centrally located and commodious. The Union Square Grammar School on the West Side is a large and handsome brick edifice, erected in 1876. The Palm Street Grammar School, erected during the past season on the East Side, is a fine brick and stone structure, with most approved appointments throughout. There are several Catholic schools in the city, among them St. Xavier's Academy, and the attractive new St. Mary's School.

Distant only nine miles from Bangor is the Maine State College, a flourishing institution with upwards of 300 students, destined, as its friends believe, to be "The University of Maine" and, as the electric cars run from Bangor directly to the college, the educational advantages offered there are open to the youth of this vicinity.

The Bangor Theological Seminary is one of the notable institutions of New England. In 1810 "The Society for Promoting Theological Education" was formed in Portland. In 1814 a charter was secured under the name of the Maine Charity School. Under this charter a theological seminary was opened in Hampden on the Penobscot in 1816; but three years later it was removed to Bangor, where an eligible site was provided on elevated land overlooking the city. The first building erected was the chapel.

Later this was burned. The present chapel was built in 1859; and at different times the other edifices were constructed. During the past season an important addition was made in the erection of a fine gymnasium. Connected with the Seminary at different times have been many of the most eminent Congregational divines in New England. The late Rev. Enoch Pond, D. D., became associated with the Seminary in 1832, and was for long years its president, his connection with the institution lasting nearly half a century. The graduates have gone to all parts of the globe, many of them attaining eminence in their profession. The Seminary is in a flourishing condition to-day, with a large body of students and a faculty notable for its ability.

The First Congregational Church is the pioneer religious society of Bangor, having been organized in 1811. The handsome brick church of this society occupies a commanding site; it was erected in 1831, but has undergone many improvements. The Hammond Street Congregational Church was organized in 1833; the Central Congregational Church in 1847, its present house of worship being erected in 1853. The Independent Congregational Society (Unitarian) lost its church by fire in 1851, and erected its present handsome structure, dedicated in 1853. The First Baptist Church was organized in 1828, its church being dedicated the next year and a commodious chapel built at a later date. The Second Baptist Church was organized in 1845; the Free Baptist Church in 1836; the First Methodist Church in 1827; the

Union Street Methodist Church in 1847; the Universalist Church in 1841. The two Catholic churches are large and imposing edifices, the corner stone of St. John's having been laid in 1855 and that of St. Mary's in 1872. St. John's Episcopal Church is a handsome edifice; and there are other houses of worship in the city and its suburbs. Bangor's clergy have always held a high place in their respective denominations, many of them being favorably known throughout New England. Conspicuous among these is the Rev. Geo. W. Field, D. D., who came from Boston in 1863 and for nearly three decades was pastor of the Central Congregational Church, his brilliant pulpit utterances attracting wide attention. A few years ago he retired from active preaching on account of advancing years; but he is still vigorous in mind and body, and on April 1 is to deliver an historical address at the semicentennial of the Central Church. Through the efforts of Dr. Field the people of Bangor have for many years enjoyed lecture courses of rare excellence.

The most eminent citizen whom Bangor has had in all the years of her history was Hon. Hannibal Hamlin. Every Bangorian takes a just pride in his eventful career. Reared amid the hills of Oxford County, he studied law with Messrs. Fessenden and Deblois at Portland, and thence removed to the Penobscot Valley, establishing himself in the adjoining town of Hampden and later taking up his residence in Bangor. For five terms he served in the Maine legislature, three of these years being Speaker of the House of Representatives, being first elected to that responsible position when only 27 years of age. Later he went to Congress, serving in the House of Representatives two terms and in the Senate for a long period of years. He was elected Vice-President of the United States on the ticket with Abraham Lincoln, and was the companion of the martyr

President during the trying days of the Rebellion. He also held the positions of Governor of Maine and Collector of Customs of the port of Boston; and his official career closed with his term as Minister to Spain. He was a devoted lover of his adopted city, and his closing years were peacefully passed at his comfortable home on Fifth Street. Fitting indeed it was that his end should occur on July 4, the anniversary of the birth of the country to the promotion of whose welfare he had labored so zealously throughout his life. The biography of Mr. Hamlin, from the pens of his son and grandson, soon to be published, will be one of the most notable contributions to the political and historical literature of the century.

Bangor is also the home of Hon. Charles A. Boutelle, who, in recent years, has achieved national reputation in the halls of Congress. Congressman Boutelle was for many years editor of the *Bangor Daily Whig*, and his forcible editorial writings attracted wide attention. In 1882 he was elected to Congress from this district and has continued in the House of Representatives down to the present, being one of the most brilliant and conspicuous of Maine's "Big Four" in the popular branch of the nation's legislature. During the war he served with distinction in the navy, and he is at present chairman of the Naval Committee of the House.

Bangor's unique position among New England cities was never more graphically portrayed than by Hon. John A. Peters, formerly a member of Congress and now for years the honored Chief Justice of the Supreme Judicial Court of Maine, in his brilliant address at Bangor's Centennial. This brief survey of the city's life can be closed no better than in his words:

"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. 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 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. 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. 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."



AN EASTER ANTHEM.

By Minna Irving.

O H, I heard an Easter anthem,
And its music was not rolled
From the throats of vested singers
Nor the organ-pipes of gold.
Cushioned pew nor painted window
Nor the lilled font were there;
But it touched my heart to weeping,
And it stirred my soul to prayer.

It was in a narrow garden,
At the dawn of Easter Day,
Where the flowers were slowly lifting
From their graves the frozen clay;
And a little bird that tilted
In the branches to and fro
Sang it o'er the earth arisen
From its sepulchre of snow.