

1910

The Coast of Picturesque Maine

Eastern Steamship Company

Consolidated Steamship Lines

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WYLIE

The Coast of Picturesque **MAINE**



New England's
Most Attractive
Vacation Section

EASTERN STEAMSHIP CO.
CONSOLIDATED STEAMSHIP LINES

CONSOLIDATED STEAMSHIP LINES

The different routes covered by the Companies owned and operated by the CONSOLIDATED STEAMSHIP LINES are given below. Reference to the Map will readily impress one with the great scope of service performed by this extraordinary aggregation of coastwise transportation lines.

EASTERN STEAMSHIP COMPANY

PORTLAND DIVISION—Between Boston and Portland, Maine.
KENNEBEC DIVISION—Between Boston and Augusta, Maine; via Bath, Richmond, Gardiner and Hallowell.
BANGOR DIVISION—Between Boston and Bangor, via Rockland, Camden, Belfast, Bucksport and Winterport.
PORTLAND AND ROCKLAND DIVISION—Between Portland and Rockland, via Boothbay Harbor and other intermediate landings.
BOOTHBAY DIVISION—Between Bath and Boothbay, Pemaquid, and various points on Sheepscot Bay.
MOUNT DESERT AND BLUE HILL DIVISION—Between Rockland and Bar Harbor, landing at various points on Penobscot Bay.
INTERNATIONAL DIVISION—Between Boston and St. John, N. B., via Portland, Lubec and Eastport. Also Boston to St. John direct.

HUDSON NAVIGATION COMPANY

PEOPLES LINE—On the Hudson River between New York and Albany.

CITIZENS STEAMBOAT COMPANY

CITIZENS LINE—On the Hudson River between New York and Troy.

CLYDE STEAMSHIP COMPANY

NEW YORK DIVISION—Between New York and Jacksonville, Fla., via Charleston, S. C. Between New York and Georgetown, S. C., via Wilmington, N. C.

BOSTON DIVISION—Between Boston and Jacksonville, Fla., via Charleston, S. C. and Brunswick, Ga.; Freight only.

PHILADELPHIA DIVISION—Between New York and Philadelphia; Freight only. Between Philadelphia and Newport News, Va., via Norfolk and Portsmouth.

WEST INDIA DIVISION—Between New York, and Turks Island, Monte Cristy, Puerto Plata, Samana, Sanchez, Marcoris, Santo Domingo City and Azua.

ST. JOHNS RIVER DIVISION—Between Jacksonville and Sanford, stopping at Palatka, De Land, Astor, Enterprise and intermediate landings.

MALLORY STEAMSHIP COMPANY

TEXAS DIVISION—Between New York and Galveston, Texas, via Key West, Fla.

MOBILE DIVISION—Between New York and Mobile, Ala, via Brunswick, Ga.

METROPOLITAN STEAMSHIP COMPANY

Direct All-water Route between New York and Boston via Long Island Sound and the Atlantic Ocean. Freight only.

NEW YORK AND CUBA MAIL STEAMSHIP COMPANY (WARD LINE)

CUBA DIVISION—Between New York and Havana; New York and Cienfuegos.

MEXICO DIVISION—Between New York and Vera Cruz; New York and Tampico.

THE NEW YORK AND PORTO RICO STEAMSHIP COMPANY

NEW YORK DIVISION—New York to San Juan, P. R.; New York to Mayaguez, direct; New York to Ponce, direct.

NEW ORLEANS DIVISION—New Orleans to San Juan, P. R.

PORTO RICO ISLAND DIVISION—San Juan to Arecibo, Arecibo to Aguadilla, Aguadilla to Mayaguez, Mayaguez to Guanica, Guanica to Ponce, Ponce to Jobos (Aguirre), Jobos to Arroyo, Arroyo to Humacao, Humacao to Port Mulas (Vieques Islands), Port Mulas to Fjardo, Fjardo to San Juan.

MILEAGE

EASTERN STEAMSHIP LINES:	(STATUTE MILES)
Portland Division.....	110
Kennebec Division.....	150
Bangor Division.....	234
Portland-Rockland Division.....	167
Boothbay Division.....	25
Mt. Desert and Blue Hill Division.....	186
International Division.....	351— 1,223
HUDSON RIVER LINES:	
Peoples Line.....	143
Citizens Line.....	149— 292
CLYDE LINES:	
New York Division.....	1,420
Boston Division.....	1,068
Philadelphia Division.....	475
West India Division.....	1,900
St. Johns River Division.....	175— 5,038
MALLORY LINES:	
Texas Division.....	2,225
Mobile Division.....	1,920
Georgia Division.....	914— 5,059

MILEAGE—CONTINUED

METROPOLITAN LINE:		
New York and Boston.....	322—	322
WARD LINES:		
New York—Havana.....	1,196	
New York—Cienfuegos.....	1,640	
New York—Vera Cruz.....	1,978	
New York—Tampico.....	2,009—	6,823
PORTO RICO LINES:		
New York—San Juan, P. R.....	1,380	
New York—Mayaguez direct.....	1,382	
New York—Ponce direct.....	1,440	
New Orleans—San Juan, P. R.....	1,420	
Service between various ports on Porto Rico Island.....	286	
Humacao—Port Mulas (Vieques Islands).....	18	
Port Mulas—Fjardo.....	18—	5,944
Total Mileage.....		24,701

STEAMSHIPS AND STEAMBOATS OWNED BY THE CONSOLIDATED STEAMSHIP LINES

	Number of Vessels	Gross Tonnage
New York & Cuba Mail Steamship Co. (Ward Line).....	24	76,634
Clyde Steamship Company.....	25	55,145
New York & Porto Rico Steamship Company.....	12	32,618
Mallory Steamship Company.....	12	45,014
Eastern Steamship Company.....	19	23,542
Metropolitan Steamship Company.....	6	18,103
Peoples Line (Hudson Navigation Company).....	4	7,951
Citizens Line (Citizens Steamboat Company).....	4	3,938
Totals.....	106	262,945

EASTERN STEAMSHIP COMPANY FLEET OF STEAMERS

CALVIN AUSTIN,	CAMDEN,	GOVERNOR COBB,
GOVERNOR DINGLEY,	J. T. MORSE,	RANSOM B. FULLER,
CITY OF ROCKLAND,	CITY OF BANGOR,	CITY OF AUGUSTA,
BAY STATE,	PENOBSCOT,	CATHERINE,
DAMARIN,	ISLAND BELLE,	JULIETTE,
MINEOLA,	MONHEGAN,	NAHANADA,
		WIWURNA

THE EASTERN STEAMSHIP COMPANY

The steamship line between Boston and Bangor dates its history back to 1823, within sixteen years of Fulton's "Clermont."

The Sanford Steamship Company was the name of the first company operating between Boston and Bangor, with landings at intermediate Penobscot River points.

In 1882 the corporate name of the company was changed to the Boston & Bangor Steamship Company. At that time Mr. Calvin Austin was General Freight Agent of the company. To-day he is President of all the steamship companies now comprising the Consolidated Steamship Lines.

From time to time the lines operating from Boston to various points along the Maine Coast and to St. John, N.B., have been absorbed and merged into the Eastern Steamship Company, which is now one of the most important companies owned by the Consolidated Steamship Lines. Hundreds of thousands of passengers, as well as millions of tons of freight, are transported on its craft annually.

An idea of the scope of the service of the Eastern Steamship Company may perhaps be more fully appreciated when it is understood that the landings made by its steamships aggregate seventy-five in number.

CONSOLIDATED STEAMSHIP LINES

CALVIN AUSTIN, President.....	{ 43 Exchange Place, New York.
N. H. CAMPBELL, Treasurer.....	
O. H. TAYLOR, Passenger Traffic Manager.....	
C. C. BROWN, General Passenger Agent.....	{ 290 Broadway, New York.

EASTERN STEAMSHIP COMPANY

A. H. HANSCOM, Assistant to the President.....	Boston, Mass.
JAMES T. MORSE, Treasurer.....	Boston, Mass.
R. A. PEPPER, Secretary and Assistant Treasurer.....	Boston, Mass.
F. S. SHERMAN, Superintendent.....	Rockland, Me.
W. H. PRICE, Assistant General Passenger Agent.....	Boston, Mass.
C. R. LEWIS, Assistant General Freight Agent.....	Boston, Mass.

CITY TICKET OFFICES

New York City. - - - -	290 Broadway
Boston, Mass., - - - -	340 Washington St.

THROUGH TICKETS via the Eastern Steamship Lines are on sale at all principal ticket offices in the United States, Canada and Mexico.

The Coast of Picturesque Maine



THE COAST OF MAINE

CHAPTER ONE

"I pace the sounding sea beach and behold
How the voluminous billows roll and run,
Upheaving and subsiding, while the sun
Shines through their sheeted emerald far unrolled,
And the ninth wave, slow gathering fold by fold
All its loose-flowing garments into one,
Plunges upon the shore, and floods the dun
Pale reach of sands, and changes them to gold."

Henry Wadsworth Longfellow.

GEOGRAPHERS tell us that "The coast of Maine, if measured in a direct line, would be only 225 miles long; yet, such is its irregularity and indentation, that the shore line comprises more than 2,486 miles of seacast," which is a greater extent than that of any other ocean-bordering state either on the Atlantic, the Pacific, or the Gulf of Mexico.

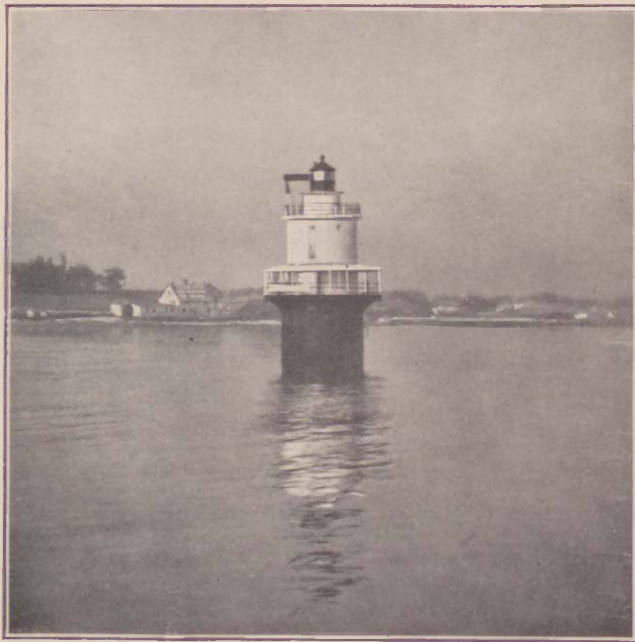
It is difficult to imagine, much more so to describe, a sea shore region of such vast extent, where the coast line is so rugged and so beautiful, where the islands are almost infinite in their number, size and variety, and where the numerous bays are veritable archipelagos. From Portland to Eastport, there is no spot on the Maine coast that is uninteresting, none that is unimportant from the viewpoint of the summer tourist.

And the summer is the season of delight along this thousand-islanded shore, when natives and visitors alike take possession of picturesquely located hotels

and attractively situated cottages, and give themselves up to the myriad pastime and pleasures afforded upon the sandy beaches, the rocky or fir-clad shores, and the dimpling waters of multitudes of sheltered coves.

Maine's seacoast is as varied as it is delightful, and every visitor may choose an environment which exactly suits him. In the southwestern portion, between Kittery and Portland, the shores are low, level and sandy, and there are hundreds of superb beaches. Within this stretch of territory are located York Beach, Kennebunk Beach, Kennebunport, Ferry Beach, Old Orchard Beach, Pine Point Beach, Scarborough Beach, Bowery Beach, Cape Elizabeth, and many more, each a resort of national fame and importance, yearly filled with visitors from every part of the United States.

Portland, the largest city in Maine, and her summer metropolis, lies just north of Cape Elizabeth, within a harbor that is one of the most beautiful in the United States. The harbor is commodious, is accessible without a pilot in all kinds of weather, and has been the scene of great commercial activity, particularly in the line of West Indian trade, for many generations. Historically, Portland is one of the most important cities of New England. It was settled by the English in 1632, and has passed through many vicissitudes between that date and the present time. The original settlement was destroyed by the Indians in 1676, and its successor suffered a similar fate at the hands of the French and Indians in 1690. In 1775 it was bombarded and burned by a British fleet, and in 1866 a third part of the city was de-



LIGHTHOUSE OF ENTRANCE TO PORTLAND HARBOR

stroyed by fire. Today Portland is not merely the largest city in this "Norway of America," it is one of the most beautiful and its environs are unsurpassed anywhere upon the Atlantic coast. Here was born the poet Longfellow, whose familiar lines bear testimony to his early life in this peninsular city, within sight and sound of the sea. Knowing this, it is easy to discover in many of Longfellow's delightful poems, lines, verses and even extended themes, where the embodied spirit of Maine, in the words of this loved American poet, poured itself forth in enthusiastic praise. One such occurs to the writer, and a few verses are quoted to show how much of love and veneration Longfellow felt for his native town, and to serve as a picture of that charming city more beautiful than it is possible for any feebler pen to portray.

"Often I think of the beautiful town,
That is seated by the sea;
Often in thought go up and down
The pleasant streets of that dear old town
And my youth comes back to me.

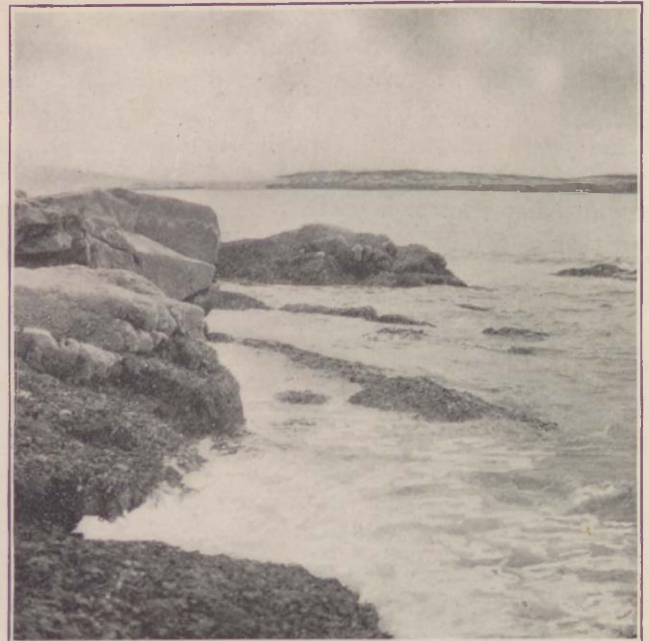
"I can see the shadowy lines of its trees,
And catch, in sudden gleams,
The sheen of that far-surrounding seas,
And islands that were the Hesperides
Of all my boyish dreams.

"I remember the black wharves and the slips,
And the sea-tides tossing free;
And Spanish sailors with bearded lips,
And the beauty and mystery of the ships,
And the magic of the sea.

* * *

"Strange to me now are the forms I meet
When I visit the dear old town:
But the native air is pure and sweet,
And the trees that o'ershadow each well-known street
As they balance up and down,
Are singing the beautiful song,
Are sighing and whispering still:—
A boys' will is the wind's will,
And the thoughts of youth are long, long thoughts,"

From Portland eastward, to and beyond the mouth of the Penobscot River, the character of the seacoast differs vastly from that of the south-eastern part of the state. There are still many beaches of shining silver sands, but they are smaller; the bays are deeper, the shores are bolder—rocky and crowned with evergreen firs—and hundreds of outlying islands, often fantastic in form and always picturesque, group themselves here and there between the rugged coast and the open sea.



AMONG THE ISLANDS OF CASCO BAY

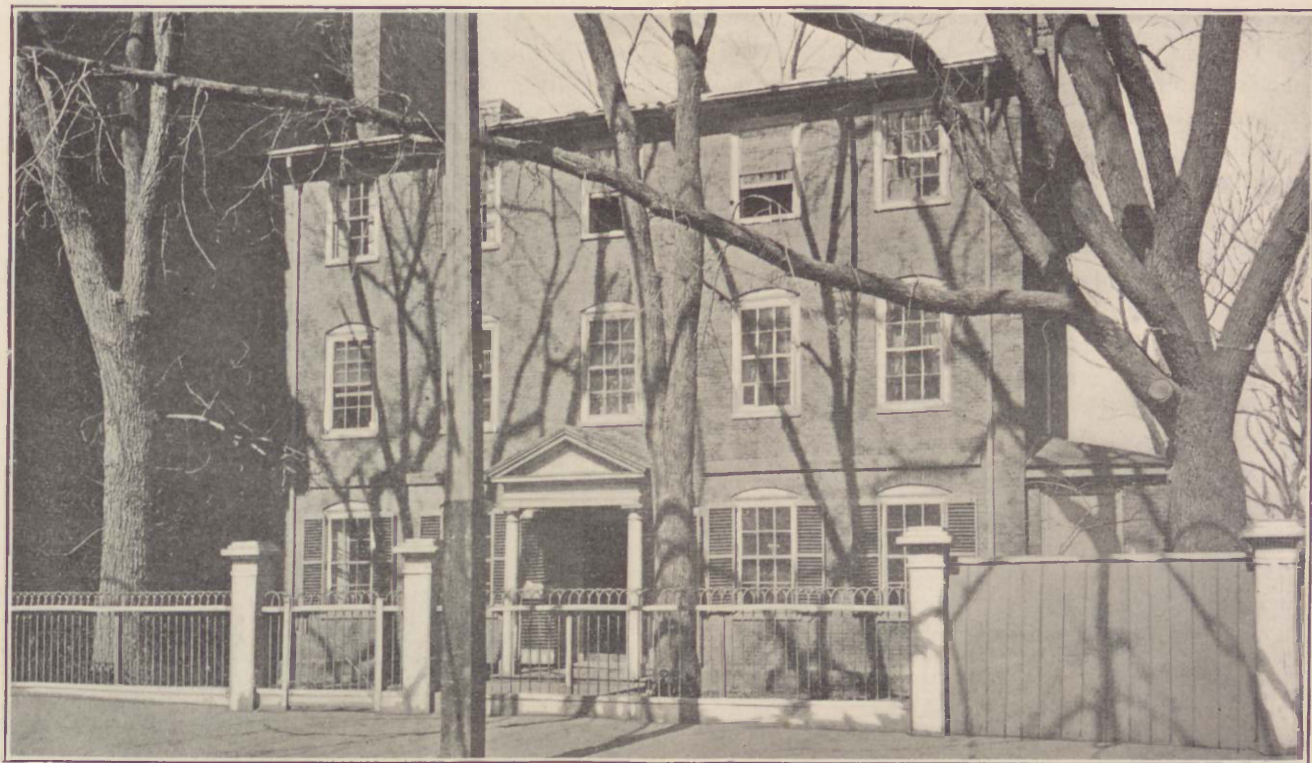
Those who know Portland are equally familiar with Casco Bay and its hundreds of summer islands, their popular hotels and their trim cottages perched upon every commanding view point or nestling close to shore in some sheltered cove. Casco Bay is more than its name implies. It is not a single bay, but several. It comprises Broad Cove, Freeport River, Maquoit Bay, Broad Sound, Luckse's Sound, Middle Bay, Mair Point Bay, Merryconeag Sound, Harpswell Sound, Quohog Bay and many smaller bodies of water, all thickly sprinkled over with islands large and small. It was once a popular belief that Casco Bay contained 365 islands—"one for each day in the year," as the familiar expression had it—but an accurate count has shown the real number to be considerably less than this though still a very large total.

Beyond New Meadow River, which marks the eastern limits of Casco Bay, Phippsburg peninsula projects southwesterly for many miles into the Atlantic and defines the western boundary of the Kennebec River. This peninsula is fringed with many islands

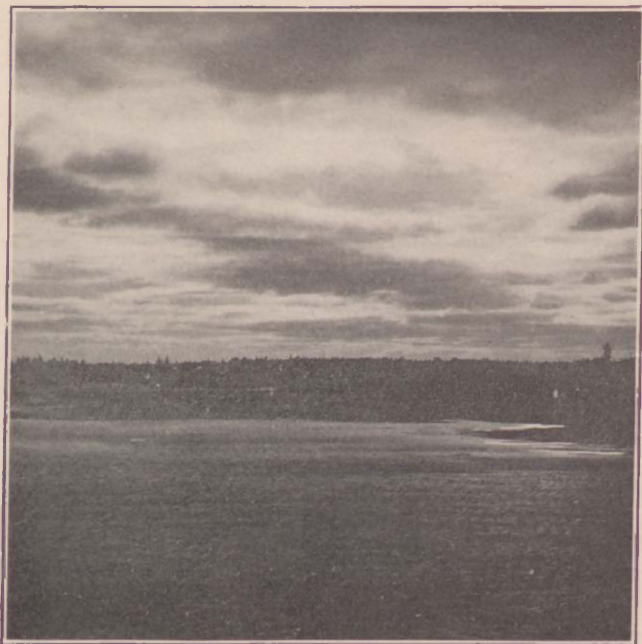
and deeply indented by bays. On its southeastern point, just within the mouth of the Kennebec, is Popham Beach, one of the best known and most popular resorts on this coast. Popham Beach has direct connections, by the Eastern Steamship Company's service, from both Boston and Bath, which makes it easily accessible from all parts of New England.

The steamer trip up the Kennebec River between Popham Beach and Bath, and from Bath to South Gardiner, Gardiner, Hallowell and Augusta, the capital of the state is full of scenic surprises. The river is nowhere so wide that its shores are obscured by distance, while its winding character and the diversity of its shores make it in fact a delightful double panorama for the entire distance of 43 miles between Augusta and the sea.

Bath, famous for its shipbuilding since the early days of New England, lies on the west bank of the Kennebec River, about twelve miles from its mouth. Here wooden and steel ship construction have grown up side by side, while the importance of Bath as a port has fully kept pace with her triumphs in marine archi-



THE LONGFELLOW HOMESTEAD, PORTLAND



SUNSET AFTERGLOW, KENNEBEC RIVER

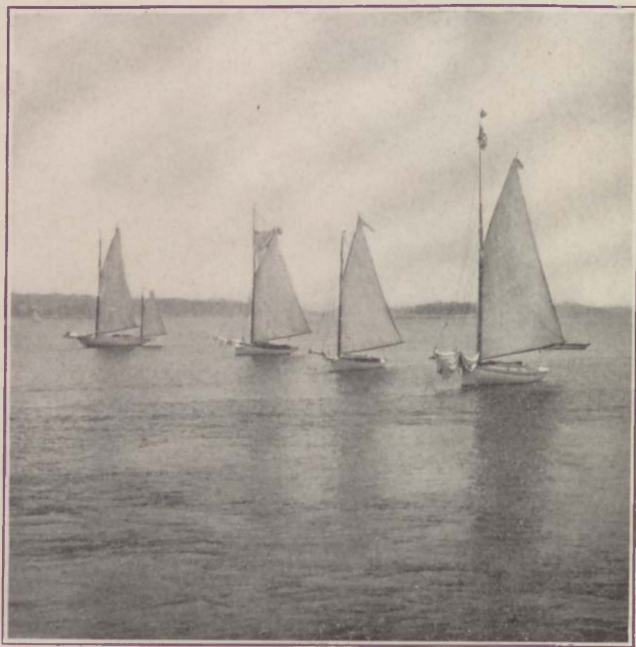
ture. Here is the home port of the Eastern Steamship Company, and here too is the native town of Charles W. Morse, the banker, financier and steamship man, and the organizer of the Consolidated Steamship Lines, which is the most important factor in the Atlantic coastwise traffic of the United States. Bath has long been famous for the excellence of its schools—as well as for its shipping—and in this field also Mr. Morse has taken no inconsiderable part, the splendid Bath High School being a gift by him to the citizens of his native town.

Augusta, the state capital, the terminus of the Kennebec River trip, is also on the west bank of the river, and is mainly built upon high ground. The State Capitol, the most prominent public building, is a handsome and imposing edifice, situated upon the crown of a rounded knoll, surrounded and almost hidden by grand old trees that guard it on all sides. Augusta's streets are mostly broad and tree-shaded, and the residences, dignified in character, typify a stateliness that one expects to find in this old capital of the "Old North State."

But perhaps our journeyings have not taken us up the Kennebec River. Perhaps, instead, we took the steamer from Portland to Boothbay, between the

Sheepscott and Damariscotta Rivers. Here we find ourselves in another labyrinth of islands, almost as numerous as those of Casco Bay, and many of them better known to summer travelers. From Boothbay Harbor as a distributing point, frequent small steamers run to Squirrel Island, Mouse Island, Linekins, Murray Hill, Heron Island, Christmas Cove, Pemaquid, Capitol Island, Pinecliff, Southport, Sawyer's Island, Isle of Springs, across Sheepscott Bay to Five Islands—a famous yachting rendezvous—and through Hockomock Bay to Westport, thence entering the Kennebec River opposite Bath by the inside passage, and connecting at that city with all main line steamers and other transportation lines.

East of Pemaquid Point, the southernmost point of the mainland between the Damariscotta River the Muscongus Sound, and between it and the Saint George Islands—which lie southwest of Saint George Peninsula—is Muscongus Bay. This body of water penetrates deeply into the Maine coast, and, like all its neighboring arms of the sea, is dotted and fringed with dozens of beautiful summer isles. On its western shores are New Harbor and Round Pond, while to the eastward lie Friendship, Port Clyde, and Tenant's Harbor, all ports for coasting steamers of the Eastern



YACHTS OF SQUIRREL ISLAND

Steamship Company, from which any or all of these clustered islets can be easily reached. South and east of Muscongus Bay, almost over the liquid horizon of Atlantic waves, are rocky Monhegan and the Matinicus Isles. Far out to sea, these isolated bits of green amid the heaving ocean are the vanguards of Maine's great army of islands, nature's sentinels, ever vigilant and ever faithful.

Some ten miles or more within Penobscot Bay, securely sheltered behind Owl's Head, one of the most strikingly picturesque promontories on the coast, is Rockland, one of Maine's enterprising and progressive seaports, a center for steamer travel to the most interesting sections of this attractive region. From Rockland there are daily services by steamers of the Eastern Steamship Company to Boston; to Portland; to Camden, Belfast, Northport, Searsport, and up the Penobscot River to Bangor, touching at Bucksport, Winterport and Hampden; to Dark Harbor, Little Deer Isle, Sargentville, Herricks, Brooklin, and to South West Harbor, North East

Harbor, Seal Harbor and Bar Harbor on the island of Mount Desert; to North Haven, Stonington, Parker's Point and Blue Hill; to Dirigo, Eggemoggin, South Brooksville, Herricks, Sedgwick, West Fremont and Bass Harbor, and elsewhere.

From Penobscot Bay eastward the coast topography undergoes another change. The islands and shores—still rocky and fir-clad—become still more rugged in contour, cliffs and precipices come close down to the water's edge, while towering mountains not infrequently appear as backgrounds for the harbors and resorts that are clustered so thickly within this part of the state. Thus Mounts Battie and Megunticook lie close behind Camden, the former bearing upon its top a club house and observatory from which superb views are obtainable for forty miles in every direction; Blue Hill village is just at the foot of Blue Hill, upon the rounded top of which is located a United States Coast Survey Station at an altitude of more than a thousand feet; while Mount Desert Island is filled with isolated peaks and ranges, many of



THE HARBOR AT BATH

them close to shore and some rising to a height of more than 2,000 feet above the sea.

The mountainous character of this region is one of the reasons for its popularity. Another is the fact that here are the largest as well as the most picturesque of all the islands of Maine. Mount Desert—with Bar Harbor and its fashionable summer colony, the most exclusive in America—possesses the distinction of being the largest island adjoining the shores of the United States, while Deer Island, Swan's Island, Isle au Haute, Vinal Haven, North Haven and Islesborough would be considered remarkable for their size were they not overshadowed by the magnitude of Mount Desert.

At Bar Harbor there are many hotels, and its transient population runs into the thousands, most of whom are housed in attractive summer cottages or beautiful villas. The diversity of Mount Desert adds greatly to the attractions of Bar Harbor. Not merely are there the usual summer pastimes and recreations—yachting, boating, fishing, bathing, etc.

—but the mountains afford delightful scenery, there are fine roads in every direction, charming fresh water lakes, and facilities for walking tours, mountain climbing, golf, tennis, and every other variety of out door sport and recreation.

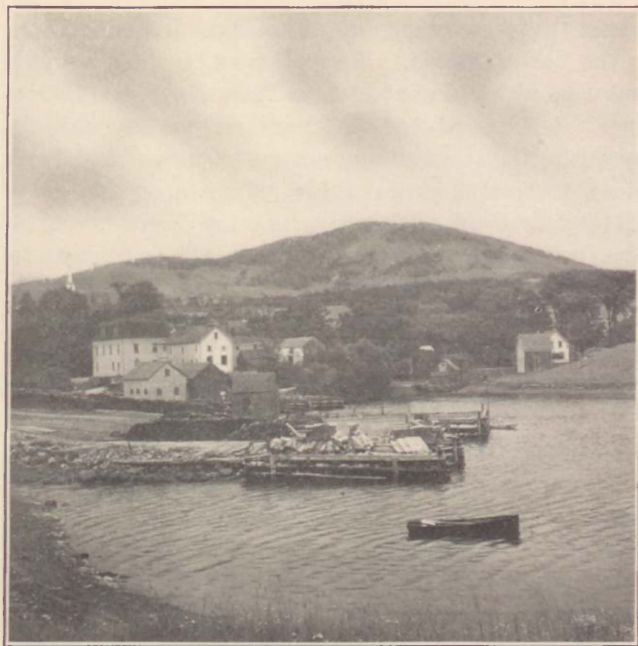
North and east of Mount Desert the islands grow fewer in number, but the shores of the mainland are no less deeply indented, and the long narrow bays are no less picturesque. Such are Frenchman's Bay—the war ship rendezvous whenever Uncle Sam's battleships and cruisers visit Bar Harbor—Gouldsborough Bay, Dyers Bay, Narraguagus Bay, Pleasant Bay, Mooseabec Beach, Mason's Bay, and Machias Bay. Cross Island, at the entrance to Machias Bay, is the last important island off the eastern coast of Maine. From here to West Quoddy Light—at the extreme southeastern corner of the state, the most easterly lighthouse in the United States—the shoreline is but little indented, there are no large bays and few of the outlying islands that are such noticeable features farther west.



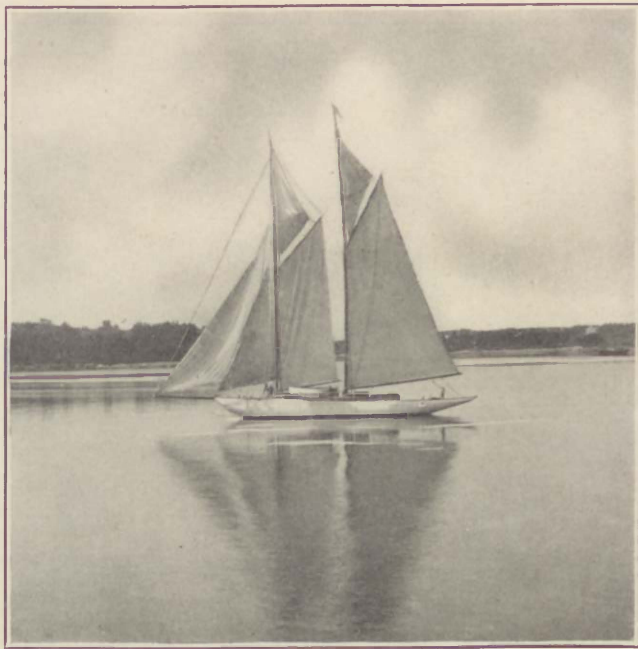
EASTERN STEAMSHIP COMPANY'S WHARF AT AUGUSTA

The irregular coast reappears, however, when Lubec is reached. The island of Campobello is only slightly elevated, and its hills are rounded rather than precipitous, but at Eastport beetling cliffs directly oppose their bulk to the waves, the ceaseless washing of which has worn their bases into many fantastic forms. Easties Head, at the southern extremity of Eastport, faces the channel on the opposite side of which is Campobello, while Todd's Head, at the northern limits of the town, is the most easterly point in the United States and looks across a narrow channel to Deer Isle, a large island at the entrance to Passamaquoddy Bay. West from Eastport is Cobscook Bay, one of the most irregular bays on the entire Maine coast, with long, ragged peninsulas projecting into it from nearly every point of the compass.

Eastport and Lubec—both ports of the Eastern Steamship Company—the two most easterly harbors in New England, are very similar in type. Both are old fishing villages possessed of the dignity and repose which one learns to look for among the seafaring population of this coast. Their antiquity is evident in the old-time construction of their houses, as well as in their solidly-built, and substantial wooden wharves and warehouses. Here for the first time the traveler



BLUE HILL MOUNTAIN AND VILLAGE



SUMMER YACHTING ON THE MAINE COAST

begins to realize something of the truth regarding the tremendous tides ascribed to the Bay of Fundy and its adjacent waters. Wharves at Eastport are built with two and even three stories for passenger accommodation, and the different levels are utilized at various stages of the tide, communication with the upper portion of the wharves being maintained by stairways for passengers, and long, slanting "brows" for the handling of baggage and freight.

At Eastport we come to the northernmost sea limit of Uncle Sam's domain. Beyond lie equally interesting countries, New Brunswick, Nova Scotia—the land of Longfellow's Evangeline—Prince Edward Island, Cape Breton Island, and Newfoundland, with St. John, N. B. reached by the Eastern Steamship Company—and Halifax, N. S. as their chief cities. This section will be referred to in a succeeding chapter. For the present we wish to sum up briefly the charms and advantages of the Maine coast.

We know that between Portland and Eastport there are more than twenty-four hundred miles of seacoast, some—but very little—exposed to the open sea, the rest bordering upon sheltered waters in many delightful bays and harbors. We need only to look at the list of places enumerated to assure our-

selves that here are many of the most famous resorts in the United States. We may trust the testimony of travelers who tell us that these "stern and rock-bound coasts," these fir-clad isles, are regions of enchantment during the summer months when cool and pleasant breezes predominate, when the silver sands of thousands of sheltered coves are lapped by the blue waves of the broad Atlantic, when dozens of steam yachts, scores of sailing ones and hundreds of motor boats either lie snugly at anchor or pursue their varied courses across broad bays or through tortuous channels. We may believe the evidence of our own senses when we see great resort hotels filled with happy summer tourists, cottage colonies flanking each seashore town and village and hamlet, or occupying choice locations apart from commercial commonwealths, with isolated dwellings perched upon commanding sites in every field of view. We will begin to believe that all the world comes to the coast of Maine in summer, we will know the reason why, and we will agree with the poet Whittier where he says:

"They seek for happier shores in vain
Who leave the summer isles of Maine."

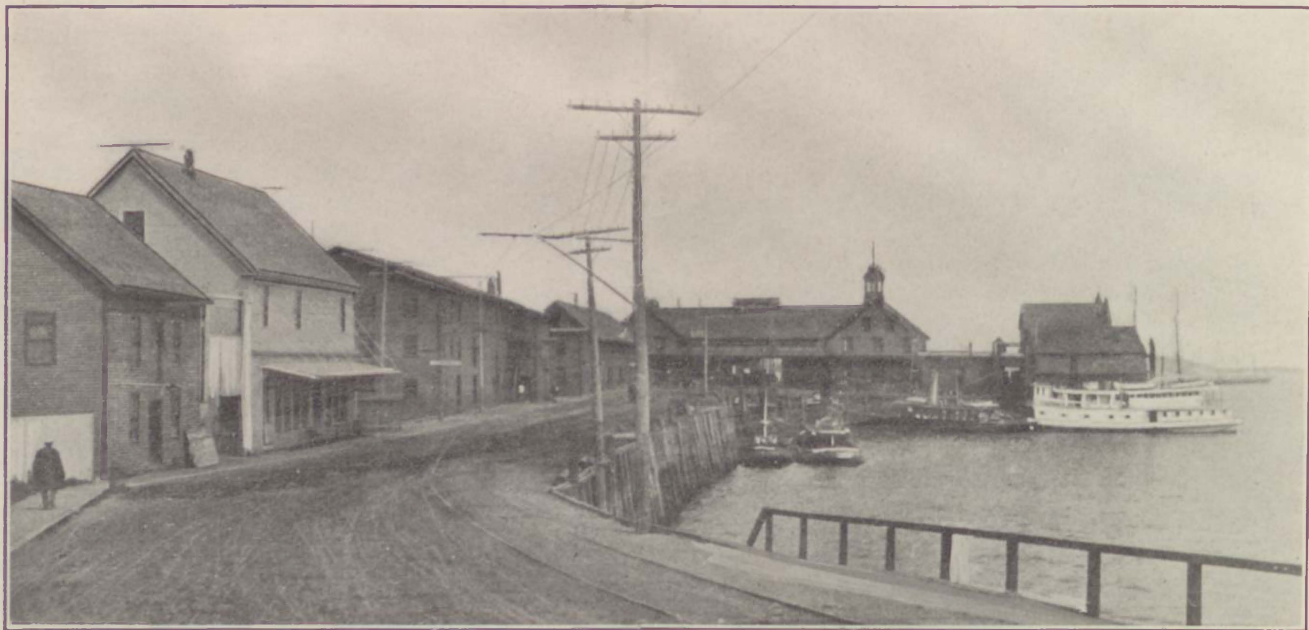
THE INTERIOR OF MAINE

CHAPTER TWO

MAINE, the northeast corner of the United States, is to summer tourists what Florida is to winter travelers—the *Utopia* of their desires. The extent and importance of Maine's territory—nearly one-half that of the whole of New England—assures vacation seekers, no matter how great their number, that here there can be no overcrowding; while the diversity of the land is so great, the variety of its attractions so limitless, that no one can visit Maine in the summer time and fail to find somewhere amid its 20,000,000 acres, at least one spot that is exactly what he has been looking for.

The delightfully picturesque Maine coast has been referred to in the preceding chapter. The interior of the state now deserves attention. Beautiful as is the former, the latter loses nothing by the comparison.

Back from the shore one finds a marked difference in the topography; broad, cultivated acres, clear, bracing, balsam-laden air, the purest of water, magnificent scenery of mountain, lake, hillside and valley, and a vast and almost untrodden primeval forest.



THE OLD WHARF AT ROCKLAND

At the head of the bays, upon the banks of the navigable rivers, and at their head waters are located the larger cities and towns of Maine. Thus, Augusta, the capital, is at the head waters of navigation on the Kennebec River, while Bangor is similarly situated upon the Penobscot. Few cities in Maine are entirely destitute of water frontage. Still farther back rise the unbroken forests of this great North Land, vast enough to conceal states within their limits; larger by seven times than the Black Forest of Germany, and covering no less than two-thirds of Maine's area of 33,000 square miles. Hidden within these umbrageous wilds are over fifteen hundred lakes, covering an area equal to one-tenth that of the state with their clear and sparkling waters, and abounding with the choicest varieties of fresh water fish. The wonderful natural beauty of these forest-hidden sources of Maine's four great rivers, fed by a vast network of minor streams—five thousand one hundred and fifty of which are located upon the state map—attract lovers of nature from all parts of the United States. The allurements of Maine's carefully game stocked forests, and the sport with reel and line that may be had in her hundreds of lakes and thousands of streams, make this a veritable sportman's paradise, and draw

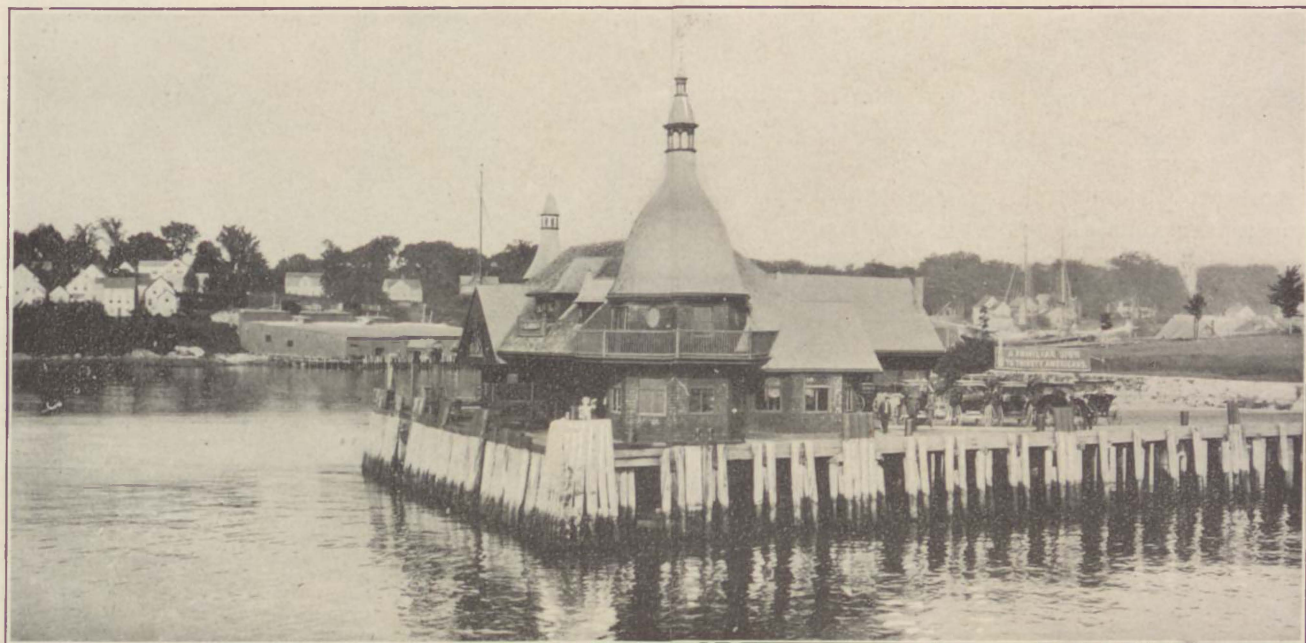
each season increased numbers of the devotees of rod and gun.

Maine's lakes are of all sizes; some indeed but little more than expansions of the limpid streams that create them, others grandly picturesque and of larger area—all alike beautiful in themselves and their environment. Moosehead and the Rangeley Lakes are the largest in the state and are known to sportsmen the world over.

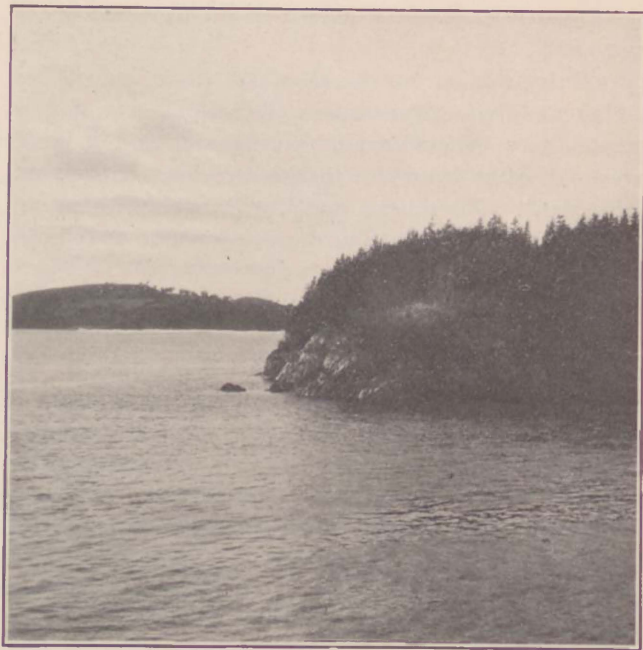
Into this "forest primeval" from the seaport cities run excellent railroads, and those who wish to enter the unbroken wilds with little trouble can find attractive spots close by the terminal and junction points; but the more vigorous, the enthusiastic nature lover, and the keen sportsman, will push on, far beyond the sound of the locomotive whistle, will pitch his camp in the deep, delightful forest shade, by the side of some rippling lake or purling stream.

"The world forgetting, by the world forgot,"

will live the simple, care-free life of the aborigine, will brush the cob-webs of weariness from tired nerves and brain, will drink deep draughts of renewed health from the aromatic air, and will, in short, rejuvenate himself for the battles of civilization.



EASTERN STEAMSHIP COMPANY'S WHARF AT CAMDEN



THE ROCKY SHORES OF PENOBSCOT BAY

Northern Maine appeals with fresh interest each year not only to the sportsman, canoeist and camper, but to the summer tourist and the vacation seeker as well. The open secret of this growing popularity among all classes lies in the fact that this portion of the state is truly "the playground of the nation," a section which caters to the tastes of many and to all sizes of pocketbooks as well.

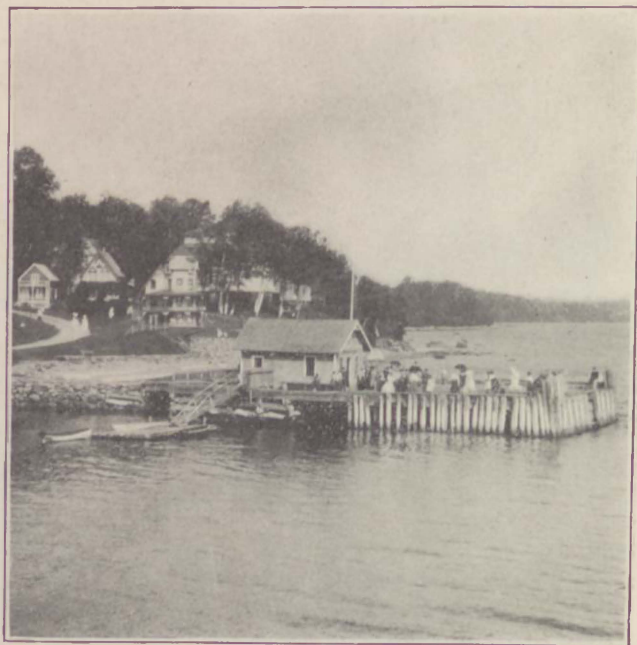
No scenery in the world excels the picturesque grandeur of the wilderness. None has its charm, and its summer climate is perfection. Lakes and stream make the section a network of waterways, through which one may travel in a canoe with comparative ease, and nature provides for material necessities with lavish hand. The air is exhilarating. Trout may be had for the taking, and there are birds, berries, venison and other forest delicacies in season.

The time is fast disappearing when roughing it under present conditions is considered hardship. Even those persons who prefer to make their headquarters at modern hotels or comfortable sporting camps are coming to spend much of their time in these delightful wilds.

The natural gateway to the most important sections of this vast wilderness, the West Branch, St.

John and Allegash regions, is Kineo and Moosehead Lake. This is also the great center for sportsmen, tourists and pleasure-seekers. The immediate territory is very extensive, with the numerous points upon the lake, the northeast and northwest carries, the west and the east outlet, Deer Island, Sugar Island, Lily Bay and Greenville. Each of these points is also the center for a small circle. About Greenville are many lakes and ponds famous for their fish. Lily Bay is surrounded by an excellent territory, of which the Roach River region is the best known, and the east outlet—the source of the Kennebec River—is on the direct route to the Indian Pond camps and a large camping, fishing and hunting section.

Perhaps most important of all are the famous canoe trips which are made possible by the West Branch of the Penobscot and its tributaries. Thousands of visitors leave Kineo each season for these trips, and they have the same fascination today that they did years ago, when Thoreau made them and gathered the information which makes up his "Maine Woods." Thoreau came to the foot of the lake in a stage coach and traversed the distance to Kineo in a canoe. He climbed the fortress mountain, explored the section, and proceeded to the northeast carry, just



NORTHPORT, ON THE PENOBSCOT RIVER

as thousands are now doing each summer, and he rejoiced in the joy of living, just as thousands upon thousands who have followed him have rejoiced, and will continue to rejoice, for time can make little change in this wonderful country.

The beauties of the six famous trips which the West Branch opens up are little understood. To be sure, those who make them give enthusiastic descriptions, but it is like telling the listener about Niagara.

Jackman, reached over the Canadian Pacific from Greenville, has numerous resorts. Attean Camps on Attean Lake are situated on an island in the center of one of the most beautiful lakes in the state, and from which some of the finest short canoe trips in Northern Maine open up. All about lie wilderness ponds in which the trout are plenty, and the Moose River affords endless enjoyment for canoeists.

Sebec Lake, reached through Dover, or South Sebec, is one of the four natural salmon lakes in the state, and it provides excellent sport, not only for those gamey fighters, but for bass and pickerel as well. A large territory is accessible from here. Lake Onawa,

on the Canadian Pacific Railroad, below Greenville, is a delightful spot, and the numerous Camps entertain annually many sportsmen and summer visitors.

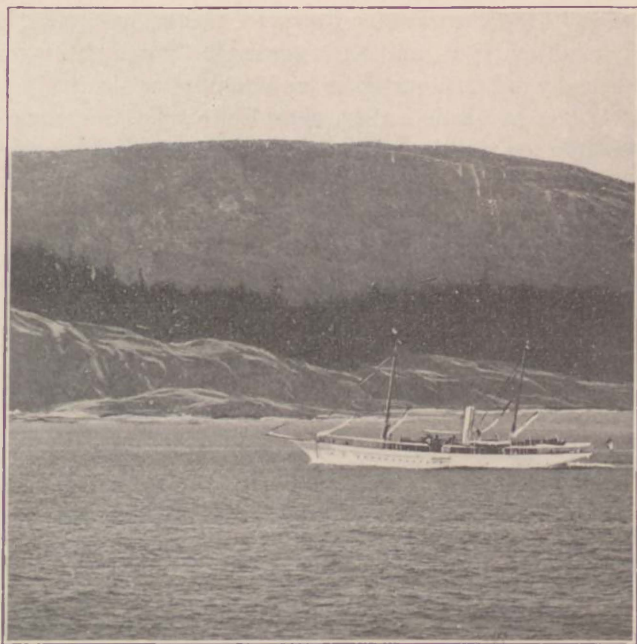
The Belgrade Lakes, near Waterville, are world-famous for their small-mouth black bass fishing and draw annually hundreds of fishermen from all parts of the country. There are a dozen or more ponds, in which trout, perch, bass and salmon may be taken, lying from six to ten miles distant from this point. The village of Belgrade is six miles from Belgrade Station, on the Maine Central Railroad.

The section lying above Bangor, and reached by the Bangor and Aroostook Railroad and its stage, buckboard, steamer and other connections, is vast and its resorts are numberless.

Rangeley Village is the natural starting point for the Rangeley Lakes region, for from this point the territory opens up a section famous the world over for its trout and salmon. No waters in the country have furnished brook trout of such large size and the salmon fishing has become recognized as the best in the state.



A SHADED STREET IN BANGOR



THE LOFTY MOUNTAINS OF MT. DESERT

THE MARITIME PROVINCES

CHAPTER THREE

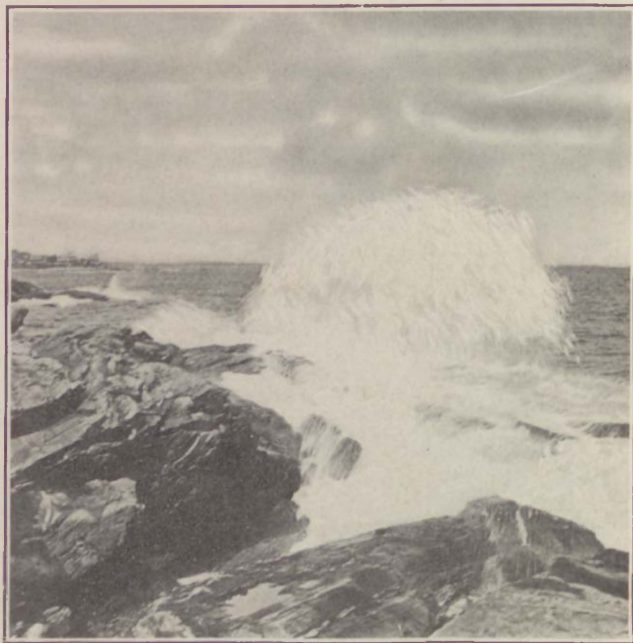
FROM the eastern limits of Maine, eastward to Cape Race and northward to the Bay of Chaleur and the Straits of Belle Isle, lie the Maritime Provinces of Canada, regions as deeply interesting and picturesque as those of the coast and interior of Maine, with scenery grandly rugged and majestic, and with inhabitants—many of them descended from the original settlers—whose manners and customs are strange to dwellers in the States, and whose language is often unfamiliar.

These far eastern lands are easily accessible to American travelers by means of the direct service of the Eastern Steamship Company between Boston and St. John; New Brunswick, thence by rail or steamer to Halifax, the capital of Nova Scotia, by the Intercolonial Railway to Cape Breton Island, and by steamer from the main land to Prince Edward Island and Newfoundland.

The Province of New Brunswick, which adjoins Maine on the east, is nearly as large as that state, and contains upwards of 27,000 square miles. It lies

between the Bay of Fundy, Northumberland Straits, the Gulf of St. Lawrence and the Bay of Chaleur, and has a coast line, exclusive of indentations, of more than 410 miles. Fishing, lumbering and seagoing are the principal industries of the inhabitants, though there are several million acres of arable land, some of which is in a high state of cultivation. There are many rivers and numerous lakes, the inland fishing is renowned and yearly attracts large numbers of American sportsmen. This region was originally included in the domain of Acadia, granted by King Henry IV, of France to the Sieur de Monts in 1603, and was the scene of frequent warfare until 1763, when it was ceded to England by the treaty of Versailles. In 1784 New Brunswick was made a separate province, having previously been incorporated with Nova Scotia.

St. John, the chief city of the province, and the commercial metropolis of the Bay of Fundy, occupies a commanding site at the mouth of the St. John River. It has upwards of 40,000 inhabitants, fine streets regularly laid out, a number of fine churches and public buildings, a splendid railway station and a superb cantilever bridge over the St. John River. The harbor is a good one and is generally well filled with shipping. St. John is the winter seaport of Canada, its harbor being kept free from ice by the tremendous



SURF ON SOUTH SHORE MT. DESERT

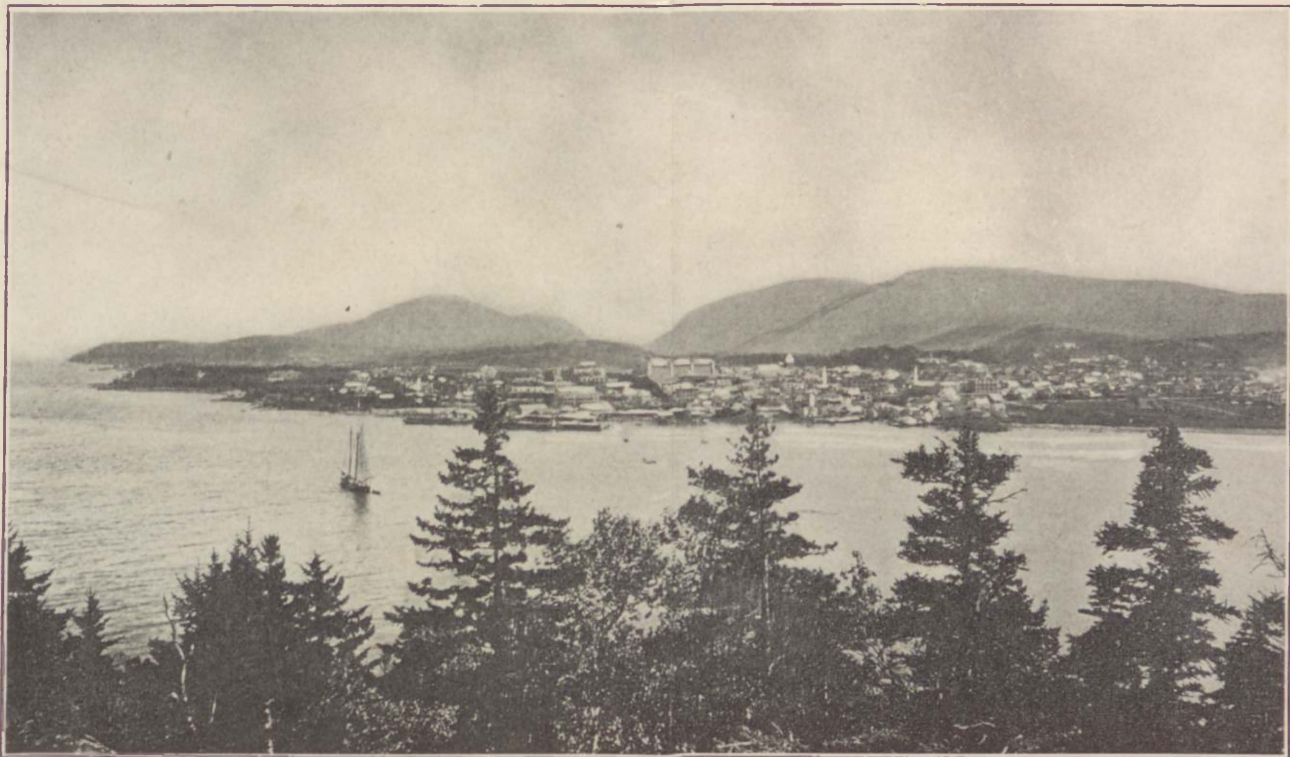
tides of the Bay of Fundy and the rapid current of the St. John River. Just below the railway bridge a suspension bridge spans the river at a gorge where are the celebrated "reversing falls" of the St. John, a phenomenon seen nowhere else on earth. These falls are about twenty feet high and, during the latter part of the ebb tide and the first part of the flood, form a picturesque cataract that pours its flood of waters into the tidal basin of St. John Harbor. The tides rise here from twenty-two to twenty-six feet and, during the last of the flood, they overflow the falls completely and produce a rapid and dangerous up-river current. Navigation is possible only in the comparatively brief period of slack water.

A short but pleasant trip from Eastport, Maine, is up Quoddy Bay to St. Stephen, on the way passing the rugged shores of Deer Isle, and skirting the Maine coast to St. Stephen, at the head of navigation on the St. Croix River, and directly opposite Calais, Maine's most northerly seaport town.

Campobello and Grand Manan, islands belonging to the Province of New Brunswick, are near to East-

port, and are most easily reached from that seaport. The former, with its rocky headlands facing the Bay of Fundy, and its gentle slopes falling towards Passamaquoddy Bay, is fast becoming a popular summer resort. Campobello has several good harbors, a number of goods roads, some excellent hotels, and a seaward outlook that is remarkably attractive. Grand Manan, about seven miles from the Maine coast, is a "paradise of cliffs," a favorite resort for marine painters, as the many familiar pictures of its rugged scenery bear witness. Posing as models is a recognized occupation among the island fishermen. Wonderful are the precipitous shores of Grand Manan, swept at all times by the rushing tides of the Bay of Fundy, above which they tower in rugged grandeur.

Concerning Nova Scotia, the southernmost of these Maritime Provinces, which extend to the latitude of Portland, Charles Hallock says: "Herewith I enter the lists as the champion of Nova Scotia. Were I to give a first class certificate of its general character, I would affirm that it yields a greater variety of products for export than any territory on the



BAR HARBOR FROM ACROSS THE BAY

globe of the same superficial area." And Beamish Murdoch writes: "Its climate is favorable to agriculture, its soil is fertile. The land is well watered by rivers, lakes and brooks. The supply of timber is inexhaustible. The fisheries are abundant. The harbors are numerous and excellent. There are many game animals, among them moose, caribou and red deer. Wild fowl are plenty. Cereals and garden vegetables of all sorts are successfully raised. Fruits in great variety are indigenous. The vine thrives. It has been claimed that Nova Scotia produces readily everything that grows in France except the olive.

Time was when Nova Scotia was an undiscovered land to the pleasure seeker from the United States. While its scenic beauties have long been sung by those who know the magnificence of the unrivalled Annapolis Valley, and the artistic treasures of the grand old cities of Halifax and Annapolis, still it was not so long ago that the idea of going to Nova Scotia on pleasure in the summer months would have been considered an unreasonable one. Today, from east and west,

people flock thither, they come from the southernmost point of the United States to enjoy the wonderful freshness of country and the striking individuality of the region, so different from that of any other section of North America.

Yarmouth, at the mouth of the Bay of Fundy, was named for Yarmouth in Massachusetts and was settled in 1761 by colonists from that New England town. A mile from Yarmouth lies Normandy. The old Normandy that one crosses the Atlantic to see is little better represented in France than here. The people, their customs and dress, their quaint manners and old world ideas, all contribute, with the addition of the language, to transplant one back to the time when Acadia was the land of Longfellow's great poem. Shelburne, planned in 1778 to be the great English capital in North America, to rival and eclipse New York City, was perhaps the first "boom" town of the Western World. It suffered the fate of most "boom" towns, and today is merely a relic of what it aimed to be. Shelburne is a pretty little seaport and interesting town.

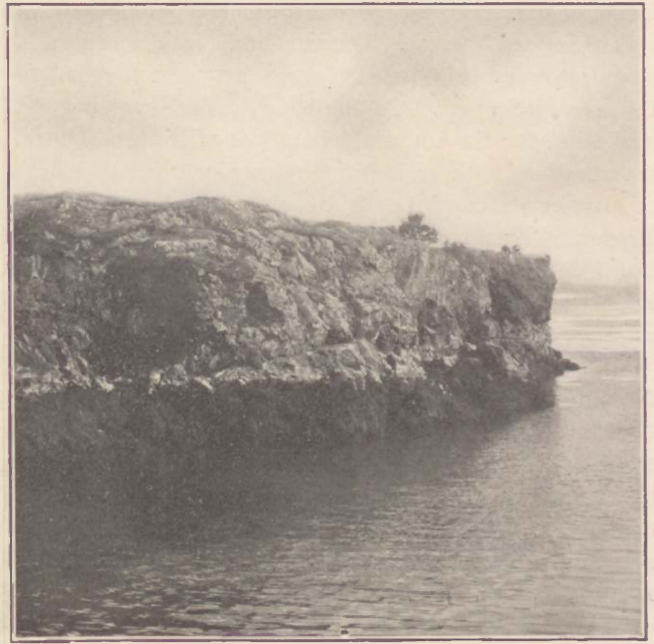


THE WHARVES AT EASTPORT FROM THE HARBOR

The great white cliffs that guard the entrance to the harbor of Halifax have caused that city to be likened to Dover, England, but its impregnable and strongly fortified situation have earned for it the title of the "Gibraltar of America." From the harbor, Halifax is one of the most beautiful cities in the world, and a closer inspection does not in any great degree belie the impression. Aside from the city's historic importance as the capital of the maritime provinces, it has a special importance as the only garrison town in Canada and as the chief naval station of Great Britain in the new world.

Windsor is one of the oldest towns in Nova Scotia, with grand old colonial houses lining its shaded streets. It was here that Judge Haliburton wrote his famous "Sam Slick" stories. The land of Evangeline, the home of the ill-fated Acadians, lies but twelve miles from Windsor, and from there to Grand Pré is one of the finest drives in all the provinces. At Horton, where one crosses the Gaspereau River, the Acadians were thrown into the ships that took them to distant lands to pine away and then perish so miserably.

If you have any poetry in your soul, there are enough traces of the old Acadian village remaining to

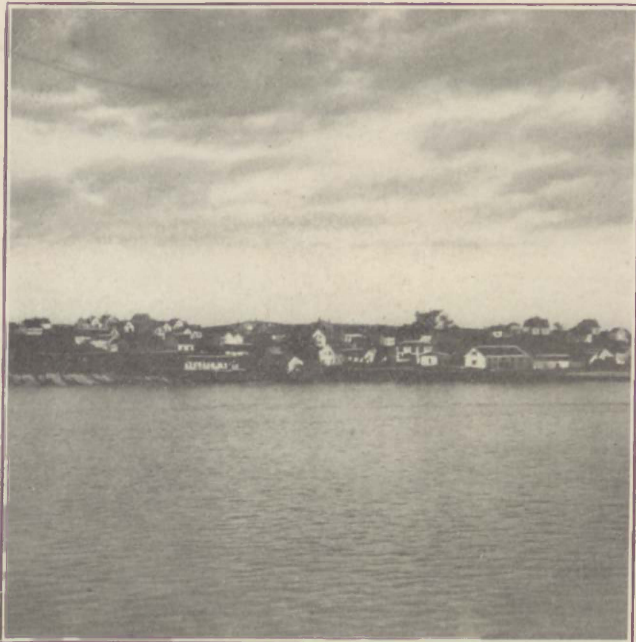


TODD'S HEAD, EASTPORT

require but a moderate amount of imagination to bring the whole scene back to you. If you walk over near the cluster of willows and the old well, you will see the outlines of sturdy foundations, broad and solid, which, from their size, are believed to be the foundations of the chapel into which the unsuspecting peasants were decoyed. A long line of willows, starting from near the well, runs up the hillside. This is called the "Old French Lane," and one can still perceive traces of foundations where the happy homes of the Acadian villagers stood one hundred and fifty years ago.

Not far from Grand Pré lies historic Blomidon and Minas Basin. Delightful Partridge Island is but a mile farther away. Paradise—well named—lies snugly tucked into a bend of the Annapolis River and is the oldest town in America with the exception of St. Augustine, Florida. It was settled in 1604.

Cape Breton Island, though farther north differs but little in temperature from Nova Scotia. "The summers of Cape Breton," says Brown, in history of the island, "challenge comparison with those of any country within the temperate regions of the world. Bright sunny days, with balmy westerly winds, follow each other in succession, week after



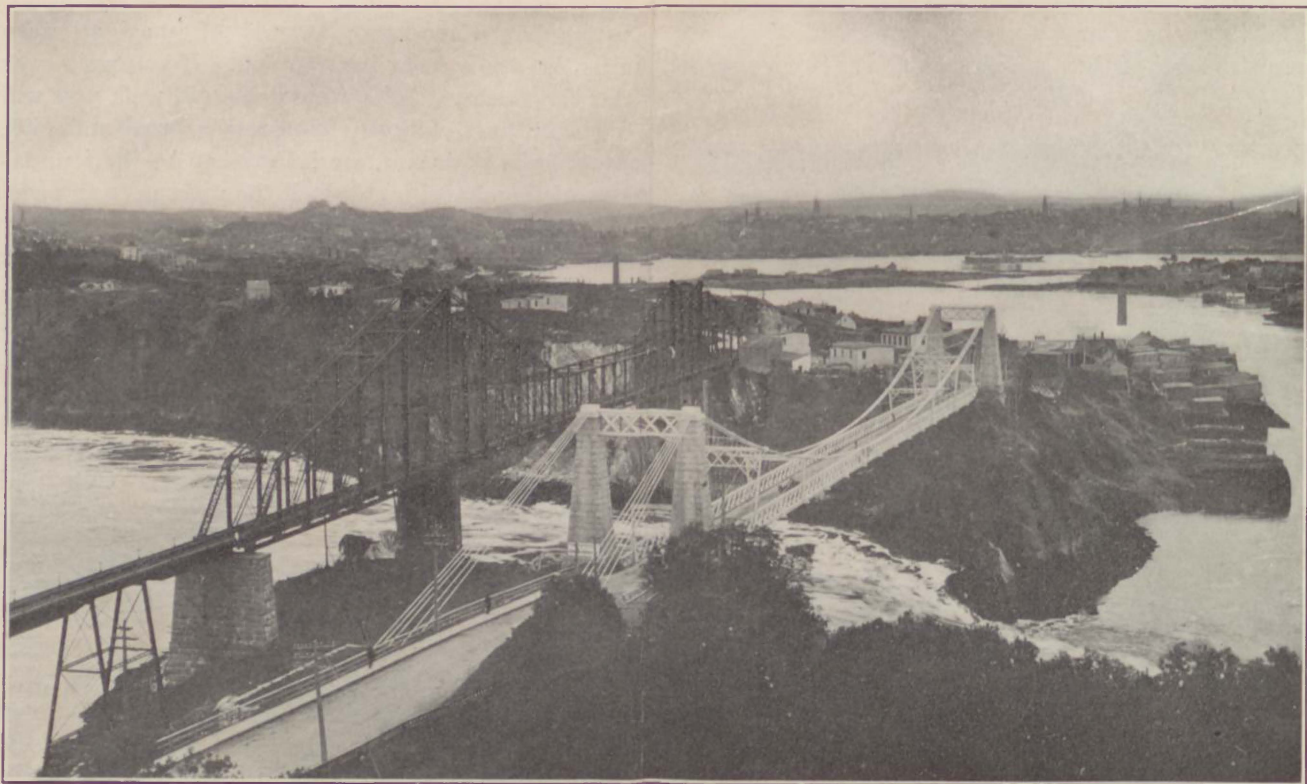
ON CAMPOBELLO ISLAND

week, while the midday heats are tempered by cool refreshing sea breezes. Of rain there is seldom enough. Fogs are very infrequent, except between the Gut of Canso and Scatari. To the tourist who loves nature, and who, for the manifold beauties of hill and shore, by woods and water, is happy to make small sacrifices of personal comfort, I would recommend Cape Breton. There are no large cities on Cape Breton, but instead there are many attractive small towns, beautiful harbors, deep and sheltered bays, lakes, mountains and rivers.

North from Nova Scotia, and separated from it by Northumberland Strait, is Prince Edward Island, with Charlottetown as its capital and chief city. Its summer climate is mild, there is little fog or rain, and the land, though mostly level and fertile, is quite picturesque. The shores are deeply indented, and there are a number of excellent harbors. Many of the Acadians fled to Prince Edward Island after their expulsion from Nova Scotia, and some relics of their occupation still remain.

Newfoundland, discovered by the Norsemen in

the tenth Century, is the northernmost of these outlying Canadian provinces. It is near to the Labrador coast, being separated from it only by the Straits of Belle Isle. St. John, the capital, is on the southeastern coast, and though a city of considerable size, is chiefly known as being the headquarters of the sealing fleet. Newfoundland is an interesting island to visit, and is easily reached by steamer. The coasts are rugged and precipitous, indented by deep bays and fiords. Fishing is the principal industry of the inhabitants. Of the aspect of Newfoundland, R. T. S. Lowell, a recent writer, gives a very good description. He says: "Up go the surges on the coast of Newfoundland, and down again into the sea. The eye, accustomed to softer scenes, finds something of a strange and almost startling beauty in its bold, hard outlines, cut out on every side against the sky." Another writer, Noble, says: "The glory of this hard region is its coast; a wonderful perplexity of fiords, bays and creeks, islands, peninsulas and capes, endlessly picturesque, and very often magnificently grand."



ST. JOHN, N. B. AND THE REVERSING FALLS

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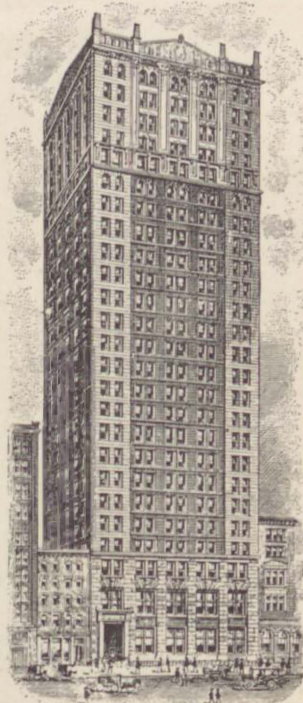
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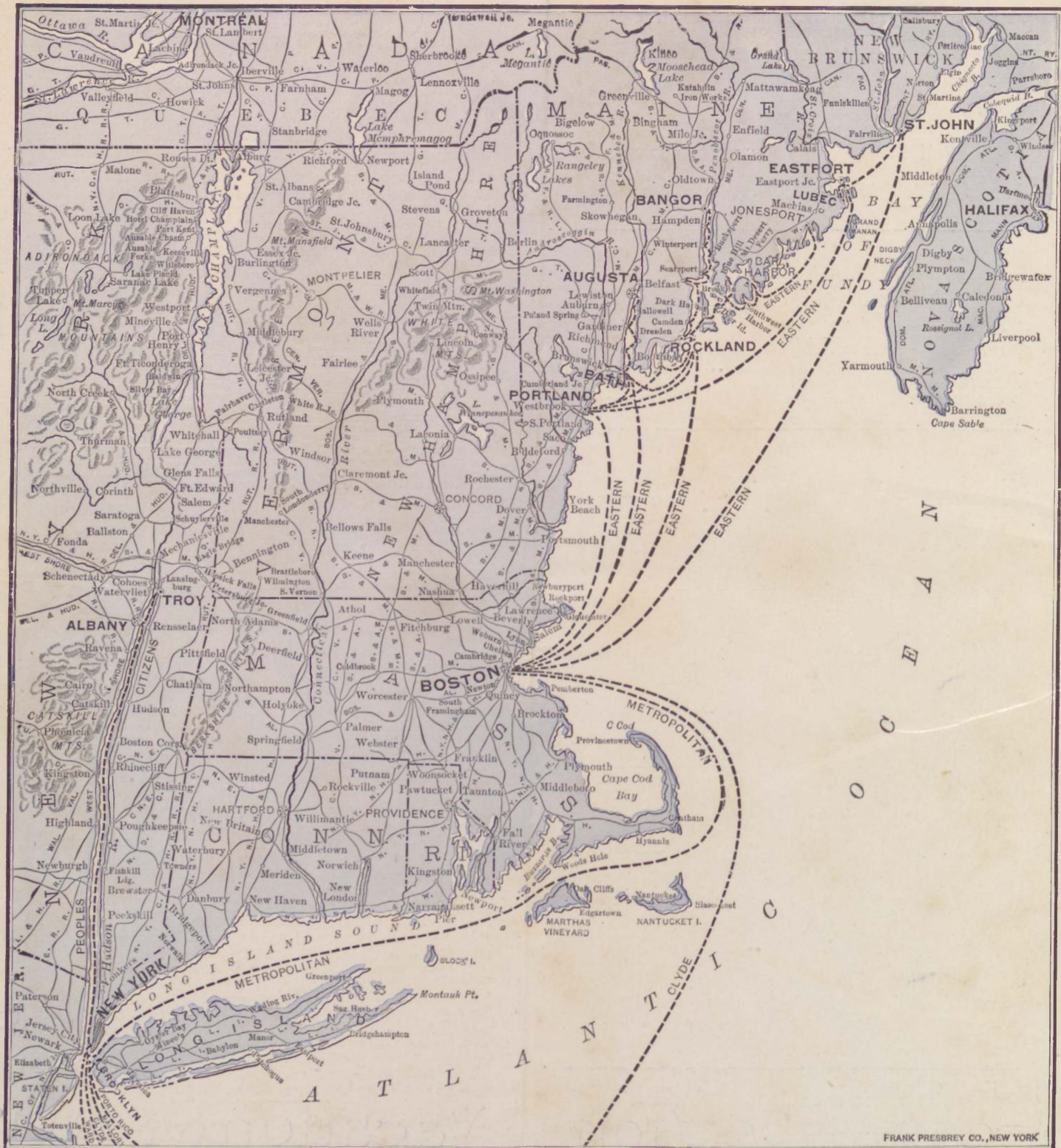
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