

1913

# Bangor Automobile Club Bulletin

Bangor Automobile Club

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# Bangor Automobile Club Bulletin

Information regarding Roads, Tour Routes and Other Matters of Interest to Automobilists will be appreciated.

Telephone 1185

Address, W. A. HENNESSY, Secretary

Chamber of Commerce, Bangor, Maine

*Bkk B 7/16 Guard*  
June 20, 1913

The Bangor Automobile Club, in undertaking the publication of a weekly BULLETIN, wishes to impress upon members and autoists generally that to make it a success it is necessary to have the co-operation of the public. It is planned to send the BULLETIN regularly to various hotels and auto headquarters throughout the state. The issues of the BULLETIN in 1912 were much in demand but there was always a lack of material. Road notes, reports on bad stretches of roads, and general news for autoists will be gladly received. Communications should be addressed to the club secretary, W. A. Hennessy, Chamber of Commerce, Bangor.

## Road Notes.

The hill running off the Hines Pond road, towards Bucksport, has been heavily gravelled and should be avoided until it is worn down.

The Bangor Automobile Club has requested the Governor and council to make an appropriation for the improvement of the bridge at the foot of Hackett hill on the Bangor-Winterport road.

Copies of the new road law regulating the placing of sods in the highway may be seen at Bangor Chamber of Commerce. Numerous requests have been received for copies of the law.

Now that Bar Harbor roads are open to autoists, a number of Bangor parties have already made the run down to this picturesque resort. The roads between Bangor and Bar Harbor are now nearly all in good condition.

For a short run and a mighty pleasant one, pay a visit to Sandy Point some sunny day. Better take your lunch basket along, and enjoy a feast at some one of the many delightful picnicking spots which abound along the river shore in this locality.

Drive cautiously when you cross the overhead railroad bridge at Veazie. Because the boarding is too high on the upper side, it is impossible for autoists about to meet, to see each other at the upriver end of this bridge until uncomfortably close. A foot or so chopped off the top of this boarding would make traveling here infinitely safer for teams as well as automobiles.

To combine motoring, fishing, and a good supper, run out to Gould's Landing, Pushaw Lake, after your day's work. It's an easy six-mile ride; there are plenty of safe boats to be had for fishing, and nice catches of black bass are now being made at Pushaw. Telephone ahead that you want supper, (call 9646), and Mrs. Gould will provide for your party. The trip home can be pleasantly varied by swinging off to the left from Essex street to Orono, or to the right to the Pushaw road, and then back into town.



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Vol. 2, No. 3.

July 2, 1913

Bangor to Augusta---Lock out for ledges in the road thro Hermon; Carmel road is fine; Etna calls for care and slow driving in places, from Newport to Waterville, via Fairfield, splendid traveling. Best route from Waterville to Augusta is by way of North and East Vassalboro.

Newport to Skowhegan---Road thro Palmyra, Canaan to Skowhegan in fine condition. All roads in Cornville, north of Skowhegan, poor.

Bangor to Dexter---Levant road fair; Exeter to Dexter good. Ripley and Cambridge road is rough.

Bangor to Lagrange---Good traveling thro Orono and Stillwater via "horseback".

Road from East Holden to East Eddington as far as Black Cap Mt. is rough and rocky.

Bangor to Millinocket---Roads in fine condition especially from Mattawamkeag in.

Holden to Long Pond---sods piled in middle of road make rough traveling.

Bangor to East Eddington---after leaving the "bend" road is rough and ledges on rises call for careful driving.

Bangor to Bucksport---shore road from point about a mile above North Bucksport is being worked on. Back road is in good condition.

Bangor to Calais---Leaving Ellsworth via Cherryfield, Harrington, Machias, good roads. From Machias go to Whiting thro Dennysville to Pembroke and Robbinston to Calais---about 140 miles.

Toot Your Horns---Numerous complaints are made regarding the carelessness of drivers in not sounding their horns in approaching curves, before topping a hill and in other places where caution is necessary.

Send in notes of your runs.



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Vol. 2, No. 4.

July 12, 1913

Bangor to Lincoln---River road to Old Town, thence across the river to Milford and roads are fair to Lincoln. Look out for bridges and culverts especially in Costigan and Olamon. Good dinner at the Lincoln House. The return can be made thro Enfield and Passadumkeag. Roads are good.

The Fuller road, leading off Union street at the old race track, and continuing thro to Stetson, is one of the best highways out of Bangor. The long horseback from North Carmel is a fine automobile thoroughfare.

St. George to St. John, N. B.---Road between St. George and Laperaux, N. B., is being improved and when completed in a few weeks will avoid the Penfield bog road and reduce distance between St. Stephen and St. John. Roads are well marked.

Mt. Battie Club House, located in Camden, on the broad top of Mt. Battie, is now open, and offers excellent accommodations for automobile parties who wish to spend the night on the mountain top. Refreshments and light lunches can be had at any time, but full meals must be ordered at least four hours in advance. Telephone Camden 23-12.

## Caution on Northport Road.

You probably saw an account of an automobile accident on Saturday June 28 on the road between Northport Camp Grounds and Northport Post Office, this being the road out through the woods on the edge of the ocean and some distance above the water; probably one of the most beautiful drives in Maine. The statements as telegraphed from Belfast are absolutely correct and evidently came from Mr. Perry, whose auto capsized.

The road is entirely too narrow for two automobiles to pass with safety; it can be done provided the drivers of both cars are exceedingly careful, but that seldom being the case, the road is exceedingly dangerous and I would suggest that the Automobile Club take this matter up with the proper authorities with a view to permitting vehicles of any kind, to go only one way on this road and compelling them to travel on the other parallel road in the opposite direction.

The escape of Mr. Perry and his family was simply miraculous. They went over the edge of the precipice and their car fell fully ten feet, turned completely upside down and nothing saved them except the strength of the trees and bushes and if it had not been for those, nothing would have stopped their car until it reached the ocean.

Club Member.



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BURR A6761

Vol. 2, No. 5.

July 19, 1913

The road from Kenduskeag to Six Miles Falls is reported to be in bad condition and should be avoided.

Here's a pleasant run thro picturesque country: Bangor to Stetson to Corinna to Hartland to St Albans to Canaan to Skowhegan and thence to Waterville by the "middle" road. Good travelling the entire distance of 74 miles. Approaching Skowhegan there is a splendid panorama of the Rangeley mountains.

Waterville to Augusta---Good roads on both sides of the Kennebec altho the east side by way of Riverside and Vassalboro is preferable.

Bangor to Sorrento---This is a pleasant run of 50 miles by way of Holden, Ellsworth, Franklin and Sullivan. The last half dozen miles are particularly good travelling. For variety the return trip may be made by the way of West Sullivan, thence by ferry to Waukeag. From Waukeag the run home may be made by the way of Hancock, Ellsworth, Bluehill, Bucksport and Orrington.

## Road Notes Wanted

The Bulletin wants contributions of road notes for runs in the vicinity of Bangor as well as extended information on longer trips.



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Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, Bangor, Maine

June 27, 1913.

## Bangor to St. John.

Report on run in week of June 16 from Bangor to St. John: Road from Bangor to Ellsworth in good condition and fair from Ellsworth to Machias. Leaving Machias the route should be by the shore road through Robbinston rather than through Charlotte. The latter route is rough. From St. Stephen to St. George the road is good. Extensive rebuilding is going on on the highway at the Penfield bog, between St. George and St. John, and it is rough going now and the roadway is narrow. When the crew completes its work, in about six weeks, there will be a great improvement. The running time for the 240 miles from Bangor to St. John on this trip was 12 hours and 10 minutes.

## Bar Harbor Notes.

An ideal run with excellent roads is Bangor to Bar Harbor, thence to Ellsworth, Surry, Bluehill, Penobscot, Orland, Bucksport, Orrington, to Bangor. This trip of 115 miles was made on Sunday, June 22, in 6 hours and 10 minutes running time. Besides the excellent travelling there is some of the finest scenery in Maine.

The work on the Ocean Drive at Bar Harbor has now been completed, and it is in extra good shape and ready for automobile travel. At Monument Cove, which was thought to be rather an unsafe spot, some extensive repairs have been made. The road has been widened in a number of points, lowered and graded, and a heavy stone and concrete wall substituted for old wooden rails. The drive with its fine scenery and magnificent view of the ocean and the rocky shore will prove one that will certainly be a favorite with autoists.

The town of Mt. Desert, in which Northeast Harbor, Seal Harbor and Somesville are situated, is now the only town on the island closed to automobiles. To reach Tremont and Southwest Harbor it is necessary to go to Town Hill, and take the Indian Point road, by way of Pretty Marsh, a roundabout and hilly and narrow, though attractive and picturesque road. It is probable that Mt. Desert will not long keep its doors closed to autos, as it is understood that the sentiment in that town is very much divided. At present to reach those places it is necessary to leave the auto at the Mt. Desert line, and walk, ride or bicycle to the point of destination.

## The Split-Log Drag.

So many of the roads leading out of Bangor could be easily improved if a split-log drag were hauled over them after a rainstorm, that I would suggest the proper officials of the Bangor Automobile Association seek the co-operation of the suburban road foremen with this idea in view. We all know that a split-log drag is the most inexpensive road machine that is in use today, and under its proper use the humps and hollows now present in our roads would practically all disappear. Fred H. Clifford.



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BURR A 67 P 1  
Vol. 2, No. 6

July 26, 1913.

**Bangor to Millinocket.** Many autoists who have made this 90-mile trip report excellent roads for most of the way, and a wealth of beautiful scenery. Charming views of the Penobscot river are frequent, and if parties are disposed to lunch by the wayside, a number of attractive picnic spots will be found along the river bank. Exceptionally good hotel service and accommodations are to be found at Millinocket, at the Great Northern Hotel.

**Bangor to Lake Umbagog.** A pleasant run, leading through Orrington, Bucksport, and Orland. The river road to Bucksport is scenically attractive, and Lake Umbagog is a fine place for picnicking. If one prefers to continue on into Ellsworth, the road will be found in good condition.

**Bangor to Aurora.** One of the best afternoon rides from Bangor is to go to East Eddington then over "Chick's Hill" to Amherst and Aurora and ride over the "whaleback". The roads are good and one who has never seen the whaleback, which is a very high "horseback", will experience a novel sensation. It is about 35 miles to the whaleback and this formation is five miles long.

**Bangor 'Round Hermon Pond.** Hammond street to Odlin road to end of road, turning north to first left-hand road, by Emerson's mills. Run north to Hermon pond and return to Bangor by way of Hammond street. The run is 21 miles. There are some ledges but on the whole the roads are good.

Look out for the stretch of clay road below Searsport. There is a stretch of about half a mile and numerous cars have had difficulty there. Even a light shower causes trouble.

From a Visitor.

W. A. Hennessy, Sec., Bangor, Me., Dear Sir: Just noticed in your club bulletin you invite information in regard to roads etc. in Maine. There is one thing which could be fixed in your state at little expense and it would improve running conditions very much. I refer to the practice of making your bridges or culverts of plank or poles, they are either too high or too low and they jounce a car frightfully; one made of steel or cement would cost but little more at first and would be far cheaper in the end. Trusting you will succeed in your good work, I am, Yours very truly, Wm. H. White, Oakland, R. I.

Send in Road Notes.

Please furnish the BULLETIN with notes of your trip.



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Chamber of Commerce, Bangor, Maine

BURR A6781

Vol. 2, No. 7

Aug. 2, 1913

**Bangor to Bethel.** The run to Bethel from Bangor is a day's trip of 130 miles. The route traverses an unusually attractive country and at Bethel there is a fine new hotel. The roads are good with the exception of a short piece between Dixmont and Wilton.

**Bangor to St. John.** Numerous inquiries have been received regarding the run from Bangor to St. John. The consensus is that the best route is the "shore road" by way of Ellsworth, Cherryfield, Machias, Whiting, Pembroke and Calais. The second route runs thro Lincoln, Lee, Topsfield, Princeton to St. Stephens with good to fair roads. The third route is to Mattawamkeag to Houlton and thence over the border down the St. John River to Fredericton and then to St. John. The Aroostook roads are all right in good weather but across the border the roads are rough and hilly and it makes a hard trip particularly in a low-powered car. Out-of-state parties are under the impression that Sunday autoing is not permitted in the provinces. There is no such prohibition.

**Bangor to Jackson.** Here's an interesting run: Hampden to Newburgh, to Dixmont to Jackson and thence on to Monroe and returning by way of Hampden lower corner. The trip is 53 miles from Bangor. Some hills and rough roads but a pleasant excursion.

**Good One-Day Upriver Outing.** To make an enjoyable run up along the Penobscot river, starting from Bangor and returning the same day, follow the river road up through Orono, Old Town, Milford, Costigan, Greenbush, Olamont, Passadumkeag, Montague, to Lincoln, a run of about 48 miles. Dinner can be had at the Lincoln House, or a picnic lunch can be eaten if preferred. This run can be varied by turning off at Costigan for a swing over into the woodey town of Cardville, coming back to the main road in Olamont; or by turning off to the right at Passadumkeag and going to Lincoln through Enfield and by the beautiful Cold Stream Pond. Returning, follow the river road south to Montague, then cross the steel bridge over the Penobscot to Howland. By turning sharply to the left, the way leads down along the Penobscot through Argyle to Pea Cove, coming out in Stillwater, or by taking the left-hand road farther on from the bridge, the road leads through a long woodey stretch to Lagrange, and then down through Alton, Stillwater and Old Town to Bangor. The round trip means about 100 miles, the distance varying according to the exact route followed. The road for the most part will be found good.

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Send in your Road Notes.

Please send in your road notes to the Bulletin. Help make it useful.



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BURR A 6781

Vol. 2, No. 8.

Aug. 9, 1913

Bar Harbor via Bangor. The ideal route from Rockland to Bar Harbor is by the way of Bangor. Roads are good, scenery is fine and there are hotel and garage accommodations. The route by Bucksport makes necessary a transfer across the Penobscot by ferryboat and there are some hard hills over the country from Bucksport. All the towns on Mt. Desert Island are open to automobiles excepting the town of Mt. Desert. The "open" towns are Tremont, Southwest Harbor and Eden, Bar Harbor being in Eden.

Bangor to Gorham, N. H. The road via Skowhegan and Dixfield is good all the way with the exception of one rough spot between E. Dixfield and Dixfield.

Portland to Augusta. Road from Portland to Augusta via Brunswick, Gardiner and Hallowell very poor and should be avoided (Aug. 1). Best auto route is via Lewiston. The road on the west side of the Kennebec, between Waterville and Augusta, is better than the road via Vassalboro.

Around Skowhegan. Road to Skowhegan via Newport, Palmyra and Canaan best of the year. Both roads to Athens thro Cornville are good. From Athens to Brighton Center, eight miles, fine roads. Brighton Center to Kingsley, six miles, eastern road, good. Two miles between Cornville and No. Anson ledgy, hilly and sandy. The remainder of 12 miles, good. From Solon nearly to the Canada line roads are better than ever. From Solon to Madison bridge, first class roads. Roads in New Portland are sandy.

Warning from Stockton Springs.

Bangor Automobile Assn., Bangor, Maine, Gentlemen:- We are trying to make it convenient for travelers, having recently placed new signs on our principal streets and are asking YOU to assist us in protecting the children and others who are in great danger from autos speeding in our streets and not sounding a warning before making the corner at Main and Church Sts. You no doubt know the corner in question.

We ask that you publish in your bulletins the danger of said corner, and we don't mind telling YOU that we are to put an officer on that corner and see if it cannot be stopped.

Thanking you for the interest that we know you will take in the matter we remain, Very truly, Selectmen, Albert M. Ames.

Corduroy in Holden. The town of Holden is doing good work on their roads and the work is appreciated, but there is a small "corduroy" piece on the road Bangor to Ellsworth about one half mile this side of the church in Holden that is very bad and the selectmen of Holden should put on a few loads of gravel, which would be appreciated by the traveling public.



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BURR A 6781

Vol. 2, No. 9

August 16, 1913

To Bar Harbor. Autoists from Rockland and points in the western part of the state should go to Bar Harbor via Bangor. The ferry which it is necessary to use when traveling via Bucksport is reached by a steep hill which has to be negotiated with utmost care.

Caution. Prospect hill in Prospect is a danger point after a rain and needs a coating of gravel to make it safe.

The road between Lincolnville and Saturday Cove is rocky and rough.

Road between Stockton Springs and Searsport is rough on account of sods. The "drag" treatment would improve the highway.

High street, Belfast, is rough and requires careful driving.

On the Pushaw road, Glenburn, about 150 feet from point where Orono road branches off, there is a bad raised culvert which should be approached with care.

An Afternoon Drive. Bangor to Stillwater to Alton to Lagrange; across to North Bradford to Bradford village to Hudson to Glenburn to Bangor. About 55 miles and good roads most of the distance.

Around Skowhegan. North Anson to Strong, thro New Vineyard, good except for about four miles. In Vineyard there are soddy roads. Strong to Farmington, Farmington Falls, New Sharon, Mercer, Norridgewock to Skowhegan, good roads.

The run from Skowhegan to Parlin pond, 61 miles, is a fine drive over good roads abounding in fine scenery.

From Carratunk, 15 miles north of Bingham, there is a fine run to Pleasant pond, about 4 miles, where there is a good hotel.



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BURR A6781

Vol. 2, No. 10.

August 23, 1913

**A Warning to Towns.** Several towns in this section give no attention to signposts. The Bangor Automobile Ass'n is making up a list of towns wherein signposts are neglected and it is planned to take action in the matter. Here is the law relating to signposts:

Section 91, Chapter 23, Revised Statutes of Maine. "Towns shall erect and maintain at all crossings of highways and where one public highway enters another, substantial guide posts not less than eight feet high and fasten to the upper end of each a board, on which shall be plainly printed in black letters on white ground, the name of the next town on the route and of such other place as the municipal officers direct with the number of miles thereto, and a figure of a hand with the forefinger pointing thereto: and for any neglect thereof towns are subject to indictment and fine not exceeding fifty dollars."

**Bad Road in Hampden.** Work on the highway in Hampden, between the Bangor line and Frost's switch, makes the "back road" preferable to the river road. A heavy coating of gravel covers a stretch of 100 yards or so.

**To Bar Harbor.** Out-of-state autoists coming to Bar Harbor from Rockland or the west should come to Bangor rather than cross the Penobscot at Bucksport. The latter route means ferrying and the descent of a bad hill at Fort Knox.

**Rangeley and Dead River Regions.** Roads in this section are reported in fine condition. Highways are naturally good and the towns keep them in first class shape. New Portland to Lexington, eight miles of rough going. Over Lexington flats, five miles, good traveling and it continues thro Dead River and Eustis to Stratton. From Stratton to Eustis, thro the "cathedral pines" the six miles are over fine roads and there are excellent roads from Stratton to Rangeley, 21 miles. From Rangeley to Phillips there are ten miles of rather rough going out from Rangeley owing to mountains but the remaining 12 miles are over splendid roads. From Phillips to Strong, eight miles, good traveling.

**To Switzer Inn.** The run to the new Switzer Inn, in Stockton, about 25 miles from Bangor, is one of the pleasantest trips out of Bangor. The inn is situated on Bennett's Bluff, between Fort Knox and Sandy Point, and commands a fine view of Penobscot river and bay. Autos run to the door. Take Sandy Point road from Prospect or Stockton. The inn is an attractive stop for lunch for parties en route from Rockland to Bangor. It is conducted by William Sparrow, formerly of the Tarratine club, Bangor, and its cuisine is exceptional.



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Vol. 2, No. 11.

August 30, 1913

To Bar Harbor. The best route to Bar Harbor from Rockland is via Bangor and Ellsworth. The route, via Bucksport, means a hard hill at Prospect to reach the ferry, ferrying over the Penobscot, and a hard run over hill roads from Bucksport to Ellsworth. On the run from Rockland to Bangor is the Switzer Inn, at Stockton, which makes a good luncheon stop.

Around Bangor. On State street, from the foot of "hospital hill" to Mt. Hope cemetery, slow speed and a watchful eye will prevent trouble. On Essex street, from the Church road to the Orono line, road work is under way and the turnpiking makes rough traveling. Union street, towards Levant, is ledgy and rough. For thro travel the Kenduskeag route is preferable. Road from Hermon Center to M. C. R. R. tracks is in bad condition. Road to East Eddington by Eddington Bend, once a fine highway, is rough and ledgy. Road from Eddington to East Holden also rough.

Bridge Impassable. Bridge between Pine Hill and Beddington is impassable for automobiles (Aug. 23).

Road Work in Orono. Work is being done in Orono, near the University of Maine campus.

Orrington's Good Roads. The town of Orrington still holds first place for good roads. All its highways are in fine condition.

From Bangor to Old Town. Avoid Stillwater avenue altho it is two miles farther by the river road. From Orono to Great Works take the "woods road" rather than the main highway.

Portland to Bangor. Route via Lewiston is better than by way of Augusta.

Main Roads to Bangor. The road and tour map of the Maine Automobile Association does not give sufficient prominence to highways between Skowhegan and Bangor, Waterville and Bangor and Stockton Springs and Bangor. All these roads are the main highways into Bangor and are much traveled.

## Notes.

Town of Milo has no signposts on the lower road.

Take along extra tire valves. A Bangor motorist came across three cars disabled on account of lack of valves.

Instead of taking ferry beyond Boyd Lake, cross the covered bridge four miles beyond the town.

Automobilists are requested to report to the Secretary of the Automobile Club any towns lacking signposts.



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Address, W. A. HENNESSY, Secretary

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Vol. 2, No. 12

September 5, 1913

Portland to Bangor. Route via Lewiston is better than via Brunswick. Lewiston, Augusta, Waterville roads are in good shape and between Winthrop and Waterville, via Augusta, traveling is unusually good.

Rockland to Bar Harbor. Route via Bangor is much better than via Prospect Ferry and is being recommended by Maine Auto Bureau. Roads approaching the ferry are rough and hills are bad. During the present week LOW TIDES ON THE PENOBSCOT have interfered with ferry and have turned automobiles back. Roads out of Bangor to Bar Harbor are in good condition.

Newport to Bangor. To avoid the ledgy and rough roads on main highway a pleasant alternate route over good highways is by way of Stetson Village, turn to left onto "horseback" for five miles to North Carmel and then sharp turn to left onto Fuller road, thence to Union street, Bangor.

Waterville to Bangor. Altho longer by 25 miles, the route via Skowhegan, Canaan, Hartland, St. Albans, Corinna, Stetson, North Carmel, is a pleasant trip over good roads and thro picturesque country. It is a pleasant change from the Newport route.

Around Bangor. Road work is being done on Essex street, about five miles from the city. Union street to Levant is ledgy and rough. Lowering the grade and otherwise improving the road near the railroad station at Hermon Center makes rough going on the main road in that vicinity for a few hundred yards. Come in from Kenduskeag by way of Ohio street; it is by far the smoothest road.

Exceptionally Handsome Scenery. A Bangor man who has just returned from Damariscotta says the finest scenery he has found in all the state is around China lake, in East Vassalboro. Another Bangor man says: "If it's scenery you want, don't fail to go to Jackman, by way of Skowhegan, Solon, and The Forks."

Road Information Wanted. Will autoists who have been over the routes between Bangor and Aroostock county points and Bangor and Piscataquis county points please furnish the Bangor Automobile Club with information regarding the condition of roads and the roads covered by the different runs, with distances.



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Vol. 2, No. 13

Sept. 13, 1913

Franklin to Cherryfield. Return via Milbridge, Steuben and Gouldsboro. Good Roads. Franklin to East Brook, Waltham to Amherst, Clifton and Bangor, 50 miles. Good roads with some hills.

Long Pond Road. Between Long Pond and Bucksport, a mile or so west of the pond, road work makes a rough highway and requires careful driving. This road from Dedham to Bucksport is one of the most attractive inland drives in this vicinity.

"Air Line" All Right. Repairs have been made on bridge near Beddington and the road is O. K. It is being much traveled at present.

Bad Sign Posts. In the towns of Hermon, Levant and Carmel signposts are so faded that they can't be read. Sign post at Griffin Road and Union Street, Bangor, is down.

Road Work on Eddington Road. Work is being done on Eddington highway, a mile or so beyond Eddington Bend.

Swan Lake Road Bad. Road on west shore of Swan lake is in very bad condition. At one place a culvert ditch over four feet deep, running across road, has been left open without any protection or warning of danger.

Round Verona Island. Both roads on Verona island are in good condition altho the west highway is by far the better of the two. It's a run of about nine miles around the island.

Turnpiking Bradley Road. Between Old Town and Eddington Bend turnpiking is going on. Rough traveling.

Bar Harbor via Bangor. Tourists from Rockland and western points should travel to Bar Harbor via Bangor. Prospect Ferry route means bad hills, uncertain ferrying and other inconveniences.



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Address, W. A. HENNESSY, Secretary

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RR A7242

Vol. 2, No. 14

Sept. 20, 1913

Swan Lake. The road on the east side of Swan lake is good traveling.

Roadwork at Frankfort. Extensive work is being done on the road between Frankfort and Prospect which will greatly improve that important highway. For cars which wish to avoid the rough traveling because of the work, the Swan lake road may be taken from Winterport or Frankfort.

Hermion Road Needs Attention. The town of Hermion has built a good state road from Bangor line to Hermion Center but holes are beginning to appear where water collects and softens up the road so that every automobile digs a hole a little deeper. The holes ought to be filled at once to preserve the road.

A Two Days' Trip. A good two days' trip is the run to Bangor to Lincoln to Springfield to Carroll to Topsfield to Princeton to Calais, 117 miles, over night in Calais and return by way of Dennysville, Machias, Cherryfield and Ellsworth, 124 miles.

To Bucksport. A good and picturesque run to Bucksport is East Orrington via So. Brewer, Goodale's Corner, East Bucksport, Buck's Mills, Bucksport. Some hills but good roads most of the way; 21 miles.

To Bar Harbor. Roads to Bar Harbor from Bangor are in good condition and crisp autumnal weather and the changing colors of the trees make the picturesque rides even more attractive than in summer. The Prospect Ferry route, shown on the Maine Automobile Map, leads over a narrow and hilly road from Prospect to the Penobscot river. There are few places where cars can pass and the clayey road makes risky traveling after even a light shower. Heavy cars particularly prefer the straight highway via Bangor to crossing over on the ferry.

Aroostook and Piscataquis Roads. Information is desired on routes and condition of roads from Bangor to Aroostook and Piscataquis county points. Please help out if you can.



# Bangor Automobile Club Bulletin

Information regarding Roads, Tour Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, Bangor, Maine

Vol. 2, No. 15

Sept. 27, 1913

**Bangor to Plymouth.** An afternoon run: Start out Union street to Stetson to Plymouth via East Newport. Home by way of Carmel, Hermon and Hammond street; 52 miles.

**Scenic Charms.** A man who has autoed throughout New England reports the finest view he has seen is on the run from East Corinth to Dover via West Charleston.

**Rule of the Road.** Numerous complaints have been received that drivers in the country sections wholly disregard the rule of the road and persist in keeping to the left.

**Two Good Suggestions:** September is one of the finest months in the year to ride; the roads are at their best, the air is clear and bracing, and the changing hues of the foliage give constant variety to the scenery. For tired nerves an afternoon ride in September is better than any medicine.

To get the benefit of membership in the Bangor Automobile Club members should attend the meetings. The discussion on questions affecting automobilists are interesting and instructing and the object and purpose of the club are more strongly felt and realized.

**For State Highways.** The Bangor Automobile Club has recommended for designation as state highways by the Maine State Highway Commission the following roads: West of Bangor by way of Hermon, Carmel and Newport; Bangor to Skowhegan, by way of Newport and Palmyra; Bangor to Piscataquis county, by way of Kenduskeag, Corinth and Charleston; Bangor to Aroostock, via Lee and Springfield; Bangor to Belfast, the shore road by way of Winterport, Frankfort and Prospect; Bangor to Ellsworth, via Dedham and Holden, along the old stage road, Bangor to Washington county, via Ellsworth, Franklin and Cherryfield.

**Sixty-Mile Outing.** Parties who like to slip out a ways for dinner, and enjoy an afternoon's ride, will find it a pleasant trip to go via Eddington Bend to the Ward Farm or The Billington, at East Eddington, for dinner. Then continue into East Holden, down into Dedham and lower Bucksport, coming out near the Orland river before swinging over towards the Penobscot, at Bucksport. Leave Bucksport village by the so-called range road by Stover's drug store, and follow the route through Buck's Mills and East Bucksport, swinging west by Swett's pond and into South Orrington to the river road, before turning north into Orrington and Brewer. The roads are good for the most part, and the scenery along the way is handsome and varied in the extreme. About 60 miles are covered in the round trip.



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Chamber of Commerce, Bangor, Maine

Vol. 2, No. 16

Oct. 4, 1913

Bangor to Brownville. Here's the route for a run of 103 miles, over good roads with the exception of two culverts in West Charleston. Bangor to Orono, Lagrange, Milo, Brownville, lunch at Herrick House, Sebec, Dover and Foxcroft, West Charleston, East Corinth, Kenduskeag, Bangor by way of Ohio street.

Road Work. Road work is going on between Holden and George's Corner on Ellsworth road and at Orrington, just south of ferry road.

Road Complaint Cards. Bangor Auto Club has special post-cards for making complaints to selectmen of bad places in roads. They may be obtained at the Chamber of Commerce. Use of these cards by members will mean better traveling on all highways.

From Arcoostook. Anyone contemplating a trip to Bangor or in fact going out of the county south should go by way of Island Falls, taking the first left-hand road  $3\frac{1}{2}$  miles beyond Island Falls and four miles beyond this turn at Four Corners sharp left, and from this turn to the Military road one-half mile above Macwahoc.

This road is well signed and is in fine shape, with only a few mud holes that are very easy to get over. The road by way of Haynesville is all right from Houlton to Haynesville but 35 miles from Houlton this road just beyond where the road crosses the Wytovitlock stream there is a mile where there are numerous mud holes, some of which are almost impassable, which makes this road one to be avoided.

By going across to Kingman from Macwahoc and meeting the road that turns from Lincoln through Lee and Springfield the bad road through Molunkus may be avoided, with a little extra mileage.

The road through Island Falls, Sherman and Silver Ridge passes through a picturesque country and a good farming community and with the exception of ten miles through a hardwood country without any swamp just before reaching the old Military Road, this section is thickly settled.



# Bangor Automobile Club Bulletin

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Telephone 1185

Address, W. A. HENNESSY, Secretary

Chamber of Commerce, Bangor, Maine

Special Issue

Oct. 23, 1913

## Important Road Hearing

The Maine State Highway Commission will hold a hearing at the Chamber of Commerce, City Hall, Saturday, Oct. 25, at 10 a. m. At this time the matter of designation of state highways in and out of Bangor will be discussed and acted upon. This is of importance to every automobilist and business man. Will you please be present?

W. A. Hennessy, Sec'y.



# Bangor Automobile Club Bulletin

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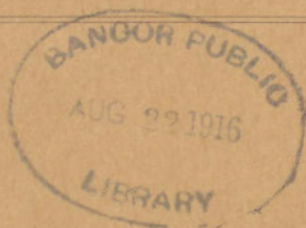
Telephone 1185

Address, W. A. HENNESSY, Secretary

Chamber of Commerce, Bangor, Maine

Vol. 3, No. 1

May 28, 1914



Bangor to Skowhegan. Road from Bangor to Etna, via Hermon and Carmel, is in good condition although rough in places. Etna bog which has been under water has been filled in and is now passable. From Newport to Palmyra road is somewhat rough and two miles west of West Palmyra, the hill canting to the west, is very rough and requires careful driving. Beyond this point to Skowhegan is good going. The river road between Skowhegan and Shawmut is plowed up.

Boston to Bangor. The road from Boston to Portland, via Newburyport turnpike, Portsmouth, York Corner and straight through to Ogunquit, Wells and Kennebunk, was never better than at present. East of Portland the roads are good both by the way of Brunswick and the little route to Augusta and also via Lewiston, Winthrop and Augusta. There is a rough spot between Augusta and Waterville and there are also rough places between Pittsfield and Newport. From Newport to Bangor, now that Etna bog is passable, the road is in good shape.

Bad Traveling. There are rough spots with bad holes on back road in Hampden particularly between the Finnegan and Welsh houses.

Bad Traveling. From North Bangor to Kenduskeag line road is full of ruts, rocks and holes; on road from Winterport to West Winterport, between Boyd's corner and Ryer's residence, causeway is washed out about a foot lower than the highway; from Stillwater to Old Town road is generally poor; road from U of M power house to Stillwater road needs attention.

Notes Wanted: Automobilists are asked to help make this bulletin useful by sending in notes of road conditions, pleasant trips etc.

Auto Club Members: By an arrangement with the Maine Automobile Association and the Automobile Association of America, the payment of membership dues in the Bangor Automobile Club \$3 annually, gives membership in the Maine A.A. and the A.A.A.



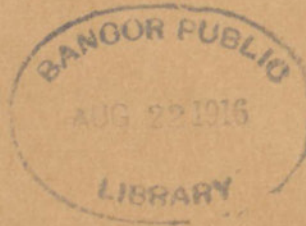
# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, Bangor, Maine



Vol. 3, No. 2

June 11, 1914

The "Air" Line. To Mopang the road is fair but from Wesley to Crawford it is very bad. Through Crawford and Townships 19 and 18 to Jacksonville the road is poor and is full of ruts because of the early driving. From Jacksonville to East Machias and along the shore to Cherryfield and Franklin the highway is in fine condition, the result of work there last fall.. The Debois bridge is now passable.

Bad Traveling. The road from Bucksport to Orland is dug up and sods have been piled in the middle of the highway for half a mile or more.

Road to Dedham tannery, from Holden, is piled with sods for a mile or so.

On the Winterport highway leading to West Winterport between Dylens' and the mill, the bridge is about four inches higher than the highway.

The road into Belfast is piled high with sods which makes rough going on this popular highway. The shore road from Northport, usually in fine condition, is very rough this spring.

Arcostock Information. Automobilists should not use the road running from Knowles' corner on the Arcostock road to Smyrna Mills. Many men use this road in going from Houlton to Masardis and Ashland, it being the direct line, but it is at present almost impassable. Anyone who desires to go from Smyrna Mills through to the Arcostock road should go by way of the Moro road which is in fine condition and will easily repay the driver for the extra distance. For some few weeks all cars had better use the road via Houlton and Presque Isle in going to Ashland as undoubtedly the upper part of the direct or Arcostock road, which runs from Patten direct to Masardis will be heavy.



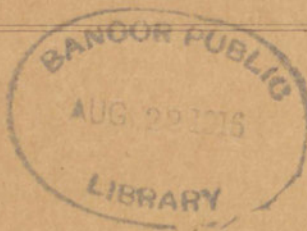
# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

Chamber of Commerce, Bangor, Maine



Vol. 3, No. 3

June 22, 1914

**Bangor to Waterville.** The road from Bangor to Waterville via Stetson is, on the whole, in good condition. The Fuller road, leading off Union street to North Carmel, is not in the good condition of last season but is very fair except for a short stretch of rough going. From North Carmel, over the "horseback" to Stetson, the road is in fine shape and thence through Newport is also good going. Between Newport and Pittsfield, in the town of Detroit, work is going on and sods are piled in the middle of the highway. In Benton there is another short rough stretch owing to work being done by the state highway commission. Owing to the roughness of the highway in Hermon, Carmel and Etna the Stetson route is being much used.

**Orland Road All Right.** The Orland road, previously reported as being filled with sods, has been log-hauled and is now in excellent condition. This highway is a good illustration of the advantages of the split-log drag and a little time by a small crew.

**Road Notes.** The hill two miles west of West Palmyra, previously reported as being in bad condition, is now in good shape.

Work is being done on the road from Newport and Palmyra which makes rough traveling.

The road from Palmyra to Skowhegan is good the entire distance. From North Anson to North New Portland, Lexington, Highland, Dead River, Flagstaff, Stratton and Eustis the road is in first class shape. From Stratton to Phillips and Strong is good traveling the entire distance. From Strong through New Vineyard to West New Portland the road is very rough.

**Maine A.A.A. Emblems.** Members of the Bangor Automobile Club are now affiliated with the Maine A.A. and the A.A.A. Emblems for use on machines may be obtained at the Chamber of Commerce. They are made in both nickel and brass.



# Bangor Automobile Club Bulletin

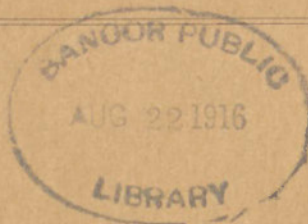
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Chamber of Commerce, Bangor, Maine

Vol. 3, No. 4



July 2, 1914

Road Work in Northport. In going to Camden from Belfast take road to right, half a mile north of Northport Campground, leading to Saturday Cove, instead of shore road which is torn up.

Road Notes. Road from Hermon Center to Hermon Pond station is poor, the mile of corduroy needing special attention. There is a bad stretch of corduroy on Hammond street, over hill after passing end of car line. With the exception of a stretch near North Carmel, the Fuller road is in fair to good condition. In going to Levant, stick to Union street, as the Clark road, leading from the Fuller road into Levant, is in bad shape. Avoid the Church road, between Essex street and the Pushaw road; it has been recently turnpiked and overturned sods make fierce riding. Colson's hill in Prospect is in bad shape. Avoid Sandy Point road from Searsport and continue on from Searsport to Stockton. Hurd's hill on shore road to Bucksport is one of the worst hills in this vicinity and requires careful driving. Odlin road, from Maine Central tracks to Cole Brook road, is rough and calls for care. In Searsport, a mile from Stockton Village, there is a very bad box culvert with a drop of four inches. Three springs were reported having been broken there on a single afternoon this week.

A Pleasant Run. To Kenduskeag via Valley avenue or Broadway to steel bridge and thence over "horseback" to Levant and then over Hermon hill to Union street.

Good Roads. The road on the easterly side of the Penobscot from Eddington Bend to Bradley and Milford is in good condition. Road to Milo via Orono and the "horseback" is in good shape.

The Maine Road Book. The annual issue of the Maine Road Book, published by the Maine Automobile Association, is better this year than ever before and furnishes a complete guide for automobilists touring this state. Besides showing through routes, the book has much information regarding runs between towns and cities. The maps are far superior to those in the previous volumes. The association has done a fine service for automobilists and Maine is to be congratulated upon having such an efficient and progressive organization.



# Bangor Automobile Club Bulletin

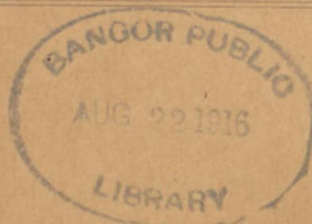
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Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, Bangor, Maine

Vol. 3, No. 5



July 8, 1914

Bucksport to Ellsworth. The road from Bucksport to Ellsworth to the Orland line is in good condition. After leaving Orland, however, the road is in bad shape through West Ellsworth into Ellsworth. Considering the amount of travel over this highway it ought to have a good deal of attention.

Road Notes. Belfast is getting so careless that it allows sods to be piled in the middle of Waldo avenue. Main street, in South Brewer, is rough traveling. A pleasant route to Belfast is via Hampden, Ellingwood's Corner, Monroe and Brooks. After leaving Brooks take the road to the right about two miles out of the town.

Change in Routes. Road work makes necessary leaving regularly traveled routes. The road between Portland and Brunswick is now closed to traffic for much of the way and the Maine Automobile Association has laid out a detour between the two points via Woodfords, Morrills, North Deering, West Falmouth, Cumberland Center, Yarmouth, South Freeport, Freeport, and between the latter town and Brunswick through a section of Durham. This is now being signed by the association.

Work is progressing very rapidly on the new section of bituminous macadam highway between York Harbor and Cape Neddick via York Beach. It is expected that this work will be completed in about a month and this will mean a perfect road, virtually a boulevard of straight macadam, bituminous macadam and cement from Portsmouth, N. H., to Wells post office, a distance of about 25 miles. It is expected that when the York Beach contract is done, the State Highway Department will close up a short break in the cement just east of Ogunquit and then later will build a long stretch of road beginning at Wells post office and running east.

One of the most important roads out of Portland is that running via Lewiston to Augusta. At the present time work is in progress on this road through Greene and the highway is in very poor shape for traffic. For this reason all travel between Lewiston and Winthrop should leave Lewiston via Sabattus street following the electric car line to Sabattus village. Here turn sharp right at the corner store and cross the railroad at the foot of the hill. At the top of the hill at sign Augusta 24 miles, turn to the left along the Eastern shore of Sabattus Pond. Follow this road to Monmouth Center and then continue straight on joining the main road into Winthrop. This highway is in very good condition, the poorest part of it being on the Lewiston end.



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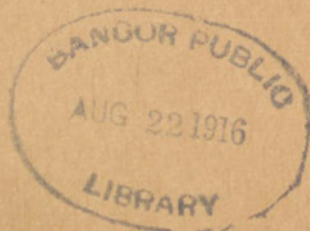
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Chamber of Commerce, Bangor, Maine

Vol. 3, No. 5

Page Two



At the present time the best route to Rockland from Portland is to follow the route previously outlined between Portland and Augusta and from that point following the regular Poland Spring and Rockland road via Gardiner, Whitefield and North Waldoboro. The fact that work is now in progress from Portland to Brunswick, from Woolwich to Wiscasset, and through Waldoboro, makes the Augusta route advisable until the Maine Automobile Association has completed the work of laying out the detours around the construction between Portland and Rockland on the Shore Road. This will be done immediately.

Much travel to Eastern Maine coast points and especially Belfast and Bucksport, is now being routed by the association via Augusta. From that city it is sent across country via Togus Pond and Windsor Four Corners to South China, and thence through Liberty and Belmont to Belfast.

Between Augusta and Rockland this year reports received indicate that the following route is the best to take; Augusta to Togus Pond, to Windsor Four Corners, South Windsor, Coopers Mills, South Somerville, West Washington, Stickneys Corner, Union Common, South Hope, West Rockport, and Rockville to Rockland. From West Rockport there is an excellent road to Rockport and Camden.



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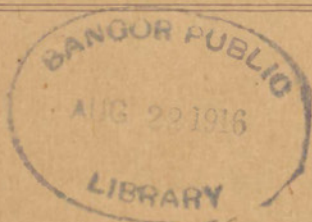
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Chamber of Commerce, Bangor, Maine

Vol. 3, No. 7

Aug. 5, 1914



Roads in Aroostook. The Information Bureau of the Maine Automobile Association at Houlton has issued this statement. The roads in Aroostook County are better, on the whole, than in any part of the State, and if anyone wishes to come this way, you can assure them that they will find the roads in fine shape; in fact, we have one piece of road in the Northern part of the County, in Eagle Lake, 5 miles in length, which is superior to any road in the State of Maine. That may be a strong statement, but it is a fact, nevertheless. And the roads, after leaving Mattawamkeag are fine, much better than they are between Bangor and that point. We are getting a large number of tourists, and you may assure them that Aroostook County is very glad to see them.

Bar Harbor Route. The main road, Ellsworth to Mt. Desert bridge via Trenton is closed to travel from a point two miles below Ellsworth on account of State road construction. Leave Ellsworth by bay road in front of Post Office and road is good to Bayside but from Bayside to the bridge there are two narrow clay roads and automobiles should use right hand road thereby avoiding the danger of passing, which is especially dangerous in wet weather. During the time that State highway work is being done on the direct road through Trenton from Ellsworth to the toll bridge, the road is closed, and the only routes to the toll bridge are by the Bayside road and Oak Point or the Goose Cove road. The Goose Cove road is the shorter by four and one-half miles, but is narrow and not well suited to automobile traffic. The Maine Automobile Association recommends the Oak Point route. The route and mileage as laid out by the bureau of information of the automobile association are as follows:

Miles

- .0 Ellsworth, corner Maine and Water streets. Go down Water street.
  - 1.8 Schoolhouse on left. Keep straight ahead.
  - 6.3 Road marked Goose Cove on left. A sign on this road says: "Dangerous for autos." This road turns to left and is  $4\frac{1}{2}$  miles nearer the bridge than the right-hand road. It is a good road, but very narrow. Advise taking right-hand road.
  - 9.8 Turn sharp left.
  - 12.6 Pass Goose Cove road above referred to; keep straight ahead.
  - 14. Turn right.
  - 14.8 Toll gate at bridge from mainland to Mt. Desert Island.
- The association adds: "In many ways this route is even better than the old one, being more sightly and an even better road. The only disadvantage, if this may be called one, is that it is somewhat longer."



# Bangor Automobile Club Bulletin

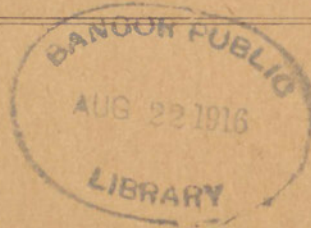
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Chamber of Commerce, Bangor, Maine

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Vol. 3, No. 7

Page Two

**Bangor to Bluehill.** The road from Bangor to Bluehill via Orrington, Bucksport, Orland and North Penobscot is in excellent condition and is, at present, one of the pleasantest afternoon rides from Bangor.

**Bath Road Bad.** The detour road from Bath to Wiscasset is in bad condition owing to clay and rocks. The main highway is now in the hands of the state highway commission crew.

**Caution at Veazie.** The bridge over the Maine Central railroad tracks in Veazie is a point of danger for automobilists owing to the fact that many drivers disregard the rule of the road and do not keep to the right. There have been several narrow escapes from bad accidents within the past few days and unless caution is used there is bound to be a collision.

**Road Book Supplement.** The Maine Automobile Association has issued a pamphlet as a supplement to the road book which contains the detours necessary on account of the road work in various parts of the state. Copies of the pamphlet may be had at Bangor Chamber of Commerce.

**Detour at Belfast.** Owing to the work by the State Highway Commission on the State road between Saturday Cove and Lincolnville Beach, a detour for automobiles is being laid out and some 22 sign boards are being placed along the route between Belfast and the Beach, guiding the traveler. This is the detour: Leaving Belfast via Miller street, thence by Lincolnville avenue to Lincolnville Center, thence to Lincolnville Beach and so on to Camden. Blasting and other work will soon begin and the shore road will be closed to all travel save the mail teams and all other travel will be diverted to the back road.



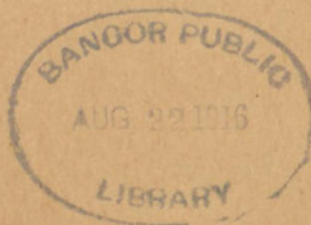
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Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, Bangor, Maine



Vol. 3, No. 8

Aug. 13, 1914

Road Work in Bangor. The street department is scarifying Main street, from "tin" bridge to Railroad street, preparatory to resurfacing the street with gravel. It is understood that bids for gravel will be called for shortly. This road, although much traveled, has been in very bad shape and the improvement will be welcomed by automobilists. Hammond street has been designated as the "state aid" road and work will be done under state and city appropriations from Sixth to 13th street. The new surface will be either bituminous macadam or concrete.

A Pleasant Aroostock Trip. A pleasant trip through Aroostock county is provided by Route 97, Maine Road Book, going into the County via Silver Ridge and Island Falls, tour the northern part of the County and return via Houlton to Calais, taking in Grand Lake Stream, and then across from Calais to Machias, Cherryfield and Ellsworth to Bucksport, and from there to Bangor. All through Aroostock County the roads are in excellent condition and the road from Houlton to Calais resembles, in many places, a parkway. August is the best month to see this section in its prime.

Road Notes. All Washington County roads are in good condition. At Whiting a state road is being built. Detour route is by woods road from Dennysville to Machias. Roads from Danforth and Princeton are in good condition. In going to Calais make a side trip over good roads to St. Andrews.

Road Information Wanted. Automobilists are asked to cooperate in making this bulletin useful by contributing notes on runs, the condition of roads and other information of interest.



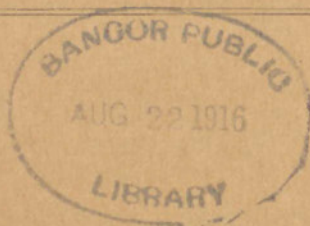
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Chamber of Commerce, Bangor, Maine



Vol. 3, No. 9

Aug. 19, 1914.

**Road Notes.** A state highway commission crew is at work cutting down the grade on the road between East Newport and Carmel. An alternate route into Carmel from East Newport is by the road two miles west of Stetson. This road means rather rough traveling. Work is being done on the state aid road between Stetson and Etna. The bridge between Burnham and Clinton is in bad shape and requires slowing down.

**Over Dixmont Hills.** A pleasant route over the picturesque Dixmont hills is by the way of Hampden, Newburgh, through Dixmont and Troy to Unity. The road is rough in spots but the fine scenery compensates for the occasional rather hard traveling. There is a good hotel at Unity.

**A Good Route to Stetson.** To avoid the rough traveling on Union street, take Ohio street to Jameson hill then turn to the left, at the schoolhouse, and thence to Levant, West Levant, Stetson to East Newport. This route has been much used by Bangor automobilists who consider it unusually good.

**Some Good Runs.** Essex street is in fine condition as far as Pushaw Pond. At the Perch House turn on road that goes to Glenburn coming through Broadway or Valley Avenue. The Grant road going to Old Town through Orono and up Stillwater over horseback and across through Bradford is in fine condition.

It's a fine ride to Cold Stream by way of Costigan and return by way of Howland or West Enfield and come down by the way of Argyle along the river. The road is much better on the return home on the west side of the river instead of the east side.

Road to Winterport is very good. Down the river through Searsport and Belfast and return by way of Northport on the back road and by Swan Lake section through Monroe makes a pleasant drive. Picnicing along the shores of Swan Lake is ideal.



# Bangor Automobile Club Bulletin

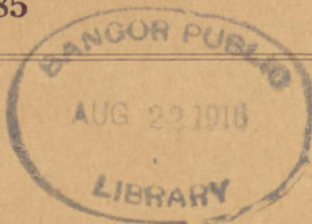
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Chamber of Commerce, Bangor, Maine

Vol. 3, No. 10



Aug. 27, 1914.

In Washington County. The road from East Machias to Calais, via Cooper and Dennysville, is in good condition. The "eastern" road is closed because of highway construction. Four miles northeast of East Machias, just over the hill familiar to automobilists, there has been a washout and cautious driving in approaching this place is advisable.

To St. John. According to reports from Bangor automobilists, the road between Calais and St. John, with the exception of a couple of short rough stretches, is fair to good. Road from Bangor to St. Andrews and return is in excellent condition excepting the poor stretch from East Holden to about two miles beyond Phillips Lake. The road from Ellsworth to Cherryfield through Franklin is to be preferred over the Milbridge route. At the clearing beyond the Seven Mile Woods about five miles this side of Cherryfield make the turn carefully as for a half mile the road is decidedly poor.

Road Notes. Bangor to Searsport good roads by way of Prospect. Avoid Sandy Point Road. Colson's Hill is rough and owing to the steep pitch in the middle it is well to be careful in changing gears. From Bangor to Dexter the better route is by way of East Corinth as the road between Kenduskeag and Exeter is quite rough. In going to Kenduskeag better go through Levant as the road is up in Glenburn for more than two miles this side of the steel bridge making it necessary to go through a rough field for over two miles as the road is impassable. Be very careful in approaching the little bridge near Mount Hope, road operations have resulted in a treacherous and dangerous crossing for there are very bad holes and a very narrow place requiring extreme caution.

Local Notes. The custom of drivers of horse drawn vehicles stopping in the middle of streets especially on Hammond street is going to cause a bad automobile wreck or a badly stove up team for some of the offenders. The practice is contrary to law and the victims will only thank themselves. Several coal teams are also persistent offenders blocking the entire highway and giving insulting replies to polite requests for a little room. Some of these teamsters are using paving stones for trigs leaving them in the highway. As there have been two broken springs the last week resulting from this carelessness.

The plastic compound composed of clay, water, oil and tar is proving a delight to mischievously inclined youngsters and is a new terror to those who drive through Bangor streets.



# Bangor Automobile Club Bulletin

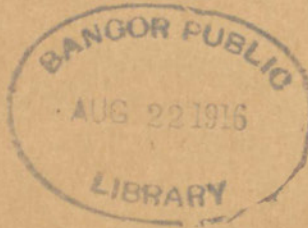
Information regarding Roads, Tour Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, Bangor, Maine

BURR 8473



Vol. 3, No. 11

Sept. 2, 1914.

**Bangor to Houlton.** The members of the state highway commission, after a tour of Aroostook, announce the best route from Bangor to Houlton to be as follows: Veazie, Orono, Old Town, and thence north over the Horseback to La Grange. From La Grange go to Howland, crossing the river into West Enfield and following north through Lincoln, Winn, and Mattawamkeag to Macwahoc. At this point bear to the left over the Silver Ridge road to Island Falls continuing through Smyrna Mills to Houlton.

**Road Notes.** The road from Bangor, Levant, Garland, Exeter and Dexter is in good shape. Auto club members recommend Union street, Levant, West Levant to Stetson as being preferable to the Fuller road route. Road from Palmyra, Skowhegan and Canaan is good as is also the "old" road from Skowhegan to Athens. The stage route from Twelve Corners, in Madison, to Solon, is bad. From Solon to Jackson it is good traveling. Road through Athens, Harmony, Cambridge, Ripley to Dexter is good.

**Road Work.** Road work by the state highway commission, on state aid roads and by towns and cities is going on in many localities but in all instances detours are provided which make passing possible. From North Bangor to the Kenduskeag line some good work is being done on the state aid highway. At Veazie the main highway is being smoothed and gravelled making necessary a short detour over a good road. Work is completed on the road from East Eddington to Holden and on the main highway in Holden.

**State Highway Detours.** Pamphlets containing the detours laid out by the state highway commission on account of road building in various parts of the state may be had at Bangor Chamber of Commerce.



# Bangor Automobile Club Bulletin

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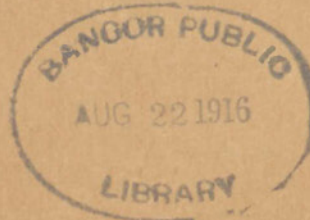
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Chamber of Commerce, Bangor, Maine

BURR 8473

Vol. 3, No. 12



Sept. 11, 1914.

**Road Work.** State road work has begun in Carmel village running east for about two miles. State road work is going on on the Fuller road in Hermon, from the Bangor line which makes Union street the better route to Stetson. The coating of crushed rock on the trunk line between Belfast and Lincolnville is being put on now so it is better to take the detours which are well marked rather than pass over the main highway. Another crew is at work in Palmyra village where a bridge has been built and now the road is being repaired for a distance of about 500 feet.

**Good Roads to Greenville.** Numerous Bangor parties have made the trip to Greenville within the past week, leaving their cars there and then taking steamers to points on Moosehead lake. The roads from Bangor to Greenville, via Charleston and Dover, are reported to be in unusually good condition.

**Detour Routes.** Pamphlets containing the detour routes, made necessary by state highway work, may be obtained at the Chamber of Commerce, City Hall.

**To West Enfield and Return.** It is a pleasant run of about 85 miles from Bangor to West Enfield and return, with roads averaging good most of the way. A party who made this trip Labor Day did not have to shift from high gear for the entire run, going from Bangor through Orono, taking the left fork of the road at the monument in front of University Inn in Orono, and continuing through Alton to Lagrange. In Lagrange village, just before the postoffice is reached, take road to right, then turn to left after passing church. The road is then direct to the river at Howland except for one turn to right when about six miles from Lagrange. Crossing the Penobscot river on the iron bridge at Howland, turn to right and follow the shore road down through Passadumkeag, Olamon, Costigan, and Milford. Cross bridge to Old Town if desired, but it is a smoother ride to continue on the Milford side through Bradley and Eddington to Brewer, and in this way no part of the route is traversed twice. An interesting detour of a few miles can be made by turning to the left shortly after crossing the railroad track in Olamon, and swinging off over the high land through Cardville, coming back to the river road again in Costigan.



# Bangor Automobile Club Bulletin

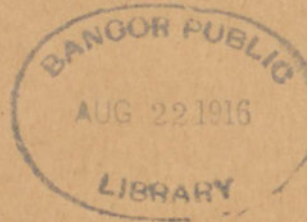
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Chamber of Commerce, Bangor, Maine

Vol. 3, No. 13



Sept. 21, 1914

**Road Work Detours.** Work is in progress on the road between Portland and Rockland via Brunswick and Bath for much of the distance and the Maine Automobile Association is advising traffic destined to Rockland to go by the way of Augusta and Lewiston. The detour between Woolwich and Wiscasset is reported as very bad; that between Brunswick and Portland is better but cannot be classed as good. There is little complaint about the detour between Nobleboro and Rockland.

The detour between Lewiston and Winthrop via Sabattus is very good; with the exception of a mile which is not too bad.

Work is in progress on the road between Bridgton and Fryeburg but this is only about half done and the detour around it is getting very rough. The best way to go from Portland to the White Mountains, is via Naples, Sandy Creek, East Denmark, Denmark, East Brownfield and thence straight across to Conway Center, avoiding both Bridgton and Fryeburg.

Work is in progress on the State Highway through the Kennebunkport Woods west of Portland and this road will be closed to traffic for about another week. Automobilists can get around this piece of work by the so-called mountain road which starts at Biddeford and comes out at Kennebunk. It is a branch of the so-called Alfred road running from Biddeford to Alfred.

Work is also in progress through the town of Wells on the Portsmouth-Portland road but the detour around this is not too bad.

**Special Information.** Through its connection with the Automobile Association of America the Bangor Automobile Club is able to furnish special information regarding out-of-state tours.

**Bridge Work Done.** The reinforced concrete bridge between Oxbow Plantation and Lagrange is expected to be finished this week.



# Bangor Automobile Club Bulletin

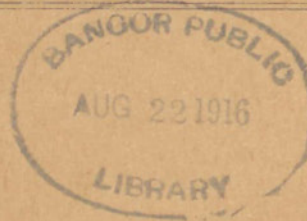
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BURR 8473



Vol. 3, No. 14

Oct. 1, 1914

**Bangor and St. John.** The road between St. John and Bangor is unusually good for that class of highway and is considerably better than last season. A Bangor party made the run from St. John to Bangor in ten hours running time this week. Their route was St. John to Calais to Princeton to Topsfield to Carroll to Lincoln and thence following the river to Bangor. In Township 7 there are some bad culverts and between Greenbush and Costigan heavy overhanging trees make the traveling rather blind. Aside from these two complaints the Bangor party had no unfavorable comments and were particularly enthusiastic over the road from Topsfield to Carroll.

**Bad Hills in Aurora.** There are two bad hills between Aurora and Beddington known as Pine Hill and Hardwood Hill. They are located in wild land and will be marked with danger signals as there have been two bad accidents there thus far this season.

**Road Work in Bangor.** Under the direction of Street Com'r. Frank E. Pressey important work has been in progress within the city limits. Work on state aid road on Hammond street, between Cedar and 13th street, will begin at once. This is a distance of 2,000 feet and the road will be of concrete with a bituminous top. The state aid road on State street, between the Eastern Maine General hospital and the Red bridge is being resurfaced with gravel. The best piece of road around Bangor is five miles on Essex street. This is a good example of what can be done with a dirt road. It was turn-piked in the spring and has been regularly log-hauled with the result that it is in exceptionally good shape and a distinct credit to the street department. Work is being done on the Bangor-Corinth highway, near the Pushaw road. This is being resurfaced with gravel and will have a glutrine coat for a binder. Com'r. Pressy is experimenting with local brick as a road brick and if it proves successful it will mean undoubtedly that a good deal of brick will be used in streets where there is heavy traffic. Experiments are being carried on with ordinary brick. For street use a special brick is used but the experiments will show whether the clay is suitable.



# Bangor Automobile Club Bulletin

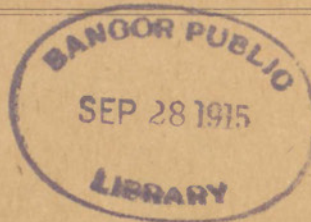
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Vol. 4, No. 1



May 22, 1915

With this number the Bangor Automobile Club Bulletin begins its fourth year of issue. It is planned to make it a weekly publication but to insure its success it must have the co-operation of automobilists. Information regarding routes, condition of highways and other notes are invited and a response on the part of readers will help make it of even greater usefulness than in previous seasons.

**BOSTON TO BANGOR.** The best route from Boston to Portland is as follows; Leave Boston via Commonwealth avenue and turn sharp right onto Massachusetts avenue and cross Harvard bridge. Continue to Central Square, Cambridge. Turn sharp right onto Prospect street, continuing to Webster avenue. Bear left over Webster avenue through Union Square, Somerville, and turn right up Highland street. Continue down Walnut street to Broadway. Cross Broadway through the small park and continue over the Felsway, later going into the Revere Beach Parkway. Turn left onto Broadway in Everett and continue over the Newburyport turnpike through Topsfield and Newburyport. Keep straight on through Hampton N. H. to Portsmouth, and thence through Kittery Maine, York Harbor, Ogunquit, Kennebunk, Biddeford into Portland. By this route the road is fine all the way to Biddeford. From Biddeford to Dunstan it is very fair but from Dunstan into Portland, a distance of about seven miles, it is rather rough. This section is to be rebuilt this Summer. From Portland to Augusta the best route at the present time is Portland, Gray, Upper Gloucester, Danville Junction, Auburn, Lewiston, Greene, Winthrop, Augusta. There is a short detour through Monmouth east of Greene but it is a very good one. Late in June there will be some other road work in progress along the way, but nothing to change the above schedule. From Augusta the better route is via Vassalboro to Waterville to East Newport to Stetson Village and then to West Levant to Bangor. Road work is under way in Carmel and Hermon and while the road is passable, for large cars particularly the Stetson route is to be preferred.

**BANGOR TO BAR HARBOR.** Reports from automobilists who have been over the Bangor-Bar Harbor route are to the effect that the road is in fair to good condition. There is a rough stretch beyond Phillips lake and another the other side of Ellsworth.

**AIR-LINE REPORTED FAIR.** An automobilist who came over the "air line" this week said that the road is better than usual for this time of year. He came through without difficulty.

**GET AFTER THE SODS.** Members of the Bangor Automobile Club are requested to notify the secretary of towns that are placing sods in the roads. State the name or location of the road in the town and furnish the names of two persons who have a knowledge of the facts. Towns placing sods in the road without cutting them up fine and covering them up forfeit their state aid. This applies to ALL roads in towns, cities or plantations.



# Bangor Automobile Club Bulletin

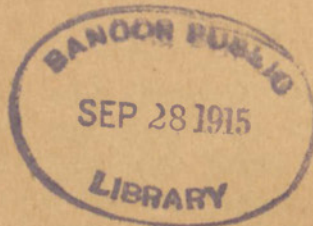
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Chamber of Commerce, Bangor, Maine

Vol. 4, No. 2



June 9, 1915

**UP RIVER ROADS.** Road from Milford to Mattawamkeag with the exception of a few sandy stretches are good dirt roads. From Mattawamkeag to Millinocket the road is from fair to very good. From Enfield to Howland, crossing the bridge at right at Howland, the river road into Milo is in fair condition except on a few woody stretches and at a couple of places where work is going on. From Milo to Sangerville the road is fine. From Sangerville to Dover and Foxcroft the road is good and from Dover to Bangor, except in the vicinity of "Bangor hill" the traveling is good. From Charleston, via East Corinth, Kenduskeag and Six Mile Falls, the road into Bangor is good.

**BELFAST SHORE ROAD.** From Belfast comes this information: "The Shore Road from Belfast, through the Campgrounds, Temple Heights and Saturday Cove is the only decent travel. From the Campground to Temple Heights it is hubbly and there is one spot beyond Saturday Cove where work is being done but in the main it is a good smooth highway. Stick to the Shore road and pay no attention to road signs and markers which are more misleading than anything else."

**ORRINGTON STILL LEADS.** Orrington is keeping up its reputation for fine roads. The river road from South Brewer to the Bucksport is one of the best in this section.

**ROAD NOTES WANTED.** Automobilists are asked to send in notes of good runs, road conditions etc., in order to make this bulletin as useful as possible.



# Bangor Automobile Club Bulletin

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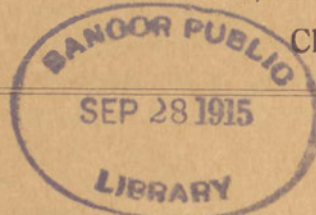
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Address, W. A. HENNESSY, Secretary

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BURR 8473

Vol. 4, No. 3



June 16, 1915.

**BANGOR TO CALAIS.** Road via Cherryfield is preferable to route via ferry at Sullivan and through Steuben and Milbridge. Latter route has some road work under way, and considerable sand. Drive with great care from Cherryfield to Harrington, road being rough and full of ruts.

From Columbia Falls to Jonesboro there are a few bad sand reefs, and one bad one just beyond Jonesboro. Best road from Jonesboro to Machias is by way of Whitneyville, a little farther, but it pays.

Despite the extensive road work of last year between East Machias and Whiting, and the basis of a splendid road has been laid, the section from Whiting to Dennysville is an abomination, narrow, rutty and altogether provocation of profaneness, and the gain over the new road is lost on the old. Better drive right out to Bridgham's corner from East Machias, over Al road, and then drive with care the 5 miles to Marion, when you get a good way into East Machias.

Until the first of July all other roads from Dennysville and Pembroke to Calais should be avoided, and the long route from Pembroke to North Perry, thence up the river road, taken. The extra mileage is saved in wear and tear.

The Province roads are good. On entering St. Stephen, drive to main Custom House, where urbane Collector Grant will fit you out with visiting card, allowing a week's stay without any red tape and bonds. The St. Stephen hotels are incomparably superior to those at Calais. Get your gas in Calais, however. The river trip to St. Andrews is delightful. Be sure to keep to the left and pass to the left while across the border, and don't scorch in town. British law is inexorable. Go as fast as you want to in the country, but if team driver holds up hand, or if horse is fidgety, stop and drop both anchors. Also better carry a few bales of politeness, and don't forget to curse Germany. The best won't be half good enough for you. Otherwise--.

**BANGOR TO UPPER AROOSTOOK.** A pleasant afternoon ride is: leave Bangor at about 1 P. M., and go straight up the Penobscot to Mattawamkeag. The roads are excellent, and to West Enfield, although narrow in places, are straight, giving good vision and ample time to avoid ditching or collisions; the horse back through Lagrange is really no better. Between Olamon and Passadumkeag be careful; road is narrow. Look out for the famous Winn ledges, and your springs will servive. They are at exit North from village. Crossing bridge at Mattawamkeag, bear sharp left, to Millinocket. The distance is 25 miles, and the first ten miles are unspeakable in spots, but are being rapidly put in good shape by such public spirited autoists as Judge Stearns, James Mack, and others, of East Millinocket and Millinocket. The road in to Millinocket from Medway is Al, and has some race track stretches. And at Millinocket is the best hotel in Maine outside Portland and Bangor, and the table isn't eclipsed anywhere. Maxon's garage is a rarity--expert mechanicans and modest prices ruling. Stop over night in Millinocket, and take your camera for the over changing panorama with Katahdin as centrepiece. The road from Medway--returning there from Millinocket in the morning, turns sharp left after crossing iron bridge--leads ten miles to Davidson, along the bank of the East branch of the Penobscot, and the road requires watchful care. It leads on the Staceyville, a total distance from Medway of nineteen miles, and if driver and machine survive, you are entitled to medals. To take in the towns as they come, drive from Staceyville to Sherman, thence to Patten, thence Island Falls; look carefully on the high hills between Staceyville and Sherman corner, unless you seek trouble. Leaving Island Falls, where Sam Crabtree has bully soda and keeps his cigars good, and where Garageman Higgins sells tires, the road leads through a beautiful country to Dyer Brook, thence to Smyrna Mills, where Perley Tarbell



and his Bangor bride will welcome you and extend courtesies. On the way from Smyrna Mills to Houlton, take the road over the hill from Ludlow station, turning left just before depot road. At right turn a mile beyond, be careful, as road is narrow. This route is being temporarily used during state road work on main line. If you have time, better keep right on after riding through Houlton's streets and seeing the town, through Monticello and Bridgewater, to Mars Hill, where the hotel, although not so ornate and imposing as the one at Houlton, is a few generations newer in its furnishings, and its food will be found satisfying.

From Mars Hill follow the trunk line across concrete bridge along into the bright little town of Easton, and thence, over more good roads, to Presque Isle. From this place, side trips may be made across to Masardis, Ashland, Mapleton and Washburn, returning to Presque Isle for the clean ride to Caribou. Or, if you desire to go to Fort Fairfield first, be sure to go to latter place via Maple Grove road, turning right from old road about four miles from Presque Isle. The Aroostook roads are all good, the only exceptions being a couple of raw spots between Monticello and Bridgewater, where 50¢ potatoes freighted teams so deeply as to leave enduring ruts. From Caribou good roads lead to Limestone, thence back to Caribou and up to Van Buren. The ride from Van Buren up to Fort Kent, a little more than 40 miles, is a wonder. Good food at both places--the modern Hammond at Van Buren and the quaint Dickey House at Ft. Kent. On home bound trip, business, done, return from Fort Kent to Madawaska, and cross the ferry to Edmunston, N. B. The ride down the wonderful St. John river is simply immense. Grand Falls must be seen to be appreciated. At the smart town of Perth is a surprisingly good hotel. Follow the river down the East bank to Florenceville. Do not continue to Woodstock, as the crossing of the 14 miles from that town to Houlton will cause you sorrow. Be careful a mile above Bath. The writer got to 60 feet fall over deep raving just in time to see it suddenly collapse. The bid cobble stone affair wasn't shored enough--too little batter to sides. He was obliged to back up narrow road a quarter mile, and then go through a yard, two pastures, ford a gravel bottom brook, and emerge on highway below break. Cross St. John river at Florenceville, going through the fairy town of Centreville after some weird stretches in an otherwise good road. Centreville is a flourishing town about the size of Lincoln, and was so long before the advent of the railroad. Its school buildings will make you blink. It is the trading centre for a rich farming land district. Keep on to Bridgewater, taking Snow settlement road a short distance beyond McMullins boundary line stores, fetching up a mile below Bridgewater village. Thence right to Houlton.

The old Military road from Houlton to Bangor, running the first 53 miles to Mattawamkeag, has 50 miles of excellent going and three miles of fierce. The three miles are not in a stretch, but in a series of spasms, each more violent than one before it. The road to Linneus is good. Then between Linneus and Haynesville, look out for some cordury valleys and very deep ruts, there is plenty of room alongside ruts, however, and careful driving will be rewarded with safe passage. From Haynesville to Glenwood there are some more bad spots, and then a bully road for a few miles into, through and five miles beyond Macwahoc. The last five miles toward Mattawamkeag need watching. Mattawamkeag hill is smooth as can be. Then beat it home from Mattawamkeag. The reporter of this came down easily from Houlton in six hours over the old Military road, a distance of about 118 miles, from which it may be deduced that the going is good.



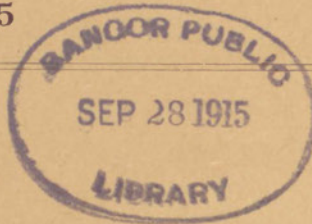
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Vol. 4, No. 5

July 10, 1915

**DON'T DRIVE IN THE RUT.** Continuous driving in the same tracks will make ruts in the best of roads. Help keep the roads in good condition. **DON'T DRIVE IN THE RUT**, particularly after a rain.

**NEW BRUNSWICK ROADS.** Information to Bangor Chamber of Commerce from the St. John Board of Trade says: "Autoists report road between Calais and St. John to be good in spots. Between Calais and St. Andrews the road is excellent. From that point to St. John there are some rough spots but with careful driving eighteen miles an hour can be accomplished.

**COMPLAINTS ON BAD ROADS.** The Bangor Automobile Club has notified the selectmen of Monroe of the deep mud hole which it is impossible to get around in the highway leading from Conant's Corner to Monroe village at a point between A. A. Hartley's and Walter B. Twombly's; the selectmen of Swansville deep mud holes between Dr. Small's cottage and Otis Patterson's residence on the highway between Monroe and Swansville Mills; the selectmen of Winterport of the several bad culverts and bridge approaches, real "spring-breakers" on the highway from Boyd's Corner and West Winterport.

**FEDERAL AID ROAD FINISHED.** That portion of the new Federal Aid road between Falmouth and Yarmouth that has been under construction since early Spring is finished within about a mile of Yarmouth and it is expected that the 20th of July will see the big tractors and other machinery removed from this side of the latter town and taken to a point beyond. The work has moved very expeditiously and the finished product is a fine example of the road builders' work.

**CLEARING OF BUSHES FROM HIGHWAYS.** One of the laws passed at the last legislature, relative to highways, relates to the clearing of the sides of the highways of bushes and growth that may impede the view. This has always been a desirable improvement to see accomplished but with the coming of the automobile, its speed and silence, the necessity of the work as a measure of precaution to avoid collisions is greater than ever. The law of 1915 relative to the matter is as follows: Chapter 177 of the public laws of 1915 provides that towns shall set aside 5 per cent of the money appropriated for roads for the purpose of removing trees, shrubs, useless fruit trees, bushes and weeds within the limits of the highways. Shade trees, timber trees and ornamental shrubs are excepted. After the trees and grass have once been removed by the town the owner of the land adjoining the highway shall each year before the first of October remove all bushes, weeds, worthless trees and grass from the roadside adjoining his cultivated or mowing fields. The town shall care for all land not included in the above except wild land. If the owner fails so to do the selectmen shall cause the same to be done and the expense of same to be assessed against the land owners and collected as a tax. Towns cannot deposit sods and stones on land that is cultivated.



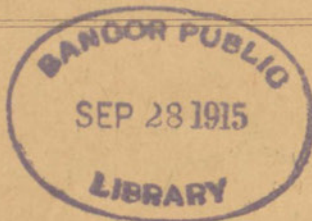
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Vol. 4, No. 7

July 23, 1915

**TO BAR HARBOR.** The official detour route to Bar Harbor, via East Eddington, Clifton and Otis into Ellsworth, is in good condition and has been thoroughly signed with direction and caution signs by the Bangor Auto Club. Work on the main highway, via Holden and Dedham, is going on at East Holden and this stretch may be avoided by taking the road in East Holden, leading to Egery's mills and thence to the main highway at Phillips lake. This detour is narrow and calls for careful driving, particularly at the railroad crossing.

**TO AVOID HERMON.** To avoid the rough traveling in Hermon go out Union street to the Fuller road to North Carmel where a turn sharp to the left is made onto a good road leading to the state highway in Carmel.

**THE "AIR LINE".** Information from Clifton, July 22, was to the effect that the "air line" to Calais is in good shape.

**THE AROOSTOOK ROADS.** Information received July 22 from Houlton says that Route No. 58 in the Maine Road Book is the best into Houlton. This leads thro Veazie, Orono, Alton, Lagrange, Howland, West Enfield, South Lincoln, Lincoln, Lincoln Center, Winn, Mattawamkeag, South Molunkus, Macwahoc to the Three Corners beyond Macwahoc, 112.4 miles, then turn left. This is a good state aid road into Sherman Village. Here is a three-cornered grass plot where it is necessary to go right around and this takes one out on the Island Falls road taking up route 58 at 120 miles. This detour is two miles longer but the better roads and the fine scenery pays for the extra distance. Ten miles this side of Houlton the new trunk line is met and this is a fine thoroughfare. Reports have gone forth that the Aroostook roads are bad as a result of the rains but a reliable report says that they have never been any worse than other roads in Maine. The Haynesville road is reported as being in bad shape and should be avoided in favor of Route 58.

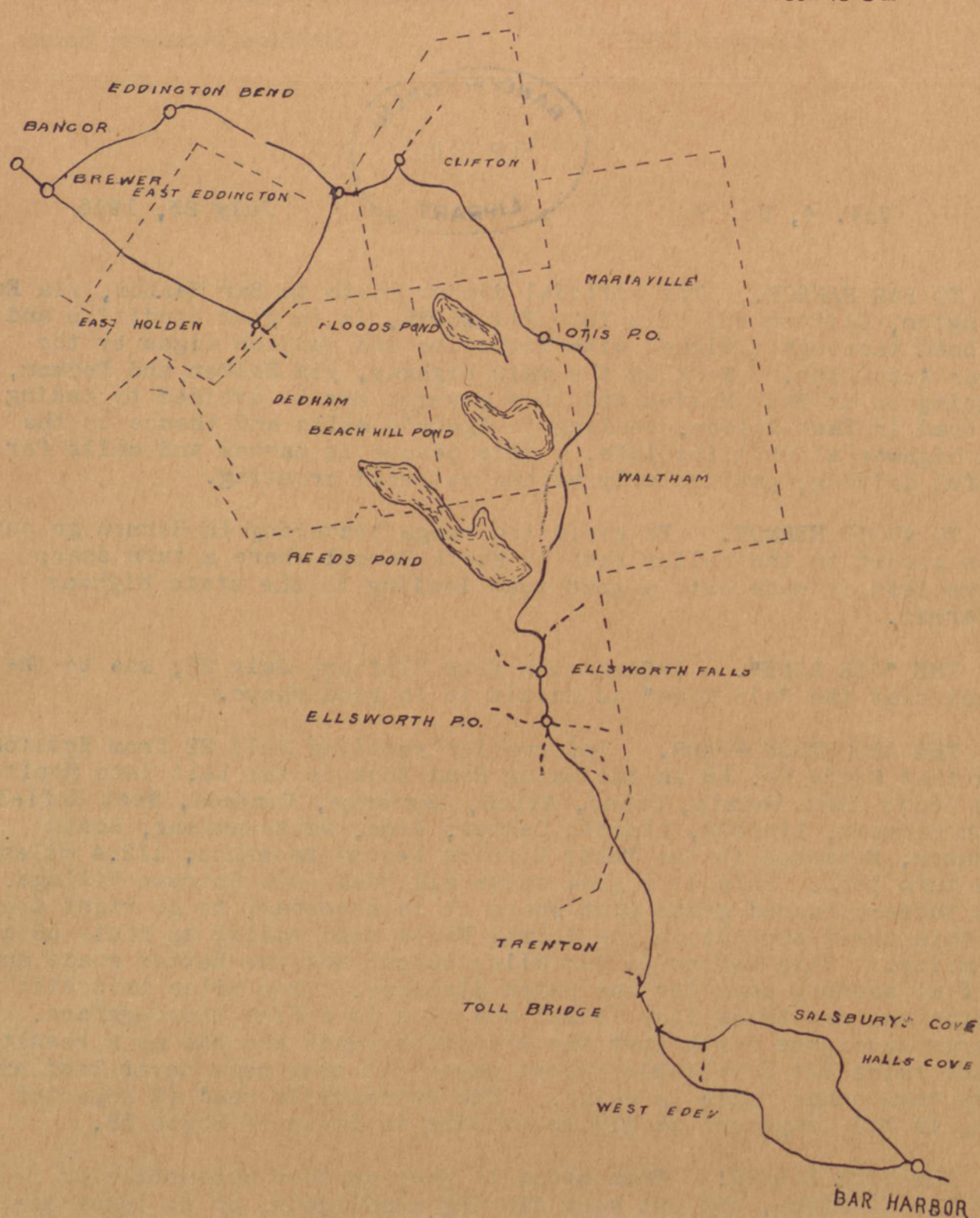
**DIM YOUR LIGHTS!** When about to pass another automobile or carriage at night, cut out your glaring headlights, or at least dim them. On electrically lighted cars this is such a simple, easy thing to do, and helps "the other fellow" to see your car as well as the road, that every automobile driver whose car is equipped for headlight dimming should "get the habit". Glaring headlights are too often a factor in collisions and ditch disasters; do YOUR part to make night riding safer and more comfortable.

**ROAD NOTES WANTED.** Please send in notes of good runs, conditions of roads etc.

**THE BAR HARBOR DETOUR MAP.** A map of the official detour route to Bar Harbor is printed on the reverse side of this bulletin.



# Official Detour Route to Bar Harbor



*The official detour route to Bar Harbor during the work on the main highway is as follows:*

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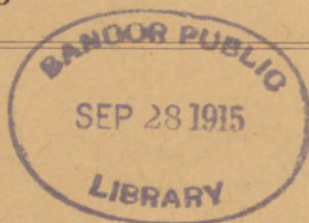
# Bangor Automobile Club Bulletin

Information regarding Roads, Tour Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, Bangor, Maine



Vol. 4, No. 8

July 29, 1915

**TO BUCKSPORT.** The river road to Bucksport which has been undergoing repairs at various points is now in good condition. The Robinson House and The Wardwell both make a specialty of meals for auto parties. Except for a sandy stretch in Penobscot, the road to Castine is all right. From Castine to Bluehill and thence back to Bucksport gives a fine drive over roads for the most part good.

**PROSPECT HILL CLOSED.** The hill at Prospect on which work has been going on for some weeks was closed to automobiles this week. Heretofore cars have been allowed to go over the hill which has caused interference with the workmen and consequent delay. The detour via Winterport, Monroe, to the west side of Swan lake is a good road thro a picturesque section.

**IN SEARSPORT AND STOCKTON.** Road work is going on in these towns which means rough traveling.

**ON THE "AIR LINE".** Travel following the heavy rains has made a bad stretch on the "Air Line" just beyond Hardwood Hill. The defect can be obviated with a little work and the Bangor Auto Club has called the attention of the state highway commission to the matter.

**TO PISCATAQUIS.** Reports are that the road via Kenduskeag, East Corinth and Charleston into Piscataquis county is in good condition.

**HERMON ROAD SMOOTHER.** Gravel has been placed on the rough stretch in the road thro Hermon which much improves the highway. The Fuller road detour into Carmel is being used considerably.

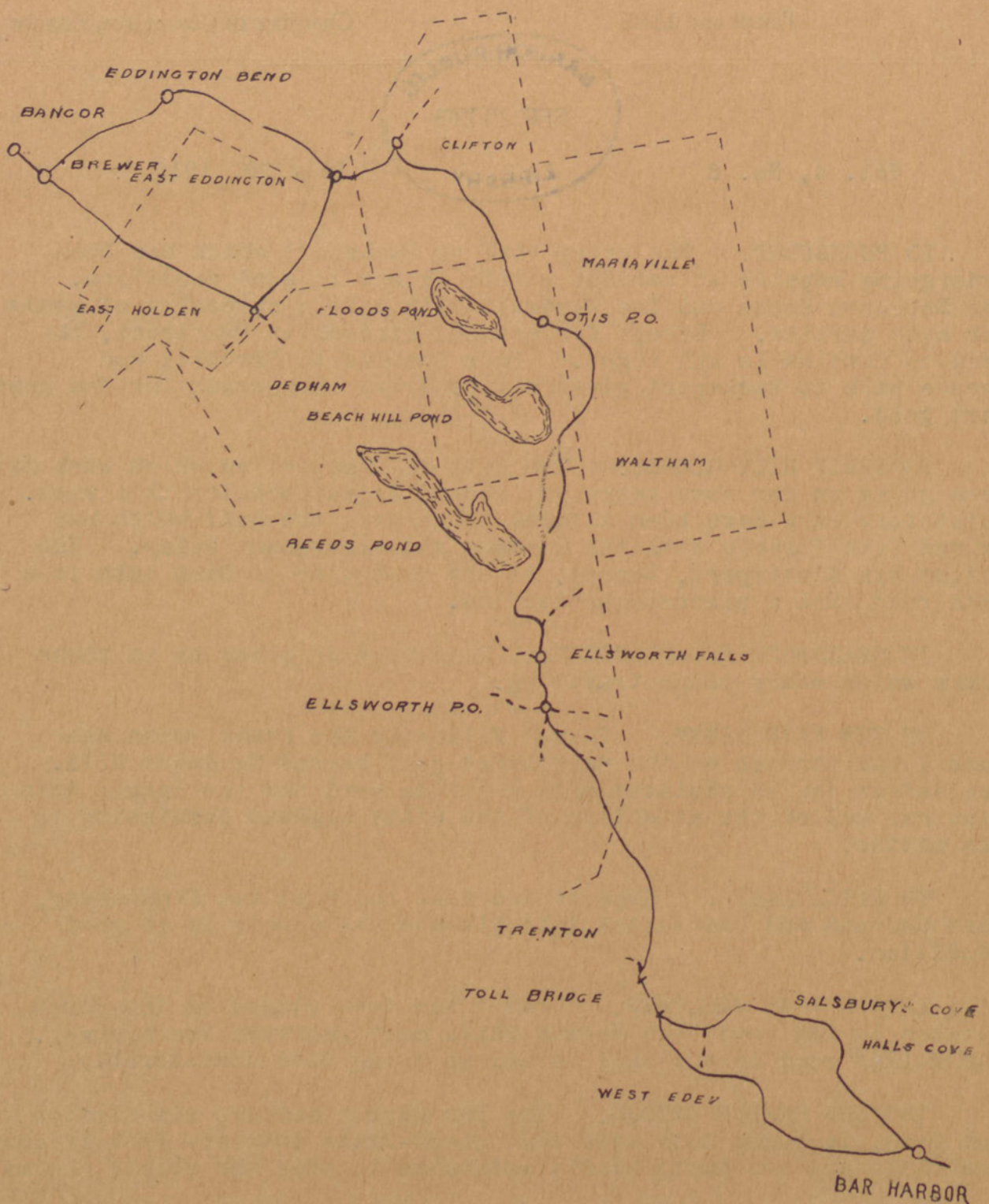
**THE BAR HARBOR DETOUR.** The Bar Harbor detour, via Clifton and Otis, is being much used and out-of-state autoists find it good traveling and are particularly enthusiastic over the scenic charms.

**THE FREEPORT ROAD.** The Ward town bridge that was washed out two weeks ago by the heavy rains, is completed and again open to the public. Automobilists are now using the highway from the pumping station through Ward Town to reach Brunswick, finding it much more convenient than the Pleasant Hill route.

**A BANGOR AUTO BOOK.** Little Journeys by Motor from Bangor, Maine is the title of an attractive booklet issued by the Bangor House. It contains descriptive stories, with pictures, of auto trips from Bangor and has also a map of Bangor showing the routes in and out of the city.



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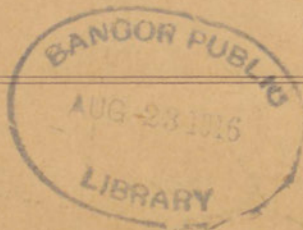
Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, Bangor, Maine

Vol. 4, No. 9

August 7, 1915



**A FINE SUNDAY TRIP.** Several parties of Bangor autoists are enthusiastic over this trip. Bangor to Eddington to Clifton, over Chick's hill to Amherst to Aurora, along the horseback for about three miles to Township 28 through Township 22 to Beddington to the Schoppee House for dinner then south to Beddington to Deblois and Cherryfield, thro Township 10 into Franklin, then thro Franklin to Hancock and into Ellsworth for supper. From Ellsworth the route is by the road north of Patten pond to East Orland into Bucksport and thence to Bangor by the river road. The distance is about 150 miles. The roads are good to fair. On the hills they are a little rough but easily passable all along the route. The drive provides frequent scenic charms which are not surpassed in this part of the state.

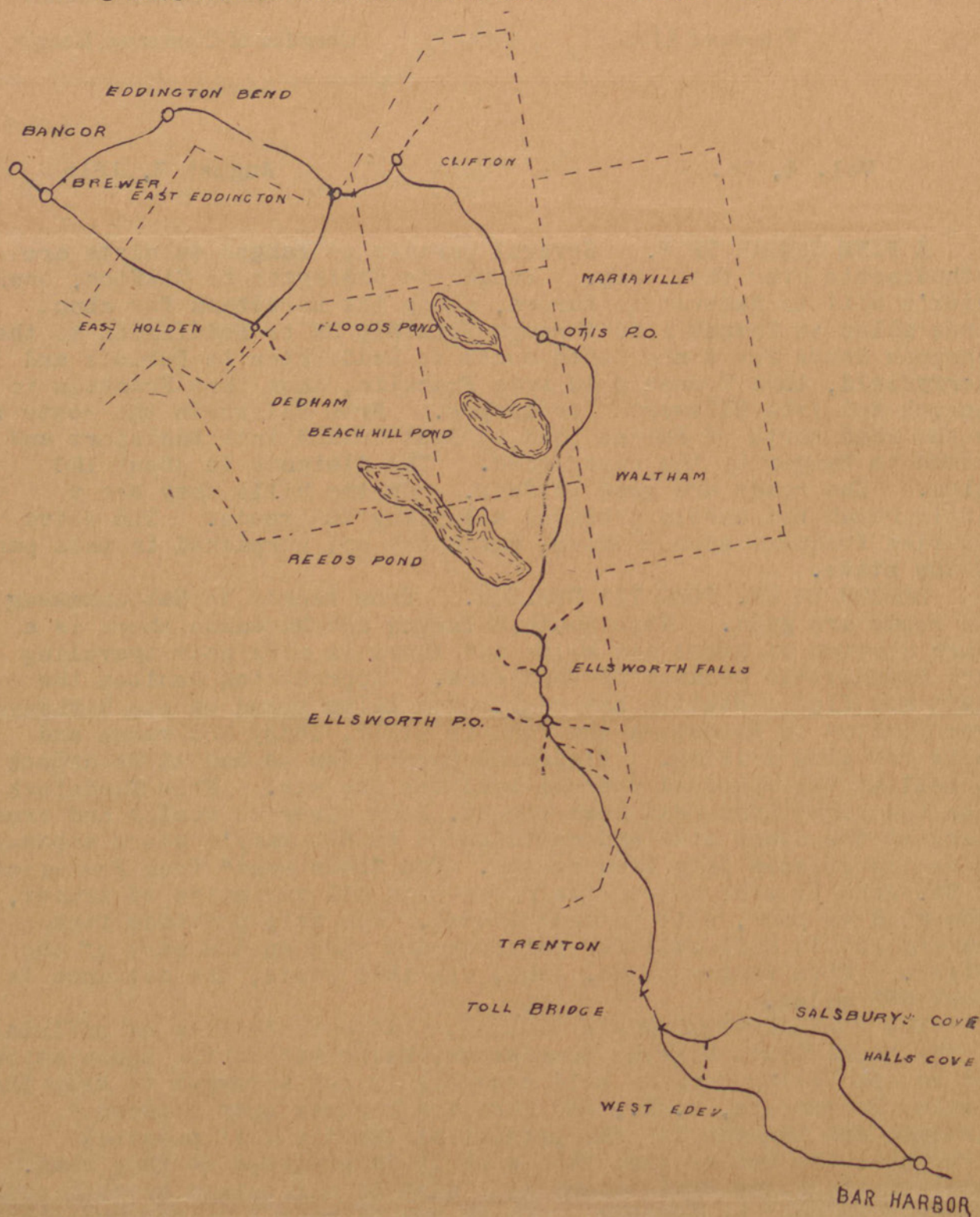
**BANGOR TO ST. JOHN VIA HOULTON.** From Bangor to Mattawamkeag the roads are good. Thro South Molunkus and Macwahoc there is a rough stretch of about six miles and there is more poor traveling thro Haynesville because of road work. Approaching Houlton the roads are fine. Houlton has reason for being proud of its highways. From Houlton to Woodstock the road is hilly, ledgy and rough and calls for slow driving. Clearance papers can be had at Woodstock as well as the required customs bond for the car. From Woodstock take the right hand road down the St. John river to Pokick and cross there to the other side and continue on to St. Mary's where another bridge is crossed into Fredericton. The "back road" from Fredericton to St. John is poor and on the river road all varieties of travel, from good to poor, will be encountered. The trip provides fine scenery but it will call for patience and care on the part of the driver. From Bangor to St. John, via this route, the distance is about 295 miles.

**THE PORTLAND-PORTSMOUTH HIGHWAY.** At a conference of officials of the Maine State Highway Commission, Maine Automobile Association and Hassam Paving Company held recently it was arranged to keep the regular Portsmouth, N. H., and Portland highway open between Portland and Dunstan for the present at least and if possible throughout the entire time that work is in progress on this road. In addition the Payne Road detour will also be maintained so that either road may be used as desired. There are so many tourists who object to the Payne Road simply because of stories that have gone out about it in wet weather that they cannot be made to understand that it is perfectly safe during dry conditions.

**IN THE WHITE MOUNTAINS.** The completion of the new road to Lost River through Kinsman Notch early this month will open up one of the most picturesque motor tours in the White Mountains. The Lost River reservation is owned by the New Hampshire Society for the Protection of Forests and embraces a region of glacial caverns and underground passages through which for half a mile a mountain stream runs. The Appalachian Mountain Club has constructed a new path to the summit of Mount Mossilauke, the side of which forms the wall of Kinsman Notch. The Publishers Paper Company, which gave the society the 148 acre of land, has also contributed \$1,000 to build a road around the Meadows, where they purpose to construct an artificial lake controlling the headwaters of the stream.



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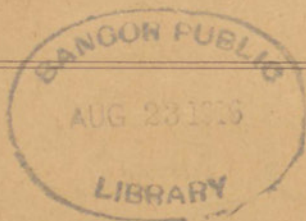
Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, Bangor, Maine

Vol. 4, No. 10

August 13, 1915



**BANGOR-BAR HARBOR.** Work on the Bangor-Bar Harbor highway, the direct route via Holden, Dedham and Ellsworth, is progressing favorably. Frank L. Holmes, engineer in charge, expects that the road will not be closed again except perhaps for a few hours at a time. One half mile of work from Holden to the Dedham line and a half mile in Dedham is finished. Crews are now at work in Holden, half a mile east of Holden Center, a half a mile this side of Holden station and another on the Phillips lake hill. On the hill the road is being widened by blasting out the ledges. Work is shortly to begin in North Ellsworth where a mile of construction is to be done. Haines hill, just beyond the Green lake road, is in very bad condition as a result of washouts during heavy rains.

**BANGOR TO RANGELEY.** The trip to Rangeley is one of the best in eastern Maine. The route Newport, Palmyra, Canaan, No. Anson, East and West New Portland, Kingfield, Bigelow, Stratton to Rangeley, leads over unusually good roads. Returning the route can be varied by traveling via Stratton, Flagstaff, Dead River, Highland Plantation, Lexington, North New Portland to No. Anson. Following these routes the autoist circles Mt. Bigelow and in the Highland Plantation the "height of land" is traversed and then there is a run down-hill for five miles. This Rangeley trip cannot be surpassed for scenic delights.

**SEND IN ROAD NOTES.** Autoists are asked to send in notes regarding road conditions, good trips etc.

**WORK ON HAMMOND STREET.** Work has begun on the easterly side of Hammond street. The detour is by the way of Norway road from and to Webster avenue.

**HEAVY RAIN MAKES BAD ROADS.** Never in the history of New England have general road conditions been as bad as at the present time, every section suffering alike with the exception of northern Maine, where the Summer has been a delightful one and where sunshine has predominated during the past two months. As a result road conditions in Aroostock County were never better than at the present time. The greatest difficulty has been experienced throughout New Hampshire, Vermont and southern New England and the Maine coast. In consequence road work has been almost at a standstill and the detours laid out around construction in progress have been rendered almost impassable by the continuous rain.

The four mile road through the woods between North Gray and Upper Gloucester on the Portland and Lewiston road is also impassable and all traffic to Lewiston is recommended to either bear right at the wood road and continue through New Gloucester to Danville Junction, or better still go to Danville and Lewiston by the way of Poland Spring.

Traffic to Brunswick is recommended today to go by the way of Lewiston owing to bad road conditions between Yarmouth and Brunswick. The detour around the State road work at Manchester, between Winthrop and Augusta is in very bad condition and traffic to Waterville at the present time is recommended to go two and a half miles beyond Winthrop and turn left at the sign Waterville, 26 miles. Continue on the Belgrade Lakes road to four corners at sign Oakland 10 miles. At this point keep straight on through Oakland to Waterville. This is a very good road.



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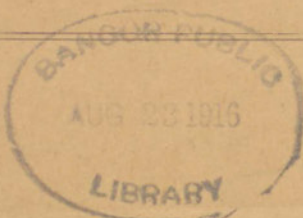
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Chamber of Commerce, Bangor, Maine

Vol. 4, No. 11

Aug. 21, 1915.



**BANGOR TO ROCKLAND.** The road to Winterport is good. At Clement's farm turn abruptly to the right to road marked "Monroe" turning at left around H. B. Snow's rural letter box and then continuing on to and across single span bridge. At Frankfort road turn right onto road that leads around west side Swan lake. There is an occasional rough spot on the road thro Swanville to Belfast. Belfast roads are rough. Continuing on shore road from Belfast turn right at Brown's Corner, half a mile this side of campground, onto new state highway. This end of highway is rough and has a sharp rise which calls for careful driving. Over the state road to Lincolnville is fine traveling. To Lincolnville Beach the road is rough. From Lincolnville to Camden means seven miles of rough road. Camden is working on its bridges and care should be taken in crossing them. From Camden to Rockland the road is fine. There were two washouts on this road but they are being repaired.

**ORRINGTON ROAD FINE.** Orrington still holds the banner for all round good roads.

**TO EAST SIDE SWAN LAKE.** At Frankfort pass under railroad bridge and bear to right. The west side of the lake is preferable.

**TO PENOBSCOT PARK.** While the road in Stockton and Searsport is rough owing to rebuilding work, the road to Penobscot Park is O. K. and the resort is being well patronized this season.

**ROAD WORK 'ROUND BANGOR.** Ohio street, between Mt. Pleasant cemetery and the Griffin road, is being levelled and is now receiving a heavy coat of gravel. The bridge is up over the brook on Union street, this side of the Griffin road. Road work is under way in Hampden on the main highway and also on the "back road".

**USING THE AUTO HORN.** If the automobile horn is overdone in the city such cannot be said to be true in the country districts, remarked a motorist the other day. Carelessness in this respect is the cause of frequent narrow escapes from collision and the public will find that it will be necessary to improve these conditions or serious accidents will occur.

Always blow your horn when overtaking another machine so that the driver will know you are near, otherwise there is some danger of his crowding you off the road. This is especially true at crossings. And when you do overtake him pass on the left. If you go to the right there is a possibility that he will decide, about the same time, to pull over to the right to give you plenty of room to pass on the left, and in this way you will be forced into the curb or ditch.

It is equally important when about to make a turn to the right or left at road intersections to signal so by extending the arm horizontally, the left arm when turning to the left and the right arm when turning to the right. It warns all in rear of you. An ounce of prevention is worth more than a pound of luck. Do not neglect to slow down at grade crossings and look out for a train.



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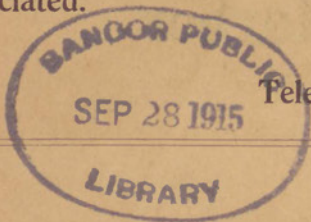


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Vol. 4, No. 12

Aug. 31, 1915.

**ROAD WORK IN HERMON.** The main road from Hermon Corner to Hermon Center is closed because of work by the Maine State Highway Commission. Automobiles can't get through on this section of the highway. Route to the west is via Union street to the Fuller road to Snow's Corner, turn sharp left to Hermon Center or continue on over Fuller road to North Carmel, then turn sharp left at four corners to "horseback" which leads to the state highway in Carmel.

**ST. JOHN TO BANGOR.** St. John to Calais, via shore line, is good to fair except between Musquash and Lapreaux which is poor. The road generally is fair to good except in wet weather. From Calais, the road between Robbinston and Whiting is poor, but it is good traveling thro Machias, Cherryfield, Steuben, Gouldsboro and Sullivan. The road from Waltham to Aurora is poor. From Aurora to Bangor good.

**ROAD WORK IN SEARSPORT.** Work seems to be going along slowly on the main highway thro Searsport. Altho the sign reads: "Road closed," it is all right to the entrance to Penobscot Park. The Prospect hills, where extensive work was done under supervision of the Maine State Highway Commission are in splendid shape and are a fine example of modern road construction.

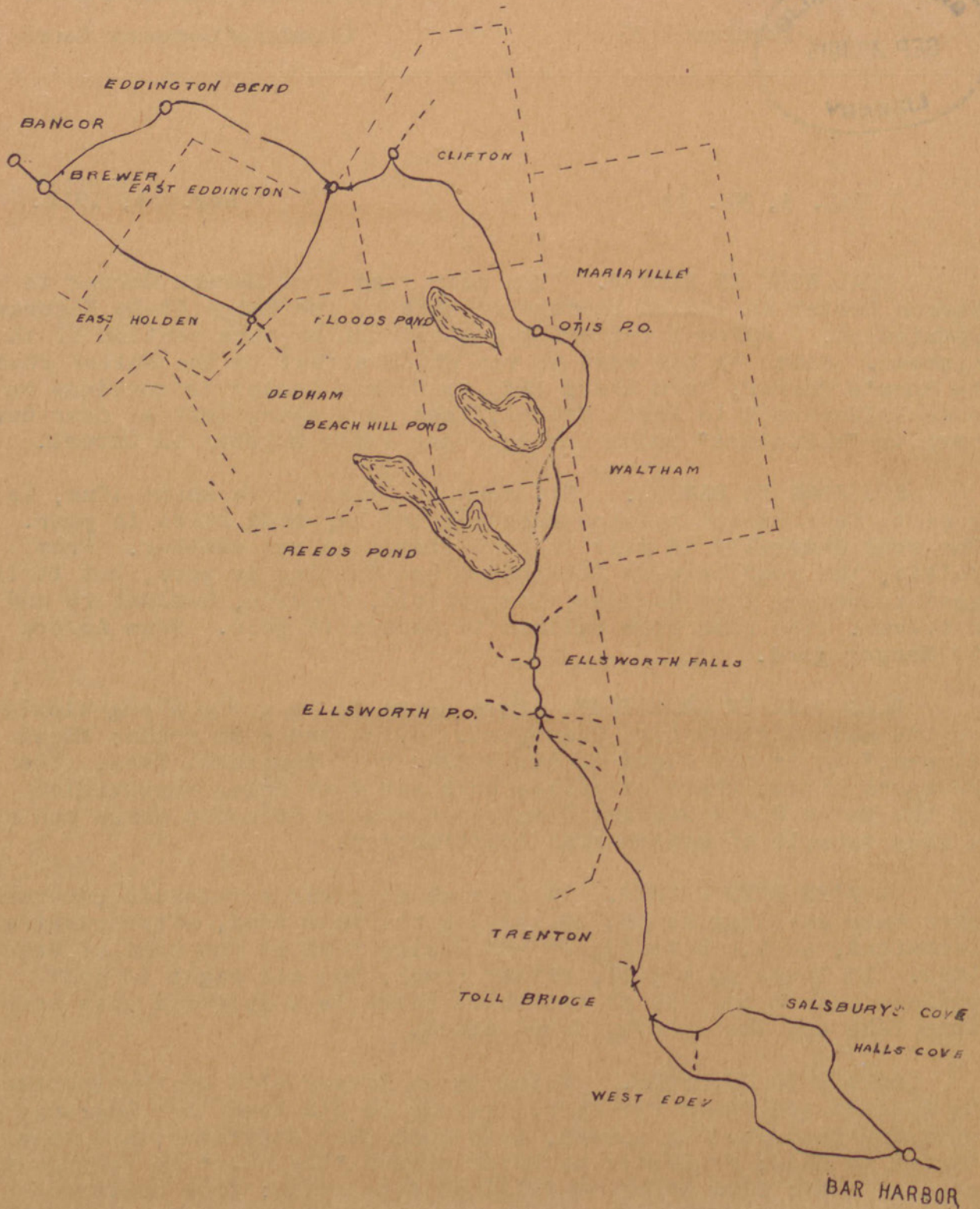
**A FINE SCENIC TRIP.** A trip which gives a splendid panorama over Swan lake may be had by leaving the main road, after passing Frankfort, at North Searsport and taking road at the head of Swan lake. It leads up a hill, rather rough, but all right in good weather. From the top of this hill there is a splendid view over Swan lake and the country round about.

**BANGOR TO GUILFORD.** Going up on Brewer side of the Penobscot to Milford the roads are fair. Across to Old Town thro Lagrange they are very good in places, with some poor stretches, and this continues to Milo; from Milo to Dover around "the hill" is very good country road; from Dover to Guilford fine roads; from Guilford across the river down the other side is very good country road. From Dover to Dexter a greater part of the way is state highway. The road running from Dexter to Exeter is rough. From Exeter into East Corinth and thence to Bangor the roads are fair.

**USE YOUR DIMMERS.** Several narrow escapes from bad accidents during the past week emphasize the importance of using dimmers on headlights when approaching cars.



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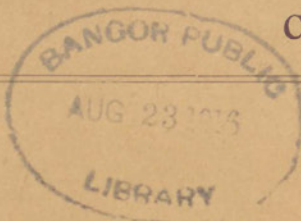
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Vol. 4, No. 13



Sept. 11, 1915.

WASHINGTON COUNTY ROADS. The Washington county roads as a whole are in good condition, and a Bangor party has just returned from a three days tour, going as far as Saint Andrews. The shore road was followed going down. The road to Ellsworth over the old road is better than it ever was at its best before, and when the Dedham work is finished, the road all the way to Ellsworth will be fair to good. Be careful to take the right hand road, leaving main highway, about four miles this side of Ellsworth. The road from Ellsworth to Cherryfield is excellent; Cherryfield through Harrington, Columbia Falls and to Jonesport also affords good roads, but the long stretch of deep sand beyond Jonesboro has been a menace for several years and the town should be required to make repairs. The road rideable from Machias to Calais is by the splendid state road through East Machias and Whiting, and now the road extending from Whiting to Dennysville is being given attention. It needed it. From Dennysville to Pembroke there are two or three rutty places about half way over. Be careful from Pembroke to North Perry. Road is Al most of way, but as you near the St. Croix there are several ledges and chuck holes. North Perry to Calais is good riding. St. Stephen to St. Andrews and St. George: roads good to bully.

THE "UPPER" CALAIS ROUTE. The little used upper route from Calais to Bangor is worth the ride. Besides cutting off 25 miles from the shore drive, the roads average better. Calais to Topsfield, 36 miles, is almost a sandpapered road, notably from Princeton to Topsfield. The road crosses one forest, and is very wide--a veritable avenue in the wilderness. From Topsfield through Kossuth, one drives along the base of a lofty mountain and the edge of lake Musquash for several miles, and the panoramic views, constantly changing with the varying levels, are entrancing. The great hills of Carroll are smooth as a ball room floor. The summits tower high above immediately surrounding country, and the eye gets a comprehensive view of Maine's general charms. Forests, lakes, rivers and mountains with villages and hamlets charm the beholder.

The view approaching Springfield from the East is exceptionally good.

Good roads continue--the only poor stretches from Calais to Springfield do not exceed five miles in total length--right on through Lee to Lincoln.

LINCOLN TO PASSADUMKEAG. Roads are good to first class, and from Passadumkeag down to Olamon are fair. Drive with caution from Olamon to Milford, as the deep sand alternates with equally deep ruts in the clay road. In driving clear of the ruts, one must be careful lest the crown of road causes rear of car to swing to ditch. Milford to Bangor--better keep to east bank of river, through Eddington Bend, but be careful at turns.

The Eastern country now is at its best, and touring conditions are favorable. While the days are warm, the nights are very cool, driving, and a supply of warm wraps should be taken. Better get the Mackinaws out of storage.



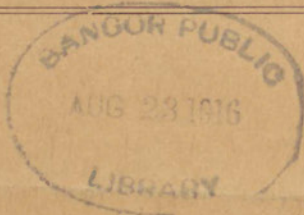
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Vol. 4, No. 14

Sept. 17, 1915.

**BANGOR TO GREENVILLE.** Touring parties from Bangor to Greenville will be wise to make the entire trip by daylight, if possible, as road work between Monson and Greenville Junction makes night riding hazardous. While the guide book gives the route as far as Dover and Foxcroft by way of Kenduskeag, East Corinth and West Charleston, the old Bangor road is far smoother and is almost free from hills, there being few and they are of easy ascent and have good footing. The famous horseback from Kenduskeag up along the trolley line is quite rough, and from West Charleston to within five miles of Dover, the highway is in need of repairs. The great hill beyond West Charleston is badly washed out, deep ruts and exposed ledges and hard pan make navigation precarious.

The best road is: out Broadway to Kenduskeag, thence across the white bridge, bearing left and taking the road marked Exeter as far as WEST CORINTH. Do not proceed to Exeter, but at fork swing into marked Garland road, and thence through that village. Keep right on until the splendid state road, five miles beyond Garland, turning sharp right at Macomber's corner. Then you have seven miles straightaway over the finest boulevard in the state, all the way to Dover.

The road from Dover and Foxcroft to Guilford is in excellent condition. The hotel at Guilford is one of the best in the district northwest of Bangor. From Guilford to Monson the roads are fair, and from Monson to Greenville Junction, as stated, require considerable care for successful traversing. Better take some change with you and at West Corinth fill your spare room with bully eating Red Astrakan apples.

The Squaw Mountain Inn on Moosehead lake at Greenville Junction is very popular with auto parties.

**BANGOR TO ELLSWORTH.** While road work is in progress on the Bangor-Ellsworth highway, the road is being kept open for travel except in Ellsworth. Crews are now working in Holden, on Mann hill and on Haynes hill. Haynes hill has been in very bad condition as a result of the summer rains and the work of widening and cutting down the grade will be appreciated. At North Ellsworth a detour is necessary but it is over a good road which affords attractive scenery.

**TO WEST ENFIELD AND RETURN.** The writer found it a pleasant 85-mile run to start away from Bangor over the bridge to Brewer, then turn left and follow the river road up through Eddington Bend, Bradley, Milford, Costigan, Greenbush, Olamon, and Passadumkeag to West Enfield, returning by way of Howland, Lagrange, Stillwater and Orono. The roads average good for comfortable touring speed. Scenic attractions are plenty all along the way.



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Vol. 5, No. 1

May 25, 1916

The Bulletin's Fifth Season.

This issue of the Bangor Automobile Club Bulletin marks the beginning of the fifth season of the publication. We want to make it better than ever and we ask the co-operation of members in sending in information regarding road conditions, auto routes and other notes of interest to automobilists. This number is being sent to all members, old and new. Beginning with next week's issue, THE BULLETIN WILL BE SENT ONLY TO THOSE MEMBERS WHO HAVE PAID THEIR DUES FOR THE YEAR 1916.

The Maine Automobile Road Book will be ready for distribution within a week or so. Members of the Bangor Automobile Club whose dues are paid will receive copies without cost.

**BAD ROADS IN BANGOR.** Hammond street, beyond the end of the street car tracks, is in bad shape and while the Cooper road is rough it is preferable to the main thoroughfare. Autoists have been routed this week via Union street, Fuller road, Cooper road to Hammond street, thus avoiding the bad stretch. Garland street is in poor condition. Main street, below the railroad bridge is rough as usual, but the city plans to rebuild the road this season.

**BANGOR TO COLUMBIA FALLS.** For a quarter of a mile after leaving junction of Wilson and State streets, Brewer, the road has been very bad. After this stretch, from there to Ellsworth the road is in unusually good condition for this time of year and there are some exceptionally good lengths of highway. After leaving Ellsworth there is a bad stretch for several hundred yards and then it is smooth going to Columbia Falls. The roads in the vicinity of Cherryfield are good.

**OTHER ROAD NOTES.** From Ellsworth to Hancock Point, roads are good. Roads on Mt. Desert Island are reported as being unusually good for spring.

Between Portland and Fryeburg the road is in fair condition with the exception that it is badly washed in the vicinity of Highland Lake and between Naples and Bridgton. The road is also in bad shape between Portland and Poland Spring and beyond Norway.

Between Wells and Boston the road is in excellent condition by the way of Newburyport, Salem and Lynn. The Newburyport turnpike is not recommended at the present time owing to its poor condition. The new Federal highway between Portland and Brunswick came through the storm in excellent condition and east of Bath and north of Augusta, Norway and Bridgton, there was little damage done.

**ROAD CONDITIONS FROM AUGUSTA.** Augusta to Belgrade Lakes, Blue Book Route as good as middle of summer.  
Augusta to Waterville. Best on West side of Kennebec river.  
Augusta to Rockland. About the same as usual.  
Augusta to Belfast. Poor.  
Augusta to Lewiston or Portland Via Winthrop. Fair. Over two-thirds of this is new State Road.  
Augusta to Brunswick or Portland Via Post Road from Gardner is best.

**TO EXCHANGE INFORMATION.** Arrangements have been made for interchange of road information between Bangor and Portland, Augusta, Belfast, Ellsworth, Eastport and Houlton.



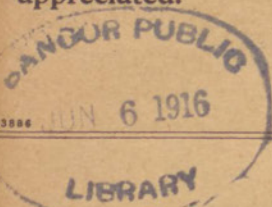
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Vol. 5, No. 2

June 2, 1916

**MAINE ROADS ARE GOOD.** Notwithstanding the heavy and frequent rains, reports generally are to the effect that considering the weather which characterized the greater part of May, the roads are in unusually good condition. With the coming of fair days many of the highways will be greatly improved by log-dragging.

**PORTLAND TO BANGOR.** A Bangor party came over from Portland by automobile Wednesday and reported the roads as being unusually good except in several short stretches. From Portland to Lewiston is good and from Lewiston to Augusta, via Winthrop, unusually good. From Augusta, via Vassalboro, to Waterville the highway is unusually smooth. From Waterville to Newport it is fair to good, there being short stretches of rather rough going. From Newport through Carmel the road is fine. It is better to come into Bangor via Snow's Corner and the Fuller road than to continue through Hermon and Hammond street.

**OVER THE "AIR LINE".** Reports from Bangor automobilists are to the effect that the "air line" is, taken as a whole, in good condition for this time of year although in Township 28 the road is badly rutted. The road from Cherryfield to Ellsworth is good except in Franklin where there are rough stretches.

**THE ROAD TO ROCKLAND AND PORTLAND.** Here's a report on the Rockland road: We came yesterday in thick fog and slimy clay (where state roads failed) to Rockland. After that sunshine and dusty roads. There were three bad places in our path, the least at Searsport. We had to take it as the detour road was impassible owing to a culvert washed out by the thunder storm. It will be fixed by Monday. There is a half mile of trouble beyond Belfast where road machine had made a small Caucausian front or mountain and a very bad dug out hill approaching Lincolnville where they had gone deep into the earth. Cars were stalled here but 8 cylinder did the trick for me. Ferry is running O. K. leaves Windsor side or Woolwich on quarter hours. We just got aboard when whistle blew. Bath to Brunswick rutty, sandy and quite rough. All other stretches O.K. to Portland.

**NEWPORT TO CORINNA.** Road is passable at all points with a few rough places upon which crews are working. In going into Corinna bear to the right, following the telegraph poles.

**LAGRANGE TO HOWLAND.** Freshly turnpiked roads and torrents of rain combined to make fierce going for automobiles on the road from Lagrange to Howland, as more than one party found out to their sorrow on Memorial Day. A few days decent weather, and prompt attention given the road by the caretakers in that section will probably make fairly good going once more on this stretch.

**CARS LEFT ON HILLS.** Careful drivers who have occasion to leave their cars standing on hills, leave them in low gear if the car is headed up hill, or in reverse gear if headed down hill. Then, if the brakes should be loosened by accident or otherwise, the meshed gears will hold the car from running away.



# Bangor Automobile Club Bulletin

Information regarding Roads, Tour Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, Bangor, Maine

Vol. 5, No. 3

June 8, 1916

**BANGOR TO DAMARISCOTTA.** At Frankfort the best road is still the one across the marshes although it is somewhat rough. The bad places between Frankfort and the detour at Stockton have been improved so as to be very passable. At the detour in Stockton automobilists should enquire of the engineer in charge for permission to go through the work being done as the road around the work is very poor and with blind turns and narrow road. About 90% of all cars have been going through the state road disregarding the sign to turn to the right. This has been done with the acquiescence of the engineer in charge of the State Highway work. The road from this point to Belfast is fine. The "Shore Road" after leaving Belfast is undergoing repairs in two places which makes this road rather undesirable and the road from Belfast to Lincolnville after leaving Belfast by Miller street while not of the best is passable. The road from Lincolnville, near the Lincolnville Turnpike back of the Camden Hills, traverses beautiful country. It comes out back of Mount Beattie into Camden and enters the main street at the right of the Soldiers' Monument. The road from Rockland to Thomaston is very rough but passable. After reaching the State Prison at Thomaston the road from there so far as the informant travelled is one of the best stretches of gravelled road in the state.

**THE ROADS ROUND ST. JOHN.** St. Stephen to St. John via St. Andrews, 89 miles. Fair to good as far as St. George; between St. George and Lepreaux, 6 miles rough and narrow, dangerous in wet weather. Lepreaux to St. John, fair to good. St. John to Moncton, 90 miles. St. John to Rothesay poor to excellent; Rothesay to Hampton, poor to fair; Hampton to Sussex, good; Sussex to Moncton, fair to good. St. John to Fredericton, 74 miles. St. John to Westfield, good; Westfield to Welsford, fair to poor; Welsford to Geary, fair to good; Geary to Fredericton, good, excepting 5 miles of wilderness road.

**EASTPORT TO MACHIAS.** Eastport to the old TOLL BRIDGE roads are very good. From the Bridge over the hills to Pembroke roads very rough and rocky, Pembroke to Dennysville very fair. Work is being done on the State Highway through Whiting, roads impassable after rains. Take the Bridghams Corner road. This is very rough in places, particularly through Patrick Lake region. From Bridghams Corner to Machias, good.

**MACHIAS TO COLUMBIA FALLS.** Reported good.

**EASTPORT TO CALAIS.** Good to Little River. Good both the Shore Road and Stage Road. From Perry to North Perry in fair shape. North Perry to Robbinston very rough. Robbinston to Red Beach good. Red Beach to Calais very rough.

**CALAIS TO HOULTON.** Calais to Princeton roads reported generally fair. No reports from Princeton on.

**HIGHWAY CONSTRUCTION IN VICINITY OF BANGOR.** The State Highway Commission has let contracts in Hermon, Palmyra, Detroit, Garland and Burnham. It is also building a piece of road in Garland. It has work going on at Ellsworth, near the Dedham line, and around Mann Hill, in Dedham. The commissioners are also starting a job within a week between the Brewer line and the improved road in Holden built last year. The commission expects to rebuild the bridge over Sourdabscook stream, in Hampden, the latter part of the summer.



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Chamber of Commerce, Bangor, Maine

Vol. 5, No. 4

June 16, 1916

**BELFAST ROAD CONDITIONS.** Road from Searsport to Belfast good and fair as it nears Belfast. Road from Belfast to Little River, good and hard most of the way. At bridge it is bad from new bridge work. Little River to East Northport, soft, rutty, muddy and bad, about two miles. New work, soft rocks, ruts and holes. Reaching Camden line, rough and rocky. Nothing done this year. Spring Brook bridge washed out in big storm of last year temporarily repaired. Marked "dangerous and unsafe". Signs up about a year. Nothing done. South side of bridge on hill very rocky and in hard condition, remainder rough into Camden. State road to Rockland is good. Shore road East Northport to Saturday Cove, via Bayside and Temple Heights, in good condition this year, with very few exceptions.

**BANGOR TO BAR HARBOR.** The Bangor-Bar Harbor highway, via Ellsworth, is one of the best stretches of road in this vicinity at the present time. Instead of going around Whiting Hill, go over the hill. Work is in progress this side of Ellsworth but it is easy passing. The heavy and picturesque hills, heretofore a dread for some motorists, are in fine shape. The road patrolmen are doing fine work under decidedly adverse conditions because of the frequent rains.

**BANGOR TO CASTINE.** The Bangor-Bucksport-Castine run is fair to good with some fine stretches. Because of work on the shore road it is preferable to take the "back" road at South Orrington which is good after the first half mile and run into Bucksport by this route.

**BANGOR TO PORTLAND.** The heavy rains and the continuous travel have put the Bangor-Augusta-Portland route in worse shape than it has been for some time. The state road between Greene and Lewiston and from Newport to Carmel are the redeeming features and emphasize the importance of more state highway construction on this important thoroughfare for through travel. The detour, west of Burnham, is good for about five miles and then there are three miles of poor traveling. Work is being done in all the towns along the Bangor and Portland route to smooth down the roads and a few days of fair weather and dragging will put them into normal condition. The Maine Automobile Association has been sending travel to Bangor via Brunswick and Rockland.



# Bangor Automobile Club Bulletin

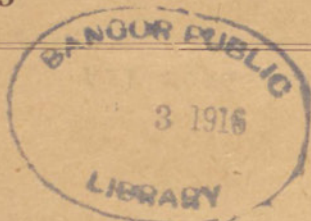
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Vol. 5, No. 5



June 22, 1916

**BANGOR TO ELLSWORTH.** Road work just beyond the tracks below Whiting's Hill is being pushed rapidly, and when finished the entire road from the outskirts of Brewer as far as Nicolin will be excellent. Along the ridge in Nicolin there are a few rough spots, and the ditches are deep, grass covered and dangerous. A big Ellsworth peddling truck got off recently, requiring the services of several men and teams. Just beyond the tracks at Ellsworth Falls centre, be careful in swinging upon the highway to Ellsworth, as two long and wide thankyemarms raise hobb with springs. The going through Franklin is good, now, and the long woods road is a delight. Better arrange schedule so as to have a couple of hours at the fish hatchery, in the woods, eight miles this side of Cherryfield. Across the road is Tunk Pond, north shore, and bully salmon fishing abounds. The courteous officials at the state hatchery have a most interesting establishment. Boats may be hired--good, safe boats, too-- and if you require it, you may borrow lines, reels and flies from the hatchery.

**WASHINGTON COUNTY AND BEYOND.** The Down East trail along the shore is in first rate condition this week, excepting between Jonesboro and Columbia Falls, where the famous sandy stretch remains unimproved, after five years of annoyance. The road between Cherryfield and Harrington is rough and rutty. The bridge work two miles beyond Columbia Falls is finished. The completion of state highway continuing that magnificent stretch between East Machias and beyond Whiting, is well in hand in Edmunds, surfacing being in last stages. This is easily the best way to Dennysville and beyond, as the little woods road between Bridghams Corner and Marion has grown a new crop of rocks and ruts. It is the only section of road anywhere comparing with Garland street, and a few others in Bangor. The provincial roads are good, the early summer having been dry and warm. Saint Andrews is at its loveliest, and the few thousand soldiers encamped there, preparing for service overseas, brings war home to all of whom observe. With camps at St. Andrews and another for Augusta, the skedaddlers are fretting. The air line, Bangor to Calais, is a discouraging proposition for more than half the comparatively short distance. Better return from down East by the shore, as the road from Princeton leads to a mean mess of mud and ruts along the foot of Musquash lake. Great scenery but rough on the chauffeur.

**NOTES FROM SKOWHEGAN.** All roads about Skowhegan are very good. From here to The Forks via Bingham there are gravel roads in excellent condition. From here to Newport part of the way is very good and the rest of the way is reasonably satisfactory. To Waterville all roads are in good condition but the Middle Road is especially so; on the main River Road they are constructing two miles of State Highway which is best to avoid at present, this will be completed before August 1st. The roads from here to Madison and Norridgewock are also in good condition. Madison has put considerable money into roads this year and Norridgewock has the new State Highway completed last year, while Skowhegan roads have been in good condition now for the past two or three years.



# Bangor Automobile Club Bulletin

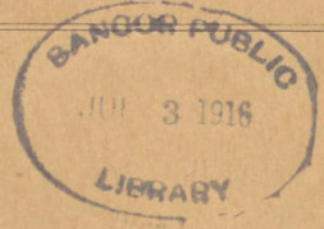
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## OTHER NEARBY ROADS.

The shore road to Bucksport is better than the back one, excepting a rapidly improving spot on the extra steep twin of the Hedgebrook hills, just below South Orrington, in Bucksport town. Bucksport roads have been poor for long, but still are ahead of Bangor's.

Colebrook road is now safe for travel. The connecting road with West Hampden is being repaired between Emerson's Mills and Colebrook road.

The attention of the state highway authorities should be directed to the half-down bridge at the foot of the hill between Lincolnville and Camden. It is a serious menace by day, and an extreme hazard by night.

Lower Hancock country roads are fair to good. A delightful one day ride is Bangor-Bucksport-Castine-Penobscot-Sargentville to Brooklin for dinner. Return Bluehill-Surry-and Ellsworth. Good roads prevail most of the distance.

The highway to Belfast is good, now. A pleasant return is to come direct up from Belfast bridge, and up through Swanville and along the shore of the lake, fetching up in Frankfort, rejoining main highway in the village.

IN BANGOR. Hammond street, from the end of the car line to Hermon line, is now open to navigation, but caution still is advisable, especially in night riding. Essex street and side rides connecting with Broadway and Valley avenue, outside city limits, are in fair condition. Nine new cavities, holes and ruts have appeared in the short section between the summit of Seminary Hill, and the state road, in Hammond street. This section has been a menace to automobiles for three years. Cedar street requires early attention. The highway surface appears to be peeling off.



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Vol. 5, No. 6

July 7, 1916

**BANGOR TO AUGUSTA.** Fuller road is rather rough. Carmel to Newport is excellent. Newport to Pittsfield highway is rough because of holes, ruts and washouts but it is passable. Construction work between Pittsfield and Benton makes necessary three detours. The detours in dry weather are rough and in wet weather make hard traveling. From Benton Falls to Waterville, via Fairfield, the road is good and from Waterville to Augusta, on the west side of the Kennebec via Sidney, the road is unusually good.

**NEWPORT TO SKOWHEGAN.** Palmyra to Canaan is deeply rutted because of the heavy rains. From Canaan to Skowhegan the road is a boulevard notwithstanding the continuous bad weather.

**AROUND SKOWHEGAN.** The clay road via Melber's mills to Cornville is rough. From Athens to Brighton the road is fine. From Brighton to Mayfield and Kingsbury the road is very fair.

**GOOD ROADS DAY IN BANGOR.** Bangor's first Good Roads day was a big success. Here is what Paul D. Sargent, chief engineer of the Maine State Highway Commission has to say of the result:

"I was glad to note the good results obtained at the Good Roads Day in Bangor. I came in over the road from Orono past the water works about eleven o'clock Friday night with two members of the highway commission on our return from the Aroostook County trip. We noted the condition when we left Bangor Wednesday morning and there certainly had been a very great improvement as a result of the work done on Thursday. Apparently the work was intelligently directed and well carried out and your Club is to be complimented on the results obtained."

**BANGOR TO HARRINGTON.** With smooth roads most of the way, and a wondrous variety of Maine's best scenery along the route, the run from Bangor to Harrington is a particularly good one at this time of year. One man who has traveled considerably through the British Isles and who recently made this Harrington trip, remarked that the scenic charms of mountain and lake through Franklin and vicinity were as fine as anything he had seen in Ireland or Scotland. At Harrington the new Harrington House, opened about two months ago, and clean and modern throughout, is prepared to satisfy the motorist's appetite most substantially and agreeably. Since the distance from Bangor to Harrington is only about 65 miles, the round-trip run makes a nice day's outing.

**GOOD ROADS CLUB.** To further the work of road improvement so splendidly begun on State St. last week, the Bangor Good Roads Club has been organized, with officers as follows: Henry Prentiss, president; Charles Murray, J. T. Taylor, Edward M. Graham, vice-presidents; Edgar J. Warren, treasurer; W. A. Hennessy, secretary; Charles Murray, superintendent of construction. The directors are Samuel R. Prentiss, Frederick W. Hill, Dr. William C. Peters, Otis Skinner, George W. Wescott, Frank S. Morse, Eben Leavitt, J. G. Utterback, Taber D. Bailey, George P. Gould, W. W. Abbott, Haven Sawyer, John E. Woodman and W. A. Frey.



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Vol. 5, No. 11

Aug. 8, 1916

**SKOWHEGAN TO JACKMAN.** Recent reports say the best route from Skowhegan to Jackman is to follow the Kennebec river thro Norridge-wock, Madison, North Anson to Solon instead of going cross country. The river route is 25 miles against 15 miles but the better roads mean faster traveling and a saving in time despite the difference in mileage. From Solon to The Forks it is good going for the greater part of the 31 miles. From The Forks to Parlin Pond the road is very good and the stretch of 13 miles from Parlin Pond to Jackman is a very good highway.

**FINE TRIP TO NEWBURY NECK.** An unusually picturesque trip, over good roads, is the run from Bangor to Newbury Neck, below Surry. Several Bangor parties who have made the run say it is one of the pleasantest day excursions on the coast.

**ELLSWORTH TO BLUEHILL.** Replying to your letter of the 4th inst., will say the road from Ellsworth to Bluehill is in good condition, the best ever. From Ellsworth to Surry the road is particularly good and from there to Bluehill there is only about one and one-half miles where it is somewhat rough. The long hill known as the Grindle Hill out of Surry is in the best condition it has ever been.

**NEW BRUNSWICK ROADS.** Reports to the Bangor Automobile Club from St. John are to the effect that road conditions in New Brunswick show an improvement, roads being drier and government applying itself to improvements in a number of directions. Between Calais and St. John the rutty area indicated between Lepreaux and Musquash is being reduced, but there are about three miles yet to improve. Cars can proceed with exercise of caution. East of St. John conditions are improving. Government has called for tenders on four miles to Brookville. This will be first of permanent road system inaugurated by government.

**BANGOR TO GREENVILLE (Moosehead Lake).** Good direct road. Good proportion gravel. Bangor via State Street, Orono, Stillwater and Lagrange to Milo. These roads better than usual. Road through Boyd Lake has been improved and patrolman on "Horseback" in Alton has made improvements. Stop over at Dillon House in Milo for meals or lodgings. This house has recently been remodeled and is now in first class condition. Milo to Dover via "hill" road, especially in wet weather. Dover to Guilford detour via road on south of river to avoid State road work. Hilly but good. Guilford to Greenville via Monson - roads good.

**PORTLAND AND BANGOR.** Between Portland and Bangor by the way of Bath, Rockland and Belfast, better known as the Shore Route, the road for the most part is good barring two or three rough places. These are a distance of about 15 miles east of Wiscasset, a short stretch between Thomaston and Rockland and through Stockton Springs. At this latter place work is now rapidly approaching completion and the road will be open to traffic in a few days. Between Brunswick and Bath there is a detour by the way of New Meadows which is plainly marked. This leaves Brunswick at Bowdoin College.

**BANGOR TO ST. JOHN.** This trip was made last week and the general report is that roads are very good to fair. Some road work



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is under way but cars go through without detours. Bangor to Ellsworth to Cherryfield. After crossing bridge at Cherryfield turn left for half a mile and then turn right and follow poles into Harrington to avoid turnpiking. Between Whiting and Derrysville there is a bad stretch of a half a mile and there is some rough traveling between Robbinston and Calais. From Calais the party headed for Fredericton and found roads good to fair. At Brockway, 27.4 miles from Calais, turn right after going thro the bridge and go straight ahead to Harvey, eight miles. The road indicated in the road book goes over a very steep hill which has been gullied by the rains. After leaving Harvey, at second fork, take left hand road. It is well to make inquiries occasionally to avoid getting mixed on cross roads. From Fredericton to St. John, the river road is better than usual. From St. John to St. Stephen the road is very good except for the stretch between Musquash and Lepreaux. The return from Calais was made by the way of Princeton, Topsfield, Number 7, Springfield, Lee and Lincoln. This road is unusually good. From Lincoln the run to Bangor was made via Lagrange and altho it is seven miles farther the run was made with a saving of half an hour running time over the road on the other side.



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Vol. 5, No. 12

Sept. 19, 1916

**BANGOR TO WATERVILLE.** There have been frequent complaints from autoists who have lost the road on the detour from Newport because of the detour being blocked. Several parties have found themselves in Hartland when they thought they were following the detour to Canaan. From Bangor to Waterville and Augusta a short and generally good route is by the way of Hampden, Newburg, over the picturesque Dixmont hills, to Troy Corner, Unity, Albion. For Waterville, leaving Albion, is to Benton and for Augusta the route continues through East Vassalboro to Augusta.

**BANGOR ENFORCES TRAFFIC RULES.** The Bangor Automobile Club has presented two "silent policemen" to the City of Bangor and the city purposes purchasing a dozen more. Hereafter traffic rules and also the law regarding the use of cut-outs within the city limits is to be rigorously enforced.

**MOTORING ROUND MOOSEHEAD LAKE.** Numerous Bangor parties are autoing to Greenville and thence by steamer to Lily Bay for a run to Ripogenus lake or to Rockwood for the trip to Seboomook and Pittston Farm. Fine boulevards better than most city streets run to Ripogenus and Pittston Farm. The Squaw Mountain Inn, on the shore of Moosehead at Greenville, makes a speciality of caring for automobile parties.

## ROAD NOTES.

Roads from Belfast to Camden good allowing for repair work. Belfast to East Northport, firm and hard, but a little rough in places. East Northport to Lincolnville Beach over new and old state road, very good. Route via shore and campgrounds, good but a little rough. Lincolnville Beach to south Lincolnville line in hands of contractor, but fast assuming good condition. Lincolnville line to Camden good and hard, but a little rough. Roads on whole very good and at present no need of any detour. General condition good.

In going from Dexter to Newport avoid the road thru Corinna on account of construction work, continuing on Main street, Dexter, and following the signs into Newport. From Bangor to Dexter a good route is to go about seven miles out on Ohio street, turning to left at school house, thence to Levant and following "the avenue" to Exeter Center. This is a generally better route than Union street.



# Bangor Automobile Club Bulletin

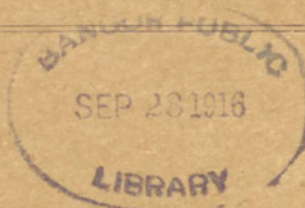
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Vol. 5, No. 13



Sept. 26, 1916

## AUTUMN AUTO TOURING IN MAINE

Autumn auto touring in Maine is better this year than ever before and from all parts of the state the report is the same---that road conditions generally are excellent. In practically all localities where construction has been going on the work is either finished or is far enough advanced to permit passage. Maine has attractions at all seasons but for many people the state is never more delightful than in the fall days.

For the pleasantest of autumn tours no more satisfactory choice can be made than a trip through Maine.

**IN AROOSTOOK COUNTY.** Never before in the history of Aroostook County have the roads been as good as they are at the present time, and Aroostook County, being in the midst of her potato harvest, can be seen to good advantage, while those who desire to shoot birds have a good opportunity in traveling over the County. There is one spot between Macwahoc and Mattawamkeag in the extreme upper end of Penobscot County, which has two or three bad places, but nothing but what is passable, and as soon as this is over the roads are as smooth as can be found anywhere in the State of Maine. If one wishes to avoid this part of the road, it can be easily done by turning to the right of the monument at Lincoln, and going through Lee, Springfield, over to Kingman, where the Trunk Line is again reached, or from the Springfield road they can come through by way of Danforth. Striking the road by way of Kingman is about 20 miles longer than the straight road, while the Danforth route is about the same distance as the through route which is laid out in the Maine Road Book. Those who have travelled all over the State say they have found better roads in Aroostook than in any other section of the State. Information dated Sept. 21.

**ELLSWORTH TO BLUEHILL.** The road is fairly good in this direction, with the exception of about two miles in Surry, portion of which is being remade. The road-bed generally is sandy, the greater portion of the road having been re-built within the last few years.

**ELLSWORTH TO BUCKSPORT.** Road only fair, being rough in several places, particularly in East Orland.

**ELLSWORTH TO EAR HARBOR.** In good condition. The State road through Trenton stands the travel well and is being looked after by patrol.

**ELLSWORTH TO FRANKLIN.** Road in fair condition as far as the junction of the Hancock Road, but from there to Franklin the road is rough, the soil being soft and no work having been done this year to amount to anything. Road through Cherryfield woods is particularly good, considerable repairs being made at this time. Information dated Sept. 22.



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AROUND SKOWHEGAN. The roads around Skowhegan and north to Jackman are in particularly fine shape. There is a short stretch of about one hundred yards being repaired between Skowhegan and Canaan, and another stretch between Skowhegan and Athens. There is also two miles of State highway being put in between Fairfield and Hinckley; otherwise than the above, none of the roads are torn up, so far as reported. Information dated Sept. 21.

NEW BRUNSWICK ROADS. While New Brunswick roads have not yet reached a very high stage of perfection, they are in fair running order and can be safely negotiated by autoists. The Calais-St. John road is much improved over early summer conditions, considerable work having been put on the rutty region between Musquash and Lepreaux. From St. John to Moncton the road is particularly good. The river road to Fredericton is in poor shape, consequent upon railway operations nearby, but via Fredericton Junction and Tracy there is good travelling. From Fredericton to the North Shore and Quebec, or from Moncton to the North Shore the roads can be covered with safety. September or early October is a pretty good time to go through New Brunswick, as the forests are taking on their full autumn splendors of foliage and the wild game are on the move. Above information dated Sept. 21.

BANGOR TO GUILFORD. Altho about ten miles farther the route to Guilford by way of Orono, So. Lagrange via "the horseback" to Milo Jct. is in unusually good condition. The route leads from Milo Jct. thro Dover and Foxcroft, turning off to the right before reaching Sangerville and crossing the river thence by state road into Guilford. This is a favorite route with parties bound for Moosehead lake. The return trip from Guilford may be made by the way of Silvers Mills, Dexter, Corinna, turning off by the corn factory, for Stetson. The road from Stetson by the way of Etna is in fine shape excepting for the work at Hermon.



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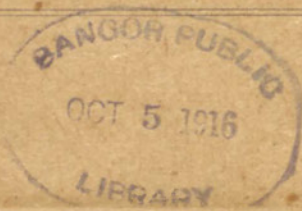
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Chamber of Commerce, City Hall, Bangor, Maine

Vol. 5, No. 14

Oct. 4, 1916



AUTUMN AUTOING IN MAINE IS FINE. The fine autumn days in Maine are attracting many automobile parties and Bangor, as during the summer season, is the automobile center of the state. Many motor parties are coming to Bangor to make this their headquarters from which to make trips to Moosehead lake, now resplendent in fall foliage, Bar Harbor and other points on Mt Desert Island, Houlton and the many other interesting Aroostook county towns, the numerous hunting localities up-north and in Washington County. Except for the occasional pieces of road on which construction work is being done, Maine highways are unusually good at this season.

CAMDEN---BELFAST HIGHWAY. Information from Camden is to the effect that the detour between Camden and Belfast will be closed about Oct. 15 in order to complete some work for which there is a special appropriation. The regular road thru Northport and Lincolnville Beach will be so far completed by that time all travel can be accommodated by this main highway.

BANGOR TO AUGUSTA. For autoists wishing to avoid the detours made necessary by the work on the Bangor-Newport-Waterville highway, a fine route to Augusta is by the way of Belfast, Belmont, Liberty, Palermo, South China to Augusta. Distance from Bangor to Augusta by this road is about 83 miles. From the viewpoint of fine scenery this is an unusually attractive route.

TO COMPLETE ELLSWORTH HIGHWAY. Through the activity of Bangor Chamber of Commerce and the Bangor Automobile Club the governor and council at their meeting last week appropriated \$10,000 to complete the work on the important stretch of construction on the Bangor-Ellsworth highway around Mann Hill. Work has been going on here all this season and had the operations been stopped as would have been necessary had not the appropriation been obtained, the road would not have been completed until well into the summer of 1917.

ROADS 'ROUND DEXTER. The best route from Bangor to Dexter is via the state road to Newport. Tourists coming thru to Moosehead Lake from the West if they do not contemplate hitting Bangor, should travel from Waterville to crossing at Phison's Ferry, coming thru via Canaan, Hartland and Dexter and they will find very good roads. The roads from Newport to Dexter are very good with one exception where there is a short distance of bad road. The road thru to Cambridge, Harmony and Wellington is excellent. There is a stretch of ten miles of excellent road between Dexter and Dover.



# Bangor Automobile Club Bulletin

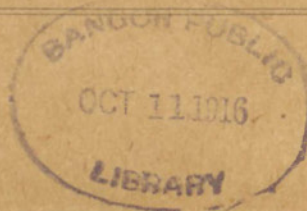
Information regarding Road condition, Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine

Vol. 5, No. 15



Oct. 10, 1916

**AUTUMN TOURING IN MAINE IS FINE.** Maine never offered better autumn touring conditions than it does this fall. One of the particularly pleasant trips is that from Bangor to Moosehead lake. Many parties are taking the run to Greenville from Bangor, putting their cars on the steamboat for Lily Bay, Moosehead lake, and from Lily Bay making the run to Ripogenus Gorge where the gigantic dam of the Great Northern Paper Co. is being built. This woods road of 30 miles is a boulevard smoother than most city streets.

**PORTLAND TO BANGOR.** With the completion of the road work now under way there will be an exceptionally fine stretch of highway between Portland and Bangor via Rockland. The road from Portland to Brunswick is one of the best sections in Maine. From Brunswick to Bath there is a stretch of construction work but autos can go thru part of the work which means a shorter detour. From Damariscotta to Nobleboro there is work going on for a stretch of highway. Autos coming east can go thru the work until the second road to the right is reached. At this road swing to the right and there is a good but rather narrow road. Because of road work there is a short and good detour necessary between Thomaston and Rockland. From Rockland to Belfast there is a continuous state road except for a couple of miles in Camden and three-quarters of a mile of maintenance work in Rockport. From Belfast to Bangor the road is in fine condition.

**WORK ON ELLSWORTH ROAD.** Under the direction of the Maine State Highway Commission work is being done on the Bangor-Ellsworth highway just north of the Lake House, Phillips Lake, but the construction will be carried on so that travel won't be interfered with.

**ROADS IN PISCATAQUIS.** As a result of the favorable weather of the past few weeks the roads in Piscataquis County are better than they have ever been before and one is assured of delightful driving, for some time to come, way through to Moosehead Lake. The best route is via Lagrange, Milo and Dover. There have been several extensive jobs done on the road between Lagrange and Milo so that this piece which has sometimes been bad in past years is now in good condition. State highway work is in progress on the main road between Dover and Guilford but a large part of it has been completed and is in use. Tourists should detour via road on south side of river from Dover to Lowe's Bridge and cross over at that point to completed state road. The road from Guilford to Greenville is in excellent condition although the new piece around Doughty Hill is not completed.

**ENTHUSIASM FOR AROOSTOOK.** Here's a little story of an auto trip made by a Bangor party thru Aroostook:

At Van Buren we stopped at the Hammond House, and the following day struck a rain storm. A more delightful hotel to be caught in under the condition we were, could not be found. Sunday morning we pulled out for Ft. Kent. The roads were good. Stayed at the Dickey House. They serve a very good meal. After dinner we started for Presque Isle. Good country roads and the ride through New Sweden, Mayville



# Bangor Automobile Club Bulletin

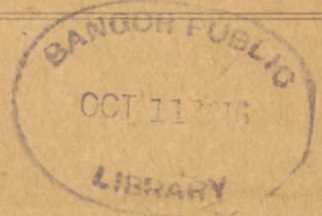
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Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, City Hall, Bangor, Maine

Vol. 5, No. 15 Page 2



and Caribou into Presque Isle was delightful; one long to be remembered with stretches of road that you could open her up and go as fast as your machine was capable, if you wanted to, and one particular pleasing feature was that everybody had a smile and everybody was saying "Good Morning" and "Good Day" and waving their hand to you. Potatoes are up in price. We did not stop at Caribou, just going through the town and landed Sunday night at the Presque Isle House.

Monday morning we started for Houlton. The first ten or twelve miles out of Presque Isle are deplorable and you strike nothing good until you get down to Mars Hill and then strike good country roads again, some most excellent; a good many of them built by State aid, and those good country roads extend into Houlton. We had dinner at the Snell House in Houlton. Leaving Houlton after dinner we came down the old Military Road to Mattawamkeag; delightful in spots through the woods, but every little while you struck a mud hole, or chuck hole, and in one of them we went almost out of sight. So much so, that our car which was comparatively clean, looked as though it had a mud bath. We were told by people there that the better road between Houlton and Mattawamkeag is to go to Medway, from there to Grindstone and Stacyville and across.

After getting into Mattawamkeag we went up to Millinocket to spend the night. That road is in most excellent condition for twenty miles and the view that we had of Katahdin, Joe Merry and the other peaks were well worth the trip in, and we all know that the hotel is par excellence; the best hotel and best service in the upper country. We came out of there in the forenoon, getting down to the Lincoln House to dinner. From Lincoln we went down to Montague. Good country roads across to Howland and over the hills to Milo. The first five or six miles of that road is sandy and rough but the balances there are patches which has apparently had State aid as they are good roads and you can go booming along as fast as you like, and the view over the hills is wonderful and delightful to the eye.

From Milo we went over the hills to Foxcroft. The scenery is superb from the top of those hills as you go over them, and the roads are fine, preferable to me than the lower road because there is more gravel and less dust. From Foxcroft through Dover, and until you strike the Charleston Hills the roads are also good. Charleston Hills, both sides are deplorable, and that extends practically until you get almost into Charleston village, but the view, if one has not seen it, is well worth the trip just to see the mountains in the distance. From Charleston we came down through to Corinna and Kenduskeag and they have improved those roads very much until you get into the Glenburn part of it, but we escaped that by taking a cross road coming out on Ohio St. and arriving home.

If any of your out-of-town inquirers want to go into Maine immediately, by all means, send them into Aroostook, and when they speak of it as the Garden County of Maine they are surely telling what is right.



# Bangor Automobile Club Bulletin

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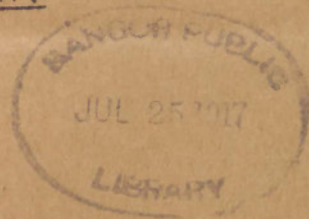
Telephone 1185

Chamber of Commerce, City Hall, Bangor,

Vol. 6, No. 1.

June 8, 1917.

This is the sixth season for the Bangor Automobile Club Bulletin. The co-operation of club members and autoists generally is invited and all are asked to contribute notes of road conditions, tours, etc.



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Bangor-Bar Harbor-Highway: Through the persistent effort of Dr. E.B. Sanger, president of Bangor Automobile Club, assisted by other prominent citizens, it has been decided by Governor Milliken that the important work started last year for the road around Mann Hill shall be completed. After viewing the work already done it did not take the governor long to decide that economy, if nothing else, demanded the immediate completion of the construction instead of leaving it in an unfinished state for rapid deterioration.

Bangor to Portland: The preferred route from Bangor to Portland is via Rockland, Bath and Brunswick. This highway is for the most part in good condition and is being generally used in going to Portland. The travel from Portland to Boston is already heavy over the good roads.

Bangor to Guilford: Bangor to Charleston is good most of the way. In going to Dover it is better not to go over Charleston Hill which is in poor condition. Go through Atkinson and round through East Dover and good roads are found most of the way. From Foxcroft to Guilford it is a boulevard. The roads in Atkinson are exceptionally fine for a town of its size.

Bangor to Pittsfield: Bangor to Pittsfield except for a bad place on Hammond Street is in good condition. Pittsfield to Waterville is reported from fair to good. The roads from Waterville to Augusta on both sides of the river are not yet in good condition. Palmyra to Canaan to Skowhegan roads are fair to good.



# Bangor Automobile Club Bulletin

Information regarding Road condition, Routes and Other Matters of Interest to Automobileists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Me.

Vol. 6. No. 2.

June 20, 1917.

## Road Conditions are Improving

Reports from all over New England are to the same effect, that the continuous rains have made the roads generally in much worse condition than is usual at this season. A few days clear weather and the use of the drag will do wonders to improve the highways.

## Vehicles Must Carry Lights after July 7th.

The last Legislature enacted a law providing that vehicles on the highways, from one hour after sunset to one hour before sunrise, whether standing or in motion, must carry a light or lights so as to be plainly seen from front and rear. Arrest and fine is the penalty provided by law for failure to do so. Heavy teams for the transportation of hay, wood, lumber, and stone are exempt.

## Portland to Augusta

The route from Portland to Augusta via Danville Jct. and Lewiston is still in fair condition. From Augusta to Waterville take "Webber Pond Road", it is not good but others are worse. There has been travel to Augusta via Brunswick because of the good road from Portland to Brunswick. This is not the preferred route for the road from Brunswick to Augusta is bad. Rockland--Augusta Road is being used every day but it is not good.

## Road Conditions Around Belfast

The shore road between Belfast and Searsport has been under repair construction during the past week and with the following rain has been very rough and wet. With a week of dry weather this road will be in a very satisfactory condition. This section of highway is now under State control.

The road from Belfast to East Northport has been rough, wet and muddy for the past week and while it is not under new construction the section is rather difficult for travel.

State road has held up well under the continuous rains and is in very good shape from East Northport to the Camden line. The section around the shore between the two Campgrounds has been in good shape with the exception of mud caused by recent road work.

The road from Lincolnville, lower, line, into Camden has been in the worst possible condition. It is doubtful if this section of road was ever so bad as at the present time. The crossings have been thrown up, and the road is full of rocks and mud making it difficult driving, and as it is naturally narrow travelling along this route is carried on with some difficulty. The officials in Camden have apparently neglected the road and the state officials claim they have nothing to do with it.

## New Brunswick Roads:-

Automobile road conditions in New Brunswick are very unfavorable, owing to the excessive rains. It would be difficult at this moment for heavy cars between St. John and Calais. A week or a fortnight of dry weather would make a great change in this respect.



# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

Telephone 1185  
Vol. 6--No. 3.

Chamber of Commerce, City Hall, Bangor, Maine  
June 22, 1917.

## Aroostook County Roads

Your correspondent has seen many parties that have come through from Boston, New York and Portland, and all are of the same opinion: that the roads in Central Maine are worse than from Bangor north. One party, which reached here Thursday, reports getting into the ditch three times between Brunswick and Waterville, but succeeded in getting through to Houlton without any serious mishap, excepting the washouts which exist on all gravel or dirt roads. In Aroostook County there are no bad washouts, but with the downpour of rain which has prevailed throughout New England, the roads are rough, and it is not advisable to attempt to tour, to any extent, in northern or central Maine until the numerous bad places have been repaired, which will not be for at least two weeks, and then it will depend upon the weather we have. Local roads, especially the Trunk Lines and State Aid roads, are in fine shape, and wherever one finds improved highways the roads are universally good; conclusive evidence of the need of more improved roads all over the state.

## Roads Around Ellsworth:-

Ellsworth to Mt. Desert Island: With the exception of a small piece of road about a mile and a half out of Ellsworth proper which is under construction, the road to Mt. Desert Island is in very good shape and has been practically all of the spring.

Ellsworth to Franklin and east: With the exception of a piece of road from Franklin roads over to West Franklin, the road through this section has been in very good condition.

Ellsworth to Bluehill: The long hill out of Surry has been very rough, but aside from that the road to Bluefill has been in excellent condition.

Ellsworth to Bucksport: This stretch of road has been in better condition this year than formerly.

## Tourists to Canada

Citizens of the United States are free to enter Canada without passports if they have \$25. in their possession. Alien residents of the United States will not be admitted. Movements of men of military age, 18 to 45 are closely enquired into on both sides of the line at present.

## New Brunswick Roads

Automobile road conditions in New Brunswick are very unfavorable, owing to the excessive rains. It would be difficult at this moment for heavy cars between St. John and Calais. A week or a fortnight of dry weather would make a great change in this respect.

## Eastport to Machias:

Generally fair with the exception of the piece of road from the Eastport Bridge to the Pembroke Line, the Perry which is very bad indeed. Work has started on the Line road between Dennysville and Whiting but a westerly detour is provided. From Eastport to Calais the road is alternately good and bad.



# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine

Vol. 6. No. 4.

July 6, 1917.

## Fair Weather Brings Good Roads:

The week of fair weather has done wonders to roads throughout eastern and northern Maine. Highways that have been nearly submerged by the continuous downpour in June are drying up and in the towns where the log-drag is being used, traveling is fine. It is good traveling on all trunk-line roads and a few more days will mean that all Maine roads will be in fine shape for autoists.

## Bangor to Bucksport:

Road work is under way on the river road to Bucksport and the "back road" branching off at North Bucksport should be used.

## Bangor to Skowhegan:

Roads between Bangor and Pittsfield are fine. From Pittsfield the better route is by way of Canaan to avoid swampy stretch between Palmyra and Canaan. Reports are that Kennebec Valley roads, in the vicinity of Skowhegan, are in excellent condition.

## Bangor to Augusta:

The highways between Augusta and Waterville, because of excessive rains, have been bad. Now the road from Waterville to Augusta, via East Vassalboro, is in good condition so that there is a through route again between Bangor and Augusta.

## Bangor to Greenville:

Glenburn roads are in poor shape but easily passable. Work is going on at Charleston Hill which will improve that stretch of highway. Out of Foxcroft there is a soft stretch which isn't hard to go through. Because of the work on Charleston hill travel is better by the way of Milo and Lagrange.

## Maine Auto Association News:

The roads between Albany, N.Y., New York City Southern New England, Boston and Portland are now in splendid condition for motoring. East and north of Portland all of the roads are in normal condition notwithstanding the long period of rain, and the several hundred miles of new state highway in Maine are in magnificent shape. Maine's new highway patrol is also keeping the country roads along the main thoroughfare's of travel in unusually good condition.

The best route between Portland and Bangor is via Lewiston, Augusta, North Vassalboro, Winslow, Waterville, Pittsfield, Newport and Etna. The best route between Portland and Bethel is via Poland Spring, South Paris and Bryant's Pond. The bad places in the road between Portland and Rockland have been fixed up. All traffic between Portland and Augusta should go by the way of Lewiston.

Aroostook County roads have recovered from rain and are now in normal summer condition.



# Bangor Automobile Club Bulletin

Information regarding Road condition, Routes and Other Matters of Interest to Automobilists will be appreciated.

Vol. 6, No. 5  
Telephone 1185

Address, W. A. HENNESSY, Secretary  
July 12, 1917.  
Chamber of Commerce, City Hall, Bangor, Maine

## Roads Round Belfast:

Here is a report from Belfast. The road conditions in this vicinity have improved some in the past week and the shore road from Searsport to Belfast is very good aside from being a little rough. This road is under State patrol and improved road conditions are daily expected.

The road from Belfast to Camden on the State highway is very good, the patrol service is doing excellent work on the State road. The section between East Northport and Saturday Cove on the shore road is still rough and rutty, and the town has given it very little attention this season. Repairs here are not contemplated we understand.

That section of road between the Lincolnville south line and Camden village is probably the worst piece of highway in the State of Maine for through travel. The road is filled with big rocks, continuous brooks from rain, and constantly growing worse. No effort has been made on the part of Camden to improve the condition and while it is reported that the State contemplates building in the course of a month no improvement can be looked for for summer travel. This section of road cannot but reflect on the entire roadway from Camden to Bangor with much discredit to whoever may be responsible for its neglect.

## Ellsworth to Bluehill:

This road is in good condition with the exception of a short piece of road the other side of Surry village, which is under construction. ELLSWORTH TO BLUEHILL The road is in good shape with the exception of three miles or such a matter before reaching East Orland. ELLSWORTH TO MOUNT DESERT ISLAND This stretch of road is in fine shape with the exception of a short stretch on the outskirts of the city, which is under construction but is at all times passable. ELLSWORTH-east This road is rough after leaving Franklin Roads station going toward Cherryfield, but after reaching Franklin, the road is in excellent shape and the road to Hancock Point is all right.

## Washington County Roads:

There is a big general improvement in all of the Eastern Washington County roads at this time. From Machias to Pembroke, via Whiting and Dennysville the roads are in excellent condition with the exception of some very short stretches. There is construction work being carried on between Whiting and Dennysville but a good well marked detour is provided.

From Pembroke to the Eastport Bridge the roads are in very hard shape but repairs are being carried on as fast as weather will permit and this road will soon be in better shape than it has been for years.

From Eastport to Perry the road has never been in better condition. Perry to South Robbinston fair with a few rough places, particularly above North Perry. From South Robbinston through Red Beach the road is good. Red Beach to Calais is very poor with very little prospect of improvement.

## Bangor to Greenville

Greenville, via Shirley, Monson and Guilford very good. Guilford to Dover, perfect boulevard. Dover to So. Sebec. to Derby, Milo and Stillwater very good. 91 miles.

Bangor out Ohio Street to Kenduskeag thru 7<sup>th</sup>, 9<sup>th</sup>, Charleston, Atkinson and on to South Sebec is the best road to Dover. Greenville roads are best county roads in State. Road around Doughty hill is in fine shape.

The Squaw Mountain Inn on Mt. Katahdin is attracting numerous automobile parties from



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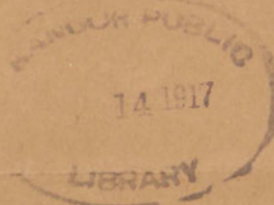
Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine

Vol. 8

No. 6. July 13, 1917.



## Aroostook County Roads

Never have the main traveled roads in Aroostook been in better condition following July 4th, than they have this year, and while the rain of July 12th will cause some mud, a day or two of good weather will put them into fine condition. The excellent condition of roads in Aroostook County is not different, on the two or three different routes leading out of the County.

Those contemplating a trip into Aroostook County may avoid the temporary bad roads through Molunkus (after leaving Mattawamkeag) by taking the right-hand road near the Monument, out of Lincoln and going to Kingman and Macwahoc, then taking the Silver Ridge road one-half mile beyond Macwahoc Village, which is properly signed, and which is not only the route laid out by the Highway Commission, but is far superior to the Haynesville or Military Road route, which is in bad shape, especially from Haynesville to Houlton.

The route, via Prentiss, Wytovitlock and Danforth is in fine shape, and is practically the same distance as the Silver Ridge route, but does not have as many attractions, from a scenic standpoint.

The bad section through Molunkus, referred to above, will soon be eliminated as the surveying party of the State Highway Commission has recently completed a new road which will leave the main traveled road to the right, just before ascending Mattawamkeag Hill, which will strike the Kingman-Macwahoc road and do away with this always bad section, and making the route not more than three or four miles longer, but over very much improved roads.

## Road Notes

In going from Bangor to Dover, a good route to avoid Charleston Hill, where road work is under way, is to go from East Corinth to Garland and thence to Dover.

Frankfort to North End of Swan Lake the road is rough but passable. From Swanville to Searsport the road is fair.

## Automobile Headlight Regulations

The law in regard to headlights to be carried on automobiles provides that the rules and regulations concerning headlights shall be in the hands of the Public Utilities Commission. The Public Utilities Commission has drawn up a set of rules and regulations applicable to conditions in Maine. These rules are now in the hands of the Governor and Council for approval. According to the action of the Legislature these rules are effective when approved by the Governor and Council.



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Telephone 1185

Address, W. A. HENNESSY, Secretary

Chamber of Commerce, City Hall, Bangor, Maine

No. 7.

JUL 27 1917

July 25, 1917.

## Ellsworth to Machias:

The road from Ellsworth to Machias is in very good shape with the exception of a small stretch of road in North Hancock of about two or three miles. The route to be followed would be: to North Hancock, to Franklin, through the Cherryfield woods and then on through Cherryfield, Harrington, Columbia and so on. There are three routes from East Machias to Calais but the better road is over through the new State Road which is building through Whiting and over into Robbinston.

In the several directions from Ellsworth the roads leading out of this city are as good as they ordinarily have been. (Reported, July 24)

## Road Notes from Eastport:

From Calais the Shore route to St. John via, St. George is in very good shape. The trip down the banks of the St. John river is reported as generally very good.

Road conditions in the section of Eastport remain unchanged, roads generally being very good, the exceptions being the road between Pembroke and the Eastport Bridge, running through the town of Perry, which are now under repair and the road between Perry and North Perry, and Red Beach to Calais.

## New Brunswick Road Conditions:

Prolonged wet weather and a change of government at a time when road repairs should have been in progress, have conspired to place many New Brunswick roads in poor shape. The new government, having got its road staff organized, is now doing effective work and a gradual improvement is noticeable. The road from the Maine border to St. John is in fair shape, with the exception of that portion between St. Andrews and St. George. The rains have washed the soils off the hills and exposed the rocks in many places. Road repairing is being pushed along this section. From St. John to Moncton the roads are in fair order, barring a rough section between the city and Torryburn. The river road to Fredericton, which was damaged by heavy rains and river freshet, is being whipped into shape. Drivers should be careful going over this road, particularly at night, as diversions of the road which have been rendered necessary by the construction of the Valley Railway, are not as well defined as they should be. (Reported, July 24)

## Augusta and Rockland:

Augusta, National Soldiers' Home, Windsor Corner, Cooper's Mills, Jefferson, Waldoboro, Thomaston, Rockland is the best route between Augusta and Rockland. Excepting a few miles between the National Soldiers' Home and Windsor Corner which is rough the road is as good as anyone could ask for. The mileage is 44-9/10 miles.



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Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine

Vol. No. 6. Bul. No. 8.

June 27, 1917

## Bangor to Bar Harbor

The trip from Bangor to Bar Harbor via Ellsworth is one of the most popular this season as in other years. The highway to the Trenton Bridge is a boulevard, for the most part. All the roads, generally speaking, on Mt. Desert are in very good condition and the drive from Bangor around the Island by the way of Northeast Harbor, Seal Harbor, the Ocean Drive and Bar Harbor makes a fine trip.

## Machias to Eastport

The road between Machias and Eastport is excellent except for a small piece in the town of Perry next to the Eastport line. That has been badly washed out and is in a "profane" condition. The other roads leading out of Machias are in good condition excepting about three miles in the town of Whitneyville on the Wesley road.

## Bangor to Skowhegan and Beyond

The road from Bangor to Pittsfield is one of the best highways in Maine. From Pittsfield to Skowhegan the route should be via Canaan instead of Palmyra because of a swampy place on the Palmyra road. The roads from Skowhegan to Solon are a little rough in spots but taking the trip from Skowhegan to The Forks unusually good roads will be found. From The Forks to Jackman the road is better than the average and in some places is unusually good. There is much travel from Skowhegan to Jackman.

The road from Skowhegan to Stratton and Eustis is reported as first class. From Stratton to Rangeley the highway is in its usual excellent condition. It is a good trip from Bangor to Jackman via Skowhegan, Norridgewock, Madison, North Anson, Bingham, etc. Across the Canadian line there is the splendid Canadian highway to Quebec.

## To Moosehead Lake

The trip from Bangor to Moosehead lake is one of the best. There are two routes via Lagrange and Milo and by way of Kenduskeag, East Corinth, Charleston and Dover which is considerably shorter. From Dover to Greenville Junction there is a splendid stretch of highway which cannot be surpassed in Maine. The "cut" around the big hill in Shirley is a splendid piece of highway construction through a scenically fine country.

Charleston Hill is rough and there is road work under way. To avoid it, at East Corinth a turn may be made to left through West Garland to the Dexter road and then into Dover.

Owing to the construction of a bridge at Abbott the road laid out in the Maine Road Book is changed and the route is as follows: At the Guilford Post Office turn to the right going up over the hill. At the top of the hill turn to the left and follow the main road.



# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine



VOL. No. 6. Bul. 9

August 3, 1917.

## Aroostook County Road Conditions:

The Bangor Automobile Club's correspondent sends the following information regarding road conditions in Aroostook: Under date of July 30th he writes-

"Yesterday I covered a section of the southern part of Aroostook County, and would say, for the benefit of your Information Bureau, that with the exception of 6 or 8 miles of woods in Haynesville, which is full of ruts and hard to drive on, the roads are of the best, and much better than I have ever seen them; and an ideal trip for anyone wishing to come into Aroostook County is to come via Silver Ridge and go as far North as desired, returning through Houlton to Calais and across the coast. The road between Calais and Houlton being as smooth as the floor.

"When parties ask for information into Aroostook County, be sure and advise them to avoid coming by way of Haynesville." (Information received July 28 is as follows)

"I have just been talking with a party who came up from Bangor via. Silverridge, and he reports that he has never seen the roads in such good shape as at the present time. The road through the Molunkus woods is absolutely dry, and on the entire stretch from Houlton to Bangor, containing, as it does, more State aid road, and Trunk Lines, than any other road out of the County, it stands to reason that this is the most satisfactory way to go.

"I have just returned from a trip to Fort Kent, the St. John River, and the towns in the northern party of the County, and I found the roads in excellent shape. Came down from Presque Isle, a distance of 44 miles, in two hours, and we did not hurry any, or get any bumps.

"You can certainly recommend to any one desiring to take a trip to 'God's Country,' the roads as being in excellent condition."



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Chamber of Commerce, City Hall, Bangor, Maine

## MAINE'S NEW DIMMER LAW

Automobiles and Electric Cars must be Equipped by August 15, 1917.

### Motor Vehicles

After Aug. 15, 1917, no motor vehicle shall be operated on or along any highway or other way between the hours of one-half hour after sunset and one-half hour before sunrise unless the headlights on any such motor vehicle are constructed and operated as follows, viz:-

(1) No bulb or lamp used in any such headlight shall be of greater candle power than 24 (or equivalent wattage).

(2) The lens or glass in the front part of any such light (if the lens be of plain glass) shall be sandblasted or frosted on the inside so that no direct or reflected ray from said light shall be on a level road and seventy five (75) feet ahead of any such motor vehicle, more than forty-two (42) inches from the ground.

This frosting may be temporarily done with white paint or bon ami in sufficient quantity to prevent glare.

(NOTE) Experiments have shown that this result may be accomplished by sandblasting or frosting the lens on a level line down to a point one (1) inch below the center of the lamp bulb. No clear glass should be left above this line. Some lamps are hung lower on some cars than on others and care, by experiment should be taken to see that the direct or reflected rays are not higher than the above named forty-two (42) inches.

(3) In case a "Fracto" or similar device is used, sandblasting or frosting is unnecessary but great care must be used in focusing the light as improper focusing will throw the rays upward and produce the unlawful glare.

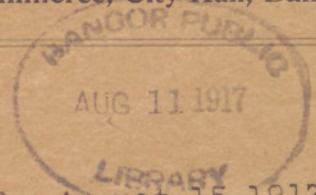
(4) Persons using lenses so constructed that no glaring rays are supposed to be produced (the Warner, Legalight and others being types) are not required to sandblast or frost such lenses; but strict regard must be had to the 24 candle power limit or bulbs as higher candle power produces the dangerous glare from any such lens.

(5) Any light may be "dimmed" in cities and villages where street lights exist and are burning not over five hundred (500) feet apart.

(6) No spotlight shall be used on any motor vehicle except for the purpose of casting a light to the right or the left or the rear of a car and then only where the car is stationary or in slow speed or in reverse. When any motor vehicle has gotten under headway, the spotlight shall be turned entirely out and under no circumstances shall be turned toward any approaching vehicle.

(7) To avoid misunderstanding, let it be understood that all these regulations apply to motor cycles.

The foregoing rules and regulations are hereby approved under the provisions of Chapter 272, Public Laws of the State of Maine for the year 1917.





# Bangor Automobile Club Bulletin

Information regarding Road condition, Routes and Other Matters of Interest to Automobilists will be appreciated.

Telephone 1185

Address, W. A. HENNESSY, Secretary

Chamber of Commerce, City Hall, Bangor, Maine

August 15, 1917

AUG 16 1917

Vol. 6. Bulletin No. 11.

LIBRARY

## Headlight Dimmer Law in Effect

The new law requiring dimmers on headlights became effective Wednesday, August 15, and it applies to gas headlights as well as electric headlights.

The Public Utilities Commission asks co-operation in the enforcement of the regulations upon the part of each motorist and each citizen. Its members feel that the regulations are simple and proper and easily susceptible of full compliance. In a statement Chairman Cleaves of the commission declared that he believes each motorist should see to it that not only his car but that of each other user of the highway is properly equipped, and Chairman Cleaves further says that he is ready and proposes to go into court if necessary, to prosecute those who do not comply with the law.

## Road Conditions Around Belfast

The heavy rains, we have recently had, while they have washed to some extent the roads in this vicinity, have done no great damage and the majority of the roads, particularly the shore roads are in very fair condition. That section in Camden which has been so very bad has been improved some and while it is as bad as any, in the State, there are hopes of a change. Generally the roads in this section of the State are becoming smooth; aside from small rocks they are in good condition.

## Other Road Notes

A report from Machias says that as a rule, the roads in Washington County are in good shape and there are no washouts caused by the recent rains. AUGUSTA REPORTS the recent heavy rains have not damaged the roads in the vicinity of Augusta and our roads are now in good shape. The Augusta House is doing the largest business ever this summer. ROCKLAND reports Roads are all good but there are a few detours just outside of Bath on the road from Rockland to Bath.

From Ellsworth--The Bangor Automobile Club correspondent writes: "Since the recent rains I have been all over the western part of the county and a portion of the eastern part of the county and I find the roads are wonderfully good considering the damage done by these heavy rains. There are no detours necessary and aside from the roads in some places being rough, they are in fine condition.

"A very good trip is the western side of the county--thru Brooksville over Kench's Mountain and Caterpillar Hill in Sedgwick, following the shore to Brooklin and then to Bluehill. It gives a shore drive all of the way."

AROOSTOOK REPORTS: "Replying to your letter of recent date would say that while we have had some severe storms here lately, that it has not done any damage to the roads in Aroostook County."

Bangor to the Rangeley's: Numerous parties of Bangor motorists have taken the Rangeley trip during the last fortnight. Roads are in excellent condition. From Bangor the route is by way of Skowhegan and Farmington to Rangeley. 129 miles. Reverse route by way of Stratton and Flagstaff.



# Bangor Automobile Club Bulletin

Information regarding Road condition, Routes and Other Matters of Interest to Automobilists will be appreciated.

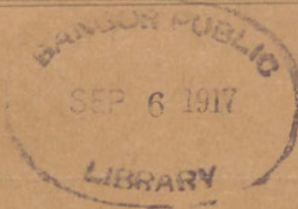
Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine

Vol. 6. No. 12.

September 4, 1917.



## Bangor to Houlton

There have been numerous inquiries regarding the best route from Bangor to Houlton. From Bangor the road is Bangor to Lincoln via Lagrange. From Lincoln to Macwahoc via Lee and Springfield one can travel as fast as he wants to over fine dirt roads in dry weather. This route is preferable to the route via Mattawamkeag or Prentiss and Danforth as both these roads have bad places.

### LINCOLN TO HOULTON VIA KINGMAN

Fine dirt and gravel road

MAINE ROAD BOOK 1917, Page 157

- At 55.9 Take right hand road at Soldiers' Monument and keep straight on through Lee to
- 20. Springfield, 4 corners, turn sharp left.
  - 23.1 3 corners, straight through
  - 23.6 Fork of Road, take left-hand road(right to Danforth)
  - 26.9 3 corners, straight through
  - 27.9 3 corners, straight through
  - 28.5 Fork of road, keep left
  - 32.7 Cross river
  - 32.8 Cross RR track and bear left
  - 33.2 KINGMAN, 3 corners, turn sharp right in village and keep straight on to
  - 39.8 MACWAHOC

Take balance of route from page 157 Maine Road Book, 1917, at Macwahoc

## Roads Round Ellsworth:

The Bangor Auto Club's Ellsworth correspondent writes:

"The road from Ellsworth to Bluehill is as good as it has been at any time this season and in very good condition. The road to Machias is also in fair condition and also the road to Bucksport. The writer has been all over these roads within two weeks, in fact most of them within two days and considering the tremendous amount of rain, the roads are in very good condition.

## Lookout for Dogs:

There have been many complaints this summer because of the carelessness of motorists and particularly chauffeurs in running over dogs. So many cases of this sort have been reported that a movement is on foot to advocate the passage of a law which will provide for a penalty when motorists and chauffeurs are culpable. According to reports from various localities out-of-state chauffeurs are particularly careless in not looking out for dogs.



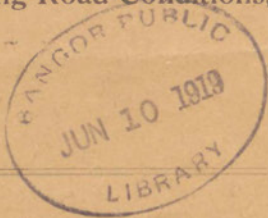
# Bangor Automobile Club Bulletin

Information regarding Road Conditions, Routes and Other Matters of Interest to Automobilists will be appreciated.

Telephone 1185

Address, W. A. HENNESSY, Secretary

Chamber of Commerce, 42 Main Street, Bangor, Maine



Vol. 8, No.1.

June 10, 1919.

## THE BULLETIN'S EIGHTH SEASON:

This is the first issue of the Bulletin's eighth season. Automobilists are asked to help make it as useful as possible by contributing road notes, information regarding trips and other matter of interest.

## NOTICES OF DETOURS:

There is a detour at Winthrop which leads through Bailey ville and joins the state highway again at East Winthrop. It is well signed. Road work is in progress in Winthrop village but only one side is under construction which leaves the other side passable. There are detours at Topsham and Bowdoinham both of which are well signed.

## ELLSWORTH'S ROAD REPORT:

The roads between Ellsworth and Bangor, Bar Harbor, Bluehill, and Cherryfield are in good condition. Road from Ellsworth to Bucksport is very rough. (June 7th)

## ROAD CONDITION IN VICINITY OF MACHIAS:

The roads out of Machias are generally good. They are not altogether smooth but are hard and when the commercial traveller calls them good we feel quite sure they are good. The roads to Machiasport and down the bay are good. The roads to Roques Bluff is good. The road to Wesley has a rough place of about two miles but otherwise is good. The state road from Ellsworth through Machias is in fair condition. Patrolmen have smoothed up some of the worst places. The road from Columbia Falls down round Jonesport to Machias is very good. (June 6th).

## ROADS AROUND BELFAST:

Main roads through Belfast have been rough and bad but are under course of improvement. All roads now dry but very rough, yet serviceable, work having been delayed on the through thoroughfares.

Main roads through Northport and Searsport are very good and firm, coming out of winter season in fine condition. Shore road through Northport is in good repair, but very rough in places, as well as rutty, which will be eliminated by travel.

Swanville road out of Belfast in fine shape and good teaming. Pitchers Pond road out of Belfast under repair. Country roads from Belfast all under repair, but good weather offers early solution of improved travel. June 4th



# Bangor Automobile Club Bulletin

Information regarding Road Conditions, Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, 42 Main Street, Bangor, Maine

Vol. 8--No.3.



June 12, 1919.

## WATERVILLE ROAD CONDITIONS

Waterville to Augusta via Sidney road on west side of river is in good condition.

Waterville to Bangor state road all of the way is in good condition.

Waterville to Skowhegan and Bingham via Lakewood is in good condition using the river road from Waterville to Skowhegan.

Waterville to Farmington best route is via Smithfield and East Mercier, as you get state road all of the way to Smithfield and this is in extra good condition. From East Mercier to Farmington it is very fair. By routing this way you cut out Norridgewock, which at the present time has a few miles near Larone that is rather rough.

Waterville to Belfast is very fair for the time of year via Albion and Freedom.

Waterville to Belgrade Lakes is very good, state road all of the way to Oakland in perfect condition.

## ROAD NEWS FROM LINCON:

The road from Bangor to LaGrange is in excellent condition, excepting for a rough stretch about ten miles before entering Howland.

In going from Bangor to Lincoln by the river road it is necessary to detour at Montague coming back over the Dedlin to South Lincoln, the road being only in fair condition. From Lincoln to Millinocket the road is very good. (June 9th)

## BANGOR TO MOOSEHEAD LAKE:

The route from Bangor to Dover, via Kenuskeag, East Corinth and Charleston is good except for the rough traveling over Charleston hill for which there is not much hope of improvement until proper and permanent improvements are made. However, the splendid view from the hill is a considerable compensation for the joggy trip. From Dover to Greenville the road is in splendid condition, in fact that there are few thoroughfares surpassing the Dover-Greenville run.

From Dover to Dexter is reported as smooth travelling but Dexter to East Corinth is rough. Fair weather and increase in travel will do much to smooth out all highways.

The late season for the farmers has resulted in delay in the towns getting to work on the highways. A year ago the farmers had an early season and road work by the towns was begun much ahead of this spring.



# Bangor Automobile Club Bulletin

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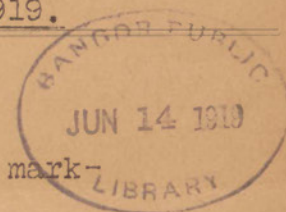
Address, W. A. HENNESSY, Secretary

Telephone 1185  
Vol. 8--Bul. 4.

Chamber of Commerce, 42 Main Street, Bangor, Maine  
June, 13th, 1919.

BURN C3537-12

## TRUNK LINES AND TRAILS FOR MOTORISTS IN MAINE



The trunk lines and trails in Maine and their identifying markings are as follows:-

### ATLANTIC HIGHWAY

Marking: Blue band, flanked top and bottom with narrow white band.  
Route: Bangor to Belfast, Camden, Rockland, Wiscasset, Bath, Brunswick, Portland, Portland, Saco, Biddeford, Kennebunk, York Harbor, Kittery and Portsmouth, N.H. Also from Bangor to East Holden, Ellsworth, West Sullivan, Milbridge, Harrington, Machias, Whiting, Pembroke, South Robbinston and Calais.

### AROOSTOOK TRAIL

Marking: White band and blue band of equal width.  
Route: Bangor, Veazie, Orono, Alton, Lagrange, Howland, West Enfield, South Lincoln, Lincoln, Winn, Mattawamkeag, Macwahoc, passing Haynesville postoffice on left, Linneus and Houlton. This route marking will eventually be extended north the entire length of Aroostook county to Fort Kent.

The white and blue bands of equal width will also point the way from Augusta to Portland by way of Winthrop, Greene, Lewiston, Auburn, Danville Junction and Gray; also from Bangor to Fairfield by way of Newport and Pittsfield, the international trail coloring consisting of a red band flanked at the top and bottom with a narrow white band guiding the traveler from Fairfield to the capital city.

### MOOSEHEAD TRAIL

This trail will be marked by a green band and a white band of equal width, but the work has not been completed to Bangor as yet. From Bangor, the route is via Kenduskeag, East Corinth, West Charleston, Dover, Foxcroft, Guilford, Abbott Village, Monson, Greenville and Greenville Junction.

### THE INTERNATIONAL TRAIL

Marking: Red band, flanked top and bottom with narrow white band. Route: Brunswick, Gardiner, Hallowell, Augusta, Vassalboro, Waterville, Fairfield, Skowhegan, Norridgewock, Madison, North Anson, Solon, Fairfield, Skowhegan, Norridgewock, Madison, North Anson, Solon. Eventually this marking will be extended to the international boundary line at Jackman.

### PINE TREE WAY

Marking: Yellow band flanked top and bottom with narrow white band. Gray, Sabbathday Lake, Poland, Spring, Norway, South Paris, Bryant's Pond, Bethel, Gilead, New Hampshire state line near Gorham, N.H.

### LONGFELLOW HIGHWAY

Marking: Red and blue band of equal width. Route, Portland, North Windham, Raymond, Naples, Bridgton, Fryeburg.

### UNBAGOG TRAIL

Marking: Yellow band and white band of equal width. Route: Newry, Grafton Notch, Upton, New Hampshire state line en route to Dixville Notch and Colebrook.

(Cont.)



# Bangor Automobile Club Bulletin

Information regarding Road Conditions, Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, 42 Main Street, Bangor, Maine

Auto Bulletin

Vol 8--No. 4.

## POLAND SPRING-WHITE MOUNTAIN TRAIL

Marking: Green band flanked top and bottom with narrow white band.

Route: Poland Spring, Poland, Webb's Mills, Cook's Mills, Naples,  
Note-Between Naples and Fryeburg follow Pine Tree way to  
Longfellow Highway.

IMPORTANT -- Whenever a route turns right or left at a fork, or intersecting road, the pole at this point will be marked with an eight-inch square of white paint, immediately at the bottom of the color band, and on this band will be either the letter R or L. This will indicate whether the route turn to the right or the left, R indicating R and L left. This system will be found decidedly simple and effective.

JUN 14 1919

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# Bangor Automobile Club Bulletin

Vol 8--No. 5.



June 16, 1919.

## NEW AUTO ROUTES

Important changes have been made in the re-naming of routes, the color schemes in most cases remaining the same. One of the principal changes was the result of the decision of the Maine Automobile Association to take advantage of the offer to have the new Theodore Roosevelt International Highway to terminate in Maine. In order to do this many conferences were held with the projectors of the plan and it was finally decided to have it run from Portland Maine to Portland Oregon.

### LONGFELLOW HIGHWAY (NEW ROUTING)

Marking: Yellow band, flanked top and bottom, with narrow white band. Route: Portland, Gray, Sabbathday Lake, Poland Spring, Norway, South Paris, Bryant's Pond, Bethel, Gilead, New Hampshire State Line, near Gorham N.H.

### THEODORE ROOSEVELT INTERNATIONAL HIGHWAY

Marking: Red band, flanked top and bottom with narrow white band with initials "T.R." showing on the white field.

Route: Portland, North Windham, Raymond, Naples, Bridgton, Fryeburg.

### CAPITAL WAY

Marking: White band and blue band of equal width.

Route: Gray, Danville Junction, Auburn, Lewiston, Greene, Winthrop Augusta.

### AUGUSTA TO BRUNSWICK

The State highway between Gardiner and Brunswick is under construction in two places, necessitating detours which have been suitably posted with signs, and have been repaired making them in fairly good condition. From Gardiner take State highway at Brunswick Avenue as far as the Causeway road in Richmond; turn to the right across Pleasant Pond; follow signs, bearing to the left, and running south through Litchfield to Bowdoinham; thence crossing the Cathance River in Bowdoinham and following the Bay Road to Brunswick, passing Topsham fair grounds on the right just before entering Brunswick.

### AUGUSTA TO LEWISTON

Follow State highway through Manchester as far as detour road; to the left to Baileyville, to Winthrop village; thence State highway from Winthrop village to Lewiston.

### LEWISTON TO PORTLAND

State highway under construction between Auburn and Danville Junction; short detour to the left through Danville Junction; thence to Poland Springs via Gray Pond, or take State highway Lewiston to Brunswick and follow Post Road to Portland.



# Bangor Automobile Club Bulletin

BURR C6102-12



AUTO BULLETIN Page 2.

## AUGUSTA TO WATERVILLE

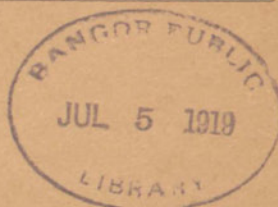
Take State highway on the east side of the Kennebec River. north four miles; make right angle turn and follow good road to East Vassalboro, North Vassalboro and Waterville. The river road in Vassalboro is very poor, and construction is going on through the town of Winslow with short detour around this construction work. The road on the west side of the Kennebec to Sidney is in fair condition; no construction work going on.



# Bangor Automobile Club Bulletin

Vol. 8--No. 6.

July 2, 1919.



## ROAD NEWS FROM LEWISTON

The main thoroughfare to Winthrop and Augusta via Main Street, Lewiston, is a state road and in excellent condition. The road to Lisbon Falls is fair. From Lisbon Falls to Portland it is excellent.

To Gardiner, Hallowell and Augusta via the Sabattus Road, Tacoma Lakes and Richmond, the road is fair.

To Poland Springs via Danville Junction there is a detour of about one mile, but this detour is in first class condition. The road itself is good. The trip around Lake Auburn is very popular as is that to Poland Springs. The road around the lake is O.K.

## DOWN EAST ROADS GOOD

The roads in vicinity of Eastport are all in very fair condition. The main trunk line though is by far the better road. The road over the hills from Pembroke to Eastport is in better condition than it has been for years.

## BELFAST ROAD NOTES

Belfast streets have been much improved in the past week and the avenues leading in and out of the city are in much better condition than for some years. The state road to Camden is in first class condition, while the shore road running thru Northport is much improved. The roadbed is good but the road is very narrow as a result of the bushes and great care must be exercised at all times on this road.

A pretty drive over good roads is that from Belfast to the west side of Pitcher's Pond through to Lincolnville Center, thence across to Lincolnville returning via the state road in the shore drive. This drive offers some mountain and lake scenery and the return via the Penobscot Bay.

All roads in this vicinity are much improved and there is every indication that good conditions will prevail for the remainder of the season.

## NEW BRUNSWICK ROAD CONDITIONS

New Brunswick road authorities are doing their utmost to place the roads in good shape but some of the most important of them are still in an unsatisfactory state.

From the border at St. Stephen to St. Andrews and for six miles toward St. John the conditions are perfect.

At Digdeguash, 13 miles east of St. Andrews, the river bridge is being renewed, necessitating a detour of about six miles. The balance of the road is rough in places as far as Musquash, 13 miles from St. John. From Musquash to St. John the travelling is good.

The road from St. John to Frederickton is in fair order.

East of St. John road repairs are being carried on near Rothesay, necessitating during working hours a detour of a few miles, otherwise the road is in good shape almost as far as Sussex. Between Sussex and Moncton there are some bad spots.

On the north shore of the province the roads are reported in splendid order.

By August 1 all provincial roads should be in the best of condition.

The usual report is required from incoming motorists at the St. Stephen, N.B. custom house.

Information regarding Road Conditions, Etc., will be appreciated  
Chamber of Commerce, Bangor, Maine



# Bangor Automobile Club Bulletin

BURN C6102-12  
Vol. 6 No. 7.

July 23, 1919

## AROOSTOOK'S GOOD ROADS



Roads in Aroostook County were never better than at present the good work of the past few years is beginning to tell and wherever one goes on the main traveled roads, one finds on the whole excellent gravel and dirt roads. The horror of the ride from Bangor to Houlton has been eliminated by the Trunk Line work which has been done through Molunkus. Work is now being done there, but instead of completing the work as they go along, they have graded the entire stretch of nine miles so that there are no bad places, and surfacing is going on daily, which when completed will be as good as any road in Maine.

The trip up the Penobscot Valley is beautiful and many miles are of improved road. Five and six hours used to be quick running time, it is now slow time for making the distance of 115 or 122 miles.

After a week of dry weather the road from Macwahoc via Haynesville is the shorter way to go, but in case of rain or following wet weather it is advisable to go 7 miles farther going from Macwahoc via Silver Ridge and Island Falls. The Haynesville road is mostly a dirt road, good only for dry weather, while the Silver Riade road has many miles of gravel

From Houlton as a starting point are many beautiful trips about 100 miles, none of which can surpass those along the scenic St. John River, with its rolling farms, all beautifully cultivated, its country roads all well kept. Never have the roads in New Brunswick been as good as this year. As the number of automobiles in crease in New Brunswick, so the roads improve.

All over Aroostook county the Garden of Maine nature is now seen at its best for those who have never been here it is a revelation. (June 22)

## ROADS 'ROUND AUGUSTA

The new road from Augusta to Brunswick has not been opened to traffic and will not be entirely completed before the last of September. The detours, however, are not in bad condition now and are alright except after a rain.

From Bangor the State highway is opened as far as Waterville; from thence you can go either out through North and East Vassalboro to Augusta, or from Waterville to Oakland to Augusta down what we call the middle road through Sidney. Either of these roads made a good detour around the River road in Vassalboro which, although it is the State highway, has not been improved.

From Augusta you can go to Gardiner along the River road; thence out Brunswick Avenue to the detour; thence on the west side of Pleasant Point to a point opposite Richmond Corner; thence from Richmond Corner to Bowdoinham over improved road; thence from Bowdoinham by the Bay road through Topsham to Brunswick.

The route to Rangeley from Augusta, by way of Belgrade is in very good condition. (July 22)

Information regarding Road Conditions, Etc., will be appreciated  
Chamber of Commerce, Bangor, Maine



# Bangor Automobile Club Bulletin

Information regarding Road Conditions, Routes and Other Matters of Interest to Automobilists will be appreciated.

Telephone 1185

Address, W. A. HENNESSY, Secretary

Chamber of Commerce, 42 Main Street, Bangor, Maine

BURN C3557-12

Bul.-8--Vol. 7



July 24, 1919

## ROAD CONDITIONS IN NEW BRUNSWICK

Almost all the interior roads of New Brunswick radiating from St. John, are in good shape.

Between the border and St. John there are some stretches of highway that are still somewhat rough, but these are being hammered into shape as quickly as possible. Between St. Stephen and St. Andrews and for nine miles east of St. Andrews the road is in excellent order. The bridge crossing Didgeguash river will be completed in about three weeks. Until then a detour is necessary. About three miles of this detour are in rough shape. Between the Didgeguash bridge and St. George the road is in good order. East of St. George, as far as Pennfield Ridge the road is good. There are some rutty spots between that point and Lepreaux. As this area is a difficult one to keep in order a diversion which will bring the road closer to the shore is planned for next season. From Lepreaux to St. John, with the exception of two miles of narrow highway at Spruce Lake, traveling is good.

There are many delightful side trips from St. John. The run to Gondola Point along the shores of the beautiful Kennebecasis has no equal on the continent. A ferry enables the autoist to cross the river and enjoy another run, westward toward the St. John river, and eastward toward Hampton, from which there is an excellent road back to the city.

The run to Loch Lomond and further on to St. Martins-by-the-Sea, is a very attractive one.

Another charming trip is along the banks of the St. John river to Westfield or beyond to Fredericton and Woodstock. The crossing at the Nerepis is rough and narrow and there are some jumpy spots on the road, but the river scenery is so entrancing that these little discomforts are forgotten.

Another pleasant short run from St. John is to Lornville and along the shores of the Bay of Fundy. This road is in fine order (July 22).



# Bangor Automobile Club Bulletin

BURN C6102-12



July 25, 1919

Vol. 8--Bul. 9.

## EASTPORT ROAD NEWS

The roads in the eastern part of Maine have never been better than they are at this season; particularly the main travelled roads. The trunk line from Machias to Calais is in very good condition with the exception of the stretch from Pembroke to South Robbinston.

The Blue Book and the Maine Auto Association bands for the Atlantic Highway (Blue Book Route #830) go through South Robbinston via Charlotte and Robbinston Ridge and this road is very rough. The best road to Calais is to follow the Eastport road out of Pembroke (leaving the blue and white bands) to Perry, through North Perry and picking up blue bands again at South Robbinston.

The Eastport roads are in fine condition and from here many side trips by auto and by boat may be made (July 24)

## TO MOOSEHEAD LAKE

The trunk line to Greenville and Moosehead Lake from Dover-Foxcroft was never in better condition, it being state road practically all the distance. The few rough stretches are being worked on now. In fact, the entire road from Bangor to Greenville is good, with the possible exception of the vicinity of Charleston and that is much better than "passable".

From Dover to Dexter is all State road with the exception of a couple of miles or so before entering Dexter village.

The best business in years is reported at Sebec lake (4 miles from Foxcroft) the demand for accommodations being large.

## ROAD BOOKS FOR MEMBERS

Members of the Bangor Automobile Club can secure their copies of the Blue Book by calling at Bangor Chamber of Commerce. This is the large Blue Book with a supplement for Maine, price at bookstores. Members of the Bangor Automobile Club receive membership card for the American Automobile Association and the Maine Automobile Association.



# Bangor Automobile Club Bulletin

August 2, 1919



Vol-8. Bul. 10

## MACHIAS ROAD NEWS

All reports are that the roads East of Bangor are good. There is no sand in this section, all the roads have a hard foundation and are smooth and good and in good order.

The "air line" road from Beddington to Wesley is in good order. The Machias Lumber Company keeps this road in order and the crew have just finished smoothing this road and the travellers report it more than satisfactory.

The through road from Ellsworth is good. The road around Jonesport is good and the side lines good. All the roads East of Machias are good, Lubec, Calais by the various routes and to Eastport. There is a short road in the town of Perry that is a bit rough, not over two miles, but travellers report more than that in the Western part of the state, in fact there are two mile stretches in every state that are not good.

## HEAD AND TAIL LIGHTS

The attorney general's department which has charge of the enforcement of the automobile laws, announces that a vigorous campaign will be waged against the violators who persist in running their automobiles without properly lighted head and tail lights. Gross carelessness has been shown by some drivers as to both, some running without attention to the tail lights, which are as important to safety on the road as any other of the safety devices and precautions required. Others have paid but little if any attention to the provisions for dimmers on their head lights.

The dimmer regulation, made under the law by the Public Utilities Commission, is:

"The lens or glass in the front part of such light (if the lens be of plain glass) shall be sand blasted or frosted on the inside so that no direct or reflected ray from said light shall be on a level road and seventy-five (75) feet ahead of any such motor vehicle, more than forty-two (42) inches from the ground. Paint or Bon Ami sufficient to prevent glare, may be used temporarily.

## TO COMPLETE ELLSWORTH HIGHWAY

At a conference with officers of Bangor Chamber of Commerce, Bangor Automobile Club, Bangor Rotary Club, Bangor Automobile Dealers' Assn and Mayor John F. Woodman, Thursday, July 31, Gov. Milliken announced that the first work that will be done, following the success of the highway bond issue at the special election in September, will be the completion of the Bangor-Bar Harbor highway.



# Bangor Automobile Club Bulletin

BUR R C6102-12



Vol. 8--Bul. 11.

August 11, 1919

Calais, via Lincoln and Topsfield: The route to Calais by the way of Lee, Springfield, Carroll, Topsfield, Waite and Princeton, distance 77.2 miles, is in good condition except for a rough stretch between Lincoln and Lee and a mile or so of poor traveling in the vicinity of Musquash Lake, east of Carroll. This is a favorite route for the many people who go into the Grand Lake region.

Between Bangor and Lincoln, the river road is in fair to good condition. At Montague, a turn should be made to the right, just at the store, and continue on to the Bodlin road which leads back to the river road and continue on into Lincoln.

Highway Work Completed:- Two important sections of highway have just been opened and will do away with detours that have caused much inconvenience. One section, that between Danville Junction and Auburn, provides a direct run between Portland and Lewiston. The other is between Topsham and Bowdoinham, on the Brunswick and Augusta State Highway.

Quebec Route Is Popular:- The trip to Quebec is even more popular this year than in previous seasons. The road from Skowhegan and Norridgewock to the city of Quebec, via Jackman, is in excellent shape, barring about half a mile at the international border. The road from Quebec to Montreal is good and from Montreal back into Maine, via the Hero Islands of Lake Champlain, Burlington, Montpelier, and St. Johnsbury, Vt and Littleton, Twin Mountain, Crawford Notch and North Conqay, N.H., to Fryeburg, is all right. This is a splendid round trip.

In crossing the International boundary this year be sure to stop first at the American Custom House and get a paper, then next at the Canadian office and get another. When returning first stop at the Canadian Custom House and surrender the paper obtained and then the American house and surrender the one previously obtained on this side of the line. One may stay in Canada 30 days without a bond and the entry is now made very easy. Americans should be sure to take with them certificates of birth of some record of citizenship to show the inspectors when crossing the line in this direction. The American officials are the ones who enforce this regulation the strictest.

IF YOU WANT MAINE TO HAVE GOOD ROADS, VOTE FOR THE BOND ISSUE.

Information regarding Road Conditions, Etc., will be appreciated  
Chamber of Commerce, Bangor, Maine



# Bangor Automobile Club Bulletin

BURN C6102-12

August 13, 1919.



Vol. 8--Bulletin No. 12

## ROUTE MARKING IN AROOSTOOK:

Announcement has been made by the Maine Automobile Association with which the Bangor Automobile Club is affiliated, that work will begin immediately on the pole-marking throughout Aroostook county. The poles are now marked to Lincoln and the work will be continued through to Van Buren and thence along the St. John River to Fort Kent. This will be appreciated by the many tourists who are planning on going into Aroostook during the early autumn. Aroostook roads are in excellent condition and when the road between Bangor and Lincoln is put into proper shape as the importance of the highway deserves there will be no better stretch of highway than the thro line from Bangor to Houlton and Van Buren.

## INFORMATION FOR TOURISTS:

Bangor Automobile Club is glad to secure for tourists special information regarding routes etc. This service is made possible through the co-operative arrangements with automobile organizations in other states and in Canada.

## BANGOR-AUGUSTA- BRUNSWICK HIGHWAY OPEN:

The State highway between Gardiner and Brunswick is completed except for a section about a mile and a half long immediately north of Richmond Corner.

It is possible now to go from Augusta to Portland over this route with only one short detour, which going from Gardiner to Brunswick turns to the right eight miles below Gardiner, crosses the causeway between Mud pond and Pleasant pond and then runs parallel with the State highway but on the west side of Mud pond until the turn is made to the left bringing the detour back to the State highway at Richmond Corner.

The distance around the detour is 4.9 miles and it is about two miles longer than the direct road, as for the greater part of this distance the detour runs parallel with the State highway.

It is probable that six or seven weeks of good weather will be necessary to complete the mile and a half section above referred to, when the whole road will be thrown open for travel.

## TALK THE HIGHWAY BOND ISSUE AMONG YOUR FRIENDS

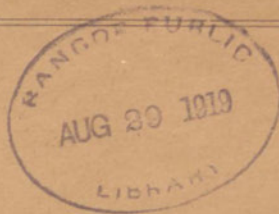
Urge them to vote for the issue.

Ask them to spread the information regarding the bond issue  
Maine must have the bond issue  
to secure millions of highway  
money from the Federal Government.



# Bangor Automobile Club Bulletin

August 28, 1919



Vol 8--Bul-No.13

## AROOSTOOK ROAD NEWS

Recent advices from Aroostook suggest the following routes: At Macwahoc where the sign reads "Houlton 55 Miles", turn to the left. Recent rains and heavy travel between Houlton via Haynes ville and Macwahoc has made the road rough and rutty. It is only eight miles further via Silver Ridge and Island Falls and the roads are much better. There is much more state aid road in this section the highway goes through a settled farm community. The extra distance does not seem long and the good traveling and pleasant surroundings more than compensate for the additional mileage.

## ROUTES TO ST. JOHN:

The road between Bangor and Calais, via Ellsworth and Machias, is in good condition but from Calais to St. John there is considerable poor highway although it is being travelled considerably and few cars find serious difficulty. The route to St. John via Houlton and thence down the St. John river through Fredericton offers better highways although the distance is greater. It is a fine trip down the valley of the St. John. Recent reports from tourists are to the effect that roads beyond St. John, via Moncton, Dorchester, Amherst and Truro to Halifax are fair to good except in the vicinity of Halifax where the roads are narrow and rough. A good many parties are going through Bangor on their way to Nova Scotia.

## VOTE FOR GOOD ROADS

Every member of the Bangor Automobile Club will vote YES on the Highway Bond question at the special election in September. If Maine is to secure the millions of dollars from the Federal Government for good roads, there must be a united effort to get out a big vote in favor of the Highway Bond question. If the voters don't vote for the Highway Bond Issue, the Federal Funds intended for Maine will go to other states for highway improvement.

Does any state need highway improvement more than Maine?

Vote YES for the Highway Bond Issue.

See that your friends and neighbors vote YES.

Help make the YES vote as large as possible.



# Bangor Automobile Club Bulletin

BURR C6102-12

## DON'T FAIL TO VOTE AT MONDAY'S ELECTION AND VOTE "YES" ON AMENDMENT FIVE



Vote "Yes" on Amendment Five at the special election on Monday and urge your employes, friends and neighbors to vote "YES". Upon the result of the question Monday depends the future of Maine roads. If Amendment Five is defeated there will be no bond issue, no Federal Aid funds and no further highway construction.

### CONDITIONS ROUND BELFAST

Highway conditions in the vicinity of Belfast have materially improved in every direction and while the road bed on the state road is beginning to show the travel to which it has been subjected this season, there is a marked improvement generally on cross roads. The lack of rain has done much to hold up the roads this season.

The road from Belfast to Swan Lake for the past few weeks has been under re-construction by the State and that section of road has been greatly improved, in fact it will be one of the best pieces of roads in this section when completed.

The Belfast-Searsport road is a little rough and uncertain, but promises of better conditions have been made. Bushes have been cut in the town of Northport on the road round the shore between the two campgrounds and that section is now in very good condition. This is one of the most attractive drives in Maine. In general the highways in this section of Maine have been improved in the past month.

The trip out of Belfast around the back side of Pitchers' Pond and via the turnpike to Camden returning via the shore offers one of the most attractive outings of the season. The rich foliage of the trees at this time of the year and the general scenery is among the best.

### AUGUSTA ROAD NEWS

There is still a detour on the State road from Gardiner to Brunswick also on the State highway from Augusta to Winthrop.

There are also two detours on the east side of the Kennebec River on the Augusta-Waterville road through Vassalboro, and Augusta-Waterville by way of Webber Pond, but the road from Augusta to Waterville on the west side of the river through Sidney is in fair shape. The best route is to go from Waterville to Oakland, via the State road; thence Oakland to Augusta, which is in very good condition.

DON'T FAIL TO VOTE AT MONDAY'S ELECTION AND VOTE "YES" ON AMENDMENT FIVE.



# Bangor Automobile Club Bulletin

June 23, 1920

Vol. 4--Bul.--No. 1.

BANGOR TO EASTPORT--Highway from Bangor to Ellsworth is in the usual good condition. Cherryfield Woods rough; through Franklin rough; excellent from Cherryfield to Dennysville; Dennysville to Pembroke fair; Pembroke through Perry rough; Perry to Eastport good. From Eastport to Calais the road is in fair condition. Rough from Red Beach to Calais. Calais through Princeton to Houlton generally good.

Work on the Trunk Line Road--Atlantic Highway--between Pembroke and Perry is now under way.

NEW BRUNSWICK ROAD CONDITIONS.--Regarding road conditions from Calais to St. John there are only about twenty miles of rough traveling. The department of public works is pushing forward improvements on this road and expects to have them finished within the next three months.

The entrance into New Brunswick via Houlton and Woodstock is good, and within the province all the highways are in good order for motoring.

This applies from St. John to Amherst and right through to Halifax, also from St. John to Houlton, taking the "Broad Road" to Fredericton.

The rule of the road has not been changed in New Brunswick--it is still to the left.

IN AROOSTOOK COUNTY.--Aroostook County highways are getting into shape for the heavy summer travel altho the road work there begins later than in other places because the first consideration is getting the crops started. In fair weather it is good traveling on all highways, improved and unimproved, but the latter roads are rough and slippery in wet weather but are no worse than of their class in other localities.

Aroostook is now one of the favorite show places in Maine for out-of-state tourists and it is expected that there will be an unusual influx of visitors this season. Inquiries already received for road information in Aroostook indicates the widespread interest in Aroostook and shows how far its fame has spread.

Information from Houlton is to the effect that the road from Bangor to Houlton via Silver Ridge is far better than the highway leading thro Hainesville. Inquiry should be made at Lincoln and other points to avoid stretches where road work is under way.



# Bangor Automobile Club Bulletin

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Information regarding Road condition, Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine

Vol. No. 7--Bulletin No. 1.

May 13, 1918.

## MAINE ROADS ARE GOOD

Reports from all sections of the state are that conditions are unusually good. So far as roads go, this season is about three weeks ahead of ordinary years.

### BANGOR TO BAR HARBOR

The road from Bangor to Bar Harbor is in splendid shape and this is the report for most highways in this vicinity.

### BANGOR TO PORTLAND

The road from Bangor to Portland via Newport, Waterville, Augusta, Winthrop and Lewiston is in excellent shape.

### BANGOR TO COLD STREAM

For the benefit of fishermen going to Cold Stream it is advisable to take the road via Lagrange and Howland. The River Road above Milford has been in bad condition and has been particularly hard for heavy cars.

## OTHER ROAD NOTES

### PORTLAND TO BETHEL

The road from Portland to Bethel, Maine, via Gray, Poland Spring, South Paris, and Bryant's Pond is now quite passable.

### PORTLAND TO ROCKLAND

The road from Portland to Rockland is in fine shape and the new stretch between Brunswick and Bath is particularly smooth. The work on the bridge is not yet completed, so care should be used at this point.

### PORTLAND AND FARMINGTON

The following is a report on road conditions between Portland and Farmington: Portland to Poland Spring, very good; to Danville Jct. fair; to Auburn, bad; but this is due to the fact that the road is now being prepared for rebuilding, and possibly may be closed to traffic in a short time, a good detour being provided Auburn and Lewiston to Winthrop, excellent; Winthrop to Readfield fair; Readfield to Mount Vernon, fair; except very muddy along shore of lake and rough and cut up in the vicinity of Vienna. Some bad sand for about 2 miles approaching Farmington Falls, but good from that town to Farmington.

### PORTLAND AND BOSTON

The road conditions between Portland and Boston are good.

## OUT OF STATE HIGHWAYS

The best route between Springfield, Mass. and Hartford, Conn., is via the west side of the Connecticut River. The road here is excellent, except for a stretch coming into Hartford.

Between Springfield, Mass., and Albany, N.Y. via Jacob's Ladder and Pittsfield, Mass., the road is in good condition for almost the entire distance.

The state highway between Boston and Springfield, Mass., via Worcester, is in fine shape.

The road between Worcester, Mass., and Providence, R.I. is in good condition.

The highway between Portsmouth, N.H. and Camp Devens, at Ayer, Mass. is in good condition by the following route: Portsmouth, N.H. Smithtown, N.H. Amesbury, Mass., Lawrence, Haverhill and Lowell, Mass.



# Bangor Automobile Club Bulletin

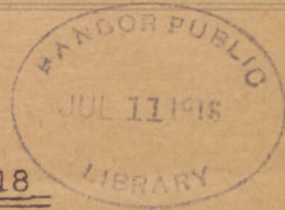
Information regarding Road condition, Routes and Other Matters of Interest to Automobilists will be appreciated.

Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine

(The headquarters of the  
Bangor Automobile Club  
are now at Bangor Cham-  
ber of Commerce, 42 Main St.)



Vol. 7-Bul. No. 2.

July 10, 1918

## AROOSTOOK COUNTY ROADS

Roads in Aroostook County were never better and never before has there been as much new work done as this season. In all parts of Aroostook County the roads are in fine condition and everything as far as the eye can reach is at its best.

Few people realize the beauties of the St. John river trip, with good roads on both sides of the river from Van Buren by Grand Falls and the entire distance to St. John the scenery rivals that of any section of New England.

Roads from Bangor to Houlton are in excellent shape, although the distance is somewhat lengthened on account of new work, but the detours are all good, and it only makes the trip a little longer and so much pleasanter. At Montague go east to West Enfield and then north to Lincoln, thence to Springfield taking the road to the right of the monument in Lincoln as far as Springfield then turn sharp left through to Kingman and then to Macwahoc turning right one half mile north of this point, follow signs through to Houlton.

## ROAD INFORMATION FROM AUGUSTA

FROM AUGUSTA TO WATERVILLE: On the west side of the river the road is in very good condition with the exception of rainy weather which usually makes it bad for six hours after a rain but they dry up very quickly and this is the road that motorists should take unless it is raining or it is shortly after a rain. FROM AUGUSTA TO WATERVILLE: On the east side of the river the road is under construction and tourists should never at any time attempt that road. The Webber Pond road on the east side is always good both in rainy and fair weather, but being four miles longer should not be used only in rainy weather. AUGUSTA TO LEWISTON: This is a state road with the exception of six miles between East Winthrop and Winthrop which is under construction at present and altho there is no detour, probably there will be one within the next two weeks. This is the way that tourists should go in going from Augusta to Portland in bad weather. AUGUSTA TO BRUNSWICK: This road although rough is a very pretty drive and we would recommend this road in going to Portland unless in rainy weather when it is almost impassable, owing to its being a clay road. AUGUSTA TO BELGRADE LAKES: Altho there are many roads running to Belgrade Lakes from Augusta everyone with the exception of one is bad or has bad places in it. The road by the way of Readfield Depot, altho three miles longer is much prettier and a far better road and in leaving Augusta tourists should go as far as Manchester turning to the right there and heading straight for Readfield Depot. Turn to the left at the foot of a big hill just before you get to Readfield Depot at sign saying Belgrade Lakes. This road is good in all weather. AUGUSTA TO FARMINGTON: 1918 Bluebook has this road very good. AUGUSTA TO BELFAST: Bluebook plate #79 and #80 shows this road very good. Over thru South China, Palermo, Liberty and into Belfast. The writer has been over this road several times this season and can personally vouch for them. They are gravel roads, and very pretty, passing as many as seven lakes and taking in some wonderful woodland scenery. This makes a very good trip if any one wishes to go over to Belfast and then follow the coast along either to Bangor or to Portland.



# Bangor Automobile Club Bulletin

Information regarding Road condition, Routes and Other Matters of Interest to Automobilists will be appreciated.

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Chamber of Commerce, City Hall, Bangor, Maine

Page 2.  
Vol 7 No 2

## NEW BRUNSWICK ROAD CONDITIONS

Though slightly affected by recent heavy rains, every main trunk highway from the border at Calais to the border of Nova Scotia including the highways to St. Andrews, Fredericton, Woodstock and Grand Falls and also from Moncton to Campbellton is in good condition. One fine warm day will dry up most, if not all, of the wet spots. Automobilists from the United States are encouraged to visit New Brunswick. The provincial government is spending thousands of dollars to improve the main roads in their interest. There is no change in the rule of the road this year. To avoid collisions, automobilists should bear this in mind.

## UP RIVER ROAD NOTES

To Carroll from Lincoln going way the way of the Lee road is a direct road to Calais. This road is all State road and in excellent condition. Since the heavy rain there are a number of deep ruts west of Lee and it would be well for a week or two to take the Winn road from Lincoln, turning to the right just before entering Winn. This road is good and strikes the main road about three miles west of Lee.

In going to Kingman, Danforth and Houlton, avoid the Mattawamkeag woods, going by the way of Lee, Carroll, Calais and Princeton.

An excellent drive is from Lincoln to Millinocket. Both the roads and the scenery being the best.

The road from South Lincoln to Lincoln is still closed, work still being done on the State road. In taking the river road from Bangor or by the way of LaGrange take the road to the right from Montague. The road to Enfield is in excellent condition. From Enfield to Lincoln is a bit rocky but is being improved all the time. From this road one gets an excellent view of Cold Stream Pond, the first of a chain of seven lakes.

An excellent drive nearly all through woods is from Bangor to Milo, by the way of Howland or LaGrange. Although the longer drive, the road on the right of the Piscataquis crossing the bridge at Howland is perhaps better.

The fishing around Lincoln is excellent. Cold Stream, for Salmon Trout. Mattanawcook Lake situated in the center of the town of Lincoln and about five minutes walk from the Hotel is filled with perch, bass and pickerel. There are also many brooks where trout is plentiful. The region around Carroll is perhaps one of the best fishing districts in the State. Pleasant Lake being known for its large Salmon.



# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

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Chamber of Commerce, City Hall, Bangor, Maine

Vol 7. Bul. 3

July 29, 1918

Automobile Club rooms now  
at 42 Main Street.

## AROOSTOOK COUNTY ROADS:

A man who has just driven between Houlton and Bangor many times just returned from a trip over the road, and he knows what good roads are. He said: Never in my experience have I found the roads as good as this week. I came from Bangor via LaGrange, Enfield, Lee, Springfield, Kingman, Macwahoc, turning at this latter place for Silver Ridge and Island Falls, and I made about 23 miles and hour, the last 40 miles being driven after dark when good time could not be made. In the entire distance there is very little bad road, and that is only a few rough places from Springfield to Kingman; Macwahoc and Silver Ridge the road is like a park, and 9 miles after leaving Macwahoc, which follows Molunkus Stream, is as smooth as can be."

This is but a sample of roads in Aroostook County in dry weather, and when crops are seen at their best.

There are a few don'ts to follow:-

Don't take some farmer's or garage man's say, and take some other road.

Don't take the left-hand road going north out of Lincoln, but keep to the right.

After crossing bridge at Howland take first road to the right to Enfield and then turn left.

Don't take any other route in Aroostook County which may be shorter and is not so good.

## LATEST REPORT FROM MACHIAS:

The roads in this section are in good condition. Black bass and perch can be caught in Hadley's Lake, three miles from the Eastern Hotel. There is deep sea fishing ten miles from machias.

## FROM AUGUSTA TO LEWISTON:

By way of Winthrop and Greene the road is under construction at the present time. There is a six mile detour starting at Manchester four corners and continuing thru to Winthrop. This detour altho narrow is very good and will have to be used no doubt for the remainder of the season.

## AUGUSTA TO ROCKLAND:

By way of National Soldiers Home, Coopers Mills, Jefferson and Waldoboro is the shortest and by far the better road between Augusta and Rockland. This also takes you thru the National Soldiers' Home, where there are eighteen hundred old soldiers and many things of interest to a tourist as well as a band concert every forenoon at five o'clock. Here also can be seen the hull of the battleship "Maine." A nice fishing trip a short distance from Augusta and over good roads is to Tallwood Inn on Lake Maranacook. Tallwood Inn is twelve miles northeast from Augusta on the shores of one of the prettiest lakes in Maine. Here one may fish for pickerel and bass and other lake fish and there is a standing offer across the counter of Tallwood Inn that the proprietor can catch at least ten fish any day within two hours, of \$10.00.



# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, 42 Main Street, Bangor, Maine

Vol. 7-No. 4

August 9, 1918

## Aroostook County Roads Notes:

Roads in all directions from Houlton are in fine condition. The route to Bangor, which is being used more than any other, is by way of Island Falls and Silver Ridge. This route, while longer than the others, has more Trunk Line and State Aid than any other, it runs through a beautiful farming section and very sightly.

From Houlton there are many day trips with splendid opportunities for dinner at well-known resorts, and a new route returning home. There is always the beautiful scenery along the St. John River, which can be easily reached. Anyone desiring to take these trips can secure routings and information at the Tourist Information Bureau at the Houlton Times office. August 8.

## Hancock County Roads:

Hancock County roads are in exceptionally good condition. The roads from Ellsworth to Bluehill, Brooklin, Sedgewick and Brooksville are as good as they ever have been and this is particularly true on Mount Desert Island. August 8.

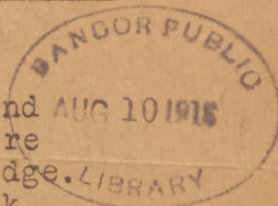
## New Brunswick Road Conditions:

Road conditions throughout New Brunswick are very satisfactory, though recent rains have left pools in spots. Radiating from St. John there are many attractive drives.

The St. John River drive to Fredericton and Woodstock is particularly fascinating, the scenery being all that could be desired. Shorter drives along the river to Westfield, Woodman's Point, Belyea's Point, and Brown's Flats are very interesting.

From St. John to Moncton (88 miles), in which drive the autoist passes along the beautiful banks of the Kennebecasis valley and through many charming villages, there is a great deal to interest. This route permits of runs to Rothesay, Hampson and Sussex (the latter the military camp ground of the province), all attractive spots with hotel accommodation. A most beautiful side drive to Gondola Point on the Kennebecasis is worth taking.

A very beautiful drive may be taken to Loch Lomond (10 miles) and on to St. Martin's-by-the-Sea (an additional 20 miles). The shore road (or Black River Road) may be used in going or coming from St. Martin's. This is a few miles longer than the middle road that is usually used, and it is somewhat hilly, but the scenery has no equal in the Province for rugged grandeur and it well repays the traveller for his trouble. Hotel accommodation at St. Martin's.





# Bangor Automobile Club Bulletin

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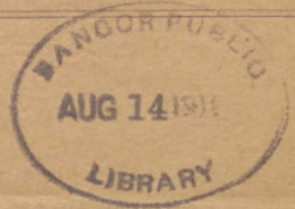
Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, City Hall, Bangor, Maine

Vol. 7--No. 5.

August 13, 1918



## BELFAST ROAD NEWS

Roads in the vicinity of Belfast are in about the normal condition, although the roads leading to Belfast from both Northport and Searsport are very rough and have lacked any work this year. As approaches to the city they offer disagreeable features to motor cars.

The Camden state road is very good this year and that section from Lincolnville to Camden is fast being finished and placed in good travelling condition. The Searsport road in Searsport is very good. Swanville has excellent roads as a whole this year and the roads in Northport are fair, the shore road being better than the average.

Pretty drives are offered out of Belfast in a trip down the shore to Saturday Cove in Northport, thence westerly to Beech Hill and then on to the Lincolnville road running north to Belfast. This gives a wondrous view from Beech Hill. Another drive is that down the state road nearly to Saturday Cove returning by the shore road. Several delightful drives are offered out of Belfast to Swan Lake and to Georges Lake in Swanville and Liberty, respectively. The trip to Camden from Belfast and return via the turnpike drive is one of the most wonderful outings offered in this section of Maine.

## ROAD CONDITIONS 'ROUND LINCOLN:

The South Lincoln road is nearly complete, in fact it is now passable. From Lincoln to Enfield and Cold Stream Pond by the way of South Lincoln and the Dodlin makes an excellent drive. The road from Lincoln to Carroll is now in fine condition. In going to Danforth and Kingman, it is well to avoid the Mattawamkeag woods. One of the prettiest drives in the state, is from Lincoln to Millinocket. Fred Kelly has just finished re-modeling his hotel, and although he is a friend to Hoover, he sets one of the best tables in the state. One could well spend a few days in Lincoln stopping at this hotel and taking short trips each day. A very pretty drive is had by crossing the Penobscot by Ferry at Lincoln Center over to Chester, going to Woodville crossing the Penobscot again at Medway and back to Lincoln by way of Mattawamkeag and Winn. This is most all State road.



# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, 42 Main Street, Bangor, Maine

Vol. 7--No. 6.

August 17, 1918.

## Somerset County Road Conditions

The road conditions from SKOWHEGAN to QUEBEC are as follows:

Skowhegan to Jackman, 74 Miles, good roads  
Jackman to Canadian Line, 16 Miles. Work is being done on this road but it is passable and should not discourage tourists from taking the splendid trip to Quebec.

Canadian Line to Quebec about 94 miles. Fine gravel roads recently built by Canadian Government.

Skowhegan to Pittsfield. Very fair roads.  
Skowhegan to Waterville, river road is good road about half state highway.

Skowhegan to Rangleley.

Skowhegan to Farmington. Fair road.

Skowhegan to Rangeley. Fine road. (Information received Aug.17)

## Road Notes from Waterville

The road from Waterville to Bangor to all intents and purposes is a complete State Road by way of Waterville, Fairfield, crossing the bridge at Fairfield and going across the neck road, so called, thence, through Clinton, Burnham, Pittsfield, Newport, etc. The distance about 56 miles from Waterville. It is a beautiful trip and a good day's outing. For a round trip from Waterville to Bangor and return is about 112 miles.

Another trip is from Waterville to Belgrade Lakes where the Belgrade Hotel is located, the trip is about 20 miles out from Waterville, the road from Waterville to Oakland, 5 miles, is one of the best of State Roads. From Oakland we follow down the west side of Messalonskee Lake about 9 miles turning to the right and go out through a beautiful country about 6 miles to the Belgrade System which comprises Great Pond and Long Pond, so called.

A good trip is from Waterville to Oakland, thence, to Smithfield to Norridgewock to Madison to North Anson and to Bingham, a distance of about 40 miles. One could continue in this direction to Jackman or even up to the Canadian line. This is one of the direct roads to Quebec and the greater part of the way the roads are very good, a good deal of it being State road. The road on the west side of the Kennebec river from Augusta to Waterville is very good and is the direct Central Maine Road connecting at Waterville with the road described just previously, with the Maine Highway to Quebec.

If one wishes to visit the western section of the State or go through here to the White Mountains, there are various roads nearly all of which are in very good condition, more or less State Roads, and the dirt roads that they would have to go over are in very good condition. Going from Waterville to Farmington, thence, to Bethel, via, Rumford Falls and to Gorham, N.H. which is just on the edge of the White Mountains, the distance from Waterville is 126 miles.





# Bangor Automobile Club Bulletin

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Address, W. A. HENNESSY, Secretary

Telephone 1185

Chamber of Commerce, 42 Main Street, Bangor, Maine

Page 2.

(Notes from Waterville)

Cont. from Page 1.

From the Waterville Country Club, as from various points in Waterville, can be seen in a clear day, the distinct outline of several ranges of the White Mountains. Waterville has one of the best hotels in the state, "The Elmwood". Many tourists stop here for meals and for one or two days visit.

## Washington County Road Notes

The road from Eastport to Machias, forty miles, is in excellent condition, with the exception of about five miles of the road from Eastport to Pembroke, which is somewhat rough. The road from Eastport to Calais, thirty miles, is also an excellent road, with the exception of a few miles at the Calais end. This does not mean that either of these roads is at all impassable at any time. The writer has just returned from a motor trip of a week and roads at this end compare favorably with other roads in Washington County, a large proportion of them being State built. Eastport being on an island, the above two roads are the principal routes.