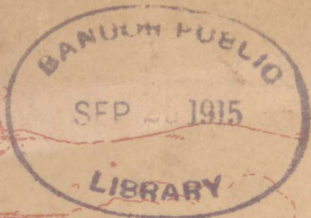


8-1896

# New England Tourist, Volume 2, No.2, August 1896

New England Summer Resort Association





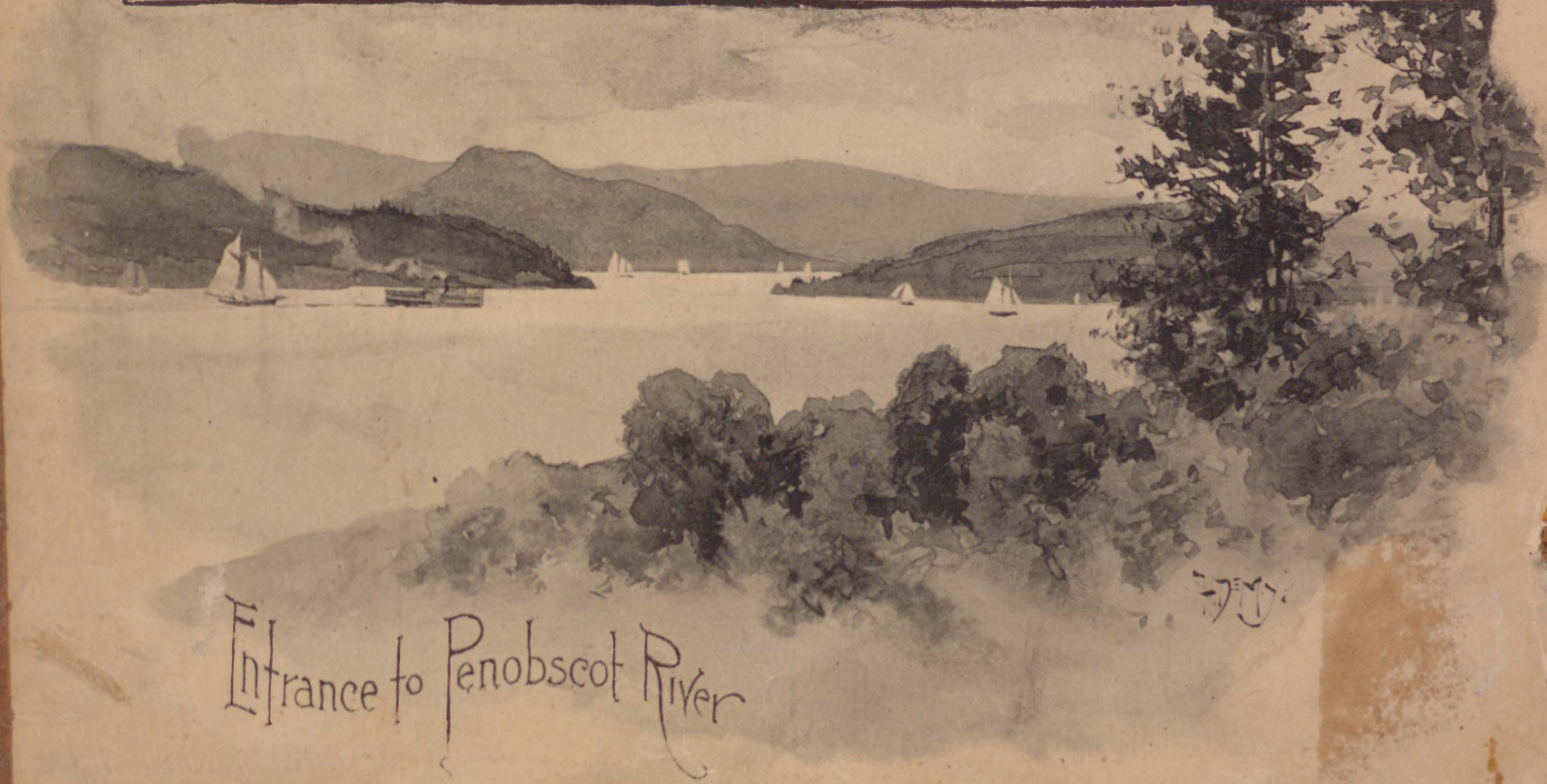
SPECIAL NUMBER. PENOBSCOT BAY

# NEW ENGLAND TOURIST

VOL. 2, NO. 2.  
PUBLISHED BY THOS. J. WALKER.

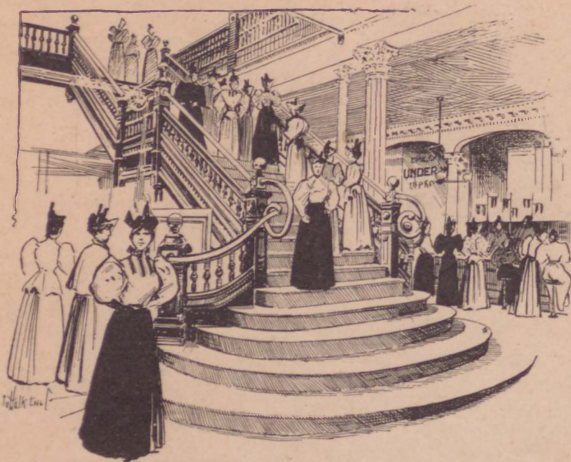
BOSTON, AUGUST, 1896.

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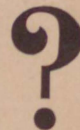
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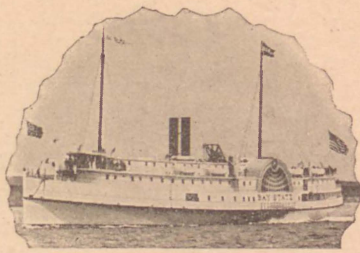
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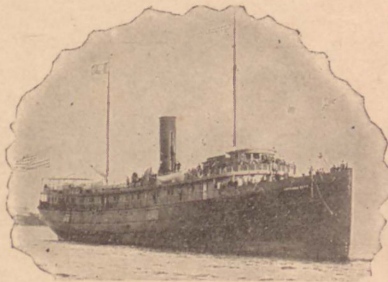
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# NEW ENGLAND TOURIST

Vol. 2. No. 2.

BOSTON, AUGUST, 1896.

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## NEW ENGLAND TOURIST,

Published Monthly by T. J. Walker,

AS THE OFFICIAL JOURNAL OF THE

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DOLLAR.

NOWHERE ELSE  
CAN YOU  
FIND IT.

Each number of the NEW ENGLAND TOURIST will describe and illustrate some place or places of summer or winter resort, giving information of much value to the intending tourist, whether for use this season or hereafter. The present number and previous issues are the best evidence that for thoroughness of description, and elaboration of illustration, this paper is pre-eminently at the head of all similar publications—if any others can be classed with it.

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For sale by Newsdealers, or send to office of publication, 175 Devonshire St., Boston.  
For contents of previous issues see page 4.

## YACHTING IN PENOBSCOT BAY.

In devoting this number of the TOURIST to scenes that appeal to the yachtsman, we are sure we shall receive the thanks of all who love the pleasures of boating.

These pleasures largely depend upon the course, and where is there a more ideal sailing course than the forty miles in Penobscot Bay between Owl's Head and Fort Point? The channel is from four to ten miles wide, very deep, and free from shallows or rocks. There are fine harbors every few miles, where the anchor can be dropped, and hotels are so frequent that every night can be spent on shore enjoying the social amenities which are always extended to yachtsmen. No class of visitors are so welcome as they, or more cordially entertained. This whole region is a paradise for boating men, and during August its waters are alive with the white sails of the yachts. The cruise usually ends at Bar Harbor, but the favorite anchorages are at Rockland and Camden. The view on the outside cover of this number of the TOURIST shows the fleet of the Eastern yacht club anchored in Camden Harbor in the lee of Sherman's Point.

It is rumored that one of the largest yacht clubs in the country is looking up Sherman's Point with a view of putting up an elaborate club house on it. This location is right in the heart of the yachting region and an ideal one for such a purpose. We hope, in the interests of this noble sport, that some leading yachting organization may make its summer headquarters in this part of the bay.

The pleasures of yachting are too exquisite to be described; all attempts to define their charm must necessarily fail, yet the literature of the sea is abundant, and to a great extent inspiring. A novel of William Black's or a poem of Bryan Waller Proctor's takes on a new meaning, when we are once afloat, and we can exclaim with Proctor:

"The sea! the sea! the open sea!  
The blue, the fresh, the ever free!  
I'm on the sea! I'm on the sea,  
I am where I would ever be,  
With the blue above and the blue below  
And silence whereso'er I go."

Unlike other sports, sailing gives exhilaration without exercise or fatigue. The mountaineer must toil wearily up the mountain side, and the reward is often only a few minutes' rapture at the summit, but the yachtsman has only to yield himself to the spell of the motion and the silence, when he unconsciously begins to acquire the strength and freshness of the elemental wind and water, and a new life takes possession of his frame. A great tonic influence comes in upon him, transforming him physically, and while this is going on the mind too becomes tranquilized and one slips



into Elysium unawares. All of this is the yachtsman's high reward and the sensation is just as keen whether the craft be the tiny catboat or the millionaire's cutter. It can be made the most economical or the most expensive of all outings, as one is inclined.

The element of danger is just enough to develop alertness of thought and action, in contrast to the prevailing inaction and repose, and these fine alternations of the passive and the active give a zest no other sport can furnish.

Penobscot Bay is a yachtsman's paradise, and the objective point of all Eastern cruises. After the excitement of a sea cruise its landlocked channels and insular waterways give a welcome change to the voyager.

An ideal trip is up the Western side of the bay and down the Eastern, touching at Rockland, Camden, Islesboro, Belfast, Fort Point, and Castine. Then the course can be laid through the wonderful Eggemoggin Beach to Deer Isle and Mt. Desert.

The lover of the mountains need not lose his favorite scenery at Penobscot Bay. He can combine mountain climbing with boating, admirably. Nature has here been prodigal of her resources. The loftiest mountains on the Atlantic coast guard the entrances to Penobscot Bay, and one can sail in their very shadows, so close do they come to the water's edge. On the Eastern side of the bay are the Mt. Desert mountains, and on the Western side are the Camden mountains, only sixty feet lower than those of Mt. Desert. At the head of the bay is Mt. Waldo, and on its eastern shore rises Blue Hill mountain. Yachting in these mountain environed waters is an entirely different thing from cruising along the flat shores of Long Island or Vineyard Sounds. There is always a mountain horizon with the certainty of a mountain outing whenever one is so inclined.

The May number of the *NEW ENGLAND TOURIST* was devoted to Lake Memphremagog. It is superbly illustrated, 16 pages; price, 10 cents.

Although this is a seaside number of the *TOURIST*, the attractions of the mountains are not to be forgotten, and we hope our readers will refer to the July number of the *TOURIST* for illustrations of the White Mountain country. Those whose tastes lead them to the mountains will find that number very suggestive.

The *TOURIST* was prompted to the preparation of the elaborate Penobscot article by the scarcity of general information or literature on this delightful locality. The traveller in looking up data for a trip thither could find very little to help or guide him. Although the place was rich in scenic and historic material, this material had never been assembled and put into concise and attractive form. The *TOURIST* takes a pardonable pride in being the pioneer in this work.

The value of the *NEW ENGLAND TOURIST* to the hotel proprietor, boarding-house keeper, and individual interested in catering to the wants of the summer or winter tourist, lies more particularly in suggestions the publication will contain, from time to time, concerning the nature of wants the tourists may have, as ascertained from their reports to this office, which are sometimes complaints of ill-accommodations, disagreeable features, or lack of attention to sanitary laws, at places where they have spent their vacation. The intelligent proprietor of a hotel or boarding-house wants to know of the things his guests object to, as well as the things they approve of, for it is by attention to both that greatest success is achieved.

Special attention is called to the many beautiful seaside properties along the Penobscot, described and illustrated in the following pages. New England possesses no fairer scenes than nature presents here. Beginning at Rockland and extending up the bay and river there is an enchanting series of beautiful locations for summer homes. Many of them are described in the article, but their number is surprising and the real estate investor or the modest owner of a cottage will find in this region an ideal location and one sure to enhance in value.

Those who visit the Maine coast are strongly recommended to take some of the many coast steamers that make the whole shore line of the state accessible. One of the most attractive trips is from Portland to Boothbay, stopping at Squirrel Island, Ft. Popham, and Wiscasset. At Boothbay connections can be made with small steamer for Rockland, the whole trip being made in one day, and covering the remarkably beautiful coast line between Portland and Rockland. Another day can be devoted to the trip from Rockland to Bar Harbor across the lower end of Penobscot Bay. Such trips bring the striking scenery of the Pine Tree state into close range and are a revelation to the tourist.

#### WHY YOU SHOULD SUBSCRIBE

#### FOR THE NEW ENGLAND TOURIST.

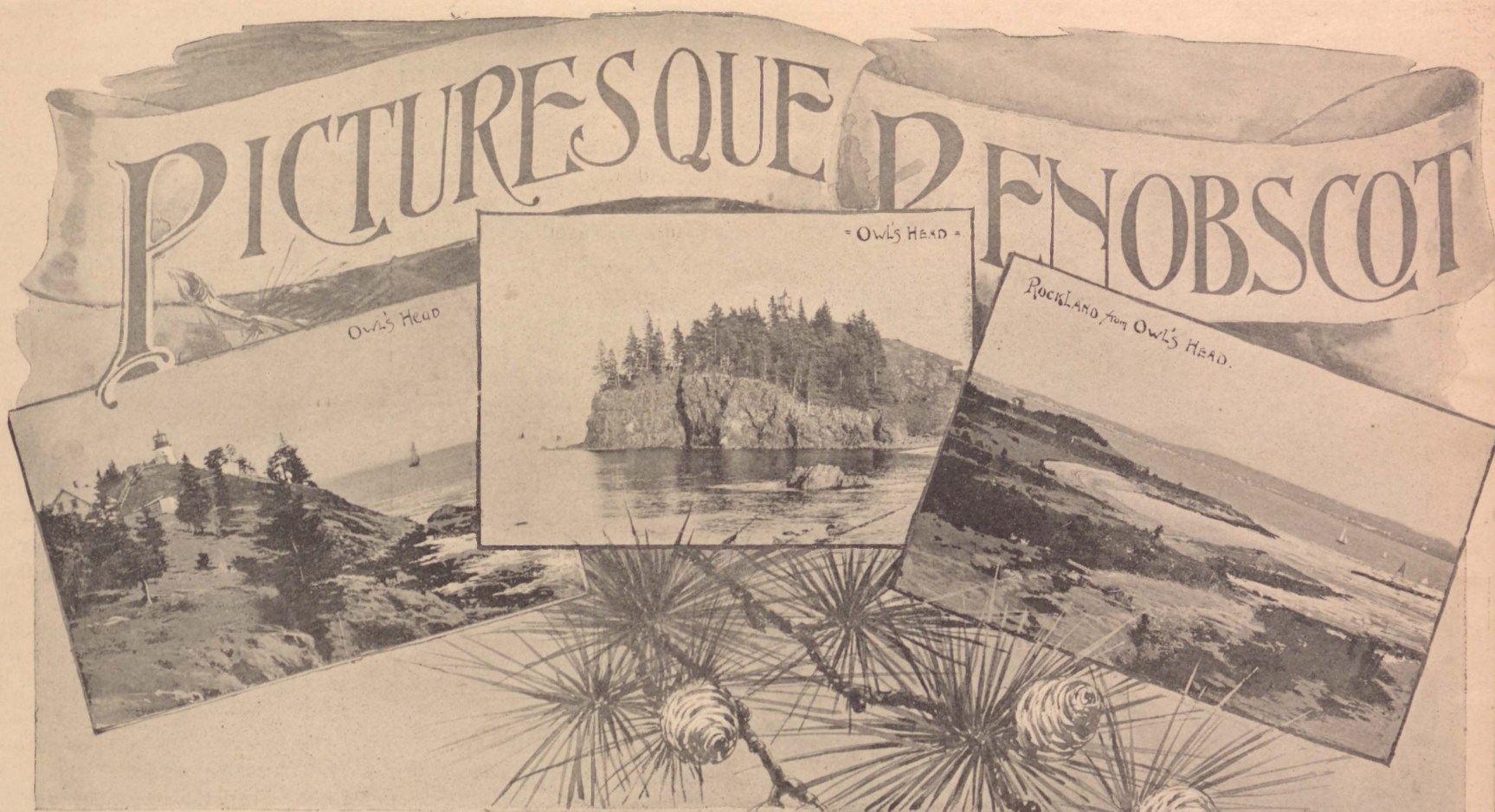
The *NEW ENGLAND TOURIST* is, through the employment of special artists and engravers, adding monthly much original and valuable matter to the files of the New York Bureau, and what is of equal importance, spreading the information its columns contain to thousands of readers and subscribers who do not visit the New York Bureau.

The value of this publication to the tourist is that by the expenditure of one dollar for a subscription for one year, the paper may be had each month at home, and its columns studied at leisure for such information as is usually sought with some effort, and perhaps greater expense, at the beginning of either the winter or summer season. During the year, suggestions for summer outings will be given from time to time that may prove of value to those contemplating trips to New England. A special feature of the *TOURIST* is its description of smaller towns and villages, where all the enjoyments of summer life may be had, without the restraints of more fashionable places, and frequently with more comfort. The descriptions of these places are most elaborate, both in text and original artistic illustrations.

A special artist passed several months last season in the South making sketches for this magazine, which will appear in winter issues. There are also in preparation articles on the resorts of California and other localities.

The charming scenery about Lake Winnepesaukee was never so liberally illustrated in a single publication as in the July number of the *NEW ENGLAND TOURIST*. The Weirs, Meredith, Wolfeborough, Centre Harbor, Long Island, Moultonborough, Tuftonborough, and Lake Shore Park are all subjects of our artists' sketches, and besides this wealth of picturesqueness, many other places are described and illustrated; Sorrento, Nantucket, Bethlehem, North Conway, Lisbon, Montpelier, and Newport, N. H. This number contains 48 pages. Price, 25 cents. To be had of any newsdealer, or at office of publication, 175 Devonshire street, Boston.





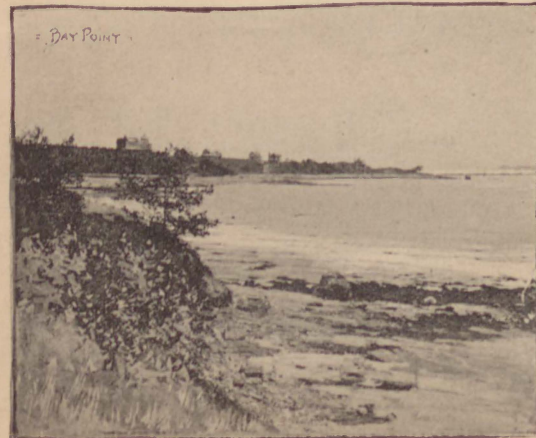
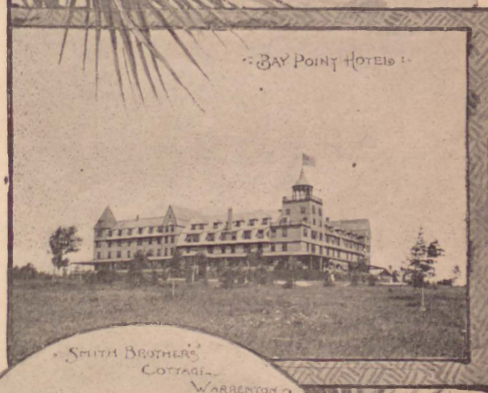
LIVING midway along the irregular coast of Maine, and constituting its greatest indentation is the broad expanse of water known as Penobscot Bay. Its vast area is dotted with hundreds of islands, while its shores are fringed with alternating rocks and beaches, or bounded by lofty hills terminating in mountain ranges, with broad cultivated fields along their sides.

Maine's characteristic forest trees abound everywhere, and lend their rich evergreen color to enhance the beauty of the landscape. This magnificent bay, by its size and by the beauty of its scenery, is a worthy receptacle of the river whose name it bears.

Rising three hundred miles away, the Penobscot river flows through the mountains and forests its entire distance, and fittingly ends its course amid the steep hills of Bucksport Narrows. The western arm of the bay extends from this point to White Head, while the eastern arm stretches away to the island of Mt. Desert. Between Mt. Desert and White Head, lies the southern boundary of the bay, filled with a net-work of outlying islands.

Our article deals entirely with the western arm of the bay, as it is along its shores that the large Boston steamers make their daily trips to the river beyond. There are, however, small steamers running daily from Bar Harbor to Bangor, but the great scenic route is that of the Boston & Bangor Steamship Company.

The steamers "City of Bangor," Capt. Otis Ingraham, and "Penobscot," Capt. Mark Pierce, are the largest of the fleet, the former being the largest side-wheel steamer in eastern waters. She has 185 state rooms and parlors, is lighted by electricity, and has a dining-room on the saloon deck, a convenience the tourist will appreciate. Capt. Ingraham, an ideal commander, combining splendid seamanship with the most affable manners, is very popular, and by his many courtesies and





attentions to passengers, gives an added pleasure to the trip up the river. A steamer leaves Foster's wharf, Boston, every week day at 5 p. m. and arrives in Bangor, the head of navigation, before noon the next day. This route traverses, by daylight, the whole western shore of Penobscot bay, and the finest part of the majestic river. The scenery is striking

from the very first. There are three hours of daylight after leaving Boston, and the rocky headlands of Nahant, Marblehead, and Cape Ann are successively passed before darkness sets in. By 9 o'clock the Isles of Shoals have been passed, and with the disappearance of its lights, we give ourselves up to the luxury of the long restful hours of a night at sea.

Early the next morning the marked absence of motion indicates smooth water, and we find the steamer making her way through a land-locked channel with the rock-ribbed shore on one side, and a succession of beautiful islands on the other. Far behind is the fast receding Monhegan Island, standing far out to sea, the farthest from the coast of any of the Maine islands.

White Head with its light house and resounding bell, marks the beginning of Penobscot Bay, but it is not until Owl's Head with its picturesque light-house is passed, that the full length of the bay is seen.

A little to the left, a sweeping curve of the shore forms the broad bay and harbor of Rockland, and here the first stop is made. From this point to Bangor, seventy miles away, there is a succession of lovely shore villages, each with its beautiful harbor and mountain background. It would be invidious to make comparisons between these places; each has its

characteristic advantages. Rockland, 165 miles from Boston, is an important transportation centre, within easy reach of Mt. Desert and the other islands. It is close to the deep sea fishing grounds, and its ample harbor, protected by a long breakwater, is frequented by yachts and vessels of all descriptions.

The Penobscot Yacht Club has a club house, occupying one corner of the steamer pier. Rockland has both steamer and rail connections with Boston and the west. The Boston & Maine and the Maine Central Railroads extend to Rockland, and run two day trains and one night train through to Boston, with parlor and sleeping cars. Parties leaving the Union Station, Boston, at night at

9:30 are in Rockland early the next morning, or leaving Boston at 9 a. m. are in Rockland at 5:20 p. m.

The rail-road trans-



CAMDEN HARBOR  
AND SHERMAN POINT



SHORE NEAR OGIER'S POINT



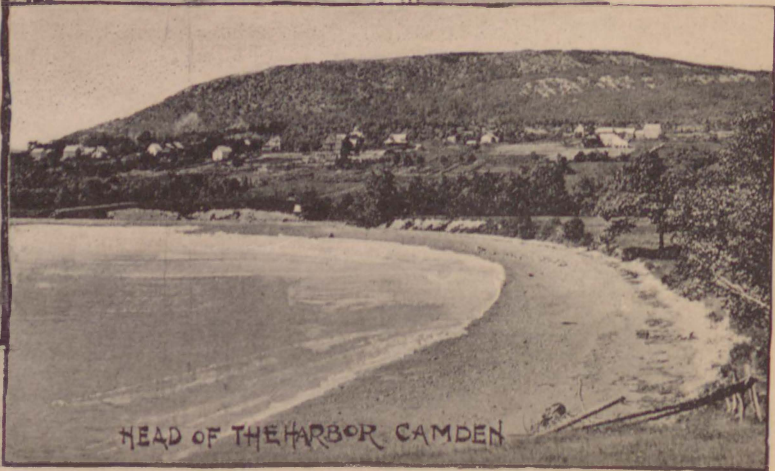
SHORE NEAR BEAUCHAMP POINT



LILY POND, ROCKPORT.



HEAD OF THE HARBOR CAMDEN





fers its Bar Harbor, Castine, and Machiasport passengers direct to its own steamer, "Frank Jones," while the Boston steamers transfer their Bar Harbor and island passengers to steamer "Mt. Desert" of their line.

There are steamers twice a day to Vinal Haven, a large island opposite Rockland, a steamer to Boothbay, and steamers to numerous small islands in the bay. Islesboro and Islesboro Inn are reached from Rockland by a short steamer trip. The Boston boat stops at Rockland less than an hour, and by 6:00 a. m. is ready to start up the bay.

Rockland is in easy distance of Owl's Head and numerous beaches, and connects with Camden by an electric road overlooking the sea the entire distance, some eight miles.

The tourist will notice at Rockland a long line of low sheds, fringing the shore, and emitting clouds of blue smoke. They are the famous lime kilns of Rockland, and the source of much of its wealth. The limestone is quarried a few miles inland, and brought to the 70 kilns along the shore by railroad. The quarries have been operated for above 100 years, and some of the excavations are very deep and picturesque. A trip to the quarries and kilns is well worth taking.

Rockland was formerly celebrated for its shipbuilding, and in its yards, some of which can be seen from the steamer's deck, were built some

Rockport is a picturesque place, and its lime and ice industries bring ships from great distances. It is connected with Rockland and Camden by an electric road.

The second stopping place after leaving Boston, is Camden, about three quarters of an hour's run from Rockland. Sherman's point on the right and Ogier's Point on the left, with Negro Island and lighthouse between, make this harbor the best protected and most picturesque of any on the coast.

This lovely harbor whether seen from the steamer's deck or from the mountain top, presents the same attractive aspect, the same attributes of ideal beauty. Camden is noted for its mountains and lakes even more than for its harbor, and owing to these attractions, the place is extremely popular as a summer resort. It abounds in handsome cottages owned by prominent Boston, New York, and Philadelphia men. "Norumbega," the princely residence of the late Hon. J. B. Stearns, is the finest of these summer homes, and can be seen distinctly from the steamer.

Rising in a broad, graceful sweep from the water's edge are the twin peaks of Mts. Megunticook and Battie, 1,457 and 1,325 feet high respectively. From the top of Megunticook the view stretches clear across the state of Maine into New Hampshire on one side, and New Brunswick on the other.



MIRROR LAKE—SOURCE OF ROCKLAND AND CAMDEN'S WATER SUPPLY.

of the largest and most famous wooden ships that have floated the United States flag.

The clipper ship, "Red Jacket," which made the quickest sailing time across the Atlantic, was launched here.

Thomaston, four miles from Rockland, home of the famous revolutionary Gen. Knox, and seat of the State Prison, is reached from Rockland by electric cars which connect on the wharf with the Boston steamers. This electric road also runs to Rockport and Camden, and provides a delightful ride along the shore road.

After leaving Rockland, the steamer heads north, passing the long breakwater on the left, with Bay Point and its immense hotel and elegant summer cottages, just back of it. The "Bay Point" is one of the largest and best equipped hotels in Eastern Maine, with its regular patrons who come here year after year. It especially appeals to the tourist as a stopping place en route, where a few days' rest and pleasure can be had before going to Bar Harbor or continuing up the river.

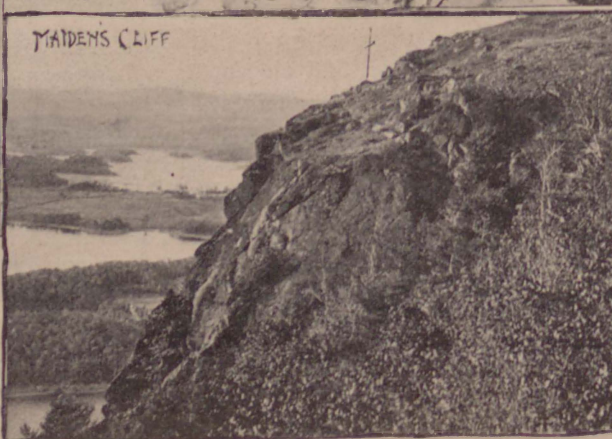
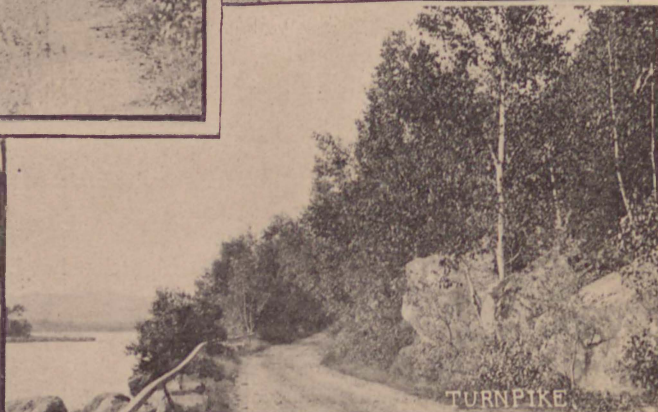
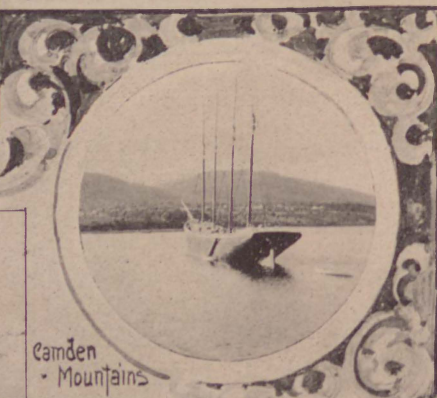
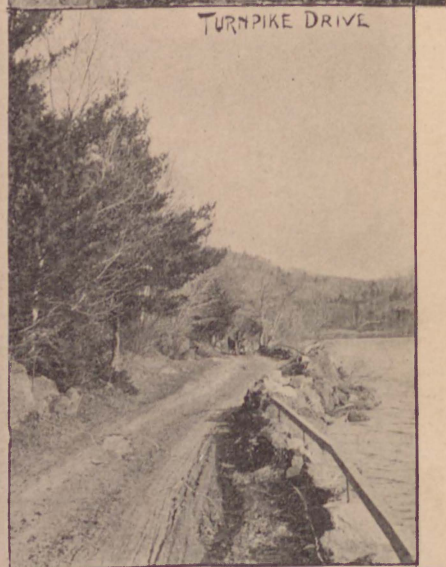
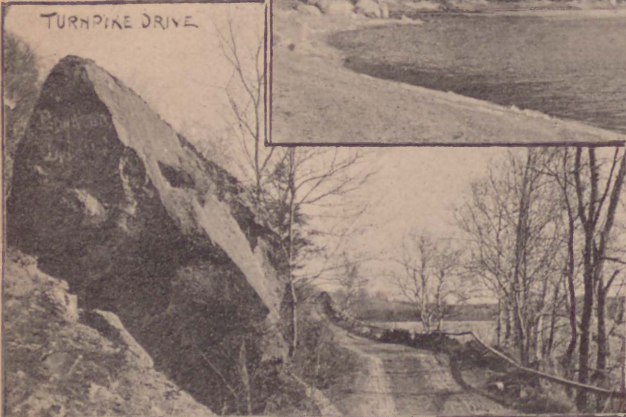
Above Bay Point lies Glen Cove, an exquisite inlet forming the northern boundary of Warrenton, the elegant summer estate of the Smith Bros. From this point and beyond, superb views of the Camden mountains are had. The steamer heads directly for Camden, eight miles from Rockland, passing Rockport with its deep harbor between high hills, and guarded at its entrance by Indian Island light.

Camden is an epitome of all of Nature's beauties. It has mountain, ocean, and lakes all blended together into a combination so rare as to make this spot a scenic paradise. The harbor is a rendezvous for all the yacht fleets cruising in Eastern waters. The illustration on the cover of this number gives a good idea of yachting life, at this place. Camden was fully described and illustrated in the July number of the *TOURIST* and our readers will find that article an interesting one.

Mirror Lake, which makes such a striking illustration, is the source of the water supply of Rockland, Camden, and Rockport. It is high up among the mountains, fed by springs, and its water ranks as the purest supplied to any town or city in New England. The water company is liberal in its policy, and, for a mere nominal sum, summer cottages can be connected with their system, and have the luxury of pure running water, a privilege seldom enjoyed at the seashore. Camden was named in honor of Lord Camden, America's friend in Parliament. Leaving Camden, the steamer heads for Belfast, eighteen miles distant. The tourist will notice the splendid sailing course through which the steamer now passes. For forty miles there is an unbroken stretch of water from four to ten miles wide, with no rocks, or undertow, and scarcely any squally weather.

The view to the east shows some of the many islands in which the bay abounds. Many of these islands are occupied by summer cottages, or are the exclusive estates of the wealthy.





# Some CAMDEN VIEWS



# CAMDEN COTTAGES



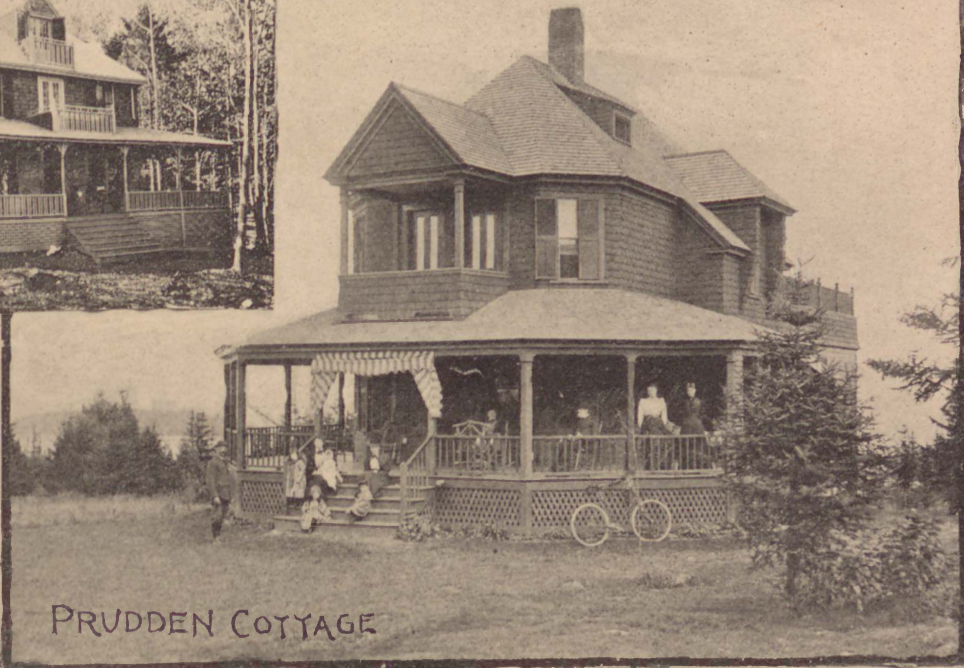
ROCKLEDGE - DR. GEO. E. STRAWBRIDGE - PHILA.



O'CONNOR COTTAGE



J. R. PRESCOTT



PRUDDEN COTTAGE

SELBORNE STEARNS ESTATE



SAMOSET STEARNS ESTATE



SEACROFT, REUBEN LELAND



NORUMBEGA STEARNS ESTATE



Increased steamer facilities are making these island homes more sought for than ever. One of the most attractive plans is that of the N. E. Tent Club, who have acquired an island twelve miles from Rockland, and fitted it up for select club use, selling lots to approved parties, and furnishing with each lot a tent and complete camping outfit, with care of same for five years. Their headquarters are at 3 Somerset street, Boston, and their plan has been eagerly accepted by a number of influential young men, who wish the pleasures of a sea-shore outing without the care of outfit or details.

After leaving Camden the steamer follows the coast line of mountains, just far enough away to bring their outlines into fine relief. The first house along the Camden shore is "Rock-edge," the summer home of Dr. Geo. Strawbridge of Philadelphia. Just beyond it is the extensive shore property of the Camden Land Company, partially laid out in lots and avenues. The land here projects well into the bay, giving the finest view up and down the shore to be had anywhere on the coast. The air at this point is very dry and clear and is always tempered by refreshing breezes.

The steamer passes Lincolnville with its long, sandy beach, and Duck Trap, a deep inlet between high hills. Studley's and Knight's Points are just beyond; Berry's Point, one of the sailing points of the steamer, comes next. It is easily recognized by the neat cottage on it, the summer residence of Chas. Dissell of Philadelphia.

(A sailing point is a point where a steamer changes her course. Between these points she is supposed to proceed in a straight line, and a record of the time is kept by the pilot. There are over fifty changes in the steamer's course between Boston and Bangor, with a corresponding number of sailing points.) Dicky's bluff, another sailing point, is right ahead, and then comes Saturday Cove, with its tiny beach on one side, so named from the landing there on Saturday of the first settlers from Belfast.

Just opposite is "Isola Bella" island, the summer home of the Folwells of Philadelphia. A mile above Saturday Cove is Temple Heights, a Spiritualist settlement, with a number of snug cottages.

A short distance further on is Northport Camp-ground, a cottage colony charmingly located in a grove and stretching along the high ground overlooking the bay. An excellent hotel, summer school, and the annual camp-meeting exercises, are some of the attractions of Northport, apart from the great beauty of its location. During the summer season the boats stop here daily.

Four miles above Northport is the handsome city of Belfast, situated on the bay of the same name. Among its other industries is shipbuilding, and the view of the launching, which we now, gives an idea of one of Maine's typical industries. It is expected that a new iron bridge will soon span the harbor and be followed by an electric line running from Bangor to Rockland. The Maine Central Railroad has a terminus at Belfast, running three trains daily. From Belfast there are daily steamers to Castine, Islesboro, and other points on the bay and river.

Belfast has an historic interest to those who care for the landmarks of the past. The first European navigator to explore Penobscot Bay was Samuel Champlain. He cruised as far north as Bangor in the summer of 1605. Capt. Weymouth



The Yachting Course



Lake Megunticook.



THE CAMDEN MOUNTAINS FROM LAKE MEGUNTICOOK.







is also reputed to have ascended the bay and landed at Belfast the same year.

He anticipated the enthusiasm of the modern tourist for Penobscot River, in writing home that "many who have been travellers in sundry countries, and in most famous rivers, affirm them not comparable to this, the most beautiful, rich, large, secure, harboring river that the world affordeth."

Belfast was settled in 1770 by colonists of Scotch-Irish extraction, and in 1773 was incorporated under the name of Belfast, at the wish of James Miller, a prominent settler whose native place in Ireland bore that name. The first settlement was on the eastern side of the river.

The next stopping place is Searsport, a substantial, aristocratic looking town, incorporated in 1845, and named from David Sears of Boston. Nearly all of Knox and Waldo counties was originally the possession of Gen. Samuel Waldo and afterwards of General Knox, who mortgaged a large part of it. In 1798 this mortgage came into the possession of David Sears and two others. It was afterwards foreclosed, and the mortgagees took possession, and established a land agency at Belfast in 1809 for the sale of land to settlers. Of all this vast tract of land none remains in the hands of the descendants of the original mortgagees, except Brigadier's, or Sears's Island, which is the property of David Sears of Boston, the great grandson of the first David Sears.

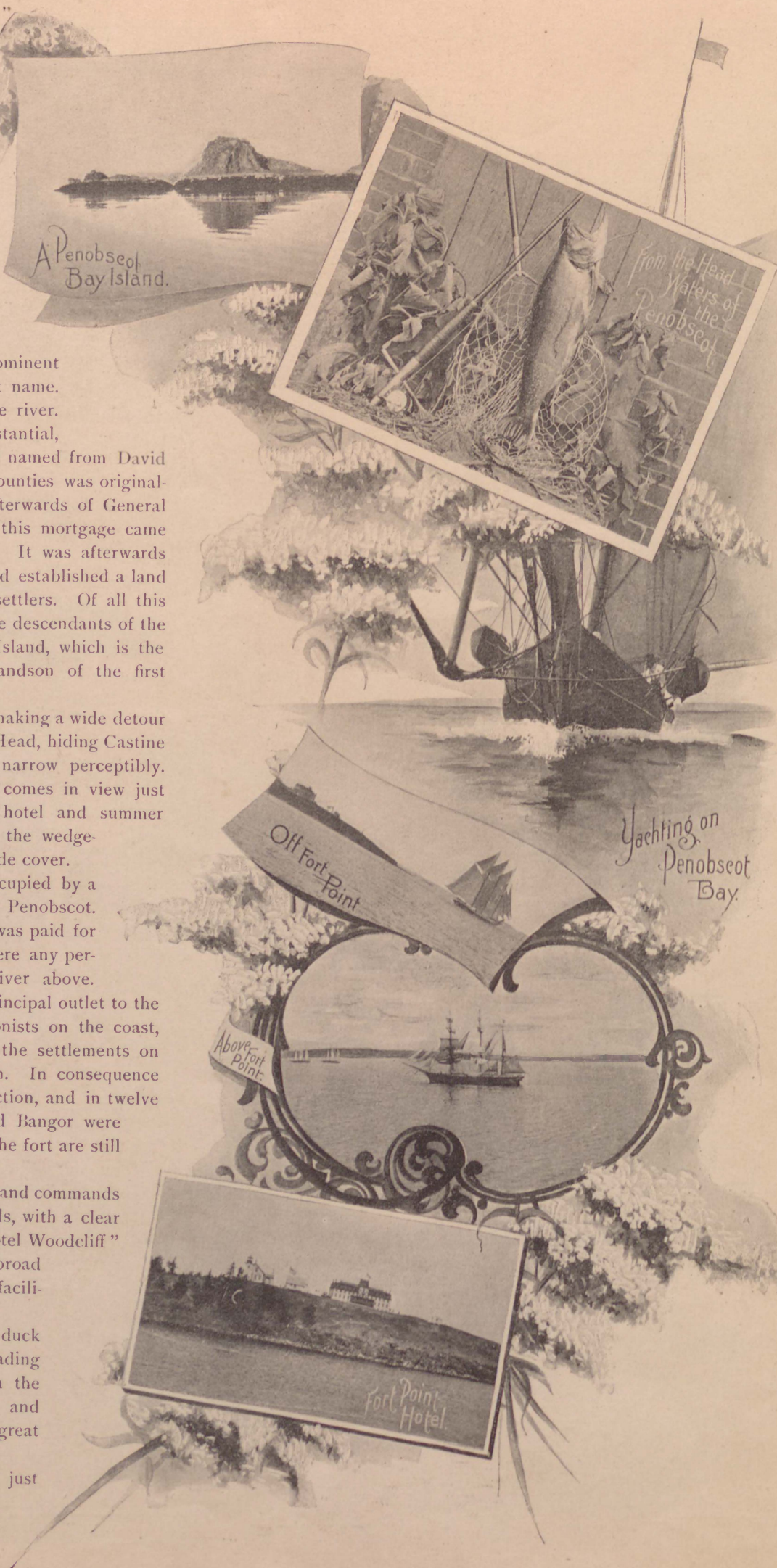
The steamer's course is next laid for Fort Point, making a wide detour to pass Sears's island, and getting a view of Dice's Head, hiding Castine on the opposite shore. The bay here begins to narrow perceptibly. Stockton, a handsome village on a broad hillside, comes in view just beyond Sears's Island. Fort Point with its fine hotel and summer cottages comes next, and then the steamer enters the wedge-shaped mouth of the river—see illustration on outside cover.

Fort Point is an historic spot and in 1759 was occupied by a powerful fort, (Fort Pownall) for the defence of the Penobscot. It was the best fort in Maine, and its construction was paid for by Parliament. The fort was built before there were any permanent settlements in Waldo county or on the river above. The Penobscot River at this time (1759) was the principal outlet to the sea, for the French and Indian enemies of the colonists on the coast, and the fort, guarding this avenue of approach to the settlements on the coast, gave protection and security to the region. In consequence of this, the tide of immigration soon set in this direction, and in twelve years all the Penobscot towns between Camden and Bangor were taken up by permanent settlers. Some remains of the fort are still visible directly in front of the hotel.

Fort Point is the coolest place on Penobscot Bay, and commands a fine view of the many islands with which it abounds, with a clear outlook to the open sea in two directions. The "Hotel Woodcliff" is a strictly first-class house with 125 rooms, and its broad piazzas have a frontage of 150 feet. There are fine facilities for boating, bathing, driving, and fishing.

A short distance above Fort Point is the famous duck farm of French Bros., Boston, the buildings spreading over a large tract of the hillside, easily seen from the steamer. Ducks are raised in large numbers and shipped to the Boston market, where they are in great demand.

Sandy Point with its group of summer cottages is just above on the left. All along the bay, running out from the shore, are the fishing weirs, where large numbers of the famous Penobscot salmon are





caught in the season. Brigadier's or Sears' Island, opposite Searsport, is especially noted for the salmon catches made in the weirs there.

Above Fort Point the bay rapidly narrows, and forms the mouth of the

river and large streams. This vast flow of waters suddenly compressed at Bucksport Narrows, makes a rapid rushing tide with an ebb and flow at Bangor of 17 feet.

This tidal flow is favorable to shipping, affording passage to the largest coast vessels and steamers, almost to the centre of the state.

As a pleasure route, the Penobscot is taking its place with the noted rivers of the country. The route has the exceptional advantages of ocean, bay, and river scenery, all of the highest order of picturesqueness, and equal in variety and interest to any in eastern waters.

Soon after entering the Narrows, Fort Knox, a large and costly modern fortification, is passed on the left, its granite walls and mounted cannon indicating its capabilities for defence.

Bucksport comes in view on the right, and the steamer makes a landing here. The Maine Central Railroad has a terminus here connecting at the other end with Bangor.

The town was incorporated in 1792 as Buckstown, in honor of a leading citizen, Col. Buck, but the name was changed to Bucksport twenty-five years later. On the hill above the village is the East Maine Conference Seminary, a Methodist school of high rank, with several hundred students. From its grounds there are beautiful views of the river. In describing the Penobscot route, we are necessarily limited to what is seen from the steamer's deck. Want of space alone prevents our referring to the lakes and hills of surpassing beauty, back of all these river towns. Bucksport in particular, abounds in beautiful inland lakes, hills, and drives, and Lake Alamoosic here, is noted for its lovely scenery.

Leaving Bucksport, the next stop is Winterport, five miles up the river. Here the river broadens considerably, the expanse being known as Marsh Bay, which forms a deep inlet on the left shore. Lying along this inlet, and the Marsh River which flows into it, are Mts. Waldo and Mosquito, the former 1,000 feet in height; both are in the town of Frankfort. Mosquito mountain is an immense mass of granite, and is noted for the number of mosquitoes swarming about it from the stagnant marshes between its base and the river. There are extensive granite quarries on these mountains from which large quantities of granite have been taken. Mt. Waldo has a house on its summit which is used as a summer camp by Hayward Pierce, Esq., owner of one of the Frankfort granite quarries. The other quarry is the property of the Mount Waldo Granite Co.

Winterport is an attractive hill town, with a fine harbor usually open in winter, which gives it its name. The view down the river from Winterport, is one of the best on the route.

Seven miles above Winterport is Hampden, a picturesque river town named after the English patriot, John Hampden. There are fine views of the river here, its stately course winding between the high banks of Hampden and Orrington.

Between Hampden and Bangor, a distance of five miles, there is a succession of beautiful river views, with here and there groups of ice houses and lumber mills, representing the two great industries of this region. The great depth of the river facilitates the transportation of these products, and the numerous vessels passing up and down the river give unwonted animation to the scene.

A final turn in the river brings the pretty village, or rather city, of Brewer into view on the right, and then Bangor, the fabled "Norumbega" of the early explorers, unfolds itself.

In the time of the earliest explorers, the whole of the Atlantic coast was spoken of under the term Norumbega; afterwards its application became narrowed to the New England coast, and its next restriction limited it to Penobscot Bay which was then but dimly known. It finally became localized in a shadowy way in a semi-civilized city on the Penobscot river. When this in turn melted into a myth, the name clung to the locality of Bangor, and has been perpetuated in the name of the principal hall of that city, Norumbega Hall.



ROBERT'S COTTAGE



MOUTH OF THE RIVER

river, some eight miles below the embouchure

at Bucksport Narrows. Some authorities locate the mouth of the river at the head of Islesboro, still farther down. As the Narrows are ap-

proached, Sandy Point appears on the left and Verona Park on the right. Verona is an island town named for the Italian city of Verona on the River Po. The river front is occupied by groups of summer cottages.

At Verona the steamer enters the famous Bucksport Narrows and the scenic beauties of the river proper begin. From this point to Bangor the river is highly picturesque, with a narrow, winding course, be-

tween the hills of Bucksport, Frankfort, Winterport, Orrington, Hampden, Brewer, and Bangor.

The Penobscot is one of the greatest waterways on the Atlantic coast. It drains an area of 8,200 square miles and receives the waters of 1,604





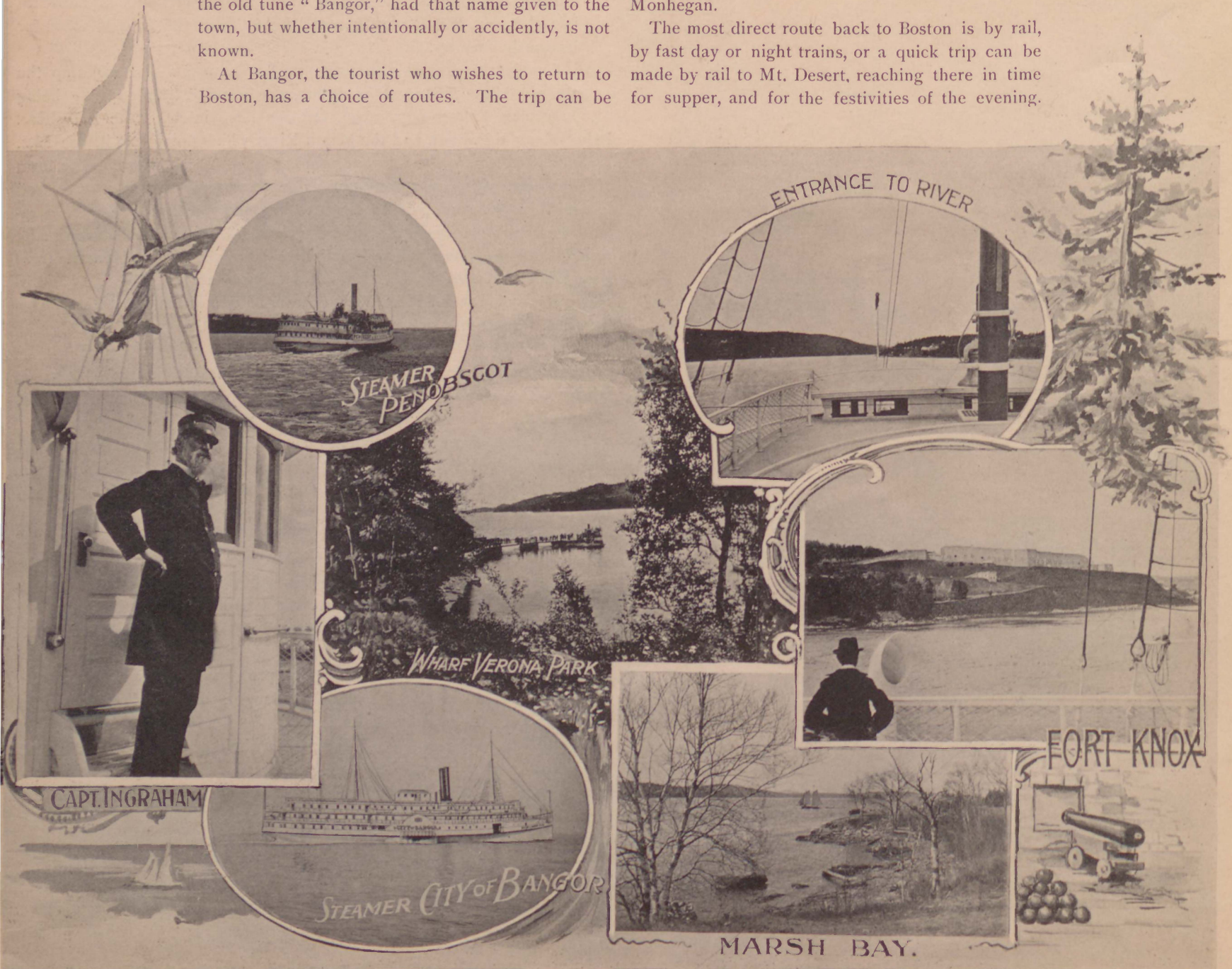
*Bucksport Narrows-*

Bangor was settled in 1769, and in 1791 was incorporated. The inhabitants instructed their representative at the General Court, Rev. Seth Noble, to have it named "Sunbury," but Mr. Noble, who was very fond of the old tune "Bangor," had that name given to the town, but whether intentionally or accidentally, is not known.

At Bangor, the tourist who wishes to return to Boston, has a choice of routes. The trip can be

reversed by taking the same steamer back to Boston after a stop of two hours in Bangor, giving the tourist an opportunity to enjoy the long twilight sail along the picturesque Maine coast, between Rockland and Monhegan.

The most direct route back to Boston is by rail, by fast day or night trains, or a quick trip can be made by rail to Mt. Desert, reaching there in time for supper, and for the festivities of the evening.



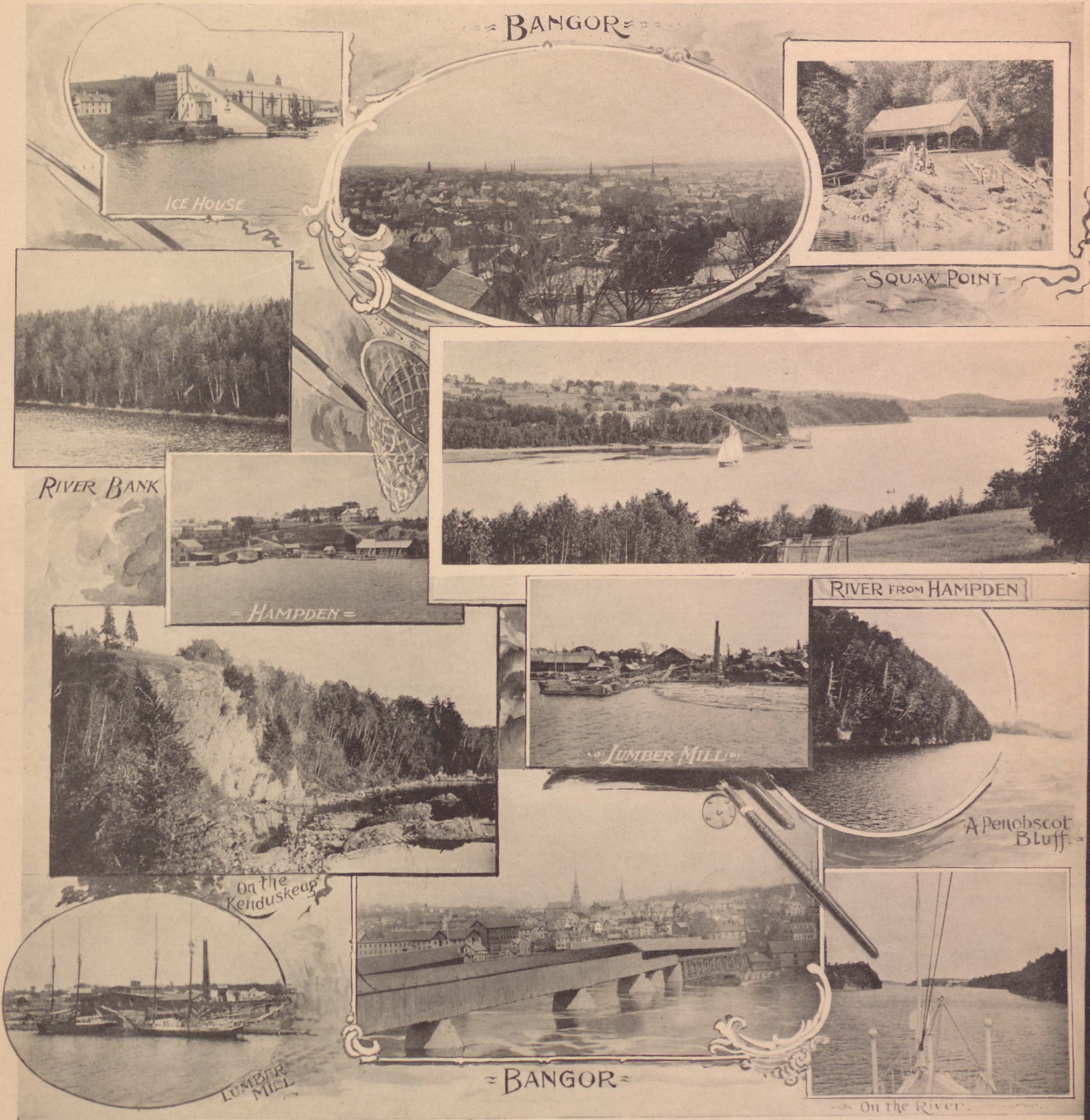


To those who can spare the time, the steamer trip from Bangor to Mt. Desert is strongly recommended. Steamers leave Bangor daily, in the morning, stopping at all the river stations as far as Fort Point, and then crossing the bay to Castine, make the rest of the trip along the eastern shores of Penobscot Bay. From Castine to Bar Harbor the route is through a maze of islands and narrow channels with devious windings, bringing all

fare" completes the circuit of the bay, and is quite as picturesque as that up or down the river.

The purpose of this article is to promote increased travel to the Penobscot region, a region rivalling any other on the Atlantic coast in intrinsic beauty, but hitherto very inadequately described and illustrated.

The article has not been inspired by any transportation company, but is



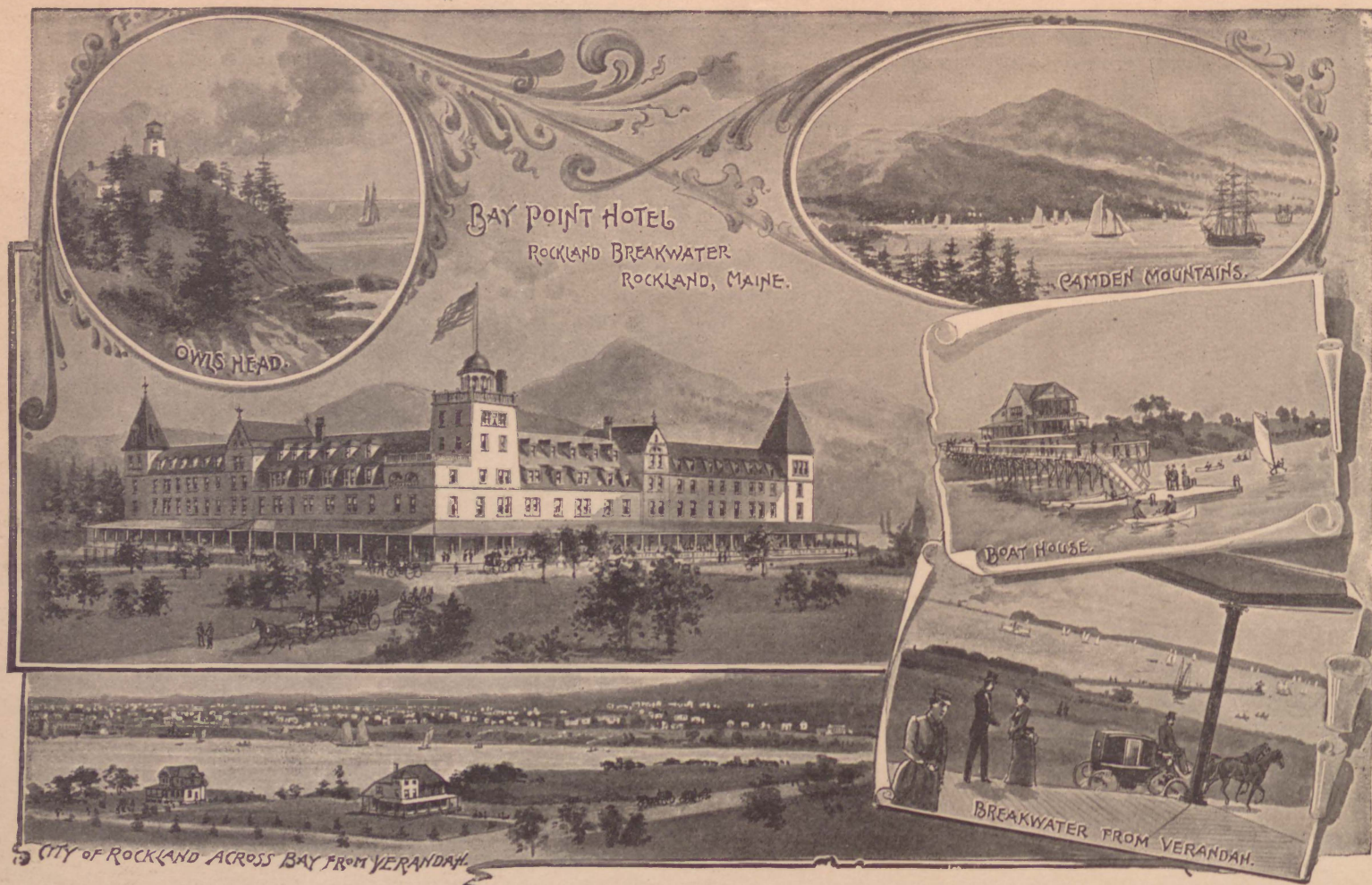
the charming details of the shore at just the right distance to be seen to the best advantage. Meals are served on the steamer. After touching at South West, North East, and Seal Harbors, Bar Harbor is reached at 6 P.M.

The return to Boston from Bar Harbor can be made by rail via Bangor and Portland, or by steamer to Rockland and transfer then to Boston boat or train. Good connections can be made in either case. The steamer trip from Bar Harbor to Rockland through the noted "Thorough-

published wholly in the interest of the summer traveller, for whose convenience and assistance the TOURIST was established.

NOTE—For the preparation of this article, we are indebted to Mr. J. R. Prescott of Boston, a warm admirer of the Penobscot region. The photographs are largely from the studios of W. V. Lane, Camden, and F. H. Crockett, Rockland. Many of the views have been taken especially for this article by local artists along the route.





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ROCKLAND BREAKWATER  
ROCKLAND, MAINE.

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CAMDEN MOUNTAINS.

BOAT HOUSE.

BREAKWATER FROM VERANDAH.

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This elegant hostelry has been leased for a long term of years by Mr. N. P. Sewell who, since its erection six years since, has been at the head of the Islesboro Inn. The wide reputation the Inn obtained under Mr. Sewell's management will be a guarantee for the future of the Bay Point Hotel. This hotel has elevators and steam heat, hot and cold salt water baths, and is supplied with one of the purest waters in the world. The public and private rooms are large, well lighted and cheery, and the verandas overlooking the waves, present superb marine views. Open fire places, ornamental and useful, are among the attractions. The furnishings of the house, in the height of modern elegance, and the decorations artistic. Sloping to the grand old ocean, in front of the house is an extensive lawn, resplendent with the creation of skill of the landscape gardener, who has made art join hands with nature in graveled walks, broad driveways, artistic flower beds with rare exotics in bloom, ivy-covered arbors, and fountains at play, tennis, croquet, and archery courts. These, combined with the unexcelled yachting and rowing, make it one of the most charming resorts in Maine or the east. House open from June 20th till October 1st. For particulars, address

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The land at this point projects well out into the sea, making it cool in summer and mild in winter, enabling parties to occupy their cottages earlier in the spring and remain later in the fall.

All the beautiful Camden scenery illustrated in this paper is close at hand, and there is an endless panorama of vessels and steamers in full view.

The company is offering land in lots to suit, to approved parties, at very reasonable prices, with strong inducements to immediate purchasers. If desired, the company will furnish plans and attend to the building of cottages and the laying out of grounds. The plans of the company provide for a liberal expenditure for driveways, parks, mountain roads, etc., all of which will add to the intrinsic value the land now possesses.

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Proprietor.



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Special attention to Tourists.

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Approved membership carries with it the individual ownership of a lot of land conveyed by warranty deed, with the free use of boats, tennis, field games, tent and complete camping outfit.

Members combine the advantages of refined associations, with all the privileges of a guest on some extensive private estate.

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Your Buffet is incomplete  
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*Rienzi*  
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The World Over  
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## FORTY-SIXTH ANNUAL STATEMENT

**National Life Insurance Co.,**

MONTPELIER, VERMONT.

JANUARY 1, 1896.

**Assets.**

United States, state, municipal, and other bonds and warrants (market value)	\$4,438,934.79
Loans on bonds and mortgages (first lien)	4,622,449.45
Real Estate	763,603.57
Loans and liens on policies of Nat. Life Ins. Co.	1,387,974.91
Interest due and accrued	331,086.86
Unreported and deferred premiums (net)	365,903.75
Cash in banks	237,799.88

\$12,157,753.21

**Liabilities.**

Computed reserve (actuaries' 4 per cent.)	\$10,255,709.24
Extra reserve on Life Rate Endowment Policies	359,570.36
Losses, endowments, surrender values and dividends in process of payment	89,695.11
Surplus (4 per cent. basis)	1,412,778.50

\$12,157,753.21

Paid Policy-holders since organization - - - - \$12,109,094.30

32,742 Policies in force, insuring - - - - \$69,723,643.00

7,523 Policies issued and revived in 1895, insuring - - - - 15,808,053.00

CHARLES DEWEY, Pres.

GEO. W. REED, Sec.

STATE OF VERMONT, )  
INSURANCE DEPARTMENT. }

The undersigned, Insurance Commissioners, hereby certify that pursuant to law, they have his day made the customary annual examination of the affairs of the National Life Insurance Company, of Montpelier, Vermont, and have verified its schedule of assets by the production and comparison therewith, of the securities represented therein, and find them to agree with the respective items of the company's annual statement for the year ending December 31, 1895.

Dated at Montpelier, this 7th day of January, 1896.

[Signed]

CHAUNCEY W. BROWNELL, Secretary of State,  
HENRY F. FIELD, State Treasurer,  
Insurance Commissioners of Vermont.

J. A. WELLMAN, State Agent, Manchester, N. H.

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## Mutual Life Association

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Largest invested Surplus to the amount of Insurance in force of any purely mutual company.

The Association has not now, and never had, a death claim due and unpaid. Agents wanted. Address

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M. A. POWERS, Eastern Manager,

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THE LEADING WATER in sales—its annual sales exceeding the combined sales of all the Saratoga Springs.

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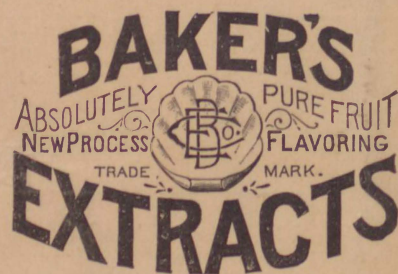
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