

1915

Bangor's City Semi-Centennial Reminiscences

Charles P. Roberts

Bangor's City Semi-Centennial

Reminiscences

by

Charles P. Roberts

1885

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Obituary notices

Bangor Commercial, Dec. 16, 1914

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The following obituary notices were loaned to me by Mrs. F. D. Wilde, 225 Hunnewell Terrace, Newton, Mass. daughter of Charles P. Roberts. They were all newspaper clippings. I returned them after copying. M. H. C.

Boston Transcript, Dec. 17, 1914

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Bangor Daily News, Dec. 17, 1914

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Bowdoin College, Published in

Bangor Daily Commercial, Feb. 25, 1915

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Charles P. Roberts was born in Bangor, February 14, 1822,
died in Boston Dec. 16, 1914.

Bangor's City Semi-Centennial.
Reminiscences of its Incorporation.

Tribute to its Spirit and Enterprise

Prophecy and Fulfilment.

(The following was written a year ago, but was withheld on account of the proposed semi-centennial celebration last Fourth of July, which miscarried.)

The fiftieth anniversary of the civic incorporation of Bangor seems a fitting occasion to call to mind that important epoch with its attendant circumstances. To those residents who witnessed the change from town to city, the reminiscence must be pleasurable and gratifying, while the younger generation may indulge in a reasonable degree of satisfaction in the review of the enterprise, energy, and public spirit of the men under whose arespices the town of Bangor was invested with its municipal dignity and privileges, and who signalized the era by so many important works of public utility and adornment. "To the manner born", and familiar with its every nook and corner, and the varied and stirring incidents of its civic career, supplementing with a handful of material the memory of boyhood, we purpose to confine our review mainly to the two or three years immediately preceding and following the organization of the city. It were to be wished that he, who so well illustrated the centennial of the town, had been permitted to honor the semi - centennial of the city,

on whose very boundary, in that sudden and happy translation from a ripe and honorable life, the pen fell from his hand. Should we in this humble essay fall below the mark, let it be ascribed to lack of fitness and material, and not of affection for the soil on which we were reared, and which shall gather us among kindred and friends of by-gone years.

The earlier years of Bangor's career were marked by slow progress, since in the year 1800 - or thirty-one years after the first settler, Buswell, planted his cabin, the settlement numbered only 277 souls. In 1810 it had made a three-fold increase, carrying it to 850. The next decade showed a gain of nearly fifty per cent., which brought the number up to 1,232. The next decade, 1830, showed a gain of over one hundred per cent., the population reaching 2,868.

Rapid Growth of the Town

It was notably at this period that the wonderful growth of the town commenced. Its favorable situation at the head of the tide-water of a noble river, making it the shipping port of the valuable products of the supposed inexhaustible timber lands penetrated by the upper Penobscot and its tributaries, brought it into notice far and wide, attracting hither, as to another Eldorado, the younger blood and more active enterprise from the old and stationary towns of New England, which for so many years gave the place so distinctive a character, and

in combination with other elements, have secured for it a potential influence in the affairs of the State.

The progress of the town now began to be marked by important structures and industries. The new Court House was built in 1831 - 2, leaving the old one to be used solely for town and city purposes, and which, with much change and renovation, became the present City Hall. The old frame First Parish church, destroyed by fire in 1830, was replaced by a brick edifice the following year (remodeled in 1860). The first Penobscot Bridge was built in 1832. This was carried away in the great ice - freshet of 1846, and at once rebuilt. The long City Point block was erected in 1833, and about the same time the principal edifice of the Theological Seminary, Smith's Block, and Smith's Bridge (now Central), and several other permanent structures also date with this year. The old Hinckley & Egery foundry, at the head of Harlow street, was built two or three years previous. The carriage factory of T. J. Whiton & Co., on Harlow street, always celebrated for its excellent work, dates with 1833. This firm consisted of Mr. Whiton, Henry Lovejoy and Stephen Badger, all of them young men from Boston, where they learned their trade. The same year came also from New Hampshire the young men Thomas Jenness and Leonard March, forming the firm of Jenness and March; together with many other well-known names

Urban Aspiration

The phenomenal expansion of the town in population and enterprise, and its bright prospective future gave rise to a desire for a city form of government, as better suited to the needs and dignity of the town. This desire was accelerated in the fall of 1833 by the outrages of a mob of the baser sort, instigated by race prejudice, who for two nights paraded the streets, demolishing the rude shanties of Irish laborers who had come hither in considerable numbers to take a hand in the busy work of construction. We remember seeing two houses in progress on Broadway, a blaze at the same moment, one owned by Nicholas G. Noreross, one of the prominent lumber merchants of that day, and which, rebuilt, is now the homestead of John Huckins. These were undoubtedly fired by miscreants in order to charge it upon the Irish laborers, as Nero fired Rome and had it laid upon the Christians in order to inflame the populace against the hated sect. It was the same spirit which, twenty years later, appeared under the name of "Know Nothingism", and disgraced the political annals of our country. A public day meeting was held in the town house to denounce the outrages and take measures for their repression. It emphasized the demand for a more efficient form of municipal government. A city charter was obtained at the ensuing session of the Legislature, enacted Feb. 12th, 1834, and which being accepted Feb. 24th, the town came forth like a star in the forehead

of the morning as

The Queen City of the East,

an event which was enthusiastically celebrated with bonfires and a general illumination, the writer of this, not then in his teens, taking a humble part in tending the candles in James Burton's printing office in the fourth story of Mason's Block in West Market Square.

The eclat of the new departure and its appreciation by the citizens, at the following March election, to constitute the first city council, in all its branches--men of high reputation at the time, and several of them subsequently filling important positions in State and nation. It is quite needless to remark that the example has not been invariably followed since. The population at this point was estimated at 8,000, being a three-fold increase in four years; and the best men were considered none too good to be intrusted with their interests. The roster is worthy of reprint after the lapse of half a century.

Mayor--Allen Gilman:

Aldermen of the seven wards respectively--
Asa Davis, Moses Patten, Samuel Call, John Wilkins, John Fiske, John Brown and Frederick Wingate.

Councilmen respectively of the seven wards--

One, Abner Taylor, Anthony Woodard, Solomon Parsons;

Two, Wiggins Hill, Timothy Crosby, Jonathan C. Taylor;

Three, George W. Pickering, Samuel Lowder, Elisha H. Allen;

Four, John Legro, Thomas Finson, Joseph Abbott;

Five, George Wellington, Nathan B. Wiggin, Edward Kent;

Six, Paul R. Barker, Bradford Harlow, Messenger Fisher;

Seven, Ebenezer French, 2d, Charles, G. Bryant, Pling D. Parsons; -

City Clerk, Charles Rice;

Clerk of Common Council, John S. Sayward, who was afterwards for many years City Clerk.

It may be noticed in passing, how rare are the names with a middle initial. As in ancient times a one-word name sufficed for an individual, so in modern times, up to the present century, a two-word name was good enough. Ward One then embraced a central portion of the city on both sides of the Kenduskeag stream, and Ward Seven then extended to the Orono line, the town of Veazie being afterwards sliced off from the upper end of the ward. Of the city officers, James Crosby, father of the present incumbent was Treasurer; Edward Kent, City Solicitor; Newell Bean, Collector; Eben French, City Marshal; John Larrey, Assistant Marshal; Rufus K. Cushing, City Physician; the Mayor was Street Commissioner. By appointment of the Governor, we believe, then Robert P. Dumlap, of Brunswick, Charles Stetson was Judge of the Municipal Court, and Reuben S. Prescott, Recorder. Among the

City Ordinances was one against smoking in the public streets, in imitation of a Boston notion, then existing. The marshal and his assistant sometimes called the attention of smokers to the penalty, but never enforced the interdict by a prosecution. It was only another illustration of the futility of statute-made offenses, without a solid backing of public opinion.

Allen Gilman, the first Mayor, was a legal gentleman of the old school, whose ample mansion among the oaks on State street, (then called East Main street) is where he gave a reception upon his inauguration, more recently remodeled by the late Michael Schwartz, is now occupied for Catholic parochial uses. He was a man of very small physical dimensions, with keen, piercing eyes, and more the high regulation white cravat. The pungency of his wit is remembered in his repartee to Baron Hinckley, of the Hinckley & Egery Iron Works, who suggested the employment of iron rods to secure the stone walls of the culvert bridge on Harlow street over Meadow Brook, which had caved from the pressure of its earth filling. "Yes," replied Mayor Gilman, "and the next d-m fool that comes along will be a cordwainer, and he will advise leather straps!" This repartee had more point from the fact that Benjamin Weed, the cordwainer, occupied in the vicinity and was liable to be the next comer along.

Men of the Past and Present

The retrospect vividly presents the procession of human life. Of the active men at the city's incorporation a few dry spires still nod in the field which Time

has swept with his restless scythe. The second generation has passed the meridian. The third is well advanced upon the stage of active life and responsibility, while the fourth is bounding forward with its merry childhood shout. The reverend clergy of that period have long since heard the Master's welcome. Of the dozen physicians, among them Joshua P. Dickinson, Josiah Deane, Charles Srrell, Daniel McRauer, John Mason, and Thomas C. Barker, and headed by Hosea Rich, even then verrerable for medical skill and silver lacks, his son-in-law, Rufus K. Cushing, is sole survivor. Of the forty lawyers, embracing names widely associated with jurisprudence and forensic eloquence, such as Peleg Chandler, Jacob and Thornton McGaw, Gorham Parks, J.P. Rogers, Edward Kent, Jonas Cutting, A. G. Jerwett, these five-ep-Chief Justice John Appleton, S. H. Blake, Joseph Carr, W. H. McCrillis and A.G. Wakefield-remain with us. In mercantile life-then among its youngest representatives-we recognize the familiar faces of John Huckini, E.P. Baldwin, Geo. A. Thatcher, E.F. Duren, Calvin Durrie, E. W. Elder, Nehemiah Kittredge, Jefferson Parsons, Charles Lowell, J.W. Veazie, David Mosman, Charles Hayward, T.G. Brown and Hervey Pond. Richmond Hayward was clerking with the old firm of J.L.J. True, and James Durning with J.B. McIntire. Of those then active in other lines of industry we quite apha-rist the living list in the mention of Gorham L. Boynton, Ira Chamberlain, Benjamin Swett, Charles Webb, General Bradford, Amos Jones, Elujah Gow, Thomas Trickey, C.A. Reynolds, P. P. Holden, T.S. Patten, Geo. W. Snown, John C. Young, F.F. French, R.S. Prescott and Andrew Wiggin.

A Double Baptism of Fire.

The opening career of the new city, still augmenting with the tide of new-comers, was also marked by a number of important enterprises and permanent improvements, of which the city may well be proud after the lapse and general progress of half a century. In April, 1834, a large fire swept the wooden structures covering the area from the Penobscot Exchange around York to Oak Street, taking the dwelling of Alderman Davis, corner of York and Oak, the Exchange being saved with great difficulty. On the night of July 3d, a more extensive conflagration swept of its wooden structures the area beginning at about No. 60 Main Street, around Mason's Corner to Pickering Square, leaving the brick structures of Mason's Black and the Kenduskeag Bank building unharned. Among the things that perished before their time were some seventy-five puddings and pies without number in the establishment of Nathaniel Goodhue, (father of the Present Ira in nearly the same locality), designed for the great public dinner of the following day, which the Portland Rifle Corps came from Portland on the steamer Macdonough to assist in eating, and participate in the other holiday demonstrations. These fires were considered calamities at the time, but proved only beneficial brooms to prepare the way for more permanent and appropriate erections.

Travel by Land and Water.

For the better accommodations of the travelling public, both in facilities of transportation and comfortable keeping

of visitors, 1834 is notable. Western travel by land till that year had been provided for by a stage line to Augusta and beyond. The Augusta and Bangor Stage Company, composed of Kennebeck stockholders, had served the public several years. Capt. Charles Thomas of the United States Army, who had acquired a residence here, while in charge of the construction of the Military Road to Houlton, where our government maintained a garrison for many years, and who acquired the ownership of, and gave the name to Thomas' Hill, established and run an opposition for a year or more. The rival lines started at the same hour and made a speed never before or since seen. Holder Sanford was the Bangor agent of the Company's line, and Alvin Haynes, of Thomas' line. The latter having lost heavily, sold out to the Company, which in 1834, used their double plant for a dual service, consisting of the Mail line, leaving Bangor at 2 o'clock A.M., and due at Augusta same hour P.M.; and an accommodation line, leaving Bangor at 7 o'clock A.M., and due at Augusta at 6 o'clock P.M.

Water conveyance to Boston was by the packet schooner Despatch Line, composed of the Albion, Tremont, Free Trade and Madawaska, John W. Garnsey, agent. The master of the Tremont, Capt. Eliab T. Burgess, is now passing the evening of his days by the shore of the placid Pushaw Lake, whose bosom in summer is furrowed by his keel, and of whose firing tribe he serves delectable repasts for his numerous friends. These packets performed their trips with commendable regularity, subject to wind, weather and tide.

These methods of communication with the West were too tedious and uncertain for the go-ahead spirit of the times. The steamer Bangor of 400 tons, built by Boston, Portland and Bangor capitalists, was put on the route late in the summer, Capt. George Barker in command, who was soon succeeded by Capt. Samuel H. Howes. F. F. French was agent, but soon after was succeeded by J. W. Garnsey, who for many years occupied that position for the Inside Line. The Bangor was a day boat and ran the first season thus: -- leaving Bangor Monday morning for Portland; then occupying the next four days in making two round day trips between Portland and Boston, arriving on Saturday evening. A year or so afterwards she increased the number of her trips, by connecting at Portland with the steamers Portland and Independence, commanded by Capts. Jabez Howes and Thomas Howes. The fare to Portland was four dollars, and to Boston seven dollars, and found. The marked feature of this steamer was its spacious saloon on the aft main deck, with wide safas along the sides, and long dining tables up and down the center. Great account was made of its gastronomie spreads, at which the captain presided with official dignity. Some years subsequent, this steamer went across the Atlantic and for many years, under a Turkish name, plied on Turkish waters.

Hotel Accommodations

The hotels of the period were the ancient (Silas) Hatch tavern of 1802, on Main Street, Arnold Dealing landlord, now represented by the modern Bangor Exchange; Chicks tavern at the foot of Water Street, blossomed out into the City Hotel.

Oliver Preston landlord; the (Andrew W.) Hasey Tavern, corner of Hammond and Central streets, Christopher B. Ash landlord; the Mansion House on Hancock Street; and the old American on Newbury street, near the head of York, all of which were frame buildings. Then there were the brick structures, The Franklin (now Windsor) House, and the Penobscot Exchange. The Franklin was built about 1825 by Benjamin Garland and others, and for some years was kept by Mr. Garland. It has, at three different times, been greatly enlarged. At the date we speak of John Barker was landlord; but not the prominent citizen, John Barker, who was accustomed to utter wisdom in "solid chunks", as when, purchasing the Barker mansion on Summer street of a failed merchant, he said: "Fools build houses - wise men live in them!" Of the Penobscot Exchange, the full name of which was "The Penobscot Exchange Coffee House", (in imitation of the old Exchange Coffee House, Boston) built in 1827, by Ladoo French, Col. Charles Hayes was landlord; and in the office and bar, which in those days were one, was Abram Woodard, who maintained his hold till he acquired the ownership of the hotel, and, at different times, enlarged it to three times its original dimensions, leaving at his death, besides a handsome property, a fragrant memory in many hearts made glad by his ever ready and unostentatious benefactions.

Opening of the Bangor House.

Although the above-named hostelries were reasonably filling the bill as public purveyors, the ambitious spirit of the people was determined to keep abreast with the best

examples in this line. The Banger House Proprietary, in which William Emerson and Rufus Dwinel were large shareholders, together with other leading citizens -- Wiggins Hill, Judge David Perham, William D. Williamson, Abner Taylor, Henry Call, Col. Charles Thomas, etc., afterwards joined by Sam'l Farrar, -- built, furnished, and opened the Banger House in 1834. It was modeled after, and only second to, the Tremont House, Boston, which was erected in 1830, and was regarded as the pioneer of large first-class hotels in this county. Its cost was \$100,000 and the furnishing, which was of the most substantial character and best style of the time, much of which is still doing service, cost about \$25,000. Martin S. Wood was the first landlord. The Opening of this house was an event observed by an elaborate public dinner, at which the Divine blessing was invoked by the late Dr. Enoch Pond, at whose mouth, wide-opening with a laugh across the table, if tradition tells truly, Jonathan P. Rogers, the distinguished and occasionally exhilarated barrister, hurled a slice of tripe. In the earlier days, before it passed into other hands and was shorn of its ball-room, many were the festive banquets and the gay assemblies which graced its balls, and gathered to its revels the beaux and belles of bygone days, upon the heads of whose survivors the rime of years has thickly settled, and sluggish age clogs the steps that "chased the glowing hours with flying feet". Although, until its recent purchase, it never was a profitable investment financially, it has ever been an attraction for western visitors and a solid acquisition to the city.

An Unbuilt Structure

While the city was fortunate in so many structures which are a credit to this day, it was not less so in escaping one, which, had it been built, would long since have disgraced the city and its architect by its inevitable ruin. A spacious Market building, of brick and stone, was projected, situated in the middle of Kenduskeag stream and extending from the lower to the Central bridge. The foundation was laid of granite blocks, with little regard to strength, and filled in with clay obtained from the heavy grading of State and French streets. Hard times luckily arrested further progress, and, years after, when the internal pressure of its earth filling had begun to topple over its granite casing, the city got rid of it to the Government for a site for the Custom House and Post Office, which was a happy solution of the difficulty of locating it on either side of the stream. The earth filling was taken out, the walls properly relaid, tied and supported, and the portion covered by the Custom House made solid with concrete. The style of the projected City Market, judging from the grotesque examples of the native architect, still extant in several private residences, and one of the churches, might also be reckoned among the consolations of its embryotic failure.

In this year, 1834, the Smiths, Samuel and Edward, who had already built Smith's Block and the Central Bridge, were constructing the B. O. & M. railroad to facilitate business connected with the lumber manufacture at Upper Stillwater, Oldtown and Milford, etc., and to bring manufactured lumber to the city free from injury in rafting. This road was opened in the autumn of 1836, and was the

First Railroad in the State.

Flat iron rails were laid on wooden stringers, as on horse railroads now, the ends of which, under the pressure of the car wheels, would sometimes curl up and pierce the floor of the cars, under the pleasant appellation of "smoke-heads". Heavy iron rails were substituted under the proprietorship of Gen. Samuel Veazie, which, subsequently, on the discontinuance of the road, entered into the construction of the E. & N. A. Railway. In the original equipment of the B. O. & M. railroad were short coach cars imported from England, and very recently some of the primitive shackles, for coupling cars, were found.

Facilities for transportation and entertainment of travellers having been well provided for, the public required a corresponding expansion of the Press. There were then three weekly papers -- the Eastern Republican, the Democratic organ, under Nath'l Haynes, which was the predecessor of The Democrat, under Col. Isaac C. Haunes; the Penobscot Freeman, whose political complexion we do not remember, but, from the fact that its publishers, Anson G. Herrick, years afterwards became a New York alderman, we may assume that it was somewhat red; and the Bangor Courier, the lineal descendant of the Bangor Register of 1815, published at first by Peter Edes, at the time of his death the oldest printer in the United States, and afterwards by James Burton and John S. Carter, the latter for many years past residing at Waterville and recently deceased. The Courier was the Whig organ, and the city was as pronounced a Whig stronghold, as it has since been Republican. The Courier was published by W. E. P. Rogers, and edited by Sam'l Upton. The acrimony of the political controversies of these organs has

scarcely been equaled since, the editor of which at times evidently dipped their quills in a decoction of vinegar and gunpowder. July 1st., 1834, the Courier blossomed out into

The Bangor Daily Whig and Courier.

Its dimensions were modest, but have several times been enlarged to meet the public growth. A half century's candid retrospect will readily accord to this paper, while occupying the field alone as a daily, and since in company with other rival issues, the credit of journalistic enterprise on the part of its publishers, and of ability in its editorial staff, -- and, above all, a sincere regard for, and successful furtherance of, the commercial, social and esthetic interests of the city. In this connection let those who admire and enjoy the arborescent streets of Bangor, rivalling in this regard the Forest City, gratefully remember editor John S. Sayward, who made in the columns of The Whig and in his previous paper -- The Mechanic and Farmer -- a speciality of urban embellishment.

While all these advances were making in the line of material prosperity and convenience, our fathers were not unmindful of the interests of

Religion and Education.

It used to be said in Massachusetts that its emigrants carried with them down into Maine a good supply of enterprise, if not of religion. We resent in behalf of our native city the intentional slur. In its earlier, as well as its later years, Bangor had as much religion denominational and otherwise, to the square acre as the old Commonwealth. The old building (now City Hall)

was built by a corporation in 1812, designed for religious worship and used for town, and for several years for County purposes. The leading faith was Congregational Orthodox. They built their own church in 1821, Harvey Commis, pastor. This was burnt in 1830, rebuilt in 1831 and remodeled 1860. In 1818 the now Unitarians, not relishing the peppery doctrines of the time, spit off under the name of the "Independent Congregational Society", and built their first church in 1828. It was burnt in 1851, and succeeded by the present edifice in 1853. The Baptist church on Harlow Street was also built in 1828, and the old Methodist church, near the foot of Union street, now used for storing provisions for this world, was probably erected somewhat earlier. It was here that brother John Penney, the more pious than learned brick-maker, announcing a class-meeting at his house, said "it would take place on Wednesday evening next, the Lord willing, or on the next week Wednesday, wherer no!"

The Theological Seminary, removed from Hampden to Bangor in 1819, occupied its conspicuous brick structure just before the incorporation of the city, and shone out grandly with its illuminated front in honor of that event. The Hammond street church swarmed from the First Parish, then and for year under Rev. Swan L. Pomroy, in the fall of 1833, and occupied their completed church in 1834, remodeled in 1854; and recently appropriatedly observed its semi-centennial anniversary, worthily honoring the beloved, pastor of its first twenty-six years -- Rev. John Maltby -- by a memorial window. The Pine street Methodist, recently renovated, was erected in 1836, which year was also marked by the building of the St. John's Episcopal on French street; and the old wooden

St. Michael's (Catholic) on Court street. We recite these facts, and "point with price" to the half-dozen more recent heaven-kissing spires in refutation of the above mentioned slur. Lumber and piety have not been incompatible, -- unless it might be in the neighborhood of Oldtown!

Establishment of High Schools.

The Bangor Boys' High School dates its origin almost from the city's incorporation, having been established in 1835 under the charge of David Worcester, whose broadminded administration for twenty years is in pleasant remembrance by so many sons of Bangor, who have carried out into active life as much of value from his personal contact, as from the studies he so ably taught. This school was kept for a few terms in the upper story of the brick school-house on State street; but in the winter of 1836 occupied the first story of the brick building on Prospect street, erected for it. Here, for a short time, four or five girls participated, till the second story was finished for a separate Girls' High School. One of these school girls still survives -- Mary Bradley, now Mrs. Dr. Morison. The establishment of this school outdates by nearly twenty years any similar public provision for the higher education of girls in the city of Boston, which, in the pardonable conceit of its citizens, is supposed to lead the world in culture. The union of these schools twenty years ago, recommended by us in our first year's school superintendency, and seconded by Hons. S. F. Humphrey, Noah Wood, F. A. Wilson and Elijah Low of the School Committee, urged to a successful issue in our second year we recall with satisfaction, -- being convinced that those who are to live and work together in

Society may well associate in the foundation training for a true and noble manhood and womanhood. To William Abbot, for many years chairman of the school board, and Mayor at the time of his death in 1849, Bangor is largely indebted for its early progressive educational system, and in his honor the Square on Harlow street, filled with High and Grammar schools, is worthily named. The names of Elliot Valentine and Joseph E. Littlefield should also have prominent mention in the school annals of the city.

Honor to the Dead

The fresh vigor of the youthful city, unspent in material enterprise and civic embellishment, extended to honoring the memory, and adorning the habitation of the dead. The earlier burial places were on Oak Street, near the Hinckley and Egery Iron Works, and on Gun House hill, on Hammond street, which was so largely sliced away to give Court street a junction with Hammond street. From these their sacred relics were transferred to the cemetery on Main street, now occupied by a school-house, the outline of which is masked by old elm trees whose younger foliage waved over the graves of the fathers. Scarcely was the city a month old when measures were taken to establish a cemetery more in accordance with the most advanced ideal of the time. The men who united in the agreement for the purchase of Mount Hope Cemetery grounds, April 23d, 1834, are worthy of mention:

Geo. W. Pickering,
Amos Patten,
Thos. F. Hatch,
A. G. Jewett,
Joseph Treat,
Sam'l Smith,
Warren Preston,
Warren & Brown,
James Crosby,

Edward Kent,
John Wilkins,
W. T. & H. Peirce,
Philip Coombs,
Sam'l P. Dutton,
John C. Dexter,
Thomas Drew,
Mark Trafton,
Chas. H. Hammond,

Sam J. Foster,
 Thos. A. Hill,
 James B. Riske,
 Nath'l Harlow,
 Jos. R. Lumbert,
 Norcross & Mason,
 John A. French,
 Abner Taylor,

S. & C. Durinal,
 Charles Hayes,
 Asa Davis,
 John Mason,
 Sam'l Thatcher, Jr.,
 Amos Davis,
 Thomas Jenness,
 John Barstow-

The organization was effected in September following, and in 1826, only five years after the opening of Mount Auburn, which marked a "new Departure", and was the pioneer of rural gardensepulture, not only in this country, but in the world, and whose inception was due to Dr. Jacob C. Bigelow, of Boston, seconded by the Massachusetts Horticultural Society, Mount Hope, overlooking the flowing river, and within sight of the city spires, and the sound of its Sabbath bells, was dedicated to its sacred purpose with solemn services, and an address by Edward Kent. All but one in the above list - Calvin Dwinel - have moved on, and, with a few exceptions, now rest in the pleasant grounds provided by their enterprise and taste. Twenty years later, Mount Hope absorbed the contents of the Main street cemetery, upon which railroad and other business interests were rudely encroaching.

And thus, for half a century garnering the precious dust of the loved and honored dead, and watered not less by the tears of human affection than by the gentle dews of heaven, it has become a garden of repose for the departed, a treasure-house of sweet and hallowed memories, favored by nature and enriched by art, to whose calm shades the living come to linger and commune with silent friends, and from the fond records of the past pluck the bright flower of immortal Hope:

"Unfading Hope! When life's last embers burn,
 When soul to soul, and dust to dust return,
 Heaven to they charge resigns the awful hour!
 Oh! Then, they kingdom comes, Immortal Power!
 What though each spark of earth-born rapture fly
 The quivering lip, pale cheek, and closing eye!
 Bright to the soul thy seraph hands convey
 The morning dream of life's eternal day!"

Daniel Webster's Visit and Reception.

On August 26th, 1835, Daniel Webster, who was then, and for years, the favorite candidate of the New England Whigs for the presidency, and who, like his illustrious compeer, Henry Clay, conferred by his noble statesmanship and exalted patriotism more honor upon his country than he received in return, having occasion to visit Maine on professional business, was tendered a reception dinner at the Bangor House. So great was the concourse of the populace outside, desirous to see and hear him, that his speech, intended for the banquet hall, was given from the balcony, and he was greeted by a salute of artillery posted on Union street, near First street. The scope of the address was the general policy favored by the Whig party, particularly that of governmental internal improvement, and his exordium deserves a place in these reminiscences.

"Having occasion to come to the State, on professional business, I have gladly availed myself of the opportunity to visit this city, the growing magnitude and importance of which have recently attracted such general notice. I am happy to say that I see around me ample proofs of the correctness of the favorable representations which have gone abroad. Your city, Gentlemen, has certainly experienced an extraordinary growth; and it is a growth, I think, which there is reason to hope is not unnatural, or greatly disproportionate to the

eminent advantages of the place. It so happened, that, at an early period of my life, I came to this spot, attracted by that favorable position which the slightest glance on the map must satisfy every one that it occupies. It is near the head of tide-water, on a river which brings to it from the sea a volume of water equal to the demands of the largest vessels of war, and whose branches uniting here from great distances above, traverse in their course extensive tracts, now covered with valuable productions of the forest, and capable, most of them, of profitable agricultural cultivation. x x x x x x x x x x

I believe some twelve or twenty houses were all that Bangor could enumerate when I was in it before; and I remember to have crossed the stream which now divides your fair city, on some floating logs, for the purpose of visiting a former friend and neighbor who had just then settled here; a gentlemen always most respectable, and now venerable for age and character, whom I have great pleasure in seeing among you to-day in the enjoyment of health and happiness. At the period of my former visit there was, of course, neither railroad, nor steamboat, nor canal, to favor communication; nor do I recollect that any public or stage coach came within fifty miles of the town.

"It is quite obvious, Gentlemen, that while the local advantages of a noble river, and of a large surrounding country, may be justly considered as the original spring of the present prosperity of the city, the current of this prosperity has, nevertheless, been put in motion, enlarged and impelled, by the general progress of improvement and growth of wealth throughout the whole country. In truth, there is no town in the Union whose

hopes can be more directly staked on all the general prosperity of the country than this rising city. If anything should interrupt the general operations of business, if commercial embarrassment, foreign war, pecuniary dearangement, domestic dissension, or any other causes, were to arrest the general progress of the public welfare, all must see with what a blasting and withering effect such a course must operate on Bangor."

The venerable gentleman to whom Webster referred was Hon. Jacob McGaw, whose mansion was situated among some oaks near the bank of the river, a little above the Penobscot bridge. Subsequently he built a homestead on Broadway, now occupied by his son-in-law, Hon. John B. Foster. At this remote distance of time it cannot be offensive to mention the report that Webster was once a suitor for Mrs. McGaw's hand, but was obliged to yield his suit to his "former friend and neighbor". Webster's suggestion of the withering blight of a financial revulsion upon the fortunes of Bangor was painfully realized two years later, in an eclipse which continued till 1843.

Inflation and Explosion.

The rapidly rising city in 1835-6, in sympathy with the financial inflation which swept over the country, entered upon a scene of wild excitement never to be forgotten by those who witnessed it. City lots, suburban acres and northern timber lands, assumed bonanza dimensions and attracted swarms of fevered speculators. These might be seen on the streets by twos and threes, marking in their notebooks the values of the enclosed lots. One piece of farming land of ten acres, and only used as such to this day, a mile up on State street, was on the

market for twenty-five thousand dollars. A plan of the projected City Park on Broadway, with Meadow Brook meandering through it, adorned with pictured shade trees, and lotted off on all sides with building lots of twenty-five feet frontage, which some years ago graced the walls of the Aldermen's room, and is now somewhere about the city Hall, is a picturesque reminiscence of the crazy illusion of those days. The crash of 1837 followed, and at once arrested the growth of the city, so that, although the population had trebled from 1830 to 1835, the census of 1840 showed only a few hundred gain. The political effect of this financial reaction was to give Maine its first Whig governor in the person of Edward Kent, and the nation its first Whig president in the person of William Henry Harrison -- Thus "from seeming ill educing good."

The dullness of the hard times was considerably relieved by the "pomp and circumstance" of

The Aroostook War

in the winter of 1838-9, growing out of the long disputed boundary between the domains of Her Royal Majesty, Queen Victoria, and those of the equally royal State of Maine, the immediate cause of the trouble being the arrest of Maine lumbermen and Land Agent McIntire on the disputed territory by Provincial officials. Bangor was the rendezvous of the troops from the Kennebec and other points, and for several months the city was enlivened with martial stir. The three leading incidents, as we find them in our schoolboy diary, were the arrival of the Provincial Land Agent, McLaughlin, who had been captured by our men. It was Sunday afternoon, Feb. 17, and a great crowd

had collected between the bridge and the Bangor House, which opened to the right and left as the cortege of sleighs conveyed the prisoner to the Hospitalities and comforts of the hotel; -- second the review of the troops about to start for the theatre of war, Feb. 20, by Major-General Isaac Hodsdon. The troops were drawn up on the Main street side of the Bangor House amidst a great concourse. To obtain a commanding position to address the troops, Gen. H., a la Napoleon crossing the Alps, urged his charger up the stone steps to the elevated plateau upon which the house until recently stood, creating great consternation among the crowd of spectators there densely packed. The address contained good advice as well as instruction upon the rigorous rules of martial discipline; and the third was the grand parade, April 19th, by the troops who had returned from the bloodless snow-fields of the Arcostock and were quartered for several weeks in temporary barracks on Thomas' Hill, waiting to be mustered out. The discharges of artillery while on the march through the city, at the foot of Hammond street, made business lively for the glaziers. The unfought war was brought to a close by Gen. Scott as pacificator, and the boundary line was settled by the Ashburton Treaty, negotiated in 1842, between Lord Ashburton and Secretary of State, Daniel Webster.

Postal Arrangements

The Post Office in 1834 was in the corner store of Smith's Block, nearest the bridge. The entrance was from a raised platform with an iron railing, and reached by several steps. In the basement beneath, T. G. Brown, who has survived as an undiplomaed doctor to carry off the Crusaders' dressing-gown

from the whole regular Faculty, successfully traded in jewelry and fancy goods. The Subsequent raising of the grade of the approach to the bridge, buried up this basement store, and dispensed with the platform entrance to the premises above. Mark Trafton was postmaster, by appointment of Andrew Jackson, then in the second term of the Presidency; and John Bright, now residing on Third Street, was assistant postmaster. The great change effected in postal rates since that time is seen from the following: Letter postage not exceeding thirty miles was $6\frac{1}{2}$ cents, over thirty miles and not exceeding eighty miles, 10 cents; over eighty to one hundred and fifty miles, $12\frac{1}{2}$ cents; beyond that and not exceeding four hundred miles, $18\frac{3}{4}$ cents; over four hundred miles, 25 cents. The fractional rates were adapted to the fractional Spanish silver currency then in general circulation, among which were the four-pence-half-penny ($6\frac{1}{2}$ cents) and the nine-pence ($12\frac{1}{2}$ cents). This stuff was soon driven out by our straight American decimal coinage. Prepayment was not required. A letter consisting of two pieces of paper was subject to double rates, of three pieces of paper, to triple rates, etc. Also, one or more pieces of paper, and weighing one ounce, was chargeable with quadruple postage, and so on proportionally to weight. For long distances the rate of a single letter was twelve and a half times greater than now; and when we consider the greater value of money then, it was twenty times greater than now. A great many letters went outside of the mail. Persons going to Portland, Boston, or to other points, generally carried missives for their friends. How was the postmaster to find out how many pieces of paper composed a letter?

Envelopes had not then come into use. Correspondence was then on the regular sized letter and foolscap paper, and the nice folding of a letter, which was secured with the red wafer or sealing-wax, involved considerable skill.

The Lumber Industry.

Constituting, as it has, the foundation element of the city's rise and growth, and so largely the material of its houses, the lumber interest deserves a place in this review. The lumber product in 1816 was probably about 1,000,000 feet. The business increased slowly till 1822, when it made more rapid advances, and in 1831 reached 30,000,000. The Surveyor General's office was established in 1832, whose records give the annual product in amount and kind ever since. The survey in 1832, in round numbers, was 37,000,000; in 1833 it was 44,000,000; in 1834 it was 31,000,000; and in the next year, it jumped up to 67,000,000, which represents the cut of the winter immediately following the city's organization. It then fell off somewhat for two years; and it is quite remarkable that in spite of the general crash of 1837 which swept over the country, the survey of 1839, which was the darkest period of the financial eclipse, showed 90,000,000. In 1842 it was 112,000,000; in 1852 -- 199,000,000; in 1862 -- 131,000,000; and in 1872 -- it reached its culmination of 246,453,000, and has since been on the decline. The grand total product from the beginning to the present time may be placed at eight and a quarter billions of feet, of an estimated value of \$107,000,000. Reckoning the short lumber product of clapboards, shingles, laths, staves, pickets, etc., at one-quarter of the above in value, we have an aggregate of over \$134,000,000.

In 1852, Rev. S. L. Caldwell, of the First Baptist church, and now the popular president of Vassar Female College, Poughkeepsie, made his Thanksgiving discourse upon the theme, -- "Thank God for our Pine Forests" -- a report of which we made and which found its way into the columns of The N. Y. Eve. Post. It was a happy discourse from which we here reproduce a fragment:- "The work of the lumberman is ancient and honorable. King Hiram of Tyre was the first we read of, to whom Solomon sent that letter ordering timber for the Temple - such a letter as any metropolitan church-builder might send to some Pine-king of the Penobscot, with its fair-spoken compliment. They went about the business much as we do, and Hiram, king that he was, was not too dainty to deal in lumber, and, further, it may be said in honor of this industry, that the labor in it is free. Thank God for that! No slave's languid arm wields the axe, no overseer's lash drives its spiritless crew to the toils of the woods. Oh, there is freedom in these snows, and the pines seem to shout it! Thank God! if our clime is cold -- it freezes out the slave!"

Bangor, for many years, occupied the front rank of the lumber marts of the world, but several shipping ports have since surpassed her, and when we witness whole lumber yards in Boston filled with Michigan pine, which even finds its way to the workshops of Maine, it brings a sigh for the departing glory of the Pine Tree State. Of the hundred and eighty millions of 1856, over one hundred millions were pine, while of nearly the same survey of 1874, only twenty-four millions were pine; and it has become "small by degrees and beautifully less" since. The sceptre has been transferred from the Pine to the Spruce. Of

the largest survey of 1872, over one hundred and seventy-six millions were spruce; and this same change has also taken place on the St. John waters.

Prophecy -- How Fulfilled.

The prophetic chronicler, in the introduction to James Burton's City Directory of 1834, casting the horoscope of the future of the nascent city, said:

"The rapid and unexampled increase of the City of Bangor in wealth, population and business, within the short period of three years, its facilities and resources for still further increase, warrant us in saying, that, at no distant period of time, it is destined to become one of the first cities in the Union xxxxxx It is the centre of a Basin of nearly 10,000 square miles, of a soil unsurpassed in fertility, which must eventually become the great depot of its produce, and the great mart of exchange for this eastern portion of the State. The immense range of timber lands and the fast settling towns and villages of the interior, to say nothing of our commercial resources, promise an exhaustless supply of material upon which our enterprise may work. Water privileges, unrivalled in power and extent, are within reach of the city, and to the eye of the experienced observer present the germs of many a manufacturing establishment and the means of employment and support to thousands. Wherever we look, we find something to aid us in our advance to prosperity; and with these advantages, what shall put us back? Fifty years ago, and this was a wilderness! Fifty years hence! and what will it then be! Let the example of the past few years, and the well known and acknowledged enterprise of our citizens answer!"

The writer, and his contemporaries looked forward under the

impetus of the spirit of the time and the rosy light of the morning sun. To them the broadening horizon was all aglow with the splendid possibilities of the future. We, who have measured the half century's span, chastened by experience, and the history of kindred municipalities, with a more sober, retrospective eye, regard it in its limitations. Although the city has not rounded out the dream of the enthusiastic seer with realizations of grandeur, it has secured for itself a character and position to be honored abroad, and a place near and dear to every son and daughter nurtured upon its soil.

Felicitously situated along the bank of the Penobscot, and bisected by its tributary Kenduskeag, nature has given it a picturesque topography of broad slopes, plateaus, deep gorges, flanked by high rocky cliffs, to which traditional romance has lent its charm, of high, swelling hills looking down upon the city below, and out upon the distant landscape of far-stretching field, and forest, and mountains. The enterprise and taste of its citizens have supplemented the favor of nature in its array of comfortable and elegant homesteads, in its avenues, vying with the forest in their fringe of foliage, and in the abounding gardens and well-kept grounds, which occupy the open spaces about their dwellings.

Its water system has no superior. The noble river, which brings down the wealth of the forest, and floats its commerce to the sea, from its own bosom, and by its own power, pulses and circulates through its streets -- like the arteries of a living body -- in lavish and exhaustless abundance for the comfort and security of its people. With the outlying world it is closely connected on every side. A daily line of first-class steamers, and thrice daily railway trains connect with the seaboard and

the west. Fleet and frequent smaller steamers approximate the delightful summer resorts which stud the coast and the island-gemmed Bay. The rail gives swift communication with the up-river towns, the Aroostook, and the Provinces; and this semi-centennial marks the completion of railway connection with the mineral wealth of Piscataquis, and the charming expanse of Moosehead Lake, and the unsurpassed scenery of the sea-girt hills of Mount Desert. Within itself it possesses in full measure the instrumentalities of social, religious, educational and recreative culture. Whatever the half century has failed to accomplish in the volume of business and population, it has put into the polishing finish, and produced a city pleasant to look upon and to dwell in, -- a city of whose past and present its inhabitants may be proud, as "citizens of no mean city", and towards which its wandering but unforgetful children must feel with Goldsmith:

"Where'er I roam, whatever realms I see,

My heart untravelled fondly turns to thee!"

(signed) C. P. Roberts

(From Bangor Daily Commercial
December 16, 1914)

CHARLES P. ROBERTS

Death in Boston in 93rd Year of Former Honored
Citizen of Bangor

Many old friends will regret to learn of the death, at his home in Boston, of Charles P. Roberts, formerly of Bangor where he was for many years a prominent resident, taking an active and vital part in the affairs of the community. Mr. Roberts had an unusually long life being in his 93rd year, having celebrated his 92nd birthday on Feb. 14 of this year. Although he had been in very feeble health of late he retained his mental powers to an unusual degree and within the past year or two the Commercial has published interesting papers on old Bangor reminiscences from his facile pen.

Mr. Roberts was born in Bangor, the son of Francis and Ruth Roberts and a brother of the late Albert H. Roberts, who was a member of the firm of Stickney & Roberts. Mr. Roberts passed his active life in this city. Possessing marked literary ability he entered newspaper life and was editor of the Bangor Evening Times during the Civil War. Following the war he became superintendent of schools in the late sixties and many Bangor people will remember his services in that position, which he completed in 1877. There were few men who have maintained a more intimate knowledge of the Bangor of half a century ago than did Mr. Roberts. Always interested in the city he had a wide acquaintance and the Commercial has often published, to the interest of its readers, letters from Mr. Roberts regarding the earlier days and earlier

residents of this city. A careful and faithful student possessed of an accurate and retentive memory the communications of Mr. Roberts have been of considerable historical value. A kindly man who made friends rapidly and maintained them Mr. Roberts had a great many friends in Bangor when he removed from the city. The ravages of time have greatly reduced the circle of his contemporaries but he is still remembered with pleasure by many.

Mr. Roberts leaves a widow, who was Miss Margaret Rich of Winterport, a son Charles Bailey Roberts of Boston and a daughter, Mrs. Josephine S. Wilde of Newtonville, Mass.

The funeral services will be held Friday at 2 o'clock at the family home, 189 Huntington avenue, Boston.

(The body of Mr. Roberts was cremated and the ashes sent to Bangor, were received at Mount Hope May 29th and buried early in June.

From Mount Hope Records. M.H.C.)

(Boston Transcript, December 17, 1914)

A Former Editor at Bangor.

Charles Phelps Roberts had lived in Boston
Thirty-seven Years.

Charles Phelps Roberts died yesterday in his ninety-third year. Mr. Roberts was a native of Bangor, Me., a graduate of Bowdoin College, class of 1845. He was editor of Bangor daily papers for thirteen years, and was a man of rare literary ability. He was superintendent of the public schools of Bangor for fifteen years and removed to Boston thirty-seven years ago, where he had not been in active service, although occasionally using his pen.

The last two years Mr. Roberts has been in feeble health. He was educated a Congregationalist, but for twenty-six years had been a believer in New Church doctrines, and a member of Rev. James Reed's Church on Bowdoin street.

He leaves a wife, Margaret A. (Rich) Roberts; a daughter, Mrs. F. D. Wilde of Newton; and a son, Charles B. Roberts of the firm of Benjamin Cole, Jr. & Co.

Notice in the Deaths.

Roberts - At Boston, Dec. 16, Charles P. Roberts, in his 93rd year. Funeral at his late residence, 189 Huntington Avenue, Friday Dec. 18, at 2 P. M. Funeral Private. Kindly omit flowers.

(* In Bangor he attended the Unitarian Church. M.H.C.)

(Bangor Daily News, December 17, 1914)

Death of Former Bangor Resident.

News has been received of the death at his home in Boston of Charles P. Roberts, formerly of Bangor, where he was for many years a prominent resident, taking an active and vital part in the affairs of the community. Mr. Roberts had an unusually long life being in his 93rd year, having celebrated his 92nd birthday on Feb. 14 of this year. Although he had been in very feeble health of late he retained his mental powers to an unusual degree.

Mr. Roberts was born in Bangor, the son of Francis and Ruth Roberts and a brother of the late Albert H. Roberts, who was a member of the firm of Stickney & Roberts. Mr. Roberts passed his active life in this city. Possessing marked literary ability he entered newspaper life and was editor of the Bangor Evening Times during the civil war. Following the war, he became superintendent of schools in the late sixties and many Bangor people will remember his services in that position, which he completed in 1877. There were few men who have maintained a more intimate knowledge of the Bangor of half a century ago than did Mr. Roberts.

Mr. Roberts leaves his wife, who was Margaret Rich of Winterport, a son, Charles Bailey Roberts of Boston and a daughter, Mrs. Josephine S. Wilde of Newtonville*, Mass.

* should be Newton

The funeral services will be held Friday at 2 o'clock at the family home, 189 Huntington avenue, Boston.

(Mr. Roberts was superintendent of schools in Bangor in 1865. M.H.C.)

(Bangor Daily Commercial - February 25, 1915.)

Next to Oldest

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Late Charles P. Roberts of Boston Held That Position
Among Bowdoin Alumni

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Interesting Biographical Sketch of his Life Prepared
at that college.

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In the death of Charles Phelps Roberts, for 12 years superintendent of the public school system of Bangor, which occurred not long ago at his home in Boston, Bowdoin college lost the sole survivor of any class graduating between 1840 and 1847, there being one survivor of the former class.

The following biographical sketch prepared at Bowdoin is of considerable interest to Bangor people, who knew Mr. Roberts intimately during the many years he made his home here;

"Charles Phelps Roberts, son of Francis and Ruth (Russell) Roberts, was born Feb. 14, 1822, at Bangor, Maine. He received his early education in the public schools of that city, graduating at its High School in 1841. At Bowdoin he was a member of the Athenean society. On completing the course he studied law at Bangor with James S. Rowe, Esq., (Bowdoin 1826), was admitted to the bar and practiced his profession for two years at Levant, now Kenduskeag, Me. Returning to Bangor in 1849 he was editor, successively of the Daily Mercury, The Bangor Daily Journal and the Bangor Evening Times. He took an active part in efforts to promote the welfare of the city and the eastern part of the state, notably the Aroostook territory. In 1862

he was a member of the municipal council, and was subsequently chosen superintendent of schools, a position he held for 12 years. In 1878 he removed to Boston where the remainder of his long life was spent, without other occupation than that of an occasional correspondent of the daily press. He possessed a facile pen; a retentive memory and, as the work of a careful and faithful student, his communications to the press have a distinct historical value.

"Brought up as a Congregationalist, he accepted in later years the doctrines of The New Church and was a member of the church in Bowdoin street, under the pastership of Rev. James Reed.

"He died of old age, Dec. 16, 1914, at the family home, 189 Huntington avenue. He was next to the oldest of the Bowdoin alumni and his decease leaves no representative of the classes between 1840, that of our senior alumnus, Rev. Dr. Edward Robie, and 1847.

"Mr. Roberts married Oct. 28, 1861, at Winterport, Me., Margaret A., daughter of William S. and Martha (Buzzell) Rich, who survives him with their two children, Mrs. Josephine S., wife of F. D. Wilde of Newton, Mass., and Charles Bailey Roberts, merchant, of Boston, Mass.

"Mr. Roberts' love for books did not diminish as his years increased. For several years he spent several hours daily in the Boston Public Library. He was a great lover of his home, preferring to be there most of his time. A devoted husband and father; a great believer and admirer of the doctrines of The New Church, very ready to leave this life at his Father's bidding, to join the loved ones gone before, saying to his family, "The time will be short before we shall all be united, never more to part." "