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Knowles' Bangor Business Almanac for 1875 with Historical Sketches of Bangor and Its Business Enterprises

C. P. Roberts

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KNOWLES'

BANGOR

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Business Almanac

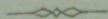
FOR 1875.

—WITH—

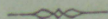
Historical Sketches of Bangor,

—AND—

Biographical Notices of the Founders of more than Fifty of the
most Prominent and Noteworthy Enterprises in the City,
with a Concise and Reliable Account of their
Rise, Progress and present Status.



C. P. ROBERTS, EDITOR.



BANGOR:

O. F. KNOWLES & CO., PRINTERS AND PUBLISHERS.
1875.

PRICE 35 CENTS.

PUBLISHERS' NOTICE.

Apologizing as the pioneer must do, the publishers announce their purpose to revise this work for another year. It will then appear, considerably enlarged and perfected,—a volume which time and labor could not allow in the present.

The advertising, as a source of immediate revenue to us, has been and will be a thing of secondary importance.

It was and is the aim to publish an authentic, and strictly reliable account of the representative establishments, in all the different kinds of business prosecuted in Bangor; and to give such a publication the broadest circulation, consistent with a judicious self-interest and the most favorable terms.

KNOWLES'

BANGOR

Business Almanac

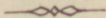
FOR 1875,

—WITH—

Historical Sketches of Bangor,

—AND ITS—

BUSINESS ENTERPRISES.



C. P. ROBERTS, EDITOR.



BANGOR:

O. F. KNOWLES & CO., PRINTERS AND PUBLISHERS.
1875.

CONTENTS.

Blunt E. & E. W.,	24	Stoddard & Hellier,	57
Sanford's Independent Line,	25	Duren E. F. & W. G.,	58
Phillips Geo. L.,	30	Ricker J. S. & Co.,	59
Pearson Wm. T. & Co.,	31	Bangor Savings Bank,	60
Katahdin Iron Works,	32	Bangor Steam Boiler Works,	61
Hinckley & Egery Iron Company,	33	Jenness Thos. & Son,	62
Dole Brothers,	35	White J. C. & Co.,	63
Bangor Mutual Fire Ins. Co.,	36	Leighton A.,	64
Bangor Planing & Moulding Mill,	37	Harlow N. S.,	65
Merrill G. W. & Co.,	38	Tobin James,	66
Roberts A. H. & Son,	39	Wassaumkeag Hotel,	67
Noyes Albert & Co.,	40	Bangor Insurance Company,	68
Wood, Bishop & Co.,	41 & 84	Stickney T. G.,	69
Morse & Co.,	42	Hersey Thomas,	70
Bugbee David & Co.,	44	Smith, Morse & Co.,	71
Hayward Chas. & Co.,	45	White Daniel,	72
Collett Job,	46	Patten & Wheelden,	73
Wheelwright, Clark & Co.,	47	Sterns C. G. & Co.,	74
Ladd Geo. W.,	48	Dakin Clarence L.,	75
Parkhurst J. F.,	49	Bragg N. H. & Sons,	76
Hardy F. W.	50	Adams Benj. F.,	77
Boyd A. L. & R. C.,	51	Howard's Insurance Agency,	78
Rowe Frank M.,	52	Rines J. T. & Co.,	79
Fogg E. H.,	53	Bacon & Huckins,	80
Schwartz M.	54	Eastern Burnettizing Co.,	81
Darling J. O'B.,	56	Whiton W. F. & Co.,	82

ERRATA.

In the haste of preparation and proof-reading some unimportant errors have crept into the Sketches of Bangor which the intelligent reader will discover and correct.

In the Business Sketches some errors occur. In the Hinckley & Egery Iron Co., page 33, it was Mr. Hinckley alone who erected the works after their destruction in 1841.

In Clarence L. Dakin's sketch, page 75, Daniel Dakin came to Bangor in 1842 instead of 1845.

J. F. Parkhurst, page 49, has now removed to No. 2 Masonic Block.

City Hall underwent transformation in 1850 and not 1851.

The Business Sketches are arranged promiscuously, without any regard to their relative importance.

1st Month. 31 Days.
JANUARY.

MOON'S PHASES.

	D.	H.	M.
New Moon,	- 7	0	29 P. M.
First Quarter,	- 14	4	43 P. M.
Full Moon,	- 21	1	2 P. M.
Last Quarter,	- 29	7	55 A. M.

2nd Month. 28 Days.
FEBRUARY.

MOON'S PHASES.

	D.	H.	M.
New Moon,	- 6	3	16 A. M.
First Quarter,	- 13	0	41 A. M.
Full Moon,	- 20	3	22 A. M.
Last Quarter,	- 28	5	12 A. M.

D. M.	D. W.	SUN Rises.	SUN Sets.
1	F	7 36	4 31
2	S	7 36	4 32
3	Su	7 36	4 33
4	M	7 36	4 34
5	T	7 36	4 35
6	W	7 36	4 36
7	T	7 36	4 37
8	F	7 35	4 39
9	S	7 35	4 40
10	Su	7 35	4 41
11	M	7 35	4 42
12	T	7 34	4 43
13	W	7 34	4 44
14	T	7 33	4 45
15	F	7 33	4 47
16	S	7 32	4 48
17	Su	7 32	4 49
18	M	7 31	4 50
19	T	7 30	4 52
20	W	7 29	4 53
21	T	7 29	4 54
22	F	7 28	4 56
23	S	7 27	4 57
24	Su	7 26	4 58
25	M	7 26	5 0
26	T	7 25	5 1
27	W	7 24	5 2
28	T	7 23	5 4
29	F	7 22	5 5
30	S	7 21	5 6
31	Su	7 20	5 8



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D. M.	D. W.	SUN Rises.	SUN Sets.
1	M	7 19	5 9
2	T	7 17	5 11
3	W	7 16	5 12
4	T	7 15	5 13
5	F	7 14	5 15
6	S	7 13	5 16
7	Su	7 11	5 17
8	M	7 10	5 19
9	T	7 9	5 20
10	W	7 8	5 22
11	T	7 6	5 23
12	F	7 5	5 25
13	S	7 3	5 26
14	Su	7 2	5 27
15	M	7 0	5 28
16	T	6 59	5 30
17	W	6 57	5 31
18	T	6 56	5 33
19	F	6 54	5 34
20	S	6 53	5 36
21	Su	6 51	5 37
22	M	6 50	5 38
23	T	6 48	5 40
24	W	6 46	5 41
25	T	6 45	5 43
26	F	6 43	5 44
27	S	6 41	5 45
28	Su	6 40	5 47

3rd Month. 31 Days.

MARCH.**MOON'S PHASES.**

D. H. M.

New Moon, - 7 3 41 P. M.
 First Quarter, - 14 8 26 A. M.
 Full Moon, - 21 7 13 P. M.
 Last Quarter, - 29 11 46 P. M.

4th Month. 30 Days.

APRIL.**MOON'S PHASES.**

D. H. M.

New Moon, - 6 1 57 A. M.
 First Quarter, - 12 4 54 P. M.
 Full Moon, - 20 11 51 A. M.
 Last Quarter, - 28 2 38 P. M.

D. M.	D. W.	SUN Rises.	SUN Sets.
1	M	6 38	5 48
2	T	6 36	5 49
3	W	6 34	5 51
4	T	6 33	5 52
5	F	6 31	5 53
6	S	6 29	5 54
7	Su	6 27	5 56
8	M	6 26	5 57
9	T	6 24	5 58
10	W	6 22	6 0
11	T	6 20	6 1
12	F	6 18	6 2
13	S	6 17	6 4
14	Su	6 15	6 5
15	M	6 13	6 6
16	T	6 11	6 7
17	W	6 9	6 9
18	T	6 7	6 10
19	F	6 6	6 11
20	S	6 4	6 12
21	Su	6 2	6 14
22	M	6 0	6 15
23	T	5 58	6 16
24	W	5 56	6 17
25	T	5 55	6 18
26	F	5 53	6 20
27	S	5 51	6 21
28	Su	5 49	6 22
29	M	5 47	6 23
30	T	5 45	6 25
31	W	5 44	6 26

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D. M.	D. W.	SUN Rises.	SUN Sets.
1	T	5 42	6 27
2	F	5 40	6 28
3	S	5 38	6 29
4	Su	5 36	6 30
5	M	5 34	6 32
6	T	5 33	6 33
7	W	5 31	6 34
8	T	5 29	6 35
9	F	5 27	6 37
10	S	5 25	6 38
11	Su	5 24	6 39
12	M	5 22	6 40
13	T	5 20	6 41
14	W	5 19	6 43
15	T	5 17	6 44
16	F	5 15	6 45
17	S	5 13	6 46
18	Su	5 12	6 47
19	M	5 10	6 49
20	T	5 9	6 50
21	W	5 7	6 51
22	T	5 5	6 52
23	F	5 3	6 53
24	S	5 2	6 55
25	Su	5 0	6 56
26	M	4 59	6 57
27	T	4 57	6 58
28	W	4 56	6 59
29	T	4 54	7 1
30	F	4 53	7 2

5th Month.

31 Days.

MAY

MOON'S PHASES.

	D.	H.	M.
New Moon,	- 5	10	25 A. M.
First Quarter,	- 12	2	58 A. M.
Full Moon,	- 20	4	11 A. M.
Last Quarter,	- 28	1	51 A. M.

6th Month.

30 Days.

JUNE.

MOON'S PHASES.

	D.	H.	M.
New Moon,	- 3	5	42 P. M.
First Quarter,	- 10	3	16 P. M.
Full Moon,	- 18	7	17 P. M.
Last Quarter,	- 26	10	0 A. M.

D. M.	D. W.	SUN Rises.	SUN Sets.
1	S	4 51	7 3
2	Su	4 50	7 4
3	M	4 49	7 5
4	T	4 47	7 6
5	W	4 46	7 8
6	T	4 45	7 9
7	F	4 43	7 10
8	S	4 42	7 11
9	Su	4 41	7 12
10	M	4 39	7 13
11	T	4 38	7 15
12	W	4 37	7 16
13	T	4 36	7 17
14	F	4 35	7 18
15	S	4 34	7 19
16	Su	4 33	7 20
17	M	4 32	7 21
18	T	4 31	7 22
19	W	4 30	7 23
20	T	4 29	7 24
21	F	4 28	7 25
22	S	4 27	7 26
23	Su	4 26	7 27
24	M	4 25	7 28
25	T	4 24	7 29
26	W	4 24	7 30
27	T	4 23	7 31
28	F	4 22	7 32
29	S	4 22	7 33
30	Su	4 21	7 34
31	M	4 20	7 35



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D. M.	D. W.	SUN Rises.	SUN Sets.
1	T	4 19	7 36
2	W	4 18	7 37
3	T	4 18	7 38
4	F	4 17	7 39
5	S	4 17	7 39
6	Su	4 17	7 40
7	M	4 16	7 41
8	T	4 16	7 41
9	W	4 16	7 42
10	T	4 16	7 43
11	F	4 16	7 43
12	S	4 15	7 44
13	Su	4 15	7 44
14	M	4 15	7 45
15	T	4 15	7 45
16	W	4 15	7 46
17	T	4 15	7 46
18	F	4 15	7 46
19	S	4 15	7 47
20	Su	4 16	7 47
21	M	4 16	7 47
22	T	4 16	7 47
23	W	4 16	7 47
24	T	4 16	7 47
25	F	4 17	7 48
26	S	4 17	7 48
27	Su	4 18	7 48
28	M	4 18	7 48
29	T	4 18	7 48
30	W	4 19	7 48

7th Month.
JULY.

31 Days.

8th Month.
AUGUST.

31 Days.

MOON'S PHASES.				MOON'S PHASES.			
D. H. M.				D. H. M.			
New Moon,	-	3	0	46 A. M.	New Moon,	-	1 8 49 A. M.
First Quarter,	-	10	6	1 A. M.	First Quarter,	-	8 10 51 P. M.
Full Moon,	-	18	8	48 A. M.	Full Moon,	-	16 8 55 P. M.
Last Quarter,	-	25	4	1 P. M.	Last Quarter,	-	23 9 0 P. M.
					New Moon,	-	30 7 2 P. M.

D. M.	D. W.	SUN Rises.	SUN Sets.
1	T	4 20	7 48
2	F	4 20	7 47
3	S	4 21	7 47
4	Su	4 21	7 47
5	M	4 22	7 47
6	T	4 23	7 46
7	W	4 24	7 46
8	T	4 24	7 46
9	F	4 25	7 45
10	S	4 26	7 45
11	Su	4 26	7 44
12	M	4 27	7 44
13	T	4 28	7 43
14	W	4 29	7 42
15	T	4 30	7 42
16	F	4 31	7 41
17	S	4 31	7 40
18	Su	4 32	7 39
19	M	4 33	7 39
20	T	4 34	7 38
21	W	4 35	7 37
22	T	4 36	7 36
23	F	4 37	7 35
24	S	4 38	7 34
25	Su	4 39	7 33
26	M	4 40	7 32
27	T	4 41	7 31
28	W	4 43	7 30
29	T	4 44	7 29
30	F	4 45	7 28
31	S	4 46	7 27

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STEAM

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D. M.	D. W.	SUN Rises.	SUN Sets.
1	Su	4 47	7 25
2	M	4 48	7 23
3	T	4 49	7 22
4	W	4 50	7 21
5	T	4 52	7 20
6	F	4 53	7 18
7	S	4 54	7 17
8	Su	4 55	7 15
9	M	4 56	7 14
10	T	4 57	7 13
11	W	4 58	7 11
12	T	4 59	7 10
13	F	5 1	7 8
14	S	5 2	7 7
15	Su	5 3	7 5
16	M	5 4	7 4
17	T	5 5	7 2
18	W	5 6	7 1
19	T	5 7	6 59
20	F	5 9	6 57
21	S	5 10	6 56
22	Su	5 11	6 54
23	M	5 12	6 53
24	T	5 13	6 51
25	W	5 14	6 49
26	T	5 15	6 47
27	F	5 17	6 46
28	S	5 18	6 44
29	Su	5 19	6 42
30	M	4 20	6 40
31	T	5 21	6 39

9th Month. 30 Days.
SEPTEMBER.

MOON'S PHASES.

	D.	H.	M.	
First Quarter, -	7	4	59	P. M.
Full Moon, -	15	8	3	A. M.
Last Quarter, -	22	2	22	A. M.
New Moon, -	29	8	16	A. M.

10th Month. 31 Days.
OCTOBER.

MOON'S PHASES.

	D.	H.	M.	
First Quarter, -	7	11	26	A. M.
Full Moon, -	14	6	35	P. M.
Last Quarter, -	21	9	34	A. M.
New Moon, -	29	0	33	A. M.

D. M.	D. W.	SUN Rises.	SUN Sets.
1	W	5 22	6 37
2	T	5 23	6 35
3	F	5 25	6 33
4	S	5 26	6 32
5	Su	5 27	6 30
6	M	5 28	6 28
7	T	5 29	6 26
8	W	5 30	6 24
9	T	5 31	6 23
10	F	5 33	6 21
11	S	5 34	6 19
12	Su	5 35	6 17
13	M	5 36	6 15
14	T	5 37	6 13
15	W	5 38	6 11
16	T	5 40	6 10
17	F	5 41	6 8
18	S	5 42	6 6
19	Su	5 43	6 4
20	M	5 44	6 2
21	T	5 45	6 0
22	W	5 46	5 58
23	T	5 48	5 56
24	F	5 49	5 55
25	S	5 50	5 53
26	Su	5 51	5 51
27	M	5 52	5 49
28	T	5 54	5 47
29	W	5 55	5 45
30	T	5 56	5 43



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Finest lines of French,
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D. M.	D. W.	SUN Rises.	SUN Sets.
1	F	5 57	5 42
2	S	5 58	5 40
3	Su	6 0	5 38
4	M	6 1	5 36
5	T	6 2	5 34
6	W	6 3	5 32
7	T	6 5	5 31
8	F	6 6	5 29
9	S	6 7	5 27
10	Su	6 8	5 25
11	M	6 9	5 24
12	T	6 11	5 22
13	W	6 12	5 20
14	T	6 13	5 18
15	F	6 14	5 17
16	S	6 16	5 15
17	Su	6 17	5 13
18	M	6 18	5 12
19	T	6 20	5 10
20	W	6 21	5 8
21	T	6 22	5 7
22	F	6 24	5 5
23	S	6 25	5 3
24	Su	6 26	5 2
25	M	6 28	5 0
26	T	6 29	4 59
27	W	6 30	4 57
28	T	6 32	4 56
29	F	6 33	4 54
30	S	6 34	4 53
31	Su	6 36	4 51

11th Month. 30 Days.
NOVEMBER.

MOON'S PHASES.

	D.	H.	M.	
First Quarter,	- 6	5	13	A. M.
Full Moon,	- 13	4	51	A. M.
Last Quarter,	- 19	7	58	P. M.
New Moon,	- 27	7	5	P. M.

12th Month. 31 Days.
DECEMBER.

MOON'S PHASES.

	D.	H.	M.	
First Quarter,	- 5	9	17	P. M.
Full Moon,	- 12	3	6	P. M.
Last Quarter,	- 19	10	17	A. M.
New Moon,	- 27	2	25	P. M.

D. M.	D. W.	SUN Rises.	SUN Sets.
1	M	6 37	4 50
2	T	6 38	4 49
3	W	6 40	4 47
4	T	6 41	4 46
5	F	6 42	4 45
6	S	6 44	4 43
7	Su	6 45	4 42
8	M	6 47	4 41
9	T	6 48	4 40
10	W	6 49	4 38
11	T	6 51	4 37
12	F	6 52	4 36
13	S	6 53	4 35
14	Su	6 55	4 34
15	M	6 56	4 33
16	T	6 57	4 32
17	W	6 59	4 31
18	T	7 0	4 30
19	F	7 1	4 29
20	S	7 3	4 28
21	Su	7 4	4 28
22	M	7 5	4 27
23	T	7 6	4 26
24	W	7 8	4 26
25	T	7 9	4 25
26	F	7 10	4 24
27	S	7 12	4 24
28	Su	7 13	4 23
29	M	7 14	4 23
30	T	7 15	4 23



QUEEN CITY

Dye House,

F. W. GOULD,

35

West End Central Bridge,

BANGOR, ME.

D. M.	D. W.	SUN Rises.	SUN Sets.
1	W	7 16	4 23
2	T	7 17	4 22
3	F	7 18	4 22
4	S	7 19	4 22
5	Su	7 20	4 21
6	M	7 21	4 21
7	T	7 22	4 21
8	W	7 23	4 21
9	T	7 24	4 21
10	F	7 25	4 21
11	S	7 26	4 21
12	Su	7 27	4 21
13	M	7 28	4 21
14	T	7 28	4 21
15	W	7 29	4 22
16	T	7 30	4 22
17	F	7 30	4 22
18	S	7 31	4 22
19	Su	7 32	4 23
20	M	7 32	4 23
21	T	7 33	4 24
22	W	7 33	4 24
23	T	7 34	4 25
24	F	7 34	4 25
25	S	7 35	4 26
26	Su	7 35	4 26
27	M	7 35	4 27
28	T	7 35	4 28
29	W	7 36	4 29
30	T	7 36	4 29
31	F	7 36	4 30

P R E F A C E .

In the limited space allotted we have not attempted to present more than the briefest sketch of the history of Bangor from the earliest time, and for this purpose have seized upon the more salient and attractive points, which we have strung upon a chronological thread. To a considerable extent we have been obliged to follow in the tracks of others who have smoothed the path of history, and made it pleasant for all who may follow them. Brief as this sketch is, it will undoubtedly prove acceptable and a source of local information to many whom an elaborate compend would not reach.

The sketches of the Business Enterprises of Bangor—which we believe to be, in the manner in which they are here presented, a decided novelty—constitute the larger portion of this little brochure. They comprise in the most concise statement the rise, progress and present status of nearly all the leading mechanical and commercial enterprises of our city, and compactly represent the substantial basis upon which much of our past prosperity has been reared, and our future growth largely depends.

That these sketches will do a welcome service in making the active business men of the day better acquainted with each other, we cannot doubt. We would have been glad to bring out more prominently the humble beginnings of many, and thus set forth the lessons of diligence, prudence and patience, which younger aspirants will have to learn before they can hope for a like success, but the modesty of the subjects of these notices forbade.

We regret that the scope of these pages would not admit of appropriate notice of the business generation preceding those whose record is given—names that will find their place when history does justice to Bangor and its builders.

SKETCHES OF BANGOR.

BANGOR AS A WILDERNESS.

This locality formerly known as Kadesquit, then changing to Condeskeag and to Kenduskeag, was undoubtedly an ancient camping-ground of the Indians, who had it all their own way before the pale face put in an appearance. This is evident from the abundance of stone implements, such as axes, chisels, gouges, etc., turned up hereabouts by the ploughshare, together with iron axes and tomahawks of French manufacture, and brass kettles, spoons, etc., of foreign make, introduced into this country shortly after its discovery.

It was an inviting place for savage rendezvous from its abundance of game and fish,—salmon being so plenty here in the early days of the town as to bring only a cent or two per pound. In the summer they could forage in Penobscot Bay for seal and porpoise, and in winter the region above tempted them with moose, deer and bear.

In this region of primeval and picturesque beauty, teeming

“With the odors of the forest,
With the dew and damp of meadows,
With the curling smoke of wigwams,
And the rushing of great rivers,”

the dusky natives pursued their favorite occupations, and hunted and warred and wooed at their own sweet will. Legends have thrown the glamour of romance over some favorite spots,—as that of “Lover’s Leap” on the Kenduskeag stream opposite Morse & Co.’s salt-mill, from whose brow the story goes, two lovers, crossed in their enterprise by a stern parental mandate, leaped the lofty rampart and wedded in fatal embrace in the wild waters below. It is a pretty story,—too pretty to be spoiled by

a suggestion that, inside of the jumping capacity of mortals, they must have brought up in the tops of trees or on the rocks,—an end too unromantic for even dusky lovers to contemplate and indulge in.

So far as history goes, it would seem that the natives of this immediate region, known as Tarratines, were of a milder type than their red brethren generally. They do not appear to have partaken in any large measure of the hatred of their race towards the whites, and in the French and Indian war they remained neutral, and in the Revolution friendly. It was, probably, in appreciation of this friendliness that the Oldtown island and others above were granted to them and their posterity.

This locality was visited by the French as early as 1605, and the French Jesuits intended to plant a mission here in 1613, but were persuaded to locate at Mount Desert, where they were wiped out by the cruel Argal. Baron de Castin found his way from Canada into this region about 1670, marrying one or more of the daughters of Madockawando, chief of the Tarratines, having his trading-place at the now beautiful town, named in his honor, Castine, and having great influence over the natives.

From this trading-post as a base, our river was frequently visited for the purpose of traffic, and the river became a thoroughfare of communication between Canada and its French posts in this section. To break up this communication, and as a checkmate on the Castine stronghold, Gov. Pownal, colonial governor of Massachusetts, built the fortification at Fort Point in 1758, the vestiges of which remain in front of the Wassaumkeag Hotel. Gov. Pownal gave this fort his personal supervision, and while it was building came up the river as far as Treat's Falls with Gen. Waldo, who, upon stepping out of the boat, suddenly died.

The fierce struggle for dominion in America, which had been going on for years between England and France, and which was, on the part of the French and their savage allies, marked by scenes of horror, culminated in 1759 by the fall of Quebec, by which the power of the French was broken and the country wrested from their hands. The event was hailed with demonstrations of rejoicing by the settlements of Maine, so long harrassed and imperilled.

From this time immigration set hither from Massachusetts and New Hampshire, and crept slowly up the river. Jonathan Buck took root at Bucksport in 1764, and in 1769, the time arrived for the first permanent white settler to plant his cabin here—

“AND BUSWELL WAS HIS NAME,”

with the christian prefix of Jacob, who came from Salisbury, Mass., and who, as hunter, fisherman, boat-builder, &c., saw in the surroundings of this wild and gamesome spot the promise of a home for himself, his nine children and their posterity. He broke ground very near where the St. John Catholic Church now stands. Had he been a modest man and foreseen how often his name was to be written and spoken in consequence of his pioneer venture, he would probably have kept a little in the rear of some other adventurer.

The next Spring his brother Stephen with a young wife, and several others joined him, building cabins between him and the Penobscot Bridge, thus making a settlement of about twenty souls in 1770. The following year more families came—the Smarts, Hathorns, Howard, Crosby, Dennet, Rose and others—all squatters with no title deed to the soil, but in the faith that government would confirm the claim of their pioneer enterprise and labor. The Hathorns pitched their tents on the plains

above Mt. Hope—the Smarts sat down near the First Parish and First Baptist churches, and Morse's Hill; Howard on State street where J. W. Carr occupies; Crosby near the Hampden line, where his descendants now reside; Dennet in the oak grove near the foot of Summer street overlooking the Maine Central R. R. station; and Rose at the Rose place, near the foot of Hitchborn hill. A year or two after, came James Dunning from Brunswick, and set up his household goods near High street, and Robert Treat who located at the foot of Newbury st. and afterwards near Mt. Hope. Budge, another familiar name, worked in at City Point, then called "Budge's Point." He was one of the original lumbermen, running masts and other lumber to Castine for shipment.

The faith of these pioneer settlers in the justice of their country to which they were thoroughly true in the days of the Revolution, was realized in 1801 when the General Court of Massachusetts provided that each settler here prior to 1784, for five dollars, and each settler between 1784 and 1798, for one hundred dollars, should have a deed of one hundred acres of land. Park Holland, an eminent surveyor, was sent here to make the survey and locate the lots. The Park Holland survey was the foundation of all subsequent surveys. Their lots so far as possible were in the vicinage of their dwellings. Dennet, who was a boat builder by occupation, went into trade with his son-in-law and got wound up, and his lot, being bounded on the north by Union street, and running a mile back from the river, passed into the hands of Davenport, whose heirs still retain some portion of the territory.

Budge also took a hand in trade, which resulted in transferring his acres to Amasa Stetson, Zadoc French and Robt. Lapish. Budge also took a hand in something else, as, in a long account with Robert Treat, the first item

charged to him was fifty-four gallons of West India rum. The Smarts did better, John depending rather upon water for his motive power and building saw-mill, now Morse & Co.'s, in 1795. It would be a long story to follow out the succession of the lands of these settlers, very little of them being retained among the descendants of the original proprietors.

BANGOR IN THE REVOLUTION.

Kenduskeag Plantation was but a little hamlet in the days of the Revolution, but shared in the alarm and hardships of the time. A company of twenty white men and ten Indians was formed in 1776, who had their headquarters at a rude fort near Mt. Hope, and acted as rangers. In 1779 the British took possession of Castine for military and naval purposes and commenced building Ft. George on the hill. To dispossess the British was the object of the famous "Penobscot Expedition," fitted out the same year from Boston, under Com. Saltonstall, consisting of the new 32 gun flag-ship Warren, nine ships, and nine other armed vessels, carrying 344 guns, together with other transports carrying a land force of a thousand men under Gens. Lovell and Wadsworth.

The land force effected a landing and laid siege, but was inefficiently supported by the fleet, and in the delay of two or three weeks, caused by lack of concert between the land and naval forces, a powerful British fleet, in answer to a message which had been sent, arrived from Halifax, in command of Sir George Collier. At the first broadside of the British fleet, the American flotilla in confusion hurried up the river, many being run aground and burnt on the way, two being captured and a number, among them the frigate Warren, coming up as far as the mouth of the Kenduskeag stream, where they were

blown up. In after years quite a number of the guns and a quantity of cannon balls were recovered from the bed of the river, and late as 1871 one was grappled, which was mounted and has been used for firing salutes on several occasions.

The troops and marines landed here, but the poverty-stricken people were unable to provide for the hungry fugitives who speedily took their way to the Kennebec through the wilderness, some of them perishing of starvation by the way. Such was the destitution here that most of the people subsisted on fish. In the depreciated continental currency wheat was from \$50 to \$75 a bushel; corn, \$35; molasses, \$16 per gallon; tea, \$19 per pound; beef, \$5 per pound; rum—then regarded as indispensable—14 shillings a pint, and a mug of toddy, 7½ shillings. The British having now full control of the river, the hardships of the people were greater than ever and, in some instances, developed the tory element in full blossom.

When the clouds of war lifted, the energies and enterprise of the people resumed their wonted channels. Many who had been forced away by the pressure of war returned, and fresh immigrants came to join in the activities which the resources of the region called into play. In 1791 the Plantation of 169 souls emerged into

THE INCORPORATED TOWN OF BANGOR—

a name given it through the instrumentality of Rev. Seth Noble, with whom the tune of that name was a favorite. He had been instructed to have Sunbury inserted in the Act. But he loved the tune as well as he loved toddy, and to that little circumstance must be ascribed our escape from Sunbury.

SHIP BUILT AT RED BRIDGE.

The incorporation of the town was signalized by the building of a ship. Robert Treat, after locating at the Red Bridge, engaged in a thrifty trade with the Indians, the first trader in the town. His store was the first framed building erected in town. It was built by the Hathorns for Jedediah Preble before the Revolution, but was first occupied by Capt. Jameson as the first tavern in the town. Major Treat also kept the post-office here. In 1791 he built a ship here which was the first vessel launched on the river above Fort Point. Dea. Wm. Boyd was master-builder and Jacob Dennet and Nathaniel Harlow worked on it. The Red Bridge was for many years the most important business point in the place.

Population increased slowly for several years. In 1800 it was only 277. In 1810, it had increased over three fold, 850. A bridge across the Kenduskeag was agitated prior to 1797, but the discussion, like that of many modern enterprises here, did not result in anything till 1806. John Barker and others petitioned the General Court for a charter to build a bridge at Crane's ferry near the mouth of the Kenduskeag. This bold movement naturally aroused opposition, and a committee was sent to the Court to oppose it, in which they were successful. The agitation of the subject, however, led to the incorporation of a bridge company for building a bridge across the Kenduskeag where the lower bridge now is, which was built in 1807-8. It was a toll bridge for twenty years, when it was bought by the town as provided by the charter. Some of the incorporators were Moses and Amos Patten, Nathaniel Harlow, Sen., Sam'l E. Dutton, Joseph Treat, William Hammond, Jacob McGaw, H. G. Balch, Eben Weston and Joseph Whipple.

Between the years 1810 and 1820 the population had increased to 1232, and events of greater moment occurred. The town was in the precinct of Hancock County, of which Castine was the shiretown. Agitation for a new County—Penobscot—commenced and the public spirited citizens, in anticipation of the event, in 1812 erected the

OLD COURT HOUSE—NOW CITY HALL,

adapting its interior to all the various public purposes so much needed in a growing town destitute of hall or meeting house—

“With Court-room planned for preaching,
And all desired conveniences
For law and gospel teaching.”

The building, for the times, was a credit to the enterprising projectors. It had a frontage on West Market square—for years called the Flat—from which it was approached by a series of wooden steps arranged in terraces. Hon. Benj. Bussey, of Roxbury, Mass., a large proprietor of lands in Hermon, for whom Sam'l Lowder was agent, donated a rich toned bell, which was removed to the belfry of the First Parish Church in 1822, and spoiled in the burning of that edifice in 1830. In a calm sabbath morning its chimes filled the air from Hampden to Orono.

Penobscot county came into being in April, 1816, and occupied this building for Court House, the first jail and jailor's house, wooden buildings, being erected on the present county site in 1817. In 1825 the county purchased the old court house of the proprietors, and in 1831 sold it to the town for its town hall.

In 1851 the city gave it a right about face upon Columbia street, elongated it in the rear and put a story under it for the various municipal offices. Its renovation was the occasion of a dedicatory demonstration, an oration being pronounced by Abraham Sanborn, Esq., and the “Rhyme of the Ancient City Hall” recited by the Centen-

nial historian. The capacity and strength of the building underwent a severe and satisfactory test, the police counting about 1900 as they left the hall. The building has undergone some changes and improvements since, and, besides very comfortably accommodating the municipality, has for several years kept some people out of idleness by furnishing the subject of a new city hall for discussion.

BRITISH INVASION OF BANGOR.

The War of 1812, although severely affecting the inhabitants of this section, did not directly reach them with the thunder of cannon, the bristle of bayonets and the insolence of invasion, till 1814. As in the war of the Revolution, the British were again attracted to the important military and naval position of Castine, which was taken, Sept. 1st, by an armanent in command of Sir John Sherbrook, consisting of the 74 gun ships Dragon, Spencer and Bulwark, frigates Bacchante and Tenedos, sloops Sylph and Peruvian, and ten transports with four thousand troops under Gen. Gosselin.

The same afternoon, Gen. Gosselin with two vessels and six hundred men crossed the bay and took possession of Belfast; while Capt. Robert Barrie in the Dragon, accompanied by the Sylph and Peruvian, with seven hundred troops, ascended the river to Marsh Bay, where they remained at anchor over night. In the morning six or seven hundred troops were landed to take possession of Frankfort. The Dragon remained at anchorage, but the other vessels sailed up the river, and a junction was formed at Bald Hill cove.

The U. S. Corvette, John Adams, Capt. Charles Morris, which had within a few months captured a ship, two brigs, and a schooner from the enemy, lay at Crosby's wharf, at Sowadabscook stream for repairs, and was one of the attractions held out for the enemy's visit. Capt. Morris

hoisted out his cannon and formed a battery of fourteen guns on the wharf, and another of nine 18 pounders on a hill a few rods below to command the river.

Gen. Blake, of Brewer, had ordered out his division, and on Sept. 2d a force of five or six hundred militia had assembled at Hampden, who were joined by Lieut. Lewis's little garrison who had escaped from Castine. The troops remained under arms all night, but owing to a diversity of council upon a plan of defense, no earthworks were thrown up. About eight o'clock on the morning of Saturday, Sept. 3d,

THE BATTLE OF HAMPDEN

might have been fought, had competent generalship and disciplined soldiers, instead of raw militia, been on the ground to oppose the invaders. The morning was misty and veiled the advancing enemy, but the field pieces of our artillery blazed away, probably with some effect, as the British came on in double quick, firing rapid volleys. The militia responded with a few rounds, when a panic seized them and they broke in all directions, taking their way to their several homes or hiding in the woods, and endeavoring to remove from their persons any appearances by which their identification with military affairs might be discovered. The old artillery company of this city, however, stood their ground till the enemy were almost upon them, when, being unsupported, they limbered up, retreated to Bangor and hid their guns in the woods.

Capt. Morris was ready to perform his part in taking care of the enemy's vessels, but being left unsupported by the retreat of the militia, he could do no more than to swear, as only a sailor can, at the cowardly 'land crabs,' spike his guns, burn his ship, and hurry with his men to Bangor, whence, with little delay, they were on their way through the wilderness to the Kennebec.

Within an hour after the "Hampden Battle" the enemy were engaged in pillaging the town. A number of citizens were taken in custody, and a bond exacted for the delivery at Castine the next month of some unfinished vessels. Capt. Barrie threatened to burn the town, and would probably have done so but for word brought from Gen. Sherbrook, at Castine, to whom a messenger had been sent, to spare if possible.

The British vessels and troops were shortly on their way to Bangor, the vessels reaching the mouth of the Kenduskeag about noon, and signaling by rockets their arrival to the troops who marched up from Hampden. The British war vessels were preceded by a platoon of barges filled with marines, and with a mounted howitzer. As the Sylph and other vessels came round High Head, several shots were fired upon the town striking over City Point and near the First Parish church.

It being high water, the barges proceeded up the river as far as the Red Bridge and Eddington, firing upon our retreating and straggling militia as they had done all the way from Hampden, whenever they were brought into view along the road. Near Mt. Hope, plucky Col. Eben Webster, of Orono, exposed himself to the enemy in full view and brandished his sword in defiance. When the shots came too thick about him he got out of the way.

The fleet came to anchor in the river's channel, near the mouth of the Kenduskeag, having already been met by flags of truce, as had the land force on its approach from Hampden. Hon. G. W. Pickering, then a lad of 15 years, employed in a store at the Point, tore off a piece of sheeting which made the flag sent out from that locality.

Security of person and property was promised upon condition of quarters and provisions being furnished, and the old court house, the two little school houses, and some other buildings were placed at their disposal.

The sailors were first to land at Carr's wharf at the Point and began to make free with the stores and initiate

A GENERAL PILLAGE.

John Barker opened his store and told them to help themselves, only asking them to give a little account of articles taken so as to charge them to their masters. They went into Jacob McGaw's law office and took his law books and tumbled them into their boats, and were gathering up various plunder in that neighborhood, when Col. John, who was with the troops on the west side of the stream, upon learning the fact, sent over a detachment of soldiers and stopped the pillage, compelling restitution of the plunder, except a large amount of crackers and hard bread.

On the west side the sailors and soldiers broke open a number of stores, rifling Bent's bakery; and from Wm. Emerson's they rolled out a pipe of brandy, set it on end, knocked the head, and went in for a high time. Their fun was promptly spoiled by their officers who tipped over the beverage, thus anticipating by many years the operation of the "Maine Law." They also set fire to a ship on the stocks near the mouth of the Kenduskeag, which was extinguished by citizens with the sanction of the British officers. Dwellings from which the terrified inmates had fled were ransacked for valuables. The lid of a desk in the house of the father of the writer, situated on Main street where Thomas McCann's block is, still bears the indentation of the muzzle of the British musket by which it was forced open.

While the common soldiers were inclined to wantonness, and terrified the women, who in the absence of their husbands—away from home to take part in the Hampden battle, and afterwards remaining secreted in the woods—congregated together in dwellings in the outskirts, with

threats of burning their houses if any arms or military equipments were found in there, the officers were generally civil and polite, some of them visiting the dwellings of the terror-stricken people, assuring them of safety.

Judge Williamson, living on Main street, placed his garden at the disposal of the British officers, one of whom replied that the proprietor was welcome to all the "garden sass" they should leave. Some of the officers were quartered in the old brick house of Alexander Savage, on the site of J. C. White's block, and at the request of one of the soldiers who was drawn up in front of the house, the infant Rev. Wm. Savage was passed out of the window to him, and from soldier to soldier along the whole line, and returned with many a "kiss for his mother's sake".

THE OLD HATCH HOUSE,

one of the old landmarks of the town—built in 1802, and December 15th, 1874, swept off by the "Dollar Store" fire—was the principal rendezvous of the British officers, for whom Madame Hatch, famous for her cookery, spread a good table and reaped a nice purse full of royal gold and silver coin. Her son, Thomas, also had an eye to business in the bar-room, which dispensed so much liquor to the soldiers that one of the officers charged upon the room and mowed down whole ranks of decanters at one swoop of his sword.

Saturday night was not a good night for sleep in the town. The women were timid and unquiet, and the enemy had their patrols about the place. On Sunday morning, according to arrangement, the citizens came forward and were paroled as prisoners of war. Arms and military accoutrements were brought into West Market square and surrendered, and the selectmen executed a bond in thirty thousand dollars for the delivery at Castine of the unfinished vessels on the stocks by the last of Oct'r, which bond was not enforced.

These matters having all been arranged, the invaders bid good-bye to Mrs. Hatch and others who had kindly entertained them, and took to their ships, leaving a pleasant and happy Sabbath evening behind them. As they were about leaving they set fire to a ship on the beach on the Brewer side, and set fire to a vessel at Dennet's Cove, owned by Moses and Amos Patten and Abner Taylor and loaded for the West Indies, the illumination of which covered their retreat.

On their way down the river they gave another dab at Hampden, indulging in some pillage, throwing Morris's guns into the river, and carrying off vessels with valuable cargoes to the amount of about forty thousand dollars.

The treaty of Ghent was signed Dec. 24th, which put an end to this war, and which, had the Atlantic cable then been laid; would have unfought the battle of New Orleans and taken off the Presidential head of its hero.

Among the minor events of this decade was the cold spring of 1816, which discouraged the farmers and was known as

"EIGHTEEN HUNDRED AND STARVE TO DEATH."

June 5th there was a snow storm for an hour or two, and up to the 10th ice made hard enough nights in the puddles to bear a man. The poor birds became benumbed and fell dead. Some people who had already gone to Ohio, and bought lands there, desiring company, sent back glowing accounts, which gave rise to the emigration known as the "Ohio Fever." It was estimated that nearly fifteen thousand people left the State for the West. The name of Ohio street was in some way connected with this episode. It was not long before the other side of the story was told, and many wanderers returned.

The first newspaper saw light here in 1815, called the Bangor Register, a weekly paper published by old Peter

Edes, till the time of his death the oldest living printer in the United States. James Burton succeeded him as publisher in 1818.

The homicide of Mr. Knight in 1816 by a Penobscot Indian caused some excitement. Messrs. Knight & Lumbert kept a public house near the Penobscot Exchange, and in removing the intoxicated sanup, Mr. Knight received a mortal stab. The Indian was tried at Castine and convicted of murder, but was not executed, and we believe was subsequently surrendered to his tribe who became surety for him. We believe this was the only high crime committed by one of this tribe in their long intercourse with the settlers,—and that under the stimulus of nearly all violence and bloodshed—which is a fact highly creditable to the tribe.

The decade from 1820 to 1830 was not fruitful in great events, except so far as Bangor shared in the separation of the Province of Maine from the Old Commonwealth and its creation into the independent State of Maine. The population more than doubled during the ten years, advancing to 2868 in 1830.

In the decade from 1830 to 1840, Bangor had varied experience, being raised to the heights of exaltation and plunged in the depths of financial disaster. The story of the rapidly growing town had been noised abroad and active young men, the personal history of a number of whom is given in the sketches which follow, came flocking hither. It was a stiring, wide-awake and thrifty town.

The new Court House and Jail were built in 1831-2. The first Penobscot Bridge was built in 1832 at a cost of \$40,000—an enterprise which, although rebuilt after the freshet of 1846 at an expense of \$21,000, is a good investment for the stockholders. City Point block was

built the next year. The growth of Bangor from 1830 was unexampled, except in some more recent instances at the West. In the short space of three years the population nearly trebled, and the enthusiastic citizens aspired to something better than a town organization.

The demand for a more efficient local government was accelerated by the disgraceful outrages perpetrated in the fall of 1833 by a band of wanton and wicked men, inspired by prejudice against race, who for one or two nights paraded the town, demolishing a number of rude shanties in several localities occupied by Irish families, and driving them in terror from other habitations. These acts of mob violence called out a full public meeting of citizens in denunciation of the outrage.

A charter for a city government was obtained, and Feb. 12th, 1834, the town came forth, like a star in the forehead of the morning, as

THE QUEEN CITY OF THE EAST,

an event which was duly celebrated with bonfires and illuminations. It was the second city in the State in time, and second in size, with an apparent promise of eclipsing her elder sister on Casco Bay.

Hon. Allen Gilman was the first Mayor, who was ably supported by leading citizens in both branches of the City Council. The aldermen of the respective wards were Asa Davis, Moses Patten, Sam'l Call, John Wilkins, John Fiske, John Brown and Frederick Wingate; and among the councilmen were Abner Taylor, Anthony Woodard, Solomon Parsons, Wiggins Hill, Timothy Crosby, J. C. Taylor, G. W. Pickering, Sam'l Lowder, Elisha H. Allen, Edward Kent, George Wellington, Nathan B. Wiggin, Paul R. Barker, Bradford Harlow, Messenger Fisher, Ebenezer French, 2d, and Pliny D. Parsons. Edward Kent was City Solicitor and Eben French City Marshal.

In the hands of such men, the interests of the rising city of about 8000 inhabitants were reasonably safe. The new city underwent this year two

BAPTISMS OF FIRE.

In April the area, included by Exchange, York and French streets, as far down as the Penobscot Exchange, was swept clean of all its buildings, and the hotel was only saved by the extraordinary daring of the firemen. On the night preceding the 4th of July, a more extensive conflagration cleaned up the area from about No. 50 Main street around West Market square into Wall street, sparing Mason's Corner and the Kenduskeag Bank buildings, which were the only brick buildings on the area. These fires were the brooms which made way for substantial buildings, more becoming the dignity of the city.

The stage-coach and the line of schooner packets—Free Trade, Tremont, Albion and Madawaska—had now become too slow for the quick paces of the citizens, and in July the steamer Bangor, built expressly for the route and partly owned here, commenced her trips to Boston via Portland. The weekly paper was also behind time, and in obedience to the spirit of the age, The Daily Whig and Courier commenced its career July 1st.

Smiths' Block was completed this year, also the Central Bridge, then called Smiths' bridge—among the enterprises of the real estate operators, E. & S. Smith. This firm were at the bottom of the old Bangor and Oldtown railroad, which was now commenced, and opened in Nov. 1836—being the first railroad built in Maine.

The Bangor House, the enterprise of a proprietary in which Wm. Emerson and the Farrars had a large interest, built on the plan of the Tremont House, Boston, and the finest hotel in the State, also signalized the year. The Penobscot Exchange was built by Zadoc French, being

completed in 1827, having been very much enlarged and improved within a few years by its present proprietor. The original of the Franklin House, being the eastern corner, and at various times extended in all directions, was opened as a hotel about 1825, with which the name of Benjamin Garland is connected.

It was flush times all over the country, and financial kites flew high. The immense and supposed inexhaustible wealth of the region near us, attracted the attention of speculators from abroad, who thronged hither upon the improved conveyances and crowded the hotels; and about 1836

THE SPECULATION BUBBLE

had reached its fullest expansion. Wild lands, usually marketed at fifty cents an acre, found takers at six dollars. Title deeds and bonds for deeds eclipsed in value all other kinds of paper—bank notes not excepted—and in exchanging owners often left large sums of money in the seller's hands.

While the larger operators were looking over the township maps and surveys, the smaller fry perambulated the city, pacing the vacant lots, and making inventories of their value, far surpassing in their eyes those along the golden streets of the celestial city. Lots worth \$1000 were in the market for \$25,000. Land on back streets was lotted out in diminutive parcels for the future dwellers of this great emporium. The plan of the City Park, now hanging up in the City Hall, rejoicing in the verdure of its lawns, the foliage of its tree-lined avenues, and the the music of birds, surrounded on all sides by building lots of twenty feet front, gives a picturesque idea of the illusions of those days with their wild excitement and financial craze.

This speculation bubble soon burst, and, in common with the great revulsion which swept over the country in 1837, Bangor experienced its share. The greatest actual losses were made by speculators from abroad, but the paralysis which followed, and the stunning blow received by the city, brought up thus suddenly, under full head of steam, against a stern reality, required years to recover from. Through the panacea of a national bankrupt act a submerged people made their escape, and industry and enterprise slowly found their healthy and legitimate channels. In 1839 one could not count a dozen citizens worth \$20,000. and upwards. The population in 1834 was estimated at 8,000, having then increased three-fold in three years. In 1840 the population was only 8,629.

The dull times following the speculation were measurably relieved by the stir and excitement attending

THE AROOSTOOK WAR

which in February, 1839, brought the State militia to the number of of seven or eight hundred to the disputed territory of the Aroostook over which the Provincial authorities assumed control. The soldiery rendezvoused here, and on their return from the bloodless field, went into temporary barracks on Thomas's Hill till mustered out in the Spring. Gen. Isaac Hodsdon was in command. Gen. Scott came to Augusta and helped arranged matters between Maine and New Brunswick, acquiring the title of the "Great Pacificator." The northeastern boundary question, which had long been open, was quieted by the Ashburton treaty, to conclude which was Daniel Webster's reason for holding his place under Tyler.

Business began to revive about 1842, and the decade from 1840 to 1850 nearly doubled the population, carrying it from 8,629 to 14,400. The prosperous career of the city was somewhat dampened by

THE GREAT FLOOD

of March 29, 1846. The ice was of great thickness and strength, with a great accumulation of anchor ice. Powerful rains broke up the natural crust of the waters and brought an immense jam upon the city, in which were the Basin mills, the Corporation mills at Veazie and other ruins. On Saturday, the 28th, the head of the jam was at Mt. Hope, and many storekeepers, in anticipation of trouble, removed their goods to upper floors. At night the jam started, and bringing up at Crosby's narrows, flowed the water back with a suddenness which endangered life.

The water submerged nearly all the business portion of the city, and the Brewer flat, and from many dwellings families were rescued in boats. Penobscot Exchange was entered by boats, and on the west side the water rose to Duren's bookstore and to the Hatch House on Main st.—which street on Sunday was filled with rafts of boards taken from the wharves between Kenduskeag and Central bridges. The water was eight feet deep in West Market square—six feet higher than the great freshet of 1807.—Exchange, Broad, Wall and Central streets were canals. It was a Sunday of fearful suspense and apprehension. Prof. Shepard was to preach at First Parish Church, and being ferried across, met a few in the vestry, with whom he made an appropriate prayer, dismissing them with the sententious discourse—"God himself has the audience of the people to-day, and when He speaks, His ministers may well keep silence."

At seven o'clock in the evening the ice dam gave way, and the pent up flood, with its crash of ruins,—including the Penobscot Bridge, all the Kenduskeag bridges and large Market House, numerous storehouses, etc.,—started on its uninterrupted course to the ocean, leaving a scene of

wreck and desolation not easily described. For days after, the river for miles resembled a canal cut through the ice which walled the shores to the height of twenty feet. The estimated damage was \$250,000.

Another gloomy episode in the history of Bangor was occasioned by a visit of the terrible

ASIATIC CHOLERA

which made its appearance here in the last days of August, 1849, and continued its ravages till October. Business was almost suspended. Few people from the neighboring towns ventured in, and many citizens with their families fled into the country. The business streets were deserted and silent, while the grim visitor was doing his work. On some days the mortality exceeded twenty, and the total deaths by the disease was about one hundred and seventy. Its harvest was among the poorer classes in uncleanly places, but it also numbered among its victims, Capt. Asa M. Sanford, Mrs. Ruth Ingraham, for years the leading milliner in the city, and others of cherished memory.

The first burial-place in the town was quite near the Penobscot Bridge, and there was a smaller one on the heights at the junction of Hammond and Court streets, from which the remains were transferred to the old burying-ground on the Hampden road, which, in turn, at the sound of the whistle of the P. & K. railroad, gave up its dead to find a final and undisturbed repose within the sacred enclosure of

MOUNT HOPE CEMETERY

which was dedicated in 1836, by solemn services and an address by Hon. Edward Kent.

Events from 1850 to 1875 are too recent to require notice. Population in 1860—16,408; in 1870—18,289.

RELIGIOUS SUMMARY.

Rev. Seth Noble first settled minister, installed under some oaks 1786; Harvey Loomis settled 1811; his meeting-house erected 1821; died in pulpit first Sunday 1825; text of his unpreached sermon—"This year thou shalt die;" was succeeded by Rev. S. L. Pomroy; church burnt 1830; replaced next year, and remodeled 1860.

The Unitarians, not liking the peppery doctrines of the times, organized themselves in 1818, under the title of "Independent Congregational Society;" built church 1828; burnt 1851; present edifice erected 1853;—Messrs. Huntoon, Hedge, Allen, Everett and Knapp, ministers.

First Baptist Church, Harlow street, built in 1828—Messrs. Ripley, Curtis, Caldwell, Small and Hazlewood, ministers; 2d Baptist, Columbia street, built 1854—Messrs. Porter, Chase and Butler, ministers: Free Baptist church, Essex street, built 1856—Weaver, Skillings, Tarbox, Stone, Root, Church and Given, ministers; the old Methodist church, built 1828; replaced by present edifice, Pine street, 1836; Second Methodist, Union street, built 1854; St. John (Episcopal), 1836; old Universalist, 1844, and present edifice, 1862—Mr. Battles was pastor over twenty years.

Hammond St. church swarmed from First Parish and built, 1834; remodeled, 1854—Mr. Maltby was pastor 26 years, succeeded by Johnson and Fay. Central Church, built 1851—Profs. Shepard, Harris, Barbour, and Mr. Field, ministers.

Old St. Michael (Catholic) church, Court street, built 1836; the St. John, York street, under Father Bapst, 1855—6; and St. Mary's, Cedar street, Father Murphy, 1872—4.

Theological Seminary went into operation in Hampden, 1816; removed to this city in 1819.

THE LUMBER TRADE.

We have only space to refer to the business which has hitherto been the basis of the city's growth. There was but little lumbering prior to 1816. A million feet were then probably cut. The business increased slowly till 1822, when it made more rapid advances, and in 1831 the cut was estimated at 30,000,000 feet.

It is estimated that prior to 1832 there had been cut 200,000,000

From 1832 to '42 the survey books show, 610,000,000

“ 1842 “ '52 “ 1,614,602,000

“ 1852 “ '62 “ 1,737,117,000

“ 1862 “ '72 “ 1,981,729,000

Grand total from beginning to 1875, is 6,746,729,000 feet.

The estimated value of short lumber during same time is one-half that of long lumber. Pine lumber is disappearing. From 85,000,000 in 1856 it has run down to 18,500,000 in 1874 for green pine; and from 17,000,000 to 5,500,000 in same time for dry pine. The cut of spruce has increased from 66,000,000 in 1856 to 135,000,000 for 1874.

Over 100,000,000 of the 180,000,000 cut in 1856 were pine, while of the 177,000,000 of 1874 only 24,000,000 were pine.

An analysis of the lumber business for the past 20 years shows no aggregate increase in product or value, and that this enterprise can do no more for the city than now.

E. & E. W. BLUNT,
Manufacturers of and Dealers in Lumber,
Office: No. 66 Exchange Street.

Mr. Eben Blunt, a native of Bristol, Maine, followed the sea till twenty-five years old, and came to Bangor in 1843 and went into company with Geo. W. Tasker and Seth Paine, under the firm of Tasker, Paine & Blunt, in the corn, flour, and provision business. This firm was dissolved by the death of Mr. Tasker in 1846. Mr. Blunt then sold his interest in the store to Mr. Paine and Mr. J. M. Hodgkins, who continued the business under the style of Paine & Hodgkins.

Mr. Blunt then formed a partnership with Mr. Paine, under the style of Paine & Blunt, in the general lumber business. This firm was dissolved in 1857, when Mr. Blunt associated with Richard G. Hinman, a practical lumberman of much experience, under the style of Blunt & Hinman, who run the Hammatt mills at Orono, which had been bought by Paine & Blunt in 1848, for six years when they sold them and leased the Hinckley & Egery steam-mill in East Hampden, running the same in this manner till 1867 when they purchased.

In 1867 Mr. H. B. Foster was admitted to the firm, under the style of Blunt, Hinman & Co. This firm continued till 1872, when Mr. Blunt associated with his son, Eben W. Blunt, and J. P. Webber, as Blunt & Co., the latter retiring in 1874, when the firm became E. & E. W. Blunt.

The steam-mill owned and operated by the firm in East Hampden, about a mile and a half below the city, is on the site of the old Hazen Mitchell steam-mill. It was built by Hinckley & Egery in 1861, and is one of the most complete and perfect in its appointments of any on the river.

It is operated by one engine of a hundred horse-power and one of sixty, driving one gang, one single, and one large circular saw, one shingle, one clapboard, one picket, and two gang lath machines. The sawdust carried to the furnace from the log furnishes all the fuel. The annual product is 10,000,000 feet long lumber, 8,000,000 laths, 2,000,000 shingles, 200,000 pickets, 300,000 clapboards. The past season they furnished 2,000,000 feet spruce deals for the Liverpool trade. Their mill wharf has 16 feet at low water, and their booms have safe storage for 2,000,000 feet of logs. Their market is mostly domestic, though usually shipping considerably to South America and West Indies.

Sanford's Independent Line.

The inhabitants of Bangor were greatly delighted in May, 1824, by the sight of the little steamboat "Maine"—the first ever seen on our river. She was all day going to Bucksport and back on an excursion. After that, an occasional paddle-wheel ruffled the surface of the water, but the same year the town became a city, (1834), the steamer Bangor, Capt. George Barker, of 400 tons, built for the route, commenced running to Portland and Boston. Her landing place was Veazie's wharf. Capt. S. H. Howes took her the next year, continuing in her till 1842, when he went on the Charter Oak which run for several years. The Bangor went across the Atlantic and run on Turkish waters.

The steamer Independence, Capt. Thomas Howes, and the Portland, Capt. Jabez Howes, were in the line of Boston, Portland and Bangor travel in 1835 and '36, and the Royal Tar on the St. John route, the latter being burnt off Mount Desert with some loss of life and a menagerie on board. The Independence about 1836 came to her end on a ledge a little below Sanford's wharf, since called Independence rock, and within a year reduced by Uncle Sam's dualin. The Telegraph, Captain Howes, and the Express, Captain Coyle, were also on the route a year or two. Such, in brief, was the status of steam navigation between Bangor and the West previous to 1845.

Capt. Menemon Sanford, of New York, who commenced as a skipper of a sloop, running on the Sound, subsequently went into steam navigation on the Sound and to some extent on North River. With the several other rival steamboat proprietors an amicable arrangement was made, resulting in Capt. Sanford's withdrawing from the Sound. He then turned his attention Down East, running boats on the Kennebec a number of years, sometimes in connection with, and sometimes in opposition to, others. He also formed a connection in the Boston and Portland line, an interest in which is still retained by his heirs.

About thirty years ago, in connection with Stanton & Spicer of N. Y., he established an Independent Line of Steamers between New York and Philadelphia, touching at Cape May. This arrangement subsequently underwent some changes in ownership, Mr. Loper having an interest. About 1852 some disagreement arising between the partners of this line, Capt. Sanford cast off his lines

and set up the "SANFORD INDEPENDENT LINE" between those cities, which title his line between Bangor and Boston, then took. The New York and Philadelphia line continued till 1861, when the Government took all its steamers into war service. Capt. Menemon Sanford died in 1852, but the steamboat business which he established has been retained in the family, six of his sons having been born and bred to the business.

THE BANGOR AND BOSTON LINE.

The "Sanford Independent Line" on the route between Bangor and Boston dates with 1845, when Capt. M. Sanford sent hither the steamer Penobscot, Capt. Thomas G. Jewett, E. H. Sanford, clerk. Previous to this date all the steamers which run between Bangor and Boston touched in at Portland, not risking the outside passage. They not only hugged the shore, but had a habit of anchoring in foggy weather. The Penobscot, Capt. Wm. Flowers, as pilot, was the first to make the run across from Cape Ann to Monhegan, which route has been run by courses and time ever since in all weather.

The Charter Oak, Capt. S. H. Howes, was running here at the time, and Mr. Cunningham, proprietor, considering Sanford's boat an intruder, tried to head him off by leasing all the wharves from the ferry-way down Front street, but the Penobscot got a foothold at an isolated pier where the M. C. R. R. station is, which was then connected by a bridge with another wharf. It was a bad landing place, but Capt. Sanford said:—"The boat must hitch here—I own her, and if she's stove, I'll furnish another!" The iron propeller Bangor, Capt. Alden Parker, came on in Aug. and burnt same month.

In 1846 the line obtained Thomas's wharf, and subsequently purchased it, the same it has ever since occupied. Capt. Jewett was still in the Penobscot. The favorite and fast little steamer T. F. Secor, Capt. Thomas B. Sanford, came on this year, running between Bangor and Ellsworth and connecting with the Penobscot at Belfast. Cunningham's new steamer Governor, Capt. S. H. Howes, came on this year, and the rebuilt propeller Bangor, Capt. Charles Spear. The Huntress also put in an appearance for a short time.

In 1847 Capt. Asa M. Sanford brought on the Penobscot, and Capt. Thomas B. Sanford run the Secor on the Ellsworth route. In 1848 these two boats run as before. The W. J. Pease, Capt. Flowers, (for three years previous pilot on the Penobscot), came on the route and run with the Penobscot. Times were lively this year. The State of Maine run to Portland connecting with the railroad, and at

times the Charter Oak, the Senator and the Governor were running to Boston. Fare \$1.00.

In 1849 the Penobscot, in command of Capt. Seymour, and the W. J. Pease, Capt. Flowers, made the line, with the Secor, Capt. C. B. Sanford, running to Sedgwick. In July, steamer Kennebec, Capt. A. M. Sanford, took the place of the Penobscot, which was sold. In September, Capt. Sanford died of cholera and was succeeded by Capt. Flowers.

In 1850 the new steamer Boston, 800 tons, built expressly for the route, was brought on by Capt. T. B. Sanford. She was a staunch boat, and was said at the time to be the twenty-second boat Capt. M. Sanford had built. C. B. Sanford and Loomis Taylor were clerks. The steamer Lawrence, Capt. Charles Deering, run in connection between Bangor and Ellsworth.

In 1851 Mr. N. C. Woodward, agent of the line here from its establishment, was succeeded by Loomis Taylor, who has retained that position till the present. This year Capt. T. B. Sanford was on the Boston, Capt. C. B. Sanford run the Secor to Sedgwick first of the season, and Capt. Deering the Lawrence to Ellsworth and Mount Desert, latter part of the season.

In 1852 and 1853 the Boston and Lawrence run as in 1851, in same command. The line here took the name of "Sanford's Independent Line" in '53. It was lively times again. The new steamer Daniel Webster, Capt. Jos. Farwell, came on to the inside route to Portland. Mr. Loper put the Penobscot, Capt. Flowers, on the "New Outside Line," and the Governor run outside also on "The People's Line." Fare \$1.00. In the winter '53-'54, Capt. E. H. Sanford run the Ocean—of the Kennebec line—between Winterport and Boston.

In 1854, Capt. T. B. S. was still on the Boston, and Capt. Deering run the Secor, in connection, to Ellsworth and Machiasport, and in the winter to Portland. The Penobscot was still in opposition. Fare \$1.00. In 1855 the Boston was in command of Capt. E. H. Sanford, and Capt. Blake. The Boston went off last of season to the Philadelphia route and was replaced by steamer Kennebec, Capt. C. O. Clark.

In 1856 the splendid steamer Menemon Sanford, 1000 tons, Capt. E. H. Sanford, which had run one year on the Philadelphia route, took her place on this line. On the morning of July 5th, Captain Blake in command, on her passage from Boston, weather being clear, by the culpable dereliction of the pilot, she was run at full speed on

Thatcher's island, close to the lighthouse. No one was injured. She was off the route two months for repairs, her place being filled by the Eastern City.

The Sanford was in command of E. H. Sanford and C. B. Sanford for the year 1857; and of C. B. Sanford in 1858. E. H. Sanford run her in 1859, in 1860 and 1861. In the latter part of 1860 the Kennebec, Capt. Jacob Johnson, was on the route. In April, 1861, the Line, with its accustomed liberality, advertised to convey troops, munitions of war, and authorized government agents, between Bangor and Boston and intermediate landings free of charge. The Line contributed largely to the cause of patriotism.

In 1862, E. H. S. was in command of the Sanford. On the morning of August 1st, while in charge of Capt. Atkins, on her passage to Boston, in a thick fog, she run on the Selvages, near Cape Ann, with great damage. There being no inside line to Portland, the Daniel Webster having been chartered for war purposes, Capt. Ross run a tug and barge Fairy of the Wave to Rockland and intermediate places while the Sanford was repairing. She came upon the route again in October, but in November was chartered by Government to transport troops to New Orleans. On her passage she was run on Florida reefs, as was supposed purposely by the pilot, and could not be got off.

May 19th, 1863, the new steamer Katahdin, of 1200 tons, Captain C. B. Sanford, Geo. Wall and L. L. Alden, clerks, came on the route with a general welcome. Capt. J. P. Johnson, who had been for years on the Philadelphia route, took command the last of the season. She also run under Capt. Johnson, during seasons 1864—'65—'66 and '67. In the latter part of 1865 the Kennebec, Sanford, master, was run as an extra boat.

The new and superb steamer Cambridge of fifteen hundred tons, the finest boat east of Long Island Sound, was brought on by Capt. C. B. Sanford, commencing her trips Sept. 2d, 1867. Capt. J. P. Johnson took command in '68 continuing till the present. Capt. Henry S. Rich succeeded to the Katahdin, and these two boats run in 1868—'69—'70—'71, making together three round trips weekly. The Cambridge was disabled in the great gale of Sept. 8th, 1869, and in great peril. She was off two or three weeks for repairs. Since 1871 these boats have run, each making two round trips. Capt. W. R. Roix, pilot, was promoted to the captaincy of the Katahdin in 1872, in place of Captain Rich, deceased. The Cambridge in October, last, went on the rocks near White Head in thick fog, receiving slight damage.

A. M. Sanford died in 1849 and T. B. Sanford in 1858; W. H. B. Sanford was lost on a voyage to California, vessel never heard from, in 1853. E. H. Sanford died in 1865.

The list of clerks on the line contains well known names, one-half of whom are no more—E. H. Sanford, J. H. Bryant, William Haines, Thomas H. Rice, W. H. B. Sanford, C. B. Sanford, Loomis Taylor, W. H. Pegg, F. F. Kendrick, Ed. H. Ellis, Levi L. Alden, Geo. A. Merrill, Geo. J. Wall, T. R. Wasgatt, jr., Geo. F. Wood, and T. W. Holder,—the latter now of the Cambridge, and in the employ of the Sanfords over 20 years, and on the Boston line 10 years.

Of the officers of this line, James Hathorn, Engineer-in-Chief, deserves especial mention, having been on line nearly all the time since its establishment, and brought up his son, Fred, to the same profession.

The pilots on this line embrace familiar names,—William Flowers, John Flowers, Peter Hayes, Ephraim Wentworth, Capt. Staples, Richard Donnavan, Charles O. Clark, Foster Harding, Archibald Spear, Wm. Blake, Capt. Atkins, Ruel Stanley, Charles Deering, W. R. Roix, Wm. Rogers Andrew Whitmore, R. O. Patterson and T. R. Shute. The Stewards are Geo. J. Wight and Israel Armstrong.

Among the agents of the line, Daniel Lane, at Belfast; Willard Farwell, at Rockland; E. M. Wood, at Camden; and Tyler Wasgatt, at Hampden, have held the position from the first. Mr. W. B. Hasseltine has been the Boston agent for the past twenty years.

The fate of the M. Sanford has been noted. The W. J. Pease, after passing from Sanford's hands, on her way to California, was seized by the Brazilian Government at Montevideo for military purposes. The Penobscot, lengthened by Loper, and named City of Norfolk, broke in two and sunk near Norfolk, Va. The Boston, in government service, grounded in Otter Sound, S. C., and was burnt to prevent her falling into rebel hands. The Secor, used as war dispatch boat, was burnt off Charleston, S. C.

The Sanford Line during the past thirty years has afforded constant and reliable facilities for travel between Bangor and Boston. Each successive steamer has been superior to its predecessor. The proprietors of the line have ever provided liberally for the accommodation of the public which has given it so continuous and uniform patronage. It is efficiently officered by men of long experience who command the public confidence, and it has ample wharves and storehouses at all its landings. One remarkable fact stands out in the long record of this line, that of its nearly million passengers not one has lost his life by accident or fault of its steamers.

GEORGE L. PHILLIPS, BAKERY, No. 111 Exchange Street.

The bakery business in Bangor dates back to David J. Bent and Mr. Prescott, whom with Caleb Billings, Tilly Brown and G. W. Brown, Charles Hammond induced to come from Concord, Mass., and settle here in 1807. Bent & Prescott set up a bakery in the basement of a small wooden store where Haynes & Pillsbury's hardware store now is, from which they removed in about 1823 to a wooden building near the Farmers Bank.

Mr. George L. Phillips, then a lad, entered the bakery the same day Mr. Bent suddenly left in about 1828, the business passing into the hands of Albert A. Dillingham and Richard Treat, with whom Mr. Phillips worked some seven years. This bakery succumbed to the conflagration of July 4th, 1834.

During the speculation mania, Mr. Phillips purchased a lot a long way from the business center, way up on what is now Birch street, in the common belief of the times of the vast expansion of the population and business of the city, and set up a bakery there with Mark C. Hurd, about 1837, continuing it a year or more, when he went to New York and worked at the business for some time.

He returned to this city in 1839, and in company with his brother, Charles E. Phillips, and Thomas J. Witherly, under the firm name of Phillips & Witherly, established their bakery in a wooden building at the present location on Exchange street which they replaced in 1846 by the present brick block. This firm continued till 1863 since which time the present proprietor has conducted the establishment alone.

The bakery business has shared in the improvements which have attended all mechanical industries. All the work was formerly done by the slow hand process. Crackers were made in this manner here till about 1843, when a cracker machine, since much improved, was introduced. Furnace-heated ovens have taken the place of the old ovens in which fire was built and raked out. Three years ago a revolving reel oven, the first in the State, was put into this establishment, turned by machinery, which in the capacity of its floats, always hanging in a horizontal position, and other advantages is a wonderful improvement on the old one.

Mr. Phillips produces all the various articles of food in the bakery line in the best style,—flour, graham and brown breads, crackers, pilot-bread, ginger bread, cakes, pies, etc.

WILLIAM T. PEARSON & CO.

Manufacturers Wholesale and Dealers in

LONG & SHORT LUMBER,
NO. 58 EXCHANGE STREET.

Mr. William T. Pearson came to Bangor from East Corinth in 1837, and clerked with his older brothers, M. & O. Pearson for a time, and in 1843 started a grocery store in Mercantile square, which he continued till 1845.

In the spring of 1846 he commenced as surveyor of lumber, which business he following till 1853. The reputation which he acquired in this line secured his appointment to the important position of Surveyor Gen'l, which he held with great acceptance in 1850 and 1851. In the latter year he surveyed 16,672,762 feet, the largest amount ever surveyed here by one person in one season.

In 1853 he commenced the manufacture and wholesale trade of lumber, manufacturing at the Basin mills two years, at Oldtown, six years, and at Veazie two years.

In 1864 he purchased the valuable mill privilege at West Greatworks, which had been occupied by the well-known Dwinel mills, which were burnt a short time previous, and erected thereon the present extensive block of mills, one of the largest on the Penobscot.

The block contains four gangs, six single saws, two shingle, one clapboard, one picket, one stave and three lath machines. The annual product of the mills, operated by day, is 25,000,000 feet of long lumber, 3,500,000 shingles, 600,000 clapboards, 15,000,000 laths. and 600,000 staves and pickets. About 200 men are employed about the mills, rafting, etc.

Mr. Pearson has operated these mills since their erection, and usually cuts on his own timber lands about one-fifth of the amount of logs required to stock his mills, the balance of which he purchases of other parties.

The manufactured lumber comes to this city mostly by rafting, whence it is shipped, Mr. Pearson finding his market principally in New England, New York and Pennsylvania, and shipping some to the West Indies. During the past year he was represented in the Liverpool trade to the extent of 2,500,000 spruce deals.

Mr. Pearson also owns one-half of a mill at Upper Stillwater which he operated the past year, and one at Bradley which he leases. He is one of the largest and most successful lumber merchants in Bangor. In 1873 he associated with him as partner, his nephew, Edgar C. Pearson.

KATAHDIN IRON WORKS, O. W. DAVIS, Jr., Proprietor.

OFFICE: Depot Block, Exchange St.

These works are situated in Piscataquis County, Townships 5 and 6, Range 9 on the west branch of Pleasant river, 50 miles northwest of Bangor and about 50 miles south from Mt. Katahdin. Attention had for some time been attracted to the remarkable deposits of iron ore in this locality, and in 1844 Messrs. E. & S. Smith, well known for their enterprise, became proprietors, and built the furnace stack, public house and other buildings, and a portion of the road to Brownville. They did not succeed however in producing iron.

In 1846 the late David Pingree, a wealthy citizen of Salem, Mass., purchased the township and works, selling one-half to several Portsmouth gentlemen. They operated the works for many years, expending a large amount of money in buildings, dams, machinery, etc. About ten years ago the property passed into the hands of a stock company, and soon after went into the hands of T. N. Egery, of this city and others of Boston, under the style of Piscataquis Iron Works. In Jan., 1872 the property passed into the control of Mr. O. W. Davis, jr., of Great Falls, N. H., by whom the Works are now successfully operated—after having been thoroughly rebuilt and brought up to the modern standard.

The ore, which is of a rich quality, yielding from 50 to 65 per ct., is taken from the side of a mountain where it is deposited three or four feet in depth, and is comparatively inexhaustible. The manipulation was not at first well understood, but, with the improvements adopted by Mr. Davis, after long and expensive trials, the production of the best quality of iron has increased to nearly twelve tons daily, against six or seven tons formerly.

Fourteen hundred bushels of charcoal are used daily in the smelting, which is manufactured in kilns at the works and in the neighborhood, consuming 1000 cords of wood per month, and the whole number of men employed is about 125.

The cost of transportation to market was formerly a serious drawback, but better facilities are now afforded by the Piscataquis Railroad, the works being 18 miles from Milo, the nearest railroad station.

The iron has become in great request in the various foundries of the New England and Middle States, the soft brands being largely used in mixing with harder irons for stoves, hollow ware and machinery, and the harder numbers in the manufacture of car wheels, steam cylinders, locomotive castings, and also for steel by the Martin and Bessemer processes.

At the works is a celebrated mineral spring which has for years made the locality one of considerable resort.

HINCKLEY & EGERY IRON COMPANY, Founders and Machinists,

Oak and Washington Streets.

The original founder of this establishment, Daniel B. Hinckley, previously an agent for Col. Billings's Blast Furnace at Hardwick, Massachusetts, came to Bucksport in 1827 and started a Foundry with Harrington Hinckley and Nathan Perry, with very limited capital. Mr. Hinckley removed to this city in 1831, having for a year or two previous, as his limited means would allow, been building his shops at Pearson's Mills. (now Morse & Co.) on the Kenduskeag, so that when he came here his buildings were ready for use.

Thomas N. Egery, also of Hardwick, Mass., having learned the blacksmith's trade at Worcester, at Mr. Hinckley's solicitation came to Bucksport in 1830 and worked there a year or more with Mr. Hinckley and Muzzy & Wing. New County buildings in this city, which were to be fire-proof, being in course of construction in 1831, Mr. Egery was induced to come here to do the iron work, which was his first job, and formed a partnership in the blacksmith business with Mr. Hinckley in 1832. Mr. Hinckley was also connected with Messrs. Muzzy & Wing, (afterwards Muzzy & Perry,—Nathan Perry), in the machine shop, but carried on the foundry alone.

In 1833 Hinckley & Egery started an iron store on Exchange street with Benjamin Wingate, carrying it on till 1837, when they sold to Mr. Hinckley. In 1838 Mr. Egery became a partner with Mr. Hinckley in the whole business—store, foundry and blacksmith shop—except the machine shop. March 4th, 1841, the buildings, which were wholly of wood, were totally destroyed by fire with all their contents and no insurance. In this fire all of Mr. Egery's property was annihilated.

After the fire Messrs. Hinckley & Egery erected on the same site more extensive works, built of brick, and continued there till the fall of 1861 when they were again totally destroyed by fire. They then removed to the present location, and continued together till the death of Mr. Hinckley in 1864. The iron store on Exchange street was then closed up, and from this date to 1871 the firm consisted of Messrs. T. N. Egery, F. F. French and G. W. Gorham. Mr. French had been clerk for Hinckley & Egery, for some thirty years, and Mr. Gorham can date his connection with Mr. Hinckley, as workman and foreman, back to 1829.

Among the side enterprises of the firm was their California venture. In 1848 they built, in connection with J. W. Garnsey, a small steamer called the "Fashion," which run as a tow-boat on the river. In 1850, (the California gold-fever raging), they took the steamer in pieces and shipped it with its engine to California, together with the materials for a small foundry and machine shop. Barney Hinckley, a nephew of Daniel B., who had learned his trade in the concern here, went out in the same vessel. Mr. Egery went by way of the Isthmus, arriving at San Francisco about the same time. They immediately set up the foundry and machine shop, which was under the management of B. Hinckley who had an interest in it. It was the second one there, a New Yorker having got about three weeks the start. The San Francisco concern was well known there under the style of Egery & Hinckley, the junior partner being Barney Hinckley. Messrs. H. & E. parted with their interest in these works three years after to Daniel Hinckley, a brother of Barney.

The steamer was put together under the supervision of Mr. Egery and run for sometime under his command between San Francisco and Sacramento, being a favorite boat at that time. This steamer was sold in a year and a half, when Mr. Egery returned home.

In 1854 Messrs. H. & E. built one-half of the large and well-appointed steam-mill at the Emery mill in Hampden, with A. M. Roberts, which they sold to Sargent & Stearns; and in 1861 they built the extensive steam-mill just below the city, which they sold to Blunt & Hinman.

In 1871 the present incorporated Hinckley & Egery Iron Company was organized, consisting of Thomas. N. Egery, President, F. F. French, Treasurer, G. W. Gorham, M. J. Egery, O. S. Howard, C. A. Gibson and Edwin N. Egery. The works occupy an extensive area enclosed by Oak, Washington and Pine streets, the main building, or machine shop, being of stone taken from the ledge on which it is built. The other buildings for various workshops, storage of material, patterns and manufactures, are most conveniently arranged. Its manufactures embrace steamboat and stationary steam engines and boilers with latest improvements, gang, single, muley and circular saw mills, clapboard, shingle and lath mills,—also parallel edgers, bark mills and machinery for tanneries, water wheels, etc. It employs from seventy to one hundred workmen. The establishment, like the characters of its original founders, rests on solid foundations, and its products for the past forty years have given it reputation from here to California and in Canada and the Provinces.

DOLE BROTHERS, Furniture and Upholstery Goods, Hammond Street, opp. Court House.

This establishment antedates every existing enterprise but one in the city. Its founder, Edmund Dole, was born in Newbury, Mass., learned trade with Benj. Ilsley, Portland, worked in New Orleans about two years, and came to this city with David Hill about 1810, and opened a cabinet and furniture shop with him on Main street, selling out to Hill about 1814, and building the old shop at the present location on Hammond street, about 1816, his friends thinking him foolish for moving so far from the business center. He continued alone in the business till about 1832, when he associated with him his nephew Albert Dole, (who was born at Limerick, Me., and learned his trade with Benj. Ilsley, Portland, coming to this city in 1831 and working with Edmund about a year), under the the style of E. & A. Dole.

This firm continued till 1841, when Edmund sold to his son Elbridge, who served an apprenticeship with him, the firm then becoming A. & E. Dole, and, subsequently, taking in Edmund Dole, jr., who had learned the trade in the concern, changing to A. & E. Dole & Co., running under this style till 1858, the date of the founder's death. The old shop and warehouse was burnt in 1849, the present brick three story warehouse being then in progress. The planing mill was removed to the Kenduskeag stream, being driven day and night to answer the sudden demand for planed lumber in San Francisco, while the burnt premises were rebuilding. In 1855 A. & E. Dole & Co., put up the large mill near the M. C. R. R. Depot for the construction of cars, etc., (sold to John Dole in 1858, and now Dole & Fogg.)

In 1858 Elbridge and Edmund, jr. removed to California, where they now are, the firm then changing to A. Dole and Small Bros., succeeded by A. Dole and John T. Gilman, then A. Dole & Co., till the death of Albert Dole in 1865, when the present firm of DOLE BROTHERS, (composed of William B. and J. Albert Dole, sons of Albert), was established. J. Albert had learned his trade in the establishment, and both had done service in the late war.

This old establishment, now in the hands of the third generation, has had several epochs of growth and enlargement, and has been among the first to apply the latest mechanical improvements, and was probably the first in the State to put in steam works as motive power in cabinet manufacture. During the past year the wooden portion has been greatly enlarged, and the whole establishment, with its thorough appointments for manufacture and finishing, is one of the most complete in the State. It employs about twenty men.

Bangor Mutual Fire Insurance Company, No. 2 GRANITE BLOCK.

DIRECTORS:—George Stetson, Wm. C. Crosby, Charles Hayward,
Arad Thompson, F. M. Sabine, Wm. P. Wingate, Matthew
Lincoln, Isaac Danforth, G. K. Jewett, M. S.
Drummond, Willard Cutter,
Henry A. Wood.

F. M. Sabine, Pres.

J. A. Bradbury, Sec'y.

This Company was organized in 1859, having originated with the late Hon. Franklin Muzzy, supported by prominent citizens who have been directors from the organization. Insurance companies were then money-making institutions, and the idea was that, conducted on a sound basis and with careful management, insurance might be afforded at less rates. It was started and is continued on the basis of three-fourths the rates of stock companies, the premiums being paid as with stock companies, upon the issue of policies, thus saving the large expense of making and collecting assessments.

The success of this firmly established company is patent in the fact that, after fifteen years, it has never made an assessment, and has accumulated a large reserve fund, as the property of its members, to meet losses. The comparative saving in the cost of insurance is briefly seen in the case of a policy of \$2000, running twelve years parallel with other policies of the same amount in the best stock companies, which saved its holder \$85.73—equivalent, as compared with stock companies, to a dividend of this amount, or over \$7.00 annually.

This company's success is attributable to its efficient and careful management, its risks being judiciously distributed, and being mostly upon dwellings, with due regard to the value of property and the amount insured. Its business has of late largely increased, that of last year having increased twenty-five per cent. over the year previous, and the present year being about twenty per cent. increase over last year. Number of policies issued in 1873 was 873; in force last January, 2,629. Amount then at risk \$2,644,896. Amount underwritten during the year \$1,127,533. It covers losses by lightning and affords cheapest reliable insurance in Maine.

Hon. Franklin Muzzy was President till 1862; Hon. George Stetson from 1862 till 1868; and F. M. Sabine, Esq., from 1868 till the present time. J. S. Chadwick was Secretary till 1872; and J. B. Bradbury from 1872 to the present.

Bangor Planing and Moulding Mill, DOLE & FOGG, Proprietors.

John Dole, senior member, was born in Limerick, Maine, learned carpenter's trade in Portland, in 1833, came to this city in 1837, following his trade, but was at the South one year; in 1841 worked with Hinckley & Egery as pattern maker till 1847; then removed to New Hampshire; returned in 1855 and to the employ of Hinckley & Egery, continuing till 1858, when he bought the present mill of Messrs. A. & E. Dole & Co., who built it in 1855 for the purpose of constructing cars for the P. & K., (now M. C.) Railroad, then nearly completed.

Only one planing mill preceded this. There was also a grist mill connected, which Mr. Dole sold out to Morse & Co. In 1852 Mr. Dole put in the first moulding machinery in the State, and one of the first three gutter machines in the United States. In 1866 he associated with him Hiram H. Fogg under the style of Dole & Fogg. Mr. Fogg was also a Limerick boy, who came to this city and learned carpenter's trade with Fogg & Wiggin (Joseph Fogg and Andrew Wiggin) in 1840, and afterwards went into company with his brother E. H. Fogg, which subsequently became the firm of Fogg & Pattee. Mr. Fogg went to California in the first years of the gold fever and plied his trade in San Francisco.

The present mill has been much enlarged and improved since 1858, and especially during the past year. Its location is admirably adapted to its extensive business, receiving lumber at its wharf in the rear and delivering its wares to vessels, and also connected with the railroads whose tracks are in front. The various buildings for manufacture, for dry houses and for storage, cover a large area. A one hundred horse power engine operates all the different machinery which is of the best make, and turns out work of unexceptionable quality.

The work of this mill has wrought a great change in carpentering, relieving it of the hard hand work formerly spent upon planing and jointing, tongueing and grooving, working gutters and mouldings, sawing brackets, etc. In the moulding line this mill turns out nearly five hundred different styles which are given in their pattern books, and they carry the largest stock of mouldings in the State. In black walnut and hard pine they also deal very extensively. The proprietors thoroughly understand their business, and their enterprise gives employment to thirty men.

G. W. MERRILL & CO.

Manufacturers and Dealers in Furniture,
66 MAIN STREET.

Mr. G. W. Merrill, having served an apprenticeship with Mr. Radford in Portland, came to this city in 1832—two years before the incorporation of the city—and entered into partnership with an old resident David Hill, under the firm name of Hill & Merrill. Their store and manufactory was on Main street, which was entirely consumed by the great fire of July 4th, 1834. Immediately after, Mr. Merrill renewed the business with our late lamented citizen, Thomas H. Shaw, under the firm name of Shaw & Merrill, the partnership continuing twenty-seven years, until the death of Mr. Shaw in 1861. Their first place of business was in Mercantile Block, Broad street, where they continued a year, and then moved to the present location, 66 Main street, where the salesrooms have continued 39 years. Mr. Merrill continued in the business alone until 1872, when he gave Mr. D. F. Kelleher, who had been in his employ as salesman and book-keeper about fifteen years, an interest in his business.

During the forty-two years of Mr. Merrill's business operations, he has undergone the ordeal of fire five times—the first time with David Hill, which was a clean burn of store and manufactory. His manufactory in the Emerson Block, Broad street, was twice partially, and in 1867 wholly destroyed by fire. Loss in the last fire about \$8,000; insurance only \$1500. Undaunted, he purchased new machinery, locating at east end of Franklin bridge, where in a year or two he was again entirely cleaned out by fire.

He then established his manufactory with the most complete set of machinery at Morse & Co.'s Mills, where eighteen hands are employed.

At this manufactory, and the furnishing and upholstery rooms in rear of the warerooms on Main street, about thirty men are employed, among them the most competent and experienced workmen in their several lines,—one of whom, Mr. Wm. G. Brown, has been in Mr. Merrill's employ thirty-five years.

The quality of furniture produced will compare with any in the country, and the whole establishment is a testimonial of the long, courageous and successful career of the senior proprietor.

A. H. ROBERTS & SON,
Carpetings, Paper Hangings, Upholstery Goods, Curtains, &c.
No. 5 MAIN STREET.

In 1839 Mr. A. H. Roberts clerked in the dry goods store of T. A. White, on Main street, deriving all the benefit which its rugged discipline for a little more than a year could confer, and then entered the dry goods store of Charles Godfrey, in the same capacity, in 1840. A. H. Merrill joined Mr. Godfrey in 1841, and soon after bought out the dry goods and carpet store of William H. Dow at No. 19 Main street, of which Mr. Roberts took charge, Messrs. Merrill & Godfrey still continuing the dry goods store at No. 15. Mr. R. went into the firm in 1842. The concern was sold out to John W. Fletcher, in 1845.

In 1849 he went into the dry goods and carpet business at No. 17 Main st., as clerk with T. G. Stickney, who had been in the dry goods business for some years previously. In 1851 Mr. S. moved into the present location, No. 5 Main street, and shortly after added paper hangings to his specialties. In 1855 Mr. Roberts entered into partnership with Mr. Stickney. In 1871 the firm of Stickney & Roberts was dissolved, (this firm being at the time the oldest firm in the city), the senior member retiring from trade. The dry goods department was then sold to Stone & Brown. That of carpets, paper hangings and upholstery goods and fixtures was retained by Mr. Roberts, with whom his son, Edward F. Roberts, now became associated, under the present firm name.

The business of the establishment demanding more ample accommodations, an additional carpet room was annexed by taking the whole of the third story of the adjacent store; and one-half of the first floor being required for the upholstery and paper hangings department, Mr. Brown removed his stock to another store, and J. M. Daggett took the spare half for dry goods.

The business of this establishment, so thoroughly learned by the proprietors and extended by them, together with the services of skilled employees, enables it to meet any reasonable demand of this section of the State for the comfortable and elegant furnishing of the homes of the people, and the residences are few in this city and vicinity that do not show forth its capabilities and skill. It is the most complete in its lines of any establishment east of Portland, if not in the State.

ALBERT NOYES & CO.

Stoves, Stove Pipe, Iron and Tin Ware,
21, 23 and 27 Central Street.

Messrs. Albert and Henry Noyes were born in Newburyport, and removed to Salem, where Albert was clerk in a dry goods store several years, and Henry was an employee in a foundry. They came to this city in 1836 and commenced their present business on Central street, near their present location, under the style of H. & A. Noyes. There was no similar establishment in the city, those in the tin-ware business (Henry Call being the oldest in this line), pursuing it exclusively, while the stove business was an adjunct of the hardware stores. They continued in Central street two or three years, and then removed to Main street, where Williams & Getchell's dry goods store now is, and in a few months were driven out by the fire which took in Wall street and cut through to Main street, destroying two or three stores on Main street, (Aug. 19th, 1838.)

They then returned to Central street, Henry then leaving the firm and the city for the West, where he was absent some eight years. Albert then carried on the business alone till 1865, when the present firm was formed, consisting of Albert, Henry and Frank C. Noyes, son of Albert. Henry returned from the West about 1856, and was clerk with his brother till the present firm was formed. Previous to the present firm, Albert was associated for two years with the late Thomas H. Rice who died at the West. The old premises of this establishment were torn down and replaced by the present block, about fifteen years ago, Albert occupying the adjacent brick stores during the transformation. This establishment is the oldest by several years of any of the same kind in the city. It has partaken of the growth of the city, occupying much more extensive quarters than formerly, and strict attention to business, excellent wares and workmanship, and correct dealing, have given it an enviable reputation in this city and vicinity.

We cannot forbear mention of the praiseworthy taste and enterprise of the senior member of the firm in behalf of those useful and ornamental pursuits which have distinguished our city. For many years he has maintained an extensive nursery and conservatory at his residence, near Fourteenth street, and has taken an initial and leading part in their more general cultivation. He was one of the prime movers in the organization of the Bangor Horticultural Society twenty-four or five years ago, and took a leading part in the organization of the Maine Pomological Society in 1872, of which he was a trustee.

In improving and developing the Poultry breeds he has also been conspicuous, making most attractive contributions at all the different exhibitions. He was a promoter of the Penobscot Poultry Ass'n, incorporated in 1870, and of the Maine Poultry Ass'n, incorporated in 1871, of both of which he has been President from their organization. As councilman and alderman he has also taken an active part in the corporate interests of our city.

WOOD, BISHOP & CO.

MANUFACTURERS OF

Stoves, Tin and Sheet Iron Ware,

41 & 42 WEST MARKET SQUARE.

FOUNDRY ON HAMPDEN ROAD.

Henry A. and Charles C. Wood were practical tin-plate and sheet-iron workers, and commenced the manufacture of tin and iron ware and selling stoves in Providence, R. I. in 1835. They moved to Bangor in 1839, starting their business at No. 2 Mercantile block, under the style of Henry A. Wood & Co., the firm continuing till 1851, when Wm. H. Bishop, the foreman of their work-shop, became associated with them under the name of Wood, Bishop & Co.

C. C. Wood retired from the firm in 1854 on account of ill health and went West. V. S. Palmer then became a partner, but retired in 1855, when the firm name became Wood & Bishop, continuing such till 1864, when John F. Colby, their book-keeper and salesman, was admitted partner, and the firm again became Wood, Bishop & Co., which has continued unchanged since that time. Edwin Bishop, of Dover, Me., became a partner in 1865 and retired in 1869, when Charles H., son of Henry A. Wood, was admitted. The firm now consists of Henry A. Wood, Wm. H. Bishop, John F. Colby and Charles H. Wood.

The firm occupied the stores at the head of Mercantile block until 1872, when they bought at public auction the store now occupied by them. In 1867 they bought of Messrs. Eastes & Whittier their foundry property, including patterns, tools and machinery, which they have much improved and enlarged, increasing its production three-fold over its former business. They employ about sixty men at the foundry and in the manufacture of tin and sheet iron ware.

Their trade extends all over our State, and they sell largely in New Hampshire and Vermont. Camp cooking apparatus has long been a specialty, and there are few lumbermen in our whole country that cannot testify to the excellence of their wares and their adaptation to the purpose designed. They have orders for these goods from all the States where lumber is cut.

Their stove trade has steadily increased from 1839—their foundry being exclusively devoted to this manufacture and wares appertaining to it—and they find it impossible to supply their orders. Their stoves have heretofore been designed for burning wood, but as this is becoming exhausted, and coal is taking its place, they are adapting their manufacture to the change, and are producing new and beautiful styles of cooking, office, parlor and other stoves for burning coal.

MORSE & CO.

Lumber, Plaster, Corn Meal, Fine Rock Salt.

Drummond Mills, Valley Avenue.

The history of Morse & Co.'s Mills goes back into the last century. William Hammond and John Smart built a saw-mill on the site in 1795. [A saw mill is said to have been built some years before by William Potter at the falls near "Lover's Leap."] This subsequently, and probably, directly passed into the hands of William and Charles Rice and Obed Haynes, the latter probably building the grist-mill, as it was known as "Haynes Mill." These parties in 1812, sold a portion of the privilege to Jon. Holt of Hampden, for a fulling and carding mill, from whom to Morse & Co., it came successively thro' Allen Clark, Mr. Hodgman, and E. O. Pendleton.

John Pearson became the proprietor, excepting the fulling and carding mill, in 1814, when they were known as "Pearson's Mills." In 1832 Capt. Jacob Drummond came to this city, buying in and continuing in partnership with Pearson till 1851, when he bought out Pearson, the mills then becoming known as "Drummond's Mills." Dea. Alexander Drummond carried on the grist and plaster mills for many years for the proprietors, and Jacob, before his death, gave him one-fourth of the property. Jacob Drummond was Mayor in 1844 and died in 1852.

L. J. Morse and H. P. Oliver carried on the saw-mill under lease from Drummond heirs several years previous to 1858, and from 1858 to 1866, the same, associated with Frank Hight, (Morse & Co.) run the mills in the same manner. In 1856 a steam engine was put into the grist mill, and in 1858 the old saw mill was torn down and rebuilt and steam power put in. In 1860 Morse & Co. purchased the McQuesten mill, near Lover's Leap, built by John Webster, and in 1864 put in their salt works there. They had carried on this mill several years previous to 1860 on lease.

In 1866 Morse & Co. took Orin Oliver and Ralph W. Morse into the firm, and bought out the Drummond heirs. E. O. Pendleton also joined the firm at the same time with his carding-mill interest, which he sold to the concern in 1873, since which time he has leased the same. Ralph W. Morse died in 1870, and Walter L., son of L. J. Morse, entered the firm in 1874.

Upon buying out the Drummond heirs, they tore out the old grist-mill and rebuilt it, putting in a larger engine to run it, and to afford power for various mechanical industries occupying the block, among which are the furniture manufactories of G. W. Merrill & Co., and J. T. & L. J. Gilman; Webb & Nason, axe and shave factory; Job Collett, file-griding; E. H. Tebbetts & Hunt, coffin-makers, and E. O. Pendleton, carding-mill.

By successive purchases they have acquired the title to all the shore property about their mills, extending to Meadow brook on the mill side, and much of the opposite shore, affording ample room for present and prospective needs. Their mills are thoroughly fitted up, and have surplus power and accommodations for additional industries.

They use steam power supplementary to their water power. No logs now come down the Kenduskeag stream to either of their saw-mills. The upper mill opposite "Lover's Leap," which manufactures salt, salt-boxes and shingles, receives its stock of lumber—poplar, bass and spruce—in the winter season by land transportation; and the lower saw-mills, are supplied with logs coming down the Penobscot river and rafted up the stream to their mills, where they are taken up over the dam by machinery and stored in the mill-pond.

The salt manufactured at their works is of excellent quality and is rapidly extending its sale, having the whole market at the north, and finding its way to some of the border Provincial towns, and reaching into the western portion of the State. Of the 75,000 bushels of salt received at this port the past year, they imported about 50,000. The last year's product of their Salt-mill was 130,000 boxes of the several sizes, equal to 114,000 boxes of twenty pounds each; while the Plaster-mill annually produces from 2,000 to 3,000 tons. During the summer season they employ from sixty to seventy men, and probably half this number in the winter when their saw-mills are shut down.

This firm also has an interest in the Bangor Foundry & Machine Company,—and a half interest in the firm of A. H. Thaxter & Co., Exchange street, the heaviest house in the city in corn, and dealers also in flour and shorts. The trade in this city and vicinity is largely supplied with meal ground at their mill.

For enterprise this firm is second to none, as is apparent in the enlargement of their business as indicated above, the senior members having grown up in the establishment and being identified with it by persevering labor and sagacious management.

DAVID BUGBEE & CO.

Booksellers, Stationers, Book Binders,
5 STRICKLAND'S BLOCK.

David Bugbee was born in Pomfret, Vt., and having become in different places master of the several branches of his trade as book-binder and blank book manufacturer, came to this city in 1836 and set up business in a chamber in Smith's Block, No. 17 Central street. The following year moved to the ground floor, occupying the front for a stationery and book store on a small scale, and the rear for his bindery. He was first to introduce here metallic pens, which were then coming into use and disputing the field with the old goose quill. He was also first to sell newspapers at his counter, and at one time was disposing of two or three hundred copies of the Boston Daily Mail.

The original wooden block on Kenduskeag bridge, on the site of that the firm is now in, was burnt in 1836; and when it was rebuilt, two or three years after, Mr. Bugbee moved into his present location in which his stock was a little watered by the great flood of 1846. In October, 1849, the entire block was destroyed by an incendiary fire, Mr. B. losing everything in the store and bindery, amounting to \$14,000, with only \$4,000 insurance. Before the roof fell in he had secured a store in Phillips & Witherly's block on Exchange street, and in five days was re-stocked. The block was soon rebuilt and he moved back into it.

In 1854 Mr. E. F. Dillingham, for seven years a clerk in the store, became a partner, forming the present firm. In 1870, they were again driven out by fire, which so far destroyed the block that it was remodeled and much improved, the firm in the meantime and until re-occupying, sojourning at No. 20 Main street.

The stability and success of this establishment are due to those virtues of steadfastness, diligence and prudence, which have of late years been growing rare, and with what disastrous results are too apparent. The senior member commenced with nothing but his trade and his pluck,—has followed it without change, excepting enlargements from time to time, for thirty-eight years; always holding his business well in hand, and never being afflicted with ambition for a spread. Whether these qualities are worth anything, we leave the success of the establishment to speak for itself. The junior member has also been the "left bower" of the establishment.

CHARLES HAYWARD & CO.

Wholesale Grocers,

And Dealers in

Corn, Flour and Provisions,

110 and 114 EXCHANGE STREET.

CHARLES HAYWARD. GEORGE VARNEY. WILBUR F. BRANN.

Charles Hayward, after serving an apprenticeship in the grocery business of eight and a half years, was in 1840 admitted as a partner to the old and well-known firm of J. & J. True, doing business at No. 50 West Market square, the style being J. & J. True & Co.

In 1843 Jabez True disposed of his interest to the other partners, (John True and Charles Hayward), who continued the business under the firm name of True & Hayward till 1851, when John T. Harris was admitted to the firm, which then took the style of True, Hayward & Co. Jabez True died in 1869.

In 1854 John True left the firm, removing to Portland, where, after many years successful business, he has retired. He sold his interest to Hayward & Harris who continued the business under this style till January, 1858, when Mr. Harris being desirous to remove to Boston, Mr. Hayward purchased his interest and carried on the business alone.

In October, 1860, George Varney, who had been a clerk in the store for more than seven years, and Charles V. Lord were associated as partners under the style of Charles Hayward & Co. In June, 1868, Mr. Lord withdrew from the firm, Hayward and Varney purchasing his interest and continuing the business without change of name till April, 1870, when Wilbur F. Brann was admitted as a partner, the name and style of the co-partnership remaining unchanged.

The store of this firm was flooded to the second floor in the great freshet of 1846, and was destroyed with all its contents in the great fire of January 1st, 1869. They now occupy stores Nos. 110 and 114 Exchange street.

This house has a record of nearly half a century, and among the older portion of the community the original founders are held in esteem. Those who have succeeded them have well maintained its high standing, and by their enterprise have greatly enlarged the dimensions of its business, which probably exceeds those of any similar house in the State east of Portland.

JOB COLLETT, FILE MANUFACTURER, Exchange Street, Foot of York.

Job Collett was born in Milksham, England, in 1828. He came to this country with his father's family about 1830. His oldest brother, James, learned the file-cutting trade of an old Sheffield artisan at New Haven, and with his father, Thos. Collett, set up the business of re-cutting, in Lowell, in 1840. Job went into the shop to work at eleven years of age. The family moved to this city in 1845, and his father and James started the business on Exchange street, under the firm of T. & J. Collett, which continued till 1849. James died in 1845 and was succeeded by the next older brother, John, the firm name remaining the same.

In 1850 James Woodbury and Job Collett bought out the concern, running under the style of Woodbury & Collett, the business then being hardware and re-cutting files. The junior member purchased Woodbury's interest in 1852, and has carried on the business alone ever since. Up to 1857, the manufactory was on the east side of Exchange street, but in 1859 Mr. Collett fitted up his present quarters. In 1860 he enlarged his business by adding the manufacture of files to that of re-cutting.

The enterprise had a hard struggle at its beginning in Lowell to make headway against foreign manufacture and get a standing in the market. When it came to this city, it was the only one in the State, if not the only one north of New Haven. The first year's business here was only \$1800. Now it is \$20,000. No orders are solicited out of the State, although many are received from abroad. Besides the great variety of files comprised in the trade, he manufactures one particular make, known as Collett's Slim Taper, for hand-saw filing, of which Mr. Collett makes some fifteen hundred dozen annually. This specialty has also been imitated by other manufacturers and passed off as the Collett file.

Mr. Collett imports the very best quality of English cast steel, with which the most skillful workmanship is united, and his goods compete successfully with any of foreign make. This establishment is most creditable to this city and State, and gives employment to twenty men, thirteen of whom are file-cutters and seven are employed in the other processes of the manufacture.

WHEELWRIGHT, CLARK & CO. Dealers in Dry Goods and Clothing, West Market Square.

In 1836, Hon. J. S. Wheelwright entered the clothing store of Thomas Furber, then kept in the Drew Block, east end of Kenduskeag bridge, now replaced by the Kenduskeag Block. Two years after, at the age of seventeen, he and his father, Geo. Wheelwright, who came to this city in 1834 and carried on a cloth and carpet store with Moses Savary on Main street for several years, bought out Mr. Furber and continued the business till the death of the father in 1845. In the winter of 1839 their entire stock of clothing was taken by the State for the use of the State troops engaged in the memorable bloodless War of the Aroostook.

In 1849 Mr. J. G. Clark became associated with him in the business, which occupied a portion of the old wooden store, known as the Taylor Corner, long years before, the headquarters of Abner Taylor and Geo. W. Brown. These quarters soon became too narrow for their increasing business, and in 1859, by an arrangement with the heirs of Taylor and Brown who held the "Corner," they erected in its place what was then regarded as a somewhat extravagant structure, as it is now one of the most elegant and conspicuous blocks in our city. It perpetuates the name of TAYLOR CORNER in letters cut in stone and blazoned in gilt. The investment has abundantly justified the sagacity of this enterprising firm.

In 1861, this house contributed largely and promptly to the fit-out of the soldiers of our State, going to the front in the Great Rebellion. In 1871 the firm was much enlarged by the accession of Messrs. James A. Robinson, J. G. Blake, and George Wheelwright, who had been for some years in its employ.

Within a few years a wholesale Dry Goods department has been added, and they are now selling the largest amount in this line of any house east of Portland. The annual *expenses* of the house now considerably exceed the gross amount of *sales* in the first few years of its business. Goods adapted to the lumbering business—one of its specialties,—are in demand not only in our own State, but in the Provinces, Michigan, Minnesota and Pennsylvania.

Few persons are aware of the public benefits of this establishment, which has for several years past furnished the entire support of nearly two hundred and fifty persons. While distributing so much, its own enterprise has met deserved reward.

GEO. W. LADD,

Commission Merchant,

DEALER IN

Corn, Flour, W. I. Goods, Groceries, &c.

Phoenix Block, No. 22 West Market Square.

In 1839 G. W. Ladd, then twenty years of age, came to this city from Augusta, where he had served six years as clerk in the drug and apothecary business, and set up in this line in a small store at the east end of Kenduskeag bridge, near Harlow's corner. The next year moved into the corner of Smith's block, doing a successful business for five years. When Wm. H. Dow built the opposite block, (Dow's block), he rented the large corner store where he remained another five years, doing the largest and most successful drug and apothecary business in the State.

On account of impaired health, and by his physician's advice, he spent a year at the South and in Cuba, and left the business he was educated in, at the early age of 32 years, to the late J. S. Ingraham, who for many years had been a clerk and one year a partner with him. He then commenced anew in the general commission business, subsequently adding that of wholesale and retail groceries, successfully pursuing and enlarging the same year by year. He has had a hand in ship-building and lumbering, and has done a very extensive business in house-building.

In 1873 he purchased the site of the Schwartz block, destroyed by fire the previous year, and erected thereon the splendid PHOENIX BLOCK, consisting of two stores on West Market square, one of which he occupies, and a basement of two stores fronting on Kenduskeag stream. The block contains fine banking rooms and offices, and is the central ornament of the row of modern stores on the square.

Dr. Ladd (still retaining his title) continues to do a flourishing business in the commission line, as wholesale and retail dealer, and as receiver of country produce, flour, lumber and other merchandise on consignment. His commodious stores and wharf afford facilities for receiving Western produce by water as cheaply as the same can be laid down in Boston. Dr. Ladd abounds in energy and resources, has been successful in his several lines of business, and would be in any line.

J. F. PARKHURST, Trunks, Bags, Valises, Horse Collars, &c.

Factory, cor. Main and Rowe sts. Salesroom, 18 Central st.

Jonathan F. Parkhurst, was born at Unity, Me., in 1829. In 1851, he went to California where he remained a year and a half engaged in mining, and having at one time seventeen men in his employ in this exciting occupation. He returned home satisfied with the profits of his venture. In 1854, however, he set out again overland, with a townsman as partner, driving a large herd of cattle from Missouri, and encountered the various hardships and adventures of such a life upon the prairies and among the Black Hills and formidable bands of Indians.

He returned home in 1855, and went into trade at Unity, and in 1862, with a partner, carried on stores in Unity, China Village and Freedom. He closed them in 1865 and came to Bangor in 1866, and commenced the saddlery hardware business in Central street, with Rogers & Ames—the celebrated Rogers horse-collar being one of the specialties and still continuing such in his establishment. The next spring he purchased his partner's interest and carried on the business alone till 1871, when W. J. Webb became associated under the style of Parkhurst & Webb, the firm continuing till Aug., 1874, Mr. Parkhurst now being alone.

In 1867, Mr. P. connected with his previous business the manufacture of trunks and valises, which he commenced with but one workman, in rooms over his store. In 1871 he built a block of four stores and six tenement dwellings on Hammond street, and in 1873, his trunk manufacture demanding more room, and under the inducement of exemption from taxation for ten years, he erected the large factory on Main street, 44 by 90 feet, and three stories high, where at present from ten to fifteen hands are employed, with ample accommodations for four times that number. Exemption from taxation by cities and towns has been decided unconstitutional, but there should be some way to maintain the plighted faith between the public and individuals and corporations working for its interest.

In workmanship and prices his manufactures compete with any in the market, and are making their way against those in the West. As indicated above, Mr. Parkhurst possesses that energy and spirit of enterprise which command recognition.

F. W. HARDY,

Photographer, Rooms 13 & 14 Kenduskeag Block.

A notice of this establishment involves that of his father Mr. J. P. Hardy, who has been, for a half century, a connecting link between our citizens and the fine arts. This distinguished and esteemed artist was born in Pelham, N. H., removing to Hampden in 1815. He early exhibited artistic taste, which was no doubt stimulated by his intimacy with the materials of the painter's trade followed by his New Hampshire uncles. In 1822 he received his first professional instruction.

He moved to this city in 1825 and had his studio over Benjamin Nourse's bookstore near the Farmers' Bank, from which he moved with Mr. Nourse to more substantial brick quarters in West Market square. When Smith's Block was erected in 1834, the proprietors fitted up rooms for him in the third and fourth stories which he occupied about fourteen years, until he built the present studio on the Hampden road, some 25 years ago.

Mr. Hardy's portraits and other paintings have given him a goodly reputation at home and abroad. His sister has also executed choice work in this line, while his daughter, inspired and instructed by his genius, reproduces the beautiful in nature with an exquisite touch. His portrait of Cyrus Hamlin in 1837, and some of his daughter's pieces, were among the finest in the exhibition of paintings at the recent Mechanics' Fair in Boston.

When photographs were first made in this country by Whipple & Black, in Boston, Mr. Hardy gave it some attention and learned the process of them. His son, F. W. Hardy, then began to assist his father—giving his attention to photography which his father relinquished wholly to him—and was the first in this city to make photographs on paper.

He continued with his father a number of years, doing much and excellent work, the studio being enlarged for photographic purposes,—his father making use to some extent of photographs in his portraits. About four years ago, desiring a more central location, he removed to his present excellent rooms in Kenduskeag Block, pursuing his profession with the enthusiastic devotion of a true artist, and producing works of superior merit. The beautiful glace photograph has recently been added to his production. His father and sister are still busy with brush and palette at the Hampden road studio.

A. L. & R. C. BOYD,

Manufacturers of and Dealers in Confectionery, &c.

HAMMOND STREET AND WEST MARKET SQUARE.

The junior member of this firm—Rodney C. Boyd—was first employed as clerk with Henry G. Thaxter in 1852, continuing about one year, when Mr. Thaxter relinquished the business to him, the location then being the east wing of the old Market House which occupied the present site of the Custom House. He commenced operations with a capital of five dollars, just enough to purchase a load of wood, one keg of cider and four tumblers—innocently thinking at that time, and not quite convinced at present, after more than twenty years experience, lecturing and reflection, that cider is an intoxicant.

In April, 1853, he was joined by his brother, Archibald L., the firm taking its present style. They remained in the same old quarters till the completion of Norombega Market in the fall of 1854, when they moved into one of its stalls, and at the same time set up their present store, No. 6 Hammond street, and carried on the manufacture of candies in other convenient localities. In 1855 they abandoned Norombega, and consolidated their entire business, except manufacturing, at No. 6 Hammond street.

As might be supposed from the pleasant spread on their cash book of daily receipts from \$150 to \$1800, and averaging \$300, and swelling up to over a hundred thousand dollars in a single year, No. 6 became some sizes too small for them, and by the relinquishment of No. 11 West Market square by F. P. Wood, they were enabled, by a right-angled movement at their rear end, to gain their additional frontage on the square, and a better fit for their larger growth.

They have recently added to their novelties the Eureka Pea-nut Roaster, of which invention they have the patent-right for Bangor, and are agents for the sale of the machines throughout the State. It is unique in its mechanism, is mounted on wheels, automatic in its operation, and imparts an appetizing flavor to its fresh roasted products.

This is now, we believe, the oldest firm in the city. The Boyds have pursued their business industriously, and have so extended it in the city, and by their regular lines of teams through the country, that their names, as well as their goods, are widely and pleasantly known and appreciated.

FRANK M. ROWE,
DRUGS, PAINTS & OILS,
Cor. Exchange and York Streets.

This establishment had its origin with Abner P. Guild and Joseph M. Whittier, who came here from Boston in 1836, and under the old well known style of Whittier & Guild, set up business on the stream side of Exchange street, near Babb & Lancaster's store. They subsequently crossed the street a few doors below the present stand, where they remained a few years until Whittier retired and Guild remained alone. The latter then purchased the corner and erected the two stores upon it, himself occupying the present corner store.

This old corner was formerly occupied by Sawyer & Patterson's saddlery shop and store which was destroyed in the great fire of March, 1834, which swept away all the stores, shops, houses, and stables, covering the area bounded by Exchange, York and French streets, as far down as the old Penobscot Exchange, before any of its enlargements, which was saved by the intrepidity of the firemen of that day.

In 1852, he associated his clerk, N. S. Harlow, with him under the style of Guild & Harlow, the firm continuing till 1856 when Mr. Harlow retired. Mr. Guild then again carried on the business alone until March, 1864, when he retired with a handsome competency, having disposed of the store to Horatio W. Blood, who had been a clerk in the concern for ten years, and to Frank M. Rowe, who had been clerk with M. Schwartz for thirteen years—under the style of Blood & Rowe. This firm continued over ten years till October 3d, 1874, having increased the business three-fold over what it was when they took it, when the present incumbent purchased Mr. Blood's interest.

Under Mr. Guild's long management, this house attained a wide reputation for honesty, integrity and fair dealing, and its honorable position has been well sustained by his successors. Thirty-nine years of continuous successful business is of itself a sufficient endorsement of the straightforward manner in which its affairs have been conducted, and a guaranty of its continuance under its present head.

E. H. FOGG,
Dealer in Hardware, Cutlery, Paints and Oils,
47 WEST MARKET SQUARE.

The stand occupied by the present incumbent was that of Lewis and Levi Cram back as far as 1817, then in the old wooden block, with John Williams, saddlery, on one side and W. T. & Hayward Pierce on the other side of them. This block was torn down in 1836 to give place to the brick block destroyed six years ago. The Crams dealt in hardware, stoves, and drugs and medicines. It was here that Henry B. Hall, subsequently of the firm of Hall & Holden, apothecaries, took his first lessons in that line. Lewis going out, Levi continued alone till he took in Benjamin Plummer, (who subsequently built up a large insurance business). Levi then sold to David Mosman, the firm becoming Plummer & Mosman. This continued some years, when John Wooderson, for sometime a clerk with them, bought out Plummer, the firm changing to David Mosman & Co.

In 1851 Mr. John Winn purchased Mosman's interest and put in his son, John A. Winn, and Jos. W. Fiske, the style of the firm being Wooderson, Winn & Fiske. This run about two years when Winn and Fiske retired, John Wooderson continuing alone till about 1856, when Wooderson sold to Butler & Co., (Henry A. and James H. Butler), which firm continued till 1860, when Henry retired.

In 1861 Messrs. Edmund H. Fogg and Humphrey A. Bridges, (the latter having been clerk for some years with the Butlers), purchased of James H. Butler, and formed the partnership of Fogg & Bridges. The senior member was born in Limerick, Me., learned the carpenter's trade in Saco, came here in 1842; soon went into company with Fogg & Wiggin (Joseph Fogg and Andrew Wiggin), afterwards with Hiram H. Fogg, and subsequently into the grocery business with T. W. Edgerly (Edgerly & Fogg). He then went into M. Schwartz's hardware store, where he remained about nine years, until entering the present establishment.

January 1, 1869, Fogg & Bridges were burnt out in the great fire which destroyed ten brick stores with their storehouses on the east side of West Market square, involving a loss of \$250,000.

Messrs. F. & B. suffered considerably. During the rebuilding of the block they occupied store under the Farmer's Bank. They were again driven out for a few months with very heavy loss by the fire of 1872 which destroyed Schwartz Block, adjoining, and burnt out their store. In the spring of 1874 Mr. Bridges went out of the firm, leaving Mr. Fogg sole proprietor. Mr. F. has evinced in the course of his business and its fiery trials, those qualities of patience, industry and perseverance which have maintained it and given it a large growth.

M. SCHWARTZ,
Manufacturer of Saws and Machinery,
143 EXCHANGE STREET.

Mr. Schwartz was born in Blankenbach, Prussia, within fifteen miles of the castle of Wartburg where Luther translated the Bible. He passed through the Prussian schools; came to Boston at the age of twenty with \$4.50 in his pocket and owing \$32.00 borrowed money, with no knowledge of the English language; learned his trade with a Mr. Curtis, and in 1839 commenced business for himself at 9 Dock Square. Subsequently, for lack of room, removed his factory to Medford.

In the year 1843 he was burnt out without insurance by a fire taking in an adjacent sash and blind factory, and he then removed to Bangor, taking store 15 Broad street, till more suitable quarters could be obtained on Exchange st., next to Penobscot Exchange, where he remained two years. Then built store now occupied by Chase & Gould; subsequently, needing more room, hired store now occupied by Norton & Farrington. At this time did his grinding in his large building located on what is now Dale Park, renting all beside basement to other trades. This was swept away in the conflagration of '51 which visited that locality, rendering it available for its present purpose.

He then purchased land in the rear of his store, putting up a brick building and fitting it up with steam engine and grinding apparatus, occupying these premises ever since. The following year, his business requiring all the brick store for hardware business, built shop in rear for saws, which was destroyed by fire in 1861. No insurance. Rebuilt and partially burned out subsequently.

In 1865 expansion of business required the next store additional, now occupied by Hoskins & Veazie; and in 1869, built the splendid SCHWARTZ BLOCK in West Market Square, 40 feet front by 125 feet deep, with six floors, into which he moved in 1870, doing a business of over \$200,000 a year.

This splendid structure, with a granite front, which was an ornament to the Square, was totally destroyed by fire in Oct. 1872. Since then Mr. Schwartz has continued the manufacture of Saws in the rear of Exchange street, and of machinery, &c., at his foundry on Harlow street. His manufactures have always ranked high among American products and been awarded the first premiums in exhibitions of mechanical art.

Mr. S. has made numerous inventions and improvements in machinery and tools for saw manufacture, the latest being a powerful press with an index for cutting saws and gears, which works admirably. There is also his shingle machine with a wrought iron jointer, which ranks among the best in the market.

The rotary steam engine, which has been in successful operation for nearly three years at his work-shop, has attracted much attention from machinists, giving him much celebrity as an inventor, and destined ere long to return him a substantial dividend. Other inventions might be mentioned, the latest being a hoop-splitter and shaver, which works most satisfactorily and promises a goodly return to the inventor.

The mechanical world will not soon forget the debt they owe to Mr. Schwartz, who, in connection with Mr. Darling—under the firm of Darling & Schwartz—produced the most perfect tools ever furnished to their hands, and now manufactured at Providence, R. I., to which city Mr. Darling removed some years ago.

Mr. S. has been one of the largest employers of workmen since he came to Bangor. The present winter his operations require 20 men, and the number will have to be largely increased in the spring to enable him to supply his numerous customers. The future outlook of his business is full of encouraging promise.

Mr. Schwartz has an enthusiastic pride in thorough workmanship, and is not satisfied with less than perfection in whatever bears his stamp; and his liberal enterprise and heroic perseverance, in the face of disasters which would overcome ordinary men, have given him a conspicuous place in the esteem and good wishes of his fellow citizens.

Outside of his mechanical and trade enterprise, Mr. S. has been connected with financial and insurance affairs. He was one of the originators of the Norombega Bank, being one of its directors, and, the second year, its president. He was also a director in the Veazie Bank several years.

In 1870, when the National Insurance Company was organized with a capital of \$200,000, he was chosen its president, and it prospered so well that a dividend was paid to the stockholders the first year, and at the close of the second year, when he retired from the management, holding \$87,000 of the stock, the assets of the Co. had reached \$450,000. As is well known, the whole stock was sunk in the great Boston fire, about nine months after Mr. S. retired from the management. Mr. S. has also served several years in the city government.

J. O'B. DARLING,

—Manufacturer of—

MOCCASINS,**And Wholesale Dealer in Boots, Shoes, &c.****133 and 135 EXCHANGE STREET.**

Mr. Joseph O'B. Darling was born in Bucksport in 1816, and came to Bangor in 1848, and went into the retail trade of boots, shoes, etc., with Mr. Frank Ingalls, under the style of Darling & Ingalls, at the store now occupied by E. A. Buck corner of Exchange and State streets. This firm continued for three years when Mr. Darling purchased his partner's interest, and continued at the same stand five years longer and then moved into the corner store of the Harlow block; thence removed to his present location on Exchange street, when he relinquished the retail trade and commenced the wholesale business in the same line in connection with the moccasin business.

Mr. Benjamin Weed was the first manufacturer of moccasins in this city, commencing about twenty years ago, and sold to the several dealers. The demand, which was at first very limited, rapidly increased as the merits of this article became known, and soon several of our boot and shoe dealers went into the business which has so increased that this enterprise may now be computed at \$300,000 annually.

Mr. Darling commenced the manufacture in a small way at his place on Harlow corner in 1858, and has now become a leading manufacturer in this line of goods. Three years ago he leased the Pioneer Chapel (formerly the old Universalist church), on Park street, and fitted it up for the manufacture of these goods—occupying the first two stories and the attic for his work and storage, and renting the third story to Messrs. Parker & Peakes.

This manufacture is peculiarly a Bangor enterprise, in which it has taken and retained the lead, although similar establishments have been started elsewhere. These goods are in demand all over the country, in the Provinces, but principally in the Western States.

Mr. Darling manufactures a shoe—a specialty—made of the same material as the moccasins, which is growing rapidly into favor at the West, of which he sold ten thousand pairs last year, and for which the orders the present year have increased three-fold. In the manufacture of these shoes and the various styles of boot and shoe moccasins, Mr. Darling's enterprise gives employment to sixty or seventy persons.

STODDARD & HELLIER, Brick, Potash, Soaps and Candles,

DEALERS IN TALLOW, BONE AND LEACHED ASHES.

S. A. STODDARD,
W. S. HELLIER.

Cor. Fourth and Parker Sts.

James Hellier came from Devonshire county, England, in 1823, and in spring of 1824 came to this city and erected brick-works at the corner of Harlow and Cumberland streets, removing them the year following to Davenport square near the Bangor House. In 1825 his brother John Hellier came here from England and made a brick-yard on land now occupied by the Hinckley & Egery Iron Co. He operated this yard several seasons, and in 1829, under the style of J. & J. Hellier, the two brothers abandoned their respective yards and located on the westerly side of Main street, near the Gas Works, where they continued to operate up to the date of John's decease in 1866. At this time his son, Walter S., who had a few years previous taken an interest in the concern, assumed the whole business, his uncle James retiring about that time.

Samuel A. Stoddard came to Bangor in the winter of 1865—6, and in the spring, with Simon Page, of Hallowell, as silent partner, erected the soap and potash works at the present location, doing a successful business under the style of S. A. Stoddard & Co. This firm also made a few kilns of brick in 1869—70.

About this time the huge clay banks in the Hellier yards had become quite exhausted in forty years' manufacture of brick, which had found its way into nearly every building in the city and vicinity, besides hundreds of cargoes shipped to other ports; and the necessity of a change of base resulted in Mr. Hellier's purchasing Mr. Page's one-half interest in the firm of S. A. S. & Co., which then became Stoddard & Hellier.

They have recently opened new beds of clay in the neighborhood, and are now the only brick makers in the city, and, with one exception, the only manufacturers of soap. Their works annually consume a thousand cords of wood, and produce about 3,000,000 of brick; 50 tons best quality potash, 2,500 barrels soap; also variety of hard soap; and leach 30,000 bushels of hard wood ashes. Steam is used for all purposes in their factory. They employ from forty to fifty men and twenty horses the year round, and their sales aggregate \$60,000.

We have in our city establishments more conspicuously located and whose annual business, expressed in dollars, very much exceeds this, but there are few which give employment the year round to a larger number of laborers and thus contribute so much to the general welfare—which the proprietors are happy to acknowledge they have been largely enabled to do by the liberal patronage of those who believe in encouraging home manufactures.

E. F. & W. G. DUREN, Booksellers, Stationers, and Dealers in Music, Periodicals and School Books.

8 HAMMOND STREET, OPP. CITY HALL.

Mr. E. F. Duren was born in Boston in 1814. In 1824 he came to Portland, residing with his grandfather, Hon. Samuel Freeman, and graduated at the Latin School. In 1826 he entered the bookstore of William Hyde, with whom, there and in Boston, he remained till 1834, when he came to this city and opened a bookstore and circulating library in Smith's block, then just completed, together with a bindery in charge of Charles Stavers.

In 1835 Geo. A. Thatcher became a partner with him. The firm of Duren & Thatcher continued two years. Mr. Duren remained alone till 1846 when he disposed of his stock to Wm. Lewis & Co., and removed to Portland, where he was connected with the firm of Hyde, Lord & Duren in the book and publishing business. He returned to Bangor in 1848 and resumed business in the new Gothic block, Main street, (recently destroyed by fire). In 1850 a bindery was connected with the store conducted by J. S. Bedlow, with whom he formed a partnership under the style of E. F. Duren & Co., which continued till 1852 when Mr. Bedlow entered the telegraph office, in which he has risen to a superintendency.

In 1852 Mr. D. removed to his present location. From 1859, his son, Wm. G. Duren, having graduated at the high school, was with him in the store, and since 1870 the business has been conducted under the present style of E. F. & W. G. Duren. Besides the usual bookstore business, the Messrs. Duren have worked up a large sale in the periodical and newspaper line. They commenced the sale of the leading Boston dailies fifteen years ago, which, with the weeklies, now aggregates 50,000 annually. Prominent attention has also been given to musical publications from the first.

Mr. Duren has published several books, among them the Congregational Manual, Probation, The Church, Plato, and Pastor's Manual by Dr. Pond, and other minor publications. He has been editor and compiler of the Minutes of the Congregational Churches of Maine for twenty years, and has compiled a list of 1200 authors and 1600 publications in Maine, which is incorporated in Griffin's "History of the Press in Maine." He is a member of the Maine Historical Society, and Secretary of the Bangor Historical Society from its incorporation and organization in 1864. Besides giving careful and successful attention to his business, he has taken an active interest in parish, church, musical and benevolent associations, which are indebted to him for his ever ready and industrious co-operation.

J. S. RICKER & CO.

Importers and Jobbers of

Crockery, China, Glass Ware, Cutlery, Plated Ware, &c.
NO. 1 MAIN STREET.

Josiah S. Ricker, a native of New Portland, came to Bangor in the spring of 1845 and served six years as clerk in the dry goods store of J. C. & H. L. White, succeeded by J. C. White & Co.

In 1851, Mr. Sam'l D. Gates, who had been in the crockery business several years, died, when Mr. E. P. Prince, who had been a clerk with Mr. Gates, and Mr. Ricker bought the concern and continued the business under the firm of Prince & Ricker for two years, when Mr. Prince retired from the firm, and Mr. Ricker remained alone for eight years.

In 1861 Mr. R. associated with him Mr. Roby Ireland, who had been engaged in business here and in California, under the style of Ricker & Ireland. This connection continued till 1869, when Mr. Ireland retired from the firm, leaving Mr. Ricker alone.

Upon forming partnership with Mr. Ireland they commenced the direct importation of crockery-ware from the Staffordshire potteries, being the only importers in eastern Maine, making it a regular business, amounting to one hundred crates annually.

Mr. Ricker continues this importation, to which a few years ago he added a large line of beautiful fancy Parian ware from the same manufactories, including those classic statuettes of exquisite finish, and busts of distinguished personages, also directly importing French China-ware and Bronzes, and the splendid Bohemian vases, etc., with which his windows always make a most beautiful and attractive display.

In glass-ware and lamps this establishment deals very extensively, carrying a large stock of the best American manufacture, while in the line of table cutlery and plated ware, the best manufacturers of the country are well represented.

Mr. Ricker's stock also comprises the coarser goods required in our market, and he is agent for Plaisted's stone-ware.

Correct and honorable dealing and excellent goods during a quarter of a century have made this establishment favorably known in this section of the State.

BANGOR SAVINGS BANK.

TRUSTEES:—G. W. Pickering, Albert Holton, Charles Hayward,
J. S. Wheelwright, W. B. Hayford,
G. W. Pickering, President. John Patten, Treasurer.

In 1833 the "Bangor Savings Institution" was incorporated, Amos Patten being president and treasurer. In 1838 he resigned the treasurer'ship and was succeeded by John Patten. Largest amount on deposit never exceeded \$3,500. The hard times, following the crash of 1837 and driving money out of market, dried up the business of the institution which ceased in 1843.

The Bangor Savings Bank was incorporated and organized in 1852—same year with that in Portland—there then being but four or five similar banks in the State. The incorporators were E. L. Hamlin, Albert Holton, J. S. Wheelwright, S. H. Dale, G. R. Smith, Michael Boyce, A. Thompson, T. W. Baldwin, H. A. Wood, Jabez True, and A. W. Paine. Elijah L. Hamlin was president until 1863 when G. W. Pickering was elected. Albert Holton was treasurer till 1864, when John Patten was elected.

Its business during its first years was comparatively small and of slow growth, but in January, 1865, in consequence of the plentiful distribution of money through soldiers' bounties, &c., the deposits reached \$356,000. The next year, soldiers returning home and drawing their funds to a large extent, reduced the showing to \$286,000. In 1867 the deposits recovered to \$355,000, since which time, by rapid and regular increase, they now reach \$2,350,000. The whole number of different depositors from the beginning is 14,237. The present number is over 6,000, averaging about \$400 to a depositor. The semi-annual dividend declared in October last was \$64,000.

For the first years only four and five per cent. interest was paid. The rate was advanced in 1866 to six per cent., and subsequently to seven per cent., when, by legislative enactment, it was limited to six per cent., one per cent. tax being laid on savings banks—one-half for educational, and one-half for general State purposes. The savings bank business of the whole State has reached \$30,000,000, represented by 56 banks and 91,000 depositors.

The object of these institutions is to afford a safe and profitable mode of enabling industrious persons to invest their spare earnings. How well the Bangor Savings Bank has accomplished this, the thousands who have availed themselves of its agency can testify. Its management has ever been in the hands of citizens of the highest standing for integrity and business capacity.

BANGOR STEAM BOILER WORKS, Corner Washington and Oak Streets, DANIEL SULLIVAN, Proprietor.

Daniel Sullivan was born in Cork county, Ireland, in 1841. The next year found him with his parents in Boston, where, at eleven years of age, he entered the well-known boiler works of E. Snow & Co., East Boston, continuing there till 21 years old; then went to New York into the extensive works of T. F. Secor & Co., where he remained two years; thence came to Portland, taking charge of J. B. Johnson's boiler-shop for two years, when, in company with Mr. McCauley, he went into blacksmithing and boiler-making, continuing till the great fire of 1866 by which he was burnt out without insurance.

He came immediately to Bangor with the few of his apt tools that had stood the test, and set up on a small scale on Franklin street, where, after a few weeks, he was again burnt out, without insurance. Gathering up his tools, twice tried by fire, (and which he still keeps), he started again in the old brick building on Washington street, and soon after leased the Hinckley & Egery boiler works where he now is.

During the past eight years of busy and uninterrupted work, sufficient to employ all his time and attention, and restrict the development of inventive genius, his active mind has made itself felt in numerous improvements connected with the steam-boiler and steam-heating apparatus, and in several minor patented inventions, such as hand-hole plates and tube-stoppers, which are adopted by most boiler-makers in New England.

Among the most important of his works, he brought out in 1871, his hot air and steam boiler, adapted to high and low pressure; and in 1872, he patented a boiler for heating purposes specially adapted to hotels and dwellings, which upon its merits, without the usual advertising stimulus, has found its way into many of the best public and private buildings in Maine, New Hampshire and Massachusetts.

His last important invention is known as Sullivan's Improved Tubular Boiler, set in brick, patented in 1874, the specialties of which over former boilers are,—nearly double the amount of heating surface, and consequently large saving in fuel,—greater capacity for water and steam and requiring less care in management, etc. Numerous testimonials of its superior working, both for power and heating purposes are given. This, with his other patents, gives him an honorable place among inventive mechanics, and his working grit in the face of discouragements in his first years entitles him to high commendation. He employs about his works upwards of twenty men.

THOS. JENNESS & SON,
Wholesale and Retail Dealers in
Hardware, Cutlery, Bolting Cloths, Building Materials.
NO. 12 WEST MARKET SQUARE.

This house dates with the old and well-known firm of Jenness & March, both of whom, attracted by the rising star in the east, came here in 1833, when little over twenty years old,—Thomas Jenness coming from Deerfield, N. H., where he was running a country dry goods and grocery store, and Leonard March from Portsmouth, where he learned the hardware business with Richard Jenness. They occupied store No. 2 City Point Block which was then just completed.

In 1835 they removed to the present location, No. 12 West Market square, and in 1839 the firm was dissolved, Mr. March engaging in lumber operations as member of the firm of Jewett, March & Co., the senior member of which was G. K. Jewett. Mr. Jenness then carried on the business alone; but in 1841 a change was made, Horace Jenness taking No. 12 West Market square, and Thomas Jenness opening a new hardware store on Exchange street.

In 1843 these stores were united at No. 12, Horace selling out, and Joseph J. Dearborn, also of Deerfield, N. H., associating with Thomas, under the style of Jenness & Dearborn. This firm continued till the fall of 1850, Mr. Dearborn returning to Deerfield. Mr. Jenness was then alone till May, 1864, when his son, John S. Jenness, was associated with him, taking the style of Thomas Jenness & Son. The latter succeeded to the business at his father's death in August of the same year, continuing the same style.

Mr. March died in 1857. Both members of the original firm will be long held in pleasant remembrance by their cotemporaries for those kindly and genial qualities which they preserved amidst the cares of business, which they never allowed, as is often the case, to harden about them into a crust of sordid selfishness.

The hardware business has undergone much change during the past forty years. In the first years of the business of this house the larger portion of its stock was imported, and Sheffield and Birmingham goods almost exclusively filled the shelves. American manufactures during this period have developed, and become able to compete with a superior quality of goods which now have the market.

This establishment deals largely in window glass, carrying a complete assortment; and in fine cutlery, of English and American manufacture, it is not surpassed. No other store east of Portland deals in bolting-cloths. It also makes a specialty of currier's oils, and has for years had the agency of the celebrated Welch & Griffith's saws.

J. C. WHITE & CO.

Commission Merchants and Jobbers of

Foreign and Domestic Woolens, Dry Goods, Tailors' Trimmings,
1 WHITE'S BLOCK, MAIN ST.

Thomas A. White came to Bangor in November, 1828, with a stock of cloths and trimmings, locating where G. W. Ladd's block now stands. Joseph C. White came the next July, entering his brother's store as a clerk. In 1829 they moved to the site of No. 18 Main street, and in July, 1833, they formed a copartnership under the style of T. A. & J. C. White. The great fire of July, 1834, destroyed their premises, from which, although immediately on fire and fully insured, they moved their whole stock in good order.

The following December they re-occupied the rebuilt premises, the present No. 18, and in 1838 they dissolved—T. A. continuing at No. 18, and J. C. occupying the adjacent store north. In a few years T. A. removed to the east side of the stream doing a large jobbing business till his death about ten years ago. In 1843 the firm of J. C. & H. L. White was formed, occupying No. 18, and continuing several years till the junior member removed to New York and deceased in 1870.

J. C. White continued alone till 1851 when the late Sam'l Garnsey joined him under the firm of J. C. White & Co., but retired in 1854 leaving Mr. White alone till 1873, when he associated with him his youngest son, Fred H. White.

In 1853 Mr. White purchased the old Alexander Savage property, corner of Main and Water streets, converting it into a store, and, the next year, occupying it as his store, thereby eliciting the compassionate remark of his fellow-citizens that they were "sorry he had gone so far out of town;" although he finds it now well in the business centre of the city and State.

In 1868, in connection with the Masonic fraternity, he replaced these ancient premises by the present spacious and elegant MASONIC BLOCK, the upper portion of which is devoted to Masonic purposes, and the lower stories to fine offices and warerooms and two capacious stores, one of which the firm occupies with its extensive and growing business.

Mr. White has been in active continuous business in this city for forty-six years on the same street, thus considerably outranking any individual now in trade here; and it is a rather remarkable fact, that during all this long period, although paying many thousands of dollars for insurance, he has never received a dollar for loss on his business risks.

A. LEIGHTON, House and Ship Plumbing, Galvanized Iron Cornice & Gutters.

DEALER IN

Plumbing Materials, Sheet Lead and Vitrified Drain Pipe.

EXCHANGE, CORNER YORK STREET.

Ansel Leighton, having learned the trade of tin-smith, came to Bangor in 1832 and worked with the old well-known firm of Campbell & Mills till 1834, when he went into business with Charles H. Wing, under the style of Leighton & Wing, at the east end of Central bridge, then just built, and doing copper, sheet-iron and tin job work, mostly for the stove business which had begun to be of some importance. The hard times of 1837 induced Mr. Wing to withdraw, when I. E. Leighton joined him, for about a year.

A. Leighton was then alone till 1840, when the business place was removed to corner of Exchange and York streets, and Samuel Lunt joined him under the style of Lunt & Leighton, continuing until 1847, when Mr. Lunt withdrew and I. E. Leighton came in again under the style of A. Leighton & Co., which firm continued till the year 1862, when the junior member again withdrew, and A. Leighton carried on the business alone till 1864, when he admitted Mr. G. A. Davenport, who had worked some years in the establishment, and his son, Horace W. Leighton, to an interest, but continuing the name of A. Leighton.

From 1840 to 1850 the peddling business was a specialty, the establishment having out a dozen or more teams in the country, exchanging tin-ware for sheep skins, which were then a legal tender, and all kinds of produce. There was then but little money in circulation, and exchange of commodities was the order of things. As money became more abundant the peddling system failed to be remunerative and ceased.

About 1850 the large ship-building interest in this vicinity called into requisition an increased amount of plumbing, to which the Leightons turned their attention, as well as to copper work and tin-roofing. Prior to 1858 there were few houses in this city that were systematically plumbed. The first jobs were done by Boston mechanics, but at this date this establishment made this important and increasing branch of work a specialty, which it has continued till now, doing nearly all the work of our city and vicinity in this line.

Latterly the manufacture of galvanized iron cornices and gutters has been added to its line of work. In the aforementioned specialties, connected with house and ship-building and household comfort, this establishment has achieved complete mechanical success, highly creditable to its enterprise and skill.

N. S. HARLOW,
Dealer in Fine Drugs, Medicines & Chemicals,
NO. 4 SMITH BLOCK.

Mr. N. S. Harlow, a native of Bangor, went into the drug and apothecary store of A. P. Guild in 1844, where he served as clerk till 1852, when he associated with Mr. G. under the style of Guild & Harlow. This partnership expired by limitation in 1856.

In 1857 Mr. Harlow purchased the stock in his present stand of Henry W. Fuller, (who removed to Chicago), and continued the business till 1870 when he sold out to Dr. L. E. Norris, who subsequently associated with him Mr. J. R. Lumbert. In 1871 Mr. Harlow repurchased of Messrs. Norris & Lumbert, and conducted the business under the firm name of Harlow & Sweet till February, 1874, when he resumed sole charge under his own name.

The history of this stand runs back to those old familiar apothecary names of Hall & Holden, who so long kept their sign and gilded mortar at No. 22 West Market square. Mr. H. B. Hall, shortly after dissolving with Dr. Holden, set up at No. 4 Smith block with Mr. Young, the store thence passing into the hands of A. Young, jr.; Emerson & Young; Sargent & Emerson; Geo. W. Emerson, and H. W. Fuller.

Besides the usual line of his general trade in drugs and chemicals in which he has a full stock, selected with the greatest care, Mr. Harlow makes a specialty in surgical instruments, representing among others the celebrated makers, Geo. Tiemann & Co., New York, and carrying the only stock in this line east of Portland, in which he deals wholesale and retail.

Mr. Harlow has ever devoted particular attention to pharmaceutic preparations in which his care and skill have been employed with great success. He has also acquired a high reputation among appreciative customers for a variety of toilet waters of his own preparation, with which he unites a large assortment of fine toilet goods.

In ladies' fancy baskets of German, Swiss and other foreign manufacture, he has for several years had the exclusive trade, and carries a large and beautiful stock.

Mr. Harlow's apprenticeship and connection with Mr. Guild served to form those solid qualities which have marked his business management,—excellence and genuineness in his goods being with him of the first importance.

JAMES TOBIN,
Manufacturer of and Wholesale and Retail Dealer in
Ready-Made Clothing, and Gents' Furnishing Goods,
2 HARLOW BLOCK.

In 1848—the memorable year of the last attempt for the liberation of Ireland, by Mitchel, O'Brien, Meagher and other compatriots, for which they suffered exile—our present esteemed fellow-citizen, James Tobin, Esq., then but twenty-three years of age, left the city of Dublin, where he had been employed in the grocery business, for this country, and with an acquaintance drifted to this city.

He entered the clothing store of Messrs. Boyce & McKinnon, remaining about a year and a half, and thence went into the clothing warehouse of the late Patrick Wall, at the east end of Kenduskeag Bridge. In 1850, Mr. Wall bought, fitted up and occupied the fine store No. 14 West Market square, in front of which the emblematic golden fleece upon the cloth of gold still remains as a memento of former glory,—Messrs. Boyce & McKinnon occupying the adjacent store.

These were rival houses for some time, and probably the most flourishing establishments of their kind in the city. Mr. Tobin clerked with one or the other of these houses for six years or more after they were located side by side, and through the opportunities afforded by them became thoroughly versed in all the features of the trade.

In 1856 he set up for himself on the west end of Kenduskeag Bridge in the store now occupied by Prescott, and in August of the same year removed into Harlow block where he still continues. His store comprises the custom and ready-made clothing departments with a large line of furnishing goods, for which he keeps it fully equipped in experienced workers and choice goods, carrying a stock sufficient to meet all the ordinary demands of the trade.

This clothing ware-house is one of the few in our city which almost exclusively manufacture their own goods. It employs six men and some twenty-five girls in the work-rooms, and about the same number outside.

Mr. Tobin is one of the very few who have for so long a time carried on business alone,—a fact which adds its testimony to the spirit of self-reliance which he has ever manifested by his many years of steady attention to business and honorable dealing. The confidence of his fellow-citizens has for some years given him a place in the city council, he being now in the aldermen's board.

WASSAUMKEAG HOTEL, D. W. RANLET, PROP'R, FORT POINT, Me.

This spacious and elegant summer hotel, located on one of the most attractive points in Penobscot Bay, was erected by a company of enterprising gentlemen of Bangor, and opened to the public in 1872. The spot had long been a favorite resort on account of its historic interest—being the site of the ancient Fort Pownal built in 1758, the vestiges of which still remain—and for the picturesque scenery in which it is unsurpassed by any point on the coast.

The hotel occupies a commanding site on the peninsula and from every side the eye takes in a wide panorama of water, woodland and mountain scenery, while the salubrious breezes from the bay have free play. As a place of restful and invigorating relaxation from the cares of business and the hot breath of city life, few watering-places have superior attractions.

The house is a fine specimen of hotel architecture, having a frontage of 150 feet, and four stories in height, containing 125 rooms with spacious halls. In the arrangement, appointments, and furnishing of the house, no pains have been spared to adapt it to the end designed and to make it in every respect a first-class hotel.

It is provided with bath rooms, fresh and salt water, steam heating, gas, telegraphic connection, news stand, billiard rooms, etc., while in its bowling alleys, livery stable and sail-boats, abundant provision is made for outside enjoyment. The drives along the shore and in the interior are over excellent roads, and at every turn reveal new and delightful views; while strolls along the bold and iron-stained cliffs and in the forest park give pleasure to the eye and zest to appetite.

The facilities of travel at this point give it great advantage, it being on the steamers' route between Boston, Portland and Bangor, which touch here almost daily, and being also in easy railroad connection with the West via Bangor, Belfast and Rockland.

The present proprietor, well known from his five years connection with the Sinclair House, Bethlehem, N. H., during the past year has won high commendation from the numerous guests who have enjoyed its comforts, and who, in comparing the varied attractions of the place, and the comforts of the house, give it their unqualified preference over all other summer resorts.

BANGOR INSURANCE CO.

Authorized Capital Stock, \$500,000.

S. F. Humphrey, Pres., O. B. Plummer, Sec., C. H. Taylor, Ass. Sec.
Prentiss Loring, Gen. Agent.

This company was organized in April, 1872, representing much of the best business enterprise and financial strength of the city, for the purpose of fire and marine insurance. It was chartered with \$100,000 capital stock with liberty to increase the same to \$500,000, one-fourth to be paid in before issuing a policy. Matthew Lincoln was president till April, 1874, upon whose resignation Hon. S. F. Humphrey was elected. J. S. Chadwick was secretary and W. A. Dolliver assistant secretary till the early months of 1874, and, upon resignation, were succeeded by O. B. Plummer and C. H. Taylor.

In the very first months of the company's operations, the great Boston fire dealt it a heavy blow in common with so many of the insurance companies of the country. Its loss in that fire was over \$70,000, and the fact that this was promptly met while so many of the old and substantial companies went under, afforded the best proof of the good faith and reliable competency of this young and vigorous organization, which, while receiving premiums, would not shirk the blows of disaster.

The stockholders comprise citizens of the highest respectability and business standing, with a corps of officers whose names inspire the fullest confidence. The secretary, who was born and bred to the insurance business, and who understands its workings in its minutest details, contributes largely to its increasing efficiency and success.

The present status of the company shows a large increase of business, and a gratifying degree of prosperity. Marine insurance was relinquished in November last, and it now confines itself exclusively to fire risks. The amount of capital stock actually paid up is now over \$200,000; and, at the present writing, it makes the handsome exhibit of \$325,000 in assets.

It is now the only stock fire insurance company in the State, and is represented in all the principal business centers of the New England and Middle States. Its efficient management and careful agencies must give it a foremost rank among kindred institutions.

T. G. STICKNEY, COAL DEALER and BROKER,

Office: Room No. 1 Kenduskeag Block.

Mr. Thomas G. Stickney was born in Vassalboro, Kennebec Co. At the age of twenty he went into the dry goods business in Portsmouth, N. H. In 1844 he sold out and came to Bangor, when he purchased of Mr. Samuel Harris his stock of dry goods and continued the business several years at No. 7 Main street.

In 1846 Mr. S. sustained a large loss on his stock by the great freshet of that year, the water being six feet deep in his store, and nearly the whole stock being submerged. In 1848 he bought Pillsbury & Sandford's stock of dry goods and carpets and moved into their store, No. 1 Main street.

In 1849 Mr. S. took a nine years' lease of No. 17 Main street, tore down the old store and erected in its place a more commodious one, which was considered at that time the finest dry goods store in the city. In 1851, Mr. McLaughlin having remodeled and greatly improved his store, No. 5 Main street, Mr. S. took a lease of it and made large additions to his stock—the business being dry goods, carpets, paper-hangings, etc.

In 1855 he associated with him as partner, Mr. A. H. Roberts, who had been connected with him for several years as clerk, the firm of Stickney & Roberts continuing till 1870 when Mr. Stickney sold to Mr. Roberts and retired.

After a year's rest, Mr. Stickney, in 1871, went into the coal and brokerage business, leasing the Holyoke wharf at the Brewer end of the Penobscot bridge for a coal-yard. His coal business having largely increased, and his quarters becoming inadequate, he purchased in 1872 an undivided half in what was known as the Holyoke & Baker property, including the two wharves, which probably afford better accommodations for storing a large amount of coal than are possessed by any similar establishment in the State.

Mr. S. takes great care to obtain the very best quality of coal of the several grades which has already come into general use, and is year by year fast treading on the heel of the receding forest. He also takes great pains to have it delivered to his customers in good condition.

In the brokerage department Mr. S. negotiates loans for other parties, buys and sells securities of all kinds, discounts notes, etc. The thirty years of Mr. Stickney's business career in our city, united with honorable dealing and quick perception, have been attended with success.

THOMAS HERSEY,
Manufacturer of Boots, Shoes, Moccasins and Furs,
MAIN ST., COR. MIDDLE.

Many years ago, and only within the knowledge of the oldest inhabitants, before silk hats were known, and when the beaver ruled supreme in his crowning favors to the lords of creation, those who passed over the Kenduskeag bridge might have seen a humble shop on the shelving bank of the stream in the rear of where Bowman's block now stands, where the ancient hatters, Samuel Moore and others, pursued their occupation.

William Farwell, a practical hatter from Boston, worked with Moore for some time, and in 1833 was joined by Wm. H. Hemmenway, another practical hatter, forming the partnership of Farwell & Hemmenway. Besides manufacturing, they had a store on the bridge, trading in hats, caps, furs, etc.

This firm continued two years, when Mr. S. C. Hemmenway, who had previously carried on the dry goods and millinery business with his mother, bought out the stock and pursued the business in the old Globe Bank building, which occupied the site where J. S. Ricker & Co. now are, and subsequently removing to the adjacent store, No. 19 West Market square.

Thomas Hersey, a native of Hingham, Mass., came to this city from Boston in 1840, and clerked in the store till 1842, when he took an interest in it, and formed with W. H. Hemmenway the firm of Hemmenway & Hersey. In 1845 they bought of Darius Wellington the dry goods stock in the spacious store, No. 20 Main street, (built by the old firm of Sargent & Walker, tailors), which they run off in order to occupy the premises for their regular trade and manufacture.

About 1855 Mr. W. H. Hemmenway removed to Machias where he recently deceased, and, from that time to the present, Mr. Hersey has continued the business alone. For more than twenty years No. 20 was a busy hive of workmen, but in 1868 he introduced the sons of Crispin to more comfortable quarters in the Masonic block, and three years ago removed to the present spacious and elegant stores and work-rooms in Pickering block.

The first moccasins were made by Benjamin Weed and sold by Mr. Hersey, the latter subsequently going largely into their manufacture which he still continues in connection with his manufacture of boots and shoes. He has between thirty and forty in his employ, and the quality of work is unsurpassed. As a manufacturer and dealer in furs Mr. Hersey has also been long and well known. In this line he has long experience and a very extensive trade. The establishment reflects great credit upon its proprietor for industry and enterprise.

SMITH, MORSE & CO.

Planing and Moulding Mill, and various Manufactures,
BREWER, ME.

This mill originated with Washington Hall in 1850, being built for planing and other manufacturing purposes, such as furniture, boxes, etc., which sold in Boston and other cities. He also went largely into the making of his well-known stump machines which sold extensively throughout New England. He did a thrifty business, but in 1860 his mill was burnt.

He immediately rebuilt in the present location, fitting up for a planing mill and for such jobbing as is done by small circular saws, continuing thus till 1865 when Mr. J. H. Smith, who had been three years in the army, purchased an eighth interest, making the firm of W. Hall & Co. The next year Mr. Hall sold three-eighths to John Holyoke and B. F. Farrington, and soon after another eighth to J. F. Woodbury, the firm name remaining unchanged. In 1870 and '71, Mr. Smith bought out Farrington and Holyoke, the firm changing to J. H. Smith & Co. In 1872 Mr. Smith sold an eighth to Mr. C. B. Morse, (formerly of the firm of Morse & Young, joiners, Bangor), and about the same time Messrs. Smith and Morse bought out Mr. Hall, when the firm became Smith, Morse & Co.

At this date the establishment was completely revised, the moulding business being added to that of planing, and such machines as their extensive and growing business required. In 1873, Mr. J. H. James entered the firm, taking an eighth interest. He had long been connected with the Glendon Company's works at E. Boston, of which this firm now purchased all its tools and machinery for the manufacture of brush-woods and blocks, rollers, curtain sticks, etc., and put them into their mill, together with other additions suited to their varied enterprise.

As now organized, this mill executes the usual work of a planing and moulding mill, and supplies the market with brush, broom and duster handles, fence pales, stair balusters, brush woods and blocks, curtain sticks, rollers, spindles, plugs, bungs, framing pins and wedges, and boxes of all sizes. Three of the partners are live working men who have infused their spirit into their whole establishment, which fills with its novel and varied industry an important place in home manufactures. A hundred horse-power engine and thirty men are employed in their works.

DANIEL WHITE,
Watches, Clocks, Jewelry, Silver Ware, Fancy Goods.
2 KENDUSKEAG BRIDGE.

This establishment dates back to 1848 with I. W. Goodhue, who commenced in Harlow block, and upon the completion of Bowman's block, moved into the present stand, No. 2, in 1852. In 1855 Daniel White became a partner, and in 1858 bought out Mr. Goodhue who moved to the Aroostook.

Mr. White continued the business till the breaking out of the Rebellion, when, after the first battle of Bull Run, leaving his business in care of his clerks, he raised a company and joined the 2d Maine Regiment, taking the place of Company I., which was broken up. He returned with the regiment in 1863 and to his store. In the winter of '63 he was employed by the city in raising recruits to fill the city's quota, and in February raised a company for the 31st Regiment, and went out as captain, taking part in several actions, when he was commissioned colonel. He was taken prisoner at the Petersburg Mine explosion and held seven months. Exchanged and coming home on a furlough, he made some changes in his business, and returned to his regt., continuing with it till the close of the war.

No Maine soldier has a better war record. He was in the battles of Hanover Court House, Gaines' Mills, Malvern Hill, 2d Bull Run, Fredericksburg, Chancellorsville, and the Wilderness; as major was in command of 31st Maine at Spottsylvania and Cold Harbor, and on recommendation of the general in the field was commissioned colonel, and at close of the war was brevetted brig.-general.

Gen. White resumed business in person in the fall of 1865. In the line of fancy and musical goods he has a large and well selected stock, but of late years his leading trade has run into the line of watches, clocks and silver ware. He has the agency of the celebrated Elgin, Waltham, and Springfield American watches, in which and in the various grades of Swiss watches usually offered in American markets, he is probably the largest dealer in this section of the State. His trade in clocks is also very extensive, and in jewelry and silver ware the best manufacturers are fully represented. He is sole agent for the celebrated Crescent spectacles.

The work and repair shop connected with the establishment is equal to any demands that may be made upon it for skillful workmanship. The models and ingenious mechanisms produced here have received high encomiums.

PATTEN & WHEELDEN,
Pianos, Organs, and Musical Goods,
White's Block, Main St., up stairs.

John S. Patten commenced the music business in 1865 with L. R. Horton, on Kenduskeag bridge, under the firm of Horton & Patten. In 1867 Mr. Patten bought out Horton and continued alone till 1868 when he was burnt out, and the same year formed a partnership with L. J. Wheelden, who as clerk with Mr. Patten and partner with John Lowell had acquired three years experience in the business.

Messrs. Patten & Wheelden immediately bought Charles Hale's stock of musical goods and moved into the piano rooms over his store, No. 24 Main street, remaining there till they moved in 1869 into their present elegant and commodious rooms in Masonic block, occupying most of the entire second floor.

They are the general agents for Maine for the sale of the celebrated Miller pianos, and general agents for the eastern half of Maine for Chickering & Sons' pianos and for the standard parlor organs of the Smith American Organ Co., and Geo. Woods & Co., and for the J. Estey & Co.'s Cottage organs. They also deal in all the different makes.

The Chickering pianos have stood the test of nearly fifty years of wear and of criticism, receiving the fullest endorsement of the leading artists of this country and Europe, together with 75 prize medals over all competitors, and the Cross of the Legion of Honor and the Gold Medal at the Paris Exposition.

The Miller piano also takes rank among the best instruments and has received the most unqualified testimonials as to excellence. The parlor organs for which Messrs. P. & W. are agents stand at the head of their class, both in their combinations, quality of tone and superior workmanship—some of the makes having been tested for twenty-five years in thousands of homes.

Messrs. P. & W. do a large business in renting, and selling instruments on installments, and exchanging same. They carry the largest stock in the State and through their agencies are rapidly extending their business throughout the State, and are, undoubtedly, the most extensive dealers in musical instruments and goods in Maine, and have a full line of music books and sheet music.

Mr. Wheelden's practical knowledge of instruments, of which he is an expert tuner and repairer, is a guaranty of the excellence of their goods.

C. G. STERNS & CO.

Manu'rs of Spruce, Pine and Hemlock Dimension Lumber,
OFFICE—OVER 132 EXCHANGE STREET.

Mr. Charles G. Sterns, a tanner by trade, began sawing lumber in his father's mill at Brewer Village in 1836, and in 1840 went into company with him. After his father's death in 1841, he carried on the business alone till 1848, when Dea. Daniel Sargent, 2d, became partner with him under the firm of C. G. Sterns & Co., which some years after became Sargent & Sterns, continuing till 1864, when they dissolved, Mr. Sargent taking the Brewer Village mill, and Mr. Sterns the Roberts steam saw-mill at East Hampden, which the firm purchased of A. M. Roberts and Hinckley & Egery in 1863.

In 1863 Mr. Sterns established his office in this city, and in 1865 purchased Dr. Rich's homestead and removed his residence here. In 1866 the present firm of C. G. Sterns & Co. was formed, consisting of C. G. Sterns, his two sons, Samuel and Ezra L. Sterns, and Mr. Ebenezer Wheelden, all of whom received their lumber education in the saw-mill, to which fact their success is largely attributable.

The mills owned by the senior member of the firm and operated by them in East Hampden, are located at a point called Turtle Head, about three miles below Bangor, where Mr. Thomas Emery built a steam-mill in 1836. This was purchased by Mr. Roberts and Hinckley & Egery in 1854 who improved it and erected by its side another larger mill. The present firm has renovated and improved both, greatly increasing their efficiency, expending \$30,000 on them. The older mill, driven by a eighty horse power engine, contains two muleys, two edgers, and picket and lath machines. The new mill, with a one hundred and forty horse power engine, contains a gang and muley with edgers and lath and stave machines. Seventy-five men are employed about the mills.

With twenty feet of water at the mill wharves, and a safe storage for 4,000,000 feet of logs, afforded by a creek, these mills are the most favorably situated of any on the river. During the past year they produced, operating by day only, 12,000,000 feet long lumber, 7,000,000 laths, and 600,000 staves and pickets, and making over 5000 cords of sawdust, one-half of which is shipped for packing ice. Their principal market is through Long Island Sound, New York and Philadelphia.

The firm lumber largely, cutting about two-thirds of the logs manufactured at their mills.

CLARENCE L. DAKIN,
Pictures, Frames, Artists' Materials,
STEREOSCOPIC VIEWS, &c.
92 MAIN, COR. WATER ST.

Daniel Dakin came to Bangor in 1845, working at the furniture trade. In 1845, under the firm of Dakin & Bowers, he commenced with others the manufacture of picture and looking-glass frames at Drummond's mills. The next year he bought out his partners, continuing the business there till 1850 when he moved to Emerson b'lk on Broad street, where he enlarged his business, manufacturing black walnut and mahogany veneer frames for the trade in large quantities. While in this block he was twice partially burnt out.

In 1854 he formed with N. C. Downing the firm of Dakin & Downing, buying out the latter's interest in 1856, and shortly after moving to rooms on Union street, in building then situated on Union park, and giving special attention to the manufacture of gilt frames, then fast taking the place of veneered frames.

In 1860 Mr. Dakin bought out Sam'l Dealing's drug store, corner of Main and Water streets, and shortly after built an extension, into which he moved his picture stock. In 1863 he bought out E. C. Young's picture store, 46 Main street, of which his son, Clarence L. Dakin, then but fourteen years old, took the entire charge, and subsequently moving into No. 72. Mr. Downing again became a partner in 1866, and in 1868 bought the retail stock, Mr. Dakin retaining the wholesale department at the old stand, No. 92.

In 1868 Clarence became a partner with his father in the drug store and picture business, continuing until 1872, when he took the picture business and his father the drug store. In the fall of 1873 Clarence leased store No. 2, under the Harriman House, which he stocked with the fullest assortment of goods in his line, making it one of the most attractive stores in the city—his elegant chromos and other pictures elegantly mounted, forming a rare display of art.

Besides the stock of pictures, artists' materials, etc., particular attention was given to the framing department, and by his assiduity and excellent goods and work he had built up an excellent trade. He was burnt out by the fire of December 15, 1874, when he moved back to the old quarters, No. 92, where he is ready to wait upon his numerous customers.

N. H. BRAGG & SONS,
Iron, Steel, and Carriage Stock,
BLACKSMITH TOOLS, CUMBERLAND COAL, &c.
4 BROAD STREET.

Mr. Norris H. Bragg was a blacksmith for twenty years at Dixmont, Me., and in 1854 came to this city with Mr. Sumner Basford of the same town, with whom, under the style of Bragg & Basford, he opened a store on Broad street, stocked with iron, steel and blacksmith goods.

This firm continued till 1863, when Mr. Bragg purchased his partner's interest and carried on the business alone till January, 1867, at which time he admitted his son, N. E. Bragg, who had served in the store for several years, to an interest, under the firm name of N. H. Bragg & Son.

Mr. N. H. Bragg died the following May, devolving the entire business on his son, then only twenty-five years old, who conducted the business alone till 1871, when he associated his brother, C. F. Bragg, just become of age, as a partner, and taking the present style of N. H. Bragg & Sons.

The business of the concern, the foundation of which was so well laid by the father of the present firm, whose estimable character makes him well remembered, has steadily grown and in addition to iron, steel and blacksmith goods, with which it started, it has extended into the carriage hardware and wood work business in which the firm carries a full stock, in all which they have a large wholesale and retail trade.

Besides the full line of blacksmith tools and carriage hardware, in which they can supply every article required, this firm has the exclusive agency of the Philadelphia Portable Forge Company for the sale in this section of its celebrated Portable Forge and Blower, now generally used by every class of metal-workers throughout the country.

They have also the special agency for the sale of the improved cast-iron hubbed wheels, manufactured by the Archibald Wheel Co., of Lawrence, Mass., which are taking the place of the wooden hub for heavy carriages; also the special agency for Worcester & Hunt's upright drilling machines. Bolt cutters are also in their line.

This young firm have grown up in their business, inheriting the excellent qualities of the founder, and constantly increasing it by their industry and enterprise.

BENJ. ADAMS,
Carriage Manufacturer and Repairer,
CORNER OF YORK AND FRENCH STREETS.

Mr. Adams was born in Littleton, Mass., in 1799. He was brought up on a farm till sixteen years old, when he went to Concord, Mass., and learned the harness and chaise trade.

He came to Bangor about 1826 and worked for several years in Gen. Williams's saddlery and harness shop; and in 1831 set up business in a small shop, back of Asa Sawyer's harness shop on the corner of Exchange and York streets, who occupied where the store of F. M. Rowe now is.

In 1832 he went into company with Seaman Foster, and carried on house painting and carriage painting and trimming, Mr. Foster attending to house painting, and about this time built a two-story shop. By the great fire of April, 1834, which swept the whole square, bounded by Exchange, York and French streets, as far down as the Penobscot Exchange, his premises was burnt and without insurance.

He then built a new shop on the lot where Mr. Wheelden's stable now is, subsequently moving it a little further up York street, and in 1842 built his trimming shop at corner of York and French streets. In 1847 his carriage shop was burnt.

He then built a new shop and took his son, Charles K. Adams, into partnership under the style of Benj. Adams & Son, when the business was enlarged to the carriage business in all its departments.

In 1851 they sold out the business to Daniel Morrill, and in 1854 Mr. Adams re-purchased, and formed partnership with his son, C. K. Adams, and Colin Foster, forming the firm of Benj. Adams & Co. Colin Foster left the firm two years after, and in about 1861 his son left the firm leaving his father alone in the business.

The leading work of the establishment is in repairing, to which for many years particular attention has been paid, and a large business in this line has been secured. Experienced carriage-makers are employed and considerable first-class work is done in this line. He employs about fifteen men.

Probably no citizen has continued in the same business in the same locality so long as Mr. Adams. His life has been an industrious one, and he enjoys the esteem of all.

HOWARD'S INSURANCE AGENCY, NO. 3 EXCHANGE BLOCK.

Mr. D. M. Howard came to Bangor from Vassalboro in 1835, entering the commission house of Attwood & Son as clerk, afterwards clerking for several years with E. & S. Smith, dealers in real estate. He then went into trade with Warren Brown, and, in 1850 formed partnership with Benjamin Wiggin, in the wholesale provision trade on Exchange street, under the firm of D. M. Howard & Co., which continued eight years, until Mr. Wiggin's removal to Boston. Mr. Howard continued the business alone four years, and in 1862 formed a partnership with Mr. Levi Bradley in the same line of trade under the firm of Howard & Bradley, which continued till 1868.

Mr. Howard connected the insurance business with his other occupation in 1852, and in 1868 relinquished all other business and devoted himself exclusively to Fire, Life and Marine insurance which he has continued ever since, being now the oldest insurance agency in the city, representing the oldest and soundest American companies, with a capital of \$50,000,000. He has the agency of the *Ætna*, Hartford, Phoenix and Orient fire companies, and the Travellers' Life and Accident Co., of Hartford,—the Ins. Co. of North America, and Fire Association, of Philadelphia,—the German American of New York—and the Mutual Benefit Life, of Newark, New Jersey.

All the above fire companies went through the great Chicago and Boston fires, promptly meeting every loss. The *Ætna*, the largest fire company in the world, paid in Chicago, \$3,800,000, and in Boston, \$1,600,000, and now has \$6,000,000 assets. The Hartford paid in the same fires, \$2,000,000, and the Phoenix, \$1,000,000. Mr. H. has paid at his agency, since it was established, nearly \$300,000 for fire losses, with promptitude and to the satisfaction of all parties.

The Mutual Benefit Life Company,—of which Mr. H. is district agent for all of the State east of the Kennebec, local agents in all the principal towns of the same reporting directly to him,—has a record of thirty years, having within that time paid \$16,000,000, more than \$500,000 in Maine, and over \$100,000 in this city, with assets of over \$30,000,000. It occupies an unchallenged position at the head of life companies.

The splendid record of the companies represented, and Mr. H.'s efficiency and honorable dealing, have given his agency a sterling reputation in this section.

J. T. RINES & CO.

DEALERS IN

FINE DRY GOODS,

No. 15 Main Street.

Mr. John T. Rines, a native of Athens, Maine, learned the dry goods business in Lowell, Mass., and came to Bangor in 1863. He went into business in 1865 in company with Mr. E. C. Nichols, under the firm of Rines & Nichols, at No. 17 Main street. This firm continued till 1869, when Mr. R. bought his partner's interest, and continued the business under the present firm name.

In 1872 Messrs. Rines and J. P. Bass bought No. 17 and the adjacent store on the north, No. 15, and in connection with Mr. F. A. Hatch, who owned No. 19, tore down the old two-story wooden block comprising these stores, and erected in their place the present Rines block, which is one of the most substantial and elegant structures on Main street.

This block is three stories in height with a front of iron, elegantly painted and gilt, for the first story, the other stories being of fine brick with granite trimmings and iron cornice. It contains three stores fitted up in the neatest style, and the upper stories are devoted to finely arranged offices and commodious work-rooms.

Mr. Rines occupies No. 15, which he designed specially for his trade, having at the rear, by a means of a one-story extension which runs also across the rear of the adjacent store, a splendid room finely lighted by skylights for the exhibition of dress goods. This store in its arrangement and appointments is a model of a dry goods store, the best adapted to the purpose of any in the city.

Mr. Rines carries one of the fullest and best stocks of dry goods in eastern Maine, making a specialty of silks, fine dress goods, cloakings and shawls, in which his nice taste and selection enable him to satisfy the most fastidious.

His marked success is attributable to his close attention to business united with a thorough knowledge of it in all its details, his nice discrimination in selection, and his honorable dealing and the courteous treatment of customers by himself and all his employees.

In 1873 Mr. Rines started a large dry goods store on Middle street in Portland, which is now carried on by his brothers, under the firm of Rines Brothers.

BACON & HUCKINS, Wholesale and Retail Dealers in Coal.

OFFICES:—FRONT ST. AND EAST END KENDUSKEAG BRIDGE.

This establishment dates back to May, 1854, when Mr. John A. Bacon, at the suggestion of the late Thomas W. Baldwin,—an estimable citizen,—came to this city from Boston to engage in the Coal business, Mr. Baldwin offering his name and his purse in aid of the enterprise, for which purpose they formed a partnership under the style of Baldwin & Bacon, the latter being the active manager of the concern. The coal-yard was established at the present location on the Front street wharf, near the M. C. R. R. station, where are kept all the different kinds of *Coal*, for *House*, *Foundry* and *Blacksmith's* use.

This partnership continued till 1856, Mr. Bacon then being alone till 1857 when he associated with him Mr. Charles L. Ames, under the style of Bacon & Ames. Mr. Ames had previously been operating largely in the bark business, and upon joining Mr. Bacon, this was added to the coal trade, and subsequently they established a wood-yard, supplying the demand for this kind of fuel, either prepared ready for use or otherwise. The bark and wood department was continued till a short time before the dissolution of this firm in 1867, when Mr. Bacon purchased his partner's interest.

In May, 1867, Mr. Charles H. Huckins became associated with Mr. Bacon, forming the present firm of Bacon & Huckins. In 1869 they bought out the coal-yard of Messrs. Robinson & Taylor at the east end of Kenduskeag bridge, in rear of Kenduskeag block, which they continue, together with that on Front street.

In 1870 they purchased a wharf and established a coal-yard at Ellsworth—the first and only enterprise of the kind in that city, the demand there having been previously supplied by small lots shipped to individual order.

Since Mr. Bacon commenced the coal trade here, the business has greatly increased. The import in 1854 and thereabouts was 6,000 tons. It is now 27,000 tons. Mr. Bacon's first year's trade was about 300 tons, and the firm now sell about one-fourth of the whole importation. Besides the city trade, they send largely into the interior by rail, to Orono and Oldtown, and as far as Vanceboro, and Dover and Moosehead Lake, on the north and east, and to points on the Maine Central as far as Kendall's Mills.

EASTERN BURNETTIZING COMPANY,

Office—No. 58 Exchange Street.

In 1865 Geo. G. Barker and N. D. Silsbee, of Boston, moved their machinery from South Boston into works which they erected on Dunning wharf in this city, for the purpose of preparing lumber by injecting (by exhaustion and pressure), the pores of green wood with chloride of zinc sufficiently to prevent decay for a long time,—spruce lumber thus prepared having been found sound in exposed positions after more than twenty years. This process was invented by Sir Francis Burnett, of England, and hence its name.

Mr. Silsbee retired in 1866, leaving Mr. Barker alone till 1869, when Wm. G. Barker and Henry B. Gardner joined him under the style of Barker Brothers & Gardner. This firm continued three years, when Mr. Gardner retired, and the business continued under the name of Eastern Burnettizing Works for two years.

Their lease being about to expire, the Messrs. Barker purchased a portion of the Crosby ship-yard, comprising about three acres of land and 341 feet of wharf in deep water, and in 1873 built their present new works, adding a planing mill.

In 1874 Mr. William T. Pearson became associated with the Messrs. Barker, under the style of the Eastern Burnettizing Co. The buildings and equipments are on an ample scale suited to the demands of the large and increasing business. The iron retorts are over sixty feet long and six feet in diameter, and the works are operated by two engines combined of one hundred horse-power.

Large quantities of Burnettized lumber have been cut, planed and fitted for horse railroad tracks, and still larger quantities cut into wood paving blocks, so much used in cities of the New England and Middle States. The machinery is adapted for cutting these paving blocks in any desired form. Seven million feet of these blocks have been cut in one season's business, and \$25,000 worth of chemicals used in their preparation. The works have found their principal market in Portland, Boston, Hartford, New Haven, New York, Philadelphia and Washington, and in Rio Janerio and Pernambuco, South America.

These are the only works of the kind in Maine, and there is but one other similar establishment in New England. The enterprise has been a successful and increasing one from the start, subserving a very important purpose, and the works since their commencement have been under the personal superintendence of Mr. John Payne.

W. F. WHITON & CO.
Carriage and Sleigh Manufacturers,
REPOSITORY AND MANUFACTORY, HARLOW STREET.

In the fall of 1833, when the rapid growth of the embryo city was attracting so many active and enterprising young men hither, Mr. Thomas J. Whiton, a native of Hingham, Mass., together with Henry Lovejoy and Stephen Badger, all of them from Boston where they learned the trade, came here and started, under the firm of T. J. Whiton & Co., a coach and chaise factory at the present stand on Harlow street, occupying a building just vacated as a sail-loft by the late S. H. Dale.

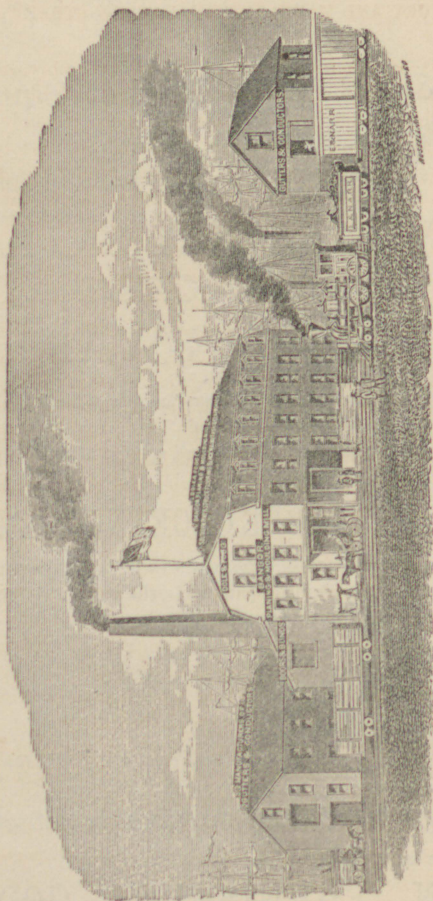
This firm continued till 1839, when Mr. Lovejoy withdrew, the firm changing to Whiton & Badger. In 1850 Mr. N. D. Newmarch bought out Mr. Badger's interest, and the firm became T. J. Whiton & Co., which continued two or three years, when Newmarch sold to Whiton, the style remaining unchanged. Subsequently, and for some dozen years, Phineas Yeaton, carriage trimmer for years in the establishment, joined Whiton under the style of Whiton & Yeaton, which firm continued till Mr. Whiton's death in 1869,

Mr. Walter F. Whiton, who as apprentice and journeyman, had seen ten years' service in the wood-work department, on his father's death succeeded to the business, carrying it on till the present time under the present style.

In 1867, the old building, first occupied, was moved around and large additional buildings were erected by the owners of the real estate, for the occupancy of the concern—containing ample accommodations for the wood-work shop, painting department, blacksmith shop and storage. In 1873 the concern also leased as a carriage repository a portion of the new block on Harlow street.

This establishment has always secured the best workmen and has had for more than forty years a high reputation for the thoroughness and elegance of its work. It has always been enough to say of a carriage that it was one of Whiton's make. This reputation has extended far and wide, and many who have used its carriages here, upon moving away have sent back their orders.

It has sold largely in Pennsylvania and other States, the superiority of workmanship overcoming the great disadvantage of cost of transportation in competition with manufactures abroad. About thirty men are employed in its several departments.



The above cut represents the Bangor Planing and Moulding Mill, Dole & Fogg, proprietors, as enlarged the past season. It is situated on Front Street, near M. C. R. R. depot. (See page 37.)

WOOD, BISHOP & CO.

Nos. 41 & 42 West Market Square,
BANGOR.

We invite the attention of the public to the large variety of

STOVES, RANGES, FURNACES, IRON AND TIN-WARE,

manufactured by us, comprising an assortment, which for style, excellence, and durability, is unsurpassed.

We have added this year and wish to call special attention to our new

CLARION PORTABLE COOKING RANGE,

which for *style* and *beauty* cannot be surpassed. Its operation is the most perfect of any cooking apparatus in the world. All modern improvements are a part of this perfect Range.

Clinkerless Grate.

Mica Front Doors,

Hot Closet,

Sifting Grate,

Portable Shelf,

Water Front for Bath Rooms,

And Nickel Plated Knobs.

Every Range warranted to give satisfaction.

We also keep a large stock of

KITCHEN FURNISHING GOODS,

Mantels, Berlin Grates,

and such goods as are usually found in such stores.

COFFIN & FAIRBANKS,

General Agents of the

Connecticut Mutual Life Insurance Comp'y,

FOR MAINE AND LOWER PROVINCES OF CANADA.

ASSETS, Jan. 1, 1874, \$37,680,224.07.

LIABILITIES, \$33,561,820.78.

SURPLUS, \$4,118,403.29.

RATES FOR \$1000. INSURANCE.

Whole Life Policies with Premiums payable annually during Life.

20 \$17 64
21 18 04
22 18 46
23 18 90
24 19 36
25 19 84
26 20 34
27 20 87
28 21 43
29 22 02
30 22 64
31 23 29
32 23 97
33 24 69
34 25 45
35 26 26
36 27 12
37 28 04
38 29 03
39 30 09
40 31 22
41 32 42
42 33 69
43 35 03
44 36 44
45 37 93
46 39 51
47 41 19
48 42 98
49 44 89
50 46 94
51 49 15
52 51 53
53 54 09
54 56 84
55 59 79
56 62 95
57 66 33
58 69 94
59 73 79
60 77 89

The man who has called together a family is bound to provide not only for their present needs, their daily bread, but for their whole future so far as he can see its contingencies, and find means to guard against them; and the latter duty is just as binding, just as sacred as the former, though because it does not press for the moment, men selfishly try to evade or at least defer it. Every day's delay is a wrong against those whom he has caused to bear the risk of losing his life, and who are bearing it at the very moment he is delaying.

There are but two ways of making an absolutely certain provision against such loss; one by at once safely investing in irrevocable trust a sufficient sum to provide for the education, support, and other needs of those dependent upon him. Very few can do this. The second is by taking a life policy for a sufficient amount in a company of unquestionable strength and known integrity. This way is open to all, and he has left one of his most serious duties undone who has not entered upon it.

What man, knowing his last hour near, but would most earnestly desire the largest possible amount of insurance?

What man knows how long he may delay this provision without bringing distress upon those whose hopes hang on his life?

What insured man has regretted in his last hour that he had made this provision for those he was leaving behind?

What uninsured man has met his death without regretting that this provision, which he might have made, has been neglected?

Insure in a Company of known ability, and one that can stand the test of time; not in a Company that is liable to transfer its risks to other hands.

Agents wanted. Apply to

COFFIN & FAIRBANKS,

Room 3, 21 Main Street, BANGOR, Me.