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## **Annual Report of the Secretary of the Board of Trade and Manufactures of the Port of Bangor for the Year 1872**

Secretary of the Board of Trade and Manufactures of the Port of Bangor

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ANNUAL REPORT

OF THE

SECRETARY OF THE BOARD

OF

Trade and Manufactures,

OF THE

PORT OF BANGOR,

FOR THE YEAR 1872.



BANGOR, ME. :

PRINTED BY THE BORDER PUBLISHING COMPANY.

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# OFFICERS OF THE BOARD OF TRADE

OF THE CITY OF BANGOR, ME.

**1873.**

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President,

MOSES GIDDINGS.

Vice Presidents,

R. S. PRESCOTT, CHARLES HAYWARD, THOMAS N.  
EGERY, D. R. STOCKWELL, J. C. WHITE, J. S.  
WHEELWRIGHT, ANDREW WIGGIN,  
JOHN HOLYOKE.

Secretary,

BENJAMIN F. TEFFT.

Treasurer,

SILAS C. HATCH.

Executive Committee,

G. W. MERRILL, F. MUZZY, MICHAEL SCHWARTZ,  
C. W. ROBERTS, H. B. WILLIAMS, C. B. BROWN,  
J. S. JENNESS, I. M. BRAGG, D. BUGBEE.



# REPORT OF THE SECRETARY.

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GENTLEMEN OF THE BOARD OF TRADE AND MANUFACTURES  
FOR THE PORT OF BANGOR :

As Secretary of your honorable body, I have the honor of presenting to your consideration the following as my Annual Report :

As a suitable introduction to this first annual report, you will find, I trust, the following condensed statement of the history and progress of our city, prepared by Hon. John E. Godfrey, to be of permanent interest.

Bangor, the shire town of Penobscot County, is situated on the right bank of the Penobscot River, and on both banks of the Kenduskeag River, about thirty miles from the entrance of the Penobscot into the Penobscot Bay, and about sixty miles from the sea. It is in  $44^{\circ} 45'$  north latitude,  $8^{\circ} 10'$  east longitude, from Washington, and  $63^{\circ} 45'$  west longitude, from Greenwich. It is about 68 miles from Augusta, 135 from Portland, and 240 from Boston. The locality was first visited by Demonts and Champlain in August 1605, and by the French, (under whose jurisdiction it was) from time to time until 1759, when it was formerly taken possession of for the British, by Governor Pownall, of Massachusetts, who in that year built Fort Pownall, at Fort Point, at a cost of 4,969 pounds.

In 1725 there was a French Fort and Village at Panawanske, (the original of Penobscot) at the head of the tide. They were destroyed by Captain Joseph Heath, in 1725. The remains exist.

The first English settler in Bangor was Jacob Bussell. His log dwelling stood near where St. John's Church (Roman Catholic) now stands. He was soon followed by settlers from the western part of Maine and from Massachusetts. The principal part of the business, during several years, was done near the head of the tide, and the settlement was called and written Condeskeag. The first school was kept near Treat's Falls, in 1773, by Abigail Ford. The first frame building was built near the mouth of the Penjejawock Stream, by Jedediah Preble for a truck house, in about 1775. It was used as a tavern by Mr. Jameson, afterward as a store by Major Robert Treat. It subsequently became the dwelling house of William Forbes, Esquire, who kept the Post Office there in 1800. Major Treat carried on an extensive traffic with the savages, and built vessels in the neighborhood. His masterworkman was Deacon William Boyd.

A part of Saltonstale's fleet escaped to Bangor in 1779, after it was dispersed by the British under Sir George Collier in the Bay, and was followed by Captain Mowatt. The vessels were blown up off Kenduskeag Point. From time to time, guns which belonged to these vessels are taken from the bottom of the river. One was found in 1871, which was re-mounted and performs good service at celebrations. It was used with effect during the visit of President Grant to Bangor and Vanceboro, in October, 1871.

When the settlement became large enough to be incorporated, it was called Sunbury; but Rev. Seth Noble, a minister who resided here, obtained an act of incorporation, 1791, in which he caused it to be named Bangor, from a doleful church tune then in vogue. Mr. Noble was installed in 1786, by Rev. Daniel Little, of Kennebunk, under some oaks near the corner of Oak and Washington Streets. He was to have a salary of \$400 a year, but he was not able to collect it.

The population of Bangor in 1792, was 169—polls 45; population in 1800, 277; in 1810, 850. Polls in 1816, 252. Population in 1820, 1,232; in 1830, 2,868; in 1840, 8,629; in 1850, 14,400; in 1860, 16,408; in 1870, 18,289. In 1820, the polls of Penobscot County, which then included a part of Piscataquis, were 2,667, and the estates were valued at \$903,683.90.

In 1795, William Hammond and John Smart built a saw mill at the head of the tide on the Kenduskeag. William Porter had already built one at the fall near Lover's Leap.

In 1797, a meeting was held, of which the following is the record:

"At a meeting of the male inhabitants of Bangor at the dwelling house of Captain James Budge, 1797, for the purpose of separating the State and of choosing a Representative to Congress.

Vote 1.—William Boyd, Moderator.

" 2.—Henry Dearborn, Esq., 12 votes for Representative to Congress.

" 3.—Unanimously voted to separate the State.

Dissolved without day.

WM. H., Clerk."

Bangor, 10th day May, 1797.

William Hammond was the Town Clerk.

In November of that year a meeting was appointed "to see what measures the town would take respecting building a bridge across the Condeskeag," and in December, the town "voted the selectmen to be a committee to write a petition and fix the papers that is necessary to send to Court for a Lottery to build a bridge over Condeskeag stream."

In 1800, Rev. James Boyd was settled for both sides of the river. His conduct led to his dismissal in Nov. 1801.

In 1801, Park Holland surveyed the lots in Bangor for the settlers previous to February 23, 1798. There were 114 lots of 100 acres each. Lots No 1 to 10, inclusive, embraced the shore of the Penobscot from the Hampden line to where Kenduskeag Bridge now is. Lots No. 11 to 40, inclusive, embraced the shore



of the Penobscot on the east side of the Kenduskeag to Orono line; Veazie then being a part of Bangor. No.— the Budge lot surveyed to Robert Lapish and others, embraced City Point. No. 68 was the Nathaniel Harlow lot on the east side and fronted on the Kenduskeag from the Bridge north. No. 67 was the next north, and was surveyed to John Smart, and Lot No. 66 was the William Potter lot. These last two lots faced lot 70, the William Hammond lot, which lay on the west side of the stream from the Bridge, north.

The subject of the Bridge was agitated every year from 1797 to 1807; but nothing but discussion was accomplished until 1806, when John Barker and others presented a petition to the General Court to be incorporated for the purpose of building a bridge over the stream at Crane's Ferry, which was near its mouth. The town became excited at this bold movement, and sent a committee to Boston to oppose the granting it. They were successful, but the petition was the occasion of the incorporating a bridge company consisting of Moses and Amos Patten, Nathaniel Harlow, Sr., Samuel E. Dutton, Joseph Treat, John Balch, Perkins and Parker, William Hammond, Jacob McGaw, H. G. Balch, Eben Weston, and Joseph Whipple, for the purpose of building a bridge over the Kenduskeag stream, where Kenduskeag Bridge now is. Up to that time, the name Kenduskeag had been always commenced by the English with a C, and spelled in various ways—the first was "Condeskge." The French, however, had spelled it Kadesquit. The bridge was built in 1807-8, was 32 feet wide, and had a side walk on each side, five feet in width. It was a toll bridge for twenty years, when it was bought by the town, as the charter authorised.

In November 1811, Rev. Harvey Lomis, (Orthodox Congregational) was settled. He died in his pulpit on the morning of January 2, 1825. His text for the day was "This year thou shalt surely die." In 1812, a Court House was built at the corner of Hammond and Columbia Streets. It was used as a church until the First Parish built a frame meeting house upon the site of its present church, in 1822. The new County of Penobscot was then contemplated, but it was not established until April 1, 1816.

In September 1814, the British visited Bangor the second time. The United States Corvette "Adams," was injured at sea and ran up the Penobscot as far as Hampden for repairs. It was under the command of Captain, late Commodore, Morris. The British sent a land and sea force under Lieutenant John and Captain Barrie, to capture it. General Blake, with 136 raw militia, undertook to make a stand at Hampden, but the militia fled. Morris blew up the ship, and the British pursued Blake's men to Bangor, where they remained about a day, and had a jolly good time, to the great distress of the inhabitants.

In November 25, 1815, the "Bangor Weekly Register" was first published in Bangor, by Peter Edes. It was the first newspaper ever printed in Bangor.

April 1, 1816, the law incorporating the County of Penobscot went into effect. Hon. Samuel E. Dutton was appointed Judge of Probate; Jedediah Herrick, Esq., of Hampden, Sheriff, and

Moses Patten and Moses Greenleaf, Esquires, Justices of the Court of Sessions. On the first Tuesday of July, the Court of Common Pleas held the first session in the new Court House. William Crosby of Belfast was Chief Justice, and Martin Kinsley, of Hampden, Associate. Thomas Cobb, Esq., was Clerk, and James Poor, Esq., Crier.

In 1816, June 5, in the afternoon, snow fell for an hour and a half. Some of the flakes when they struck the ground covered spaces two inches in diameter. On nights up to the 10th, ice formed in puddles hard enough to bear a man. Many birds became benumbed by the cold and fell dead. This cold season was the cause of many families leaving this region for Ohio.

In October of this year, the water in the river, and in many of the springs and wells in town became salt.

In 1817, the Bangor Young Ladies Academy was established.

In 1817 and 1818, the first Jail and County House were built where the present Court House now stands, at a cost of about \$3,600. They were both of wood. The county house was quite agreeable to the occupants, while the occupants of the jail were so dissatisfied with it that they broke out quite frequently.

In 1818, the Bangor Bank, the first in Bangor, went into operation. Samuel E. Dutton, President, Eliashib Adams, Cashier. Its banking room was first in a building where the Dwinel House stands, afterward in a tall three story brick building on the north side of Main Street, directly opposite Mason's corner.

In 1819, the Theological Seminary, which was first located in Hampden, in 1814, with Rev. Abijah Wines, Professor of Theology, and Rev. Jehudi Ashman, (afterward the first Governor of Liberia) Professor of Classical Literature, was removed to Bangor. The first Professors after it was removed, were Rev. John Smith, and Rev. Bancroft Fowler.

In 1820, March 16, Maine became an independent State, and the Supreme Judicial Court held its first session in Bangor, on the first Tuesday of October. Prentiss Mellen was Chief Justice, and William Pitt Preble and Nathan Weston, Associates. They were all upon the Bench at that session. Simon Greenleaf was Reporter, and Erastus Foot Attorney General, Isaac Hodson, Clerk, and Josiah Brewer, Crier.

August 20, the first public exhibition of the Theological Seminary took place in Bangor.

On October 19, the Academy was opened, with Mr. Baldwin as Preceptor. Mr. Willard, (late Judge Willard, of Troy, N. Y.) succeeded him. Then succeeded, in order, Rev. Dr. Josiah Brewer, who was afterwards Missionary among the Indians at Oldtown, then in Syria, and recently deceased at Stockbridge, Mass. Coburn, who wore green glasses, and prayed with his eyes open, and Abel M. Quimby, famous for his lightning rods. At this school the higher branches were taught, and persons of high position in society, males and females, now living, were instructed there. The building occupied by it stood on Columbia Street, near where the present City Hall stands.

In 1821-2, the First Parish Meeting House was built. It was a handsome edifice of wood, 72 x 52, with thirty feet posts. It



had a handsome tower and cupola, in which was a fine bell which was presented to the Society by the Hon. Benjamin Bussey of Roxbury. The house was destroyed by fire in 1829, with the bell and organ. Its cost was \$12,500.

On May 23rd, 1824, the steamboat "Maine," Captain Cram, arrived in Bangor, with Captain Porter, principal agent of the Kennebeck Steam Navigation Company, with a view of establishing steamboat communication between Bangor and Portland. "So novel a sight (says the "Register") as a steamboat on the Penobscot, where one had never before been seen, and without previous notice, occasioned a very pleasing surprise." It was a small side-wheel steamer, and was all day, from nine o'clock in the morning making an excursion, with 120 persons to Bucksport and back. It remained at Bucksport about an hour.

In 1825, the county purchased the old Court House (City Hall) of the proprietors, for \$2,000, and in 1827, the Independent Congregational Society occupied it for religious purposes.

In 1830-31, the present Court House, and the stone Jail recently demolished, were built, and the old City Hall was sold to the town for \$3,260.

In 1833, the Bangor Bridge was built at a cost of \$40,000. It was carried away by the ice in 1846, and re-built the same year at a cost of \$21,000. The stockholders are 300 in all, and the cost of the shares before earnings, including everything, was \$221.17, and the dividends on them have averaged about 7 per cent.

This year the great speculation in timber lands commenced, and the population of Bangor increased rapidly for several years. The increase in the decade from 1830 to 1840 was comparatively greater than in any other decade.

In 1834, the steamer "Bangor" was built, and under the command of Captain George Barker commenced running between Bangor, Portland and Boston, making the trip between the two former places in the daytime, and between the two latter in the night. Captain Barker was succeeded by Captain S. H. Howes. The "Bangor" was a stanch and convenient boat, and was several years upon the route. It was at last sold to go up the Mediterranean, and closed its career upon or in the neighborhood of the Black Sea.

This year Bangor became a City. In the year before, 1833, some sailors made an attack upon the buildings on Carr's Wharf, at the Point, for some offense given them by the occupants, during which a great mob of people collected, who encouraged the operations. The night was very dark, the mob became excited, and the request of the owners of the buildings for assistance was received with derision. With fire and implements, the buildings were rendered uninhabitable. Encouraged by the success of the sailors, certain "native Americans" urged the mob to assemble the next night for the purpose of "cleaning out" the Irish. They did so, and for several days there was a reign of terror. The mob was finally suppressed by the lovers of good order, and a movement was made to procure a city charter, in order to have a Police Department that would secure the people against similar

riots in the future. The charter was obtained the next winter, and the city was incorporated in 1834. Hon. Allen Gilman, the first lawyer who settled in Bangor, was elected Mayor. He received 543 votes, Isaac Hodson, 363, scattering 13.

In March 1835, the High School for Boys was established, David Worcester, Principal.

In April 1838, the High School for Girls was established. Salary of Principal, \$700 per year.

In March 1846, at Crosby's Narrows, in Hampden, the ice so obstructed the water, that the river rose from twenty to thirty feet, and flowing back, covered the wharves and lower streets and public squares in Bangor, carried away the bridges over the Kenduskeag tide water,, and so raised the ice under the Bangor Bridge, that it carried a portion of that structure with it down the river. It carried down also a market house which stood on the site of the present Custom House, and immense quantities of lumber. Immense damage was done to buildings and stock of goods. Hundreds of thousands of dollars worth of property were destroyed. The water rose to the second stories of some houses, and sick people were taken out of the chamber windows. Such a circumstance occurred in 1807. The river rose in consequence of the obstruction of the ice below the harbor, and flooded the lower streets and damaged goods in stores. The inmates of one house were taken from the chamber windows, and a house was taken by the ice from the bank of the river above the town, and carried bodily down for several miles. The freshet commenced on February 17, and continued three days, when the river closed and the water subsided.

In 1847, Bangor was made a Port of Entry. William C. Hammatt, Esq., was the first Collector. The office was where the Eastern Bank now is. The present Custom House was built in 1855.

In 1849, the cholera was in Bangor, and swept off numbers of the inhabitants.

In 1852, Gas was introduced.

In 1855, Norombega Hall was built.

In 1856, the Penobscot and Kennebec Railroad went into operation.

In 1864, December 12, the first Steam Fire Engine was purchased of the Portland Company for \$5,000; a second Fire Engine was purchased, February 1871.

In 1871, the new county Jail was completed. In the same year the European and North American Railway between Bangor and St. John went into operation. President Grant and several of his cabinet were present at its inauguration, and went as far as Vanceboro. His reception at Bangor and Vanceboro was very creditable to all concerned.

Bangor raised for Schools and preaching the Gospel, from 1798 to 1811, inclusive, as follows: In 1798, for preaching, \$66.66; in 1800, for James Boyd's preaching, \$100; in 1801, a sum of money for schools was voted and reconsidered; 1802, \$100 for preaching, \$300 for schools; 1803, \$400 for schools, nothing for preaching; 1804, \$500 for schools, \$70 for preaching; 1805,



\$500 for schools, \$100 for preaching; 1806, \$600 for schools, \$150 for preaching. This year there was an increased interest in schools, and a report was made by Samuel E. Dutton, Allen Gilman, and H. G. Balch, S. S. Commissioners. In 1807, \$800 for schools, and \$300 for preaching; 1808, \$650 for schools, \$200 for preaching; 1809, \$650 for schools, nothing for preaching; 1810, \$800 for schools, voted that no money be raised for the gospel; 1811, \$600 for schools, and Rev. Mr. Loomis was settled with a salary of \$600 a year for two years.

The present condition of the Port of Bangor, may be gathered from the following statements:

Population of Bangor, about	- - - - -	19,000
Population of that part of Brewer contiguous, about		2,000
Total,	- - - - -	21,000

The following was omitted in the copy by oversight:

One Episcopal Church, centrally located, and organized 1835, and included among the twelve reported.

The Bangor, Oldtown and Milford Railroad was finished in 1836, and the first train ran in the fall of that year.

#### POST OFFICE, BANGOR.

Col. A. B. Farnham, Post Master, Ed. A. Cummings, Chief Clerk, Wm. H. S. Lawrence, Cashier.

Number of Letters received.....	601,848
Amount of Stamps sold, about.....	\$24,500
" " cancelled.....	\$22,000
" Money Orders paid.....	\$90,000
" " " sold.....	\$85,000

For the year 1872.

# Buildings, Railroads, Steamers, Stages, Gas Works, City Property, Churches, &c.

## COUNTY BUILDINGS LOCATED IN BANGOR.

County Court House and Grounds, a new and beautiful Jail building, with all modern conveniences, which, together, have cost, (both being heated by steam.)..... \$160,000

## UNITED STATES BUILDING,

Containing Customs Departments, Post Office, with some two thousand boxes for the delivery of Letters, Money Orders, Stamp Office, Internal Revenue Office, United States Court Room, also rooms for the Commissioner in Bankruptcy, Marshall and Post Office Inspector, costing, say..... \$250,000

## CHILDREN'S HOME.

A fine new structure with some forty inmates, costing..... \$38,000

## STATE ARSENAL AND GROUNDS,

Costing..... \$75,000

## MILLS,

For the sawing of Lumber, of all dimensions, grinding of Corn, Plaster and Salt, carding Wool and dressing Cloth, with power for manufacturing purposes of various kinds.

## RAILROADS.

Bangor has three lines of Railroads. The Maine Central running in a westerly direction, to the line of the State. The Consolidated European and North American, running easterly, connecting with other roads on the east side of the State, and the Bangor and Piscataquis, running some sixty miles in a northerly direction, with several contemplated lines, making some six hundred miles of railroad within the limits of our State; the City and Port of Bangor lying nearly in the centre.

## STEAMERS.

We have two large Steamers plying between Bangor and Boston, carrying passengers and freight; one from Boston to Portland; also three Tug Boats for towing, and for other purposes of business on our river.

## STAGES.

Bangor has ten lines of Stages, carrying passengers and mail matter to all parts of the State.

## GAS WORKS.

Our City, in and around its principal business portion, is lighted with Gas requiring the manufacture of about thirteen million feet, and supplied consumers at three dollars and fifty cents per thousand feet.

## CHURCHES.

Bangor has twelve Houses of Worship, which have cost, with Organs and Furniture, three hundred and fifty-three thousand dollars. Three Congregational, one Independent Congregational, two Methodist Episcopal, two Baptist, one Free Baptist, one Universalist, and one Catholic; also a newly organized Catholic Church that has the foundation laid for a costly structure, as a place of worship; one Swedenborgian Church, holding meetings in Concert Hall; one Christian Church, who will build a House of Worship the present year.

## CITY PROPERTY.

Lands and Buildings, Squares, Commons, together with City Farm and Alms House. Estimated value..... \$225,000  
Thirty-three School Houses and Lots..... \$115,000



Fire Department, consisting of three Steamers, two Hand Engines, one Hook and Ladder Company, Houses and Lots for the same, with forty seven Reservoirs.....	\$150,000
Two Cemeteries—Mount Hope and Mount Pleasant with new Receiv- ing Tomb at Mount Hope. To adorn and beautify the place there has been expended.....	\$100,000

## Banks and Banking.

### KBNDUSKEAG NATIONAL.

Capital.....	\$100,000
George W. Pickering, <i>President</i> . T. S. Dodd, <i>Cashier</i> .	

### MERCHANTS' NATIONAL.

Capital.....	\$100,000
S. H. Blake, <i>President</i> . Moody T. Stickney, <i>Cashier</i> .	

### FIRST NATIONAL.

Capital.....	\$300,000
George Stetson, <i>President</i> . Elias Merrill, <i>Cashier</i> .	

### SECOND NATIONAL.

Capital.....	\$150,000
George K. Jewett, <i>President</i> . William S. Dennett, <i>Cashier</i> .	

### TRADERS' NATIONAL.

Capital.....	\$100,000
Walter Brown, <i>President</i> . E. Trask, <i>Cashier</i> .	

### FARMERS' NATIONAL.

Capital.....	\$100,000
James Dunning, <i>President</i> . James Swett Rowe, <i>Cashier</i> .	

### EASTERN.

Capital.....	\$75,000
Amos M. Roberts, <i>President</i> . Edwin Clark, <i>Cashier</i> .	

### MERCANTILE.

Capital.....	\$100,000
Samuel Larrabee, <i>President</i> . John S. Ricker, <i>Cashier</i> .	

### VEAZIE BANK.

Capital.....	\$150,000
Alfred Veazie, <i>President</i> . William C. Holt, <i>Cashier</i> .	

## Savings Banks.

### BANGOR SAVINGS BANK, No. 1 MAIN STREET.

Has 6,000 Depositors; Deposits.....	\$2,100,000
George W. Pickering, <i>President</i> . John Patten, <i>Treasurer</i> .	

### PENOBSCOT SAVINGS BANK.

Has 1,300 Depositors; Deposits.....	\$475,000
A. M. Roberts, <i>President</i> . Edwin Clark, <i>Treasurer</i> .	

### BREWER SAVINGS BANK.

Has about 300 Depositors; Deposits.....	\$33,000
John Holyoke, <i>President</i> . Edward P. Farrington, <i>Treasurer</i> .	

## Fire Insurance Companies.

### EASTERN INSURANCE COMPANY.

Assets, including capital stock .....\$309,000  
J. S. Wheelwright, *President*. W. P. Anderson, *Secretary*.

### PENOBSCOT MUTUAL FIRE INSURANCE COMPANY,

Large surplus fund to meet all losses.  
William Arnold, *President*. Charles P. Wiggins, *Secretary*.

### UNION INSURANCE COMPANY.

N. C. Ayer, *President*. R. B. Fuller, *Secretary*.

### MAINE LLOYDS MARINE INSURANCE COMPANY, EXCHANGE ST.

Fifty Subscribers, representing capital to the amount of at least....\$10,000,000  
R. B. Fuller and George H. Stetson, *Attornies*.

### MAINE MUTUAL MARINE INSURANCE COMPANY.

George W. Ladd, *President*. D. M. Howard, *Secretary*.

### BANGOR MUTUAL FIRE INSURANCE COMPANY.

Never made an assessment; has a large surplus fund to meet its losses.  
F. M. Sabine, *President*. J. B. Bradbury, *Secretary*.

### BANGOR INSURANCE COMPANY.

Cash Capital and Assets.....\$300,000.  
M. Lincoln, *President*. J. S. Chadwick, *Secretary*.

### MERCHANTS' MARINE INSURANCE COMPANY, 28 WEST MARET SQ.

Capital all paid in. ....\$150,000.  
E. A. Upton, *President*. John F. Kimball, *Secretary*.

## Libraries.

### MECHANICS' LIBRARY,

Organized, 1828, and has three thousand two hundred and sixteen bound volumes. Estimated value, about seven thousand dollars. Also a large and valuable cabinet of Minerals.

George A. Davenport, *President*. Daniel Holman, *Librarian*.

### BANGOR LIBRARY ASSOCIATION,

Was organized 1843, and has twelve thousand two hundred and fifty bound volumes, catalogued, besides the leading weekly and monthly Magazines and Public Documents. Estimated value, twenty-five-thousand dollars. Also, connected with the Library is a public reading room, well supplied with daily and weekly papers.

N. S. Harlow, *President*. E. H. Cass, *Librarian*. J. H. Hayes, *Secretary*.

### BANGOR HISTORICAL SOCIETY

Has a room in connection with the Library Rooms, well filled with ancient documents and relics from many parts of the world.



## OBSERVATIONS ON THE FOREGOING.

The Society will thus see, in the foregoing statements, that what has been denominated the Port of Bangor, including the City and that part of Brewer immediately connected with it, has no small amount of capital at work, and a solid business basis. Bangor, though beginning to be settled about a hundred years ago, increased very slowly for a period of sixty years. Since 1834, when it became a city, its growth has been steady, the percentage of increase showing but little fluctuation; and the difference in the rates of progress in wealth and population can be generally traced to causes which had similar disturbing effects all over the United States.

In 1833-5 occurred the great era of our eastern land speculation, when fortunes were made and lost with great rapidity; the immediate consequence being a large expansion of the growing place, while the remoter effects were somewhat depressing.

A single case will illustrate the general tenor of those times. There was a piece of land containing thirty acres, lying far out on the road to Levant, but still within the limits of the city, which was mapped out as a part of Bangor, through which streets were run, and in which blocks and squares were beautifully delineated, all on paper. This plot of land, thus surveyed and lined, was sold at sight in a distant city for \$30,000. In 1839, this same piece of property was offered to the writer of this report, exactly as it was when sold before, with the engraved and embellished survey thrown in, for \$800. Thus, from 1834 to 1839, it fell in market value, on speculative terms, about forty times its worth; and from 1839, it has recovered about one-seventh, in thirty-three years, of what it lost in five.

This may be, perhaps, an extreme case, but it is near enough to the general run of things to serve as an example of the depressing effects of that period of wild speculation.

This depression of values and stagnation of industry, however, were not so productive of evil consequences, bad as they were, as the injurious education that was thus given to a large portion of our population. This state of things, in other words, engendered among us a spirit of speculation—of making money by sharp practices—and rendered the slower, safer, surer method of making money by legitimate and honest industry seem too tedious, laborious and irksome.

We have now among us, in consequence, and as the lasting effect of this early speculative spirit, a small but powerful class of citizens, who, with large capacities for business, and great amounts of ready capital at command, will not engage themselves, or lend their means, to any industrial undertaking. They make it their sole occupation—not to employ their wealth in building up the city by entering into mercantile, mechanical, manufacturing, or other useful enterprises—but in watching for opportunities to exact ruinous rates of interest, to gather up the floating pieces of every wreck that happens on the sea of lawful business,

or, when no storms are blowing in our region, to carry their capital to some distant State, where they discover such prey in waiting for them.

Nor is this the worst of it. The case is bad enough, certainly, when these men refuse to aid all honest, legitimate, domestic business; when a good but poor mechanic cannot get a dollar from them to start an enterprise; when new railroads converging towards our city as their centre meet with their hearty opposition; when the building of a dam, or the erection of factories, or any other honest work of home development, is opposed, obstructed, and derided by them. There is something worse than this, for which these able citizens are personally responsible. It is the spirit of speculation they thus keep alive and propagate among us. Our young men behold and study, and then emulate, their bad example. Some of these young men inherit wealth; but no part of it is invested in useful enterprises. Others are born poor, and as they see no chances for these sudden fortunes, to be made without labor, they look the world over for these opportunities, and fly off to distant localities, where they imagine they see signs of a real El Dorado. In this way we are losing both capital and labor, business and population, as the long continued, ever active and powerful effect of this spirit of worthless speculation.

But those who remain—those who cannot conveniently get away—imbibe more or less of this destructive spirit. We are all of us, old and young, possessed of more or less of this evil education. As a people, we are somewhat behind the times—at all events behind our opportunities—in the development of our vast resources. How long would such a river as the great Penobscot, with its series of water-powers not less than twelve miles in length, run through any equal section of Massachusetts without a continuous line of factories for this whole distance? How long would our thrifty little Kenduskeag babble along through Rhode Island without a similar street of factories? In England, where we think the people slow in their operations, you will see cities of immense proportions, with millions of spindles in a perpetual hum, and a thousand tilt-hammers making artificial thunder night and day, where they have not the twentieth part of the water privileges that we let run to waste through the very streets of what is properly Bangor. The truth of it is, we have received, all of us, a very bad business education. We need to begin anew and carry to its last and best results a business revolution.

Still, with all this against us, nature has done so much for us, that we could not help but grow, and multiply, and do a large amount of business. What we have done, however, is not so much our work, as the work of material advantages, and the good providence of God. With this consideration full in view, we may read, without injury to ourselves, without pampering our pride, and possibly with advantage, the fine showing we can make of what we are now doing in this neglected, undeveloped, central city of the state. Let us look at the figures, and at the same time perceive, that, with proper effort, these statistics might have been multiplied ten or even twenty-fold.



BUSINESS OF BANGOR AND BREWER PRESENTED IN  
ALPHABETICAL ORDER

	Number Places.	Capital Employed.	Persons Employed.	Wages Paid.	Results.
<b>A.</b>					
Apothecaries, (see Drugs and Med.)..	8	75,000	27	17,200	165,000
Agricultural Implements.....	4	20,000	10	47,300	65,000
Auctioneers & Commissions.....	4	25,000	8	6,400	350,000
<b>B.</b>					
Bakers, (Bread and Crackers.).....	2	25,000	16	8,500	70,000
Barbers and Hair Dressers.....	10	15,000	30	15,000	30,000
Blacksmithing.....	11	22,000	36	16,000	54,000
Books and Stationery.....	3	45,000	11	8,200	122,000
Bookbinding.....	2	15,000	8	5,000	20,000
Boots, Shoes and Findings.....	16	138,500	57	33,100	455,500
"    Manufactured.....	5	36,000	58	27,200	85,000
Brass Founders.....	2	7,500	4	2,400	15,000
Boxes for Salt, Moccasins, Soap and Candles.....	2	8,000	7	3,500	7,200
Bricks manuf.—Bangor—2,000,000....	1	5,000	10	3,500	16,000
"    "    Brewer—10,000,000....	13	25,000	118	24,380	75,000
Butchering.....	5	25,000	15	7,300	175,000
Button Store and Fancy Articles.....	2	12,000	8	2,400	28,000
Burnetizing Works.....	1	25,000	50	24,000	200,000
Brokers and Ticket Sellers.....	4	100,000	11	8,880	500,000
Bridges built and repaired.....	3	.....	20	10,000	21,000
<b>C.</b>					
Carpenters and Builders.....	11	52,000	121	64,000	170,000
Carrage Manufactories.....	4	28,000	56	25,300	57,000
"    Sold.....	2	10,000	5	2,500	25,000
Carpeting and Paper Hanging.....	2	25,000	6	4,500	55,000
Cement.—2,500 Casks.....	2	.....	.....	.....	6,500
Corn and Flour.....	10	250,000	30	19,200	1,255,000
Coals, hard.—27,000.....	6	80,000	36	17,500	193,000
Clothing manufactured and sold.....	20	155,000	433	51,100	590,500
"    Cleaned and repaired.....	5	6,000	20	4,300	11,000
Coopers and Cooper Stock.....	6	26,000	25	7,500	60,000
Coffin Manufactories.....	2	15,000	10	6,500	14,000
Cistern Making.....	3	5,000	8	4,200	10,000
Confectioners.....	6	25,000	14	7,200	50,000
Candies manufactured.....	3	5,000	6	3,000	25,000
Crockery and Glassware.....	4	30,000	14	8,500	65,000
Cigar Manufactories.....	2	4,000	4	2,400	5,000
<b>D.</b>					
Dry Goods.....	20	281,500	92	65,000	1,015,300
Dress Making.....	21	25,000	85	17,300	60,000
Drugs and Medicines, (see Apoth.)....	3	27,000	12	6,500	67,000
Doors Sashes and Blinds.....	6	15,000	14	8,400	45,000
"    "    manufactured here.	3				
Dye Houses.....	2	6,000	8	3,200	14,000
Dentists.....	5	15,000	7	7,000	15,000

BUSINESS OF BANGOR AND BREWER PRESENTED IN  
ALPHABETICAL ORDER.—CONTINUED.

	Number Places.	Capital Employed.	Persons Employed.	Wages Paid.	Results.
<b>E.</b>					
Edge Tools.....	2	5,000	6	3,600	8,000
Eggs exported, 190,000 dozen.....	3	15,000	7	4,200	41,800
Express Office.....	3	50,000	15	12,000	150,000
Excelsior manufactured, 500 tons.....	1	10,000	10	4,500	15,000
<b>F.</b>					
Fancy Goods,—wholesale .....	2	50,000	20	15,000	150,000
“ “ “ retail.....	5	20,500	14	5,700	70,000
Furs and Fur Goods sold.....	3	20,000	6	4,800	40,000
“ “ “ manufactured ...	2	5,000	4	1,200	5,000
File Manufactory.....	1	10,000	20	14,300	25,000
Fruit Stores and Stands.....	8	72,000	31	15,000	155,000
Furniture sold.....	5	75,000	61	31,720	125,000
“ “ manufactured .....					
Fish, dry.....	4	23,000	10	5,200	75,000
“ Bbls. sold and manufactured....	4	18,000	20	8,000	60,000
Fishing rods and Tackle.....	1	3,000	2	1,000	4,000
<b>G.</b>					
Groceries.....	34	369,300	103	61,800	1,245,600
Gas Works.—13,000,000.....	1	100,000	15	9,300	40,000
Gas Fixtures and Fitters.....	2	10,000	4	2,400	20,000
Gun Locksmiths.....	2	20,000	9	5,400	36,000
Gutters.....	2	3,000	4	2,000	5,000
<b>H.</b>					
Hardware.....	7	145,000	25	18,300	315,300
Harness Manufacturers.....	3	12,000	14	8,200	32,000
“ Leather and Mountings.....	1	10,000	3	1,700	25,000
Hat and Cap Manufactories.....	3	15,000	8	3,700	20,000
Hides and Wool Skins bought.....	4	30,000	10	5,200	50,000
Hair Work.....	3	3,000	11	3,300	5,400
Hay exported, 1,500 tons.....	3	15,000	6	3,600	35,000
<b>I.</b>					
Iron Founders Merchants & Machinists	4	400,000	186	130,200	425,000
Improvements, Streets and Highways..			20	6,500	30,000
“ Bridges built & repaired			10	3,200	18,000
“ Sewerage.....			15	4,500	10,000
<b>J.</b>					
Jewelry and Silver Ware.....	4	25,000	7	3,900	52,000
“ Bench Work.....	5		10	5,000	7,000
“ Manufacturing and Mending...	2	3,000	3	2,400	4,200
Junk Shops.....	3	7,000	9	3,600	26,000



BUSINESS OF BANGOR AND BREWER PRESENTED IN  
ALPHABETICAL ORDER.—CONTINUED.

	Number Places.	Capital Employed.	Persons Employed.	Wages Paid.	Results.
<b>L.</b>					
Leather and Skins sold.....	5	20,000	9	4,700	45,000
Lemon and Orange Box Shooks.....	2	15,000	15	7,500	75,000
Lime Sold and used.....	5	10,000	8	4,800	42,000
Laundry.....	1	8,000	12	3,600	12,000
Lumber surveyed, 246,453,649 feet.....	25	500,000	1234	432,000	.....
"    Long.....					3,233,950
"    Short.....					755,835
Last Blocks.....	2	2,000	5	2,500	5,000
<b>M.</b>					
Marble Workers.....	2	21,500	18	11,600	35,000
Masons.....	9	27,500	55	30,000	75,000
Moccasin Manufacturers.....	4	55,000	175	40,000	200,000
Millinery and Fancy Goods.....	11	38,000	36	8,800	111,000
Musical Instruments.....	4	32,000	10	6,000	65,000
Molasses imported.....	2	50,000	6	3,500	150,000
Medicines and Liniments.....	3	35,000	25	11,500	65,000
Mouldings.....	2	6,000	4	1,700	8,500
<b>N.</b>					
New Buildings.....					.....
"    Houses built.....	30				60,000
"    Stores    ".....	11				66,000
"    Houses and Stores repaired.....	48				35,000
"    New Wing, Alms House.....					5,000
Newspapers.....	5	60,000	50	20,000	90,000
<b>O.</b>					
Oar Manufactory.....	1	10,000	6	3,000	15,000
<b>P.</b>					
Plaster Ground.....	1	10,000	5	3,000	21,000
Plumbers.....	2	2,000	4	2,100	5,000
Paints and Oils.....	3	25,000	8	4,800	75,000
Provision Dealers.....	23	74,000	40	21,300	270,600
Potatoes exported, 160,000 bushels.....	12	65,000	25	12,500	105,000
Pump and Block Makers.....	2	4,000	5	3,000	5,500
Painters and Glaziers.....	9				
"    Carriage •Painting.....	2	22,300	33	16,800	37,700
"    Sign Painting.....	2				
Paper Hanging.....	3	3,000	6	2,700	5,000
Picture Frames and Pictures.....	3	10,000	7	3,600	25,000
Planing Mills in City.....	2	35,000	30	15,000	40,000
"    "    Brewer.....	2	20,000	15	7,500	20,000

BUSINESS OF BANGOR AND BREWER PRESENTED IN  
ALPHABETICAL ORDER.—CONTINUED.

	Number Places.	Capital Employed.	Persons Employed.	Wages Paid.	Results.
<b>R.</b>					
Rigging, Spun Yarn, &c.....	3	15,000	8	4,500	40,000
Roofing, (Patent) .....	1	3,000	3	1,800	5,000
Ribbons, Laces and Embroideries.....	2	8,000	4	2,800	16,000
Razors and Scissors Ground.....	2	500	3	800	1,000
Rigging Loft.....	1	3,000	3	1,500	6,000
<b>S.</b>					
Saw Manufactories.....	2	35,000	17	15,300	75,000
Saw Filing.....	3	3,000	5	2,500	5,000
Salt imported.....	2	10,000	4	2,400	30,000
“ Ground, 100,000 boxes.....	1	10,000	5	2,500	20,000
Shipping, 34,000 tons, 28,000 owned here	219	840,000	1340	187,600	438,000
Ship Building and repairing.....	4	100,000	80	35,000	250,000
Ship Timber and Knees.....	3	20,000	6	4,200	50,000
Sail Making.....	2	15,000	12	7,200	75,000
Ship Stores.....	3	35,000	10	6,000	85,000
Stone Cutting.....	2	15,000	12	4,800	50,000
“ Masons .....	10	30,000	45	13,500	75,000
Slate manufactured.....	8	400,000	250	150,000	175,000
Sewing Machines.....	4	20,000	10	5,200	75,000
Soap and Candles.....	3	15,000	15	7,200	30,000
Sausage Manufactory.....	1	3,000	5	2,500	10,000
Stair Building.....	2	5,000	6	3,600	7,000
Seed Stores.....	3	15,000	6	3,200	32,000
Stove Dealers and Manufacturers.....	5	60,000	30	17,500	120,000
<b>T.</b>					
Tin Makers .....	4	20,000	15	7,500	44,000
Tailors.....	3	15,000	20	6,000	20,000
Trunks, Valises and Bags sold.....	3	30,000	10	6,500	45,000
“ “ “ Manufactured.....	3	30,000	10	6,500	25,000
Tanning, Bangor and Brewer.....	4	35,000	25	11,500	65,000
<b>U.</b>					
Upholsters.....	2	3,000	4	2,400	5,000
<b>W.</b>					
Wool carding and cloth Dressing.....	1	10,000	3	1,500	10,000
Wool Pulling.....	2	30,000	10	5,200	76,000
Wood Workers and Pattern Makers...	5	12,000	13	7,500	15,000
Wooden Ware.....	2	15,000	5	3,200	25,000
Wood sold and shipped.....	5	20,000	20	8,000	25,000
	980	5,801,800	6,070	1818980	17456405

The number above reported, as employed in the lumber business, are those residing in Bangor, and does not include millmen, who are mostly non-residents.



## LUMBER SOLD IN 1872.

Pine, 37, 570,000.....	\$658,718.00	
Spruce, 176,933,649.....	2,353,217.53	
Hemlock, 23,370,000.....	222,015.00	
Total sales Long Lumber.....		\$3,233,950.00
Clapboards, 3,643,000.....	\$94,718.00	
Laths, 150,677,000.....	263,684.75	
Pickets,.....	25,680.00	
Shingles, 121,264,000.....	363,792.00	
Staves, 798,000.....	7,980.00	
Total sales Short Lumber.....		\$755,854.75
Total Lumber sold.....		\$3,989,805.28

## CONCLUSION.

Having thus given, in the sketch furnished by Judge Godfrey, the early settlement and history of our City, and the present condition of the business of the PORT of BANGOR in the Statistical Tables compiled for the Statistical Committee of your Society by Mr. O. H. Ingalls, the report would scarcely be complete without some concluding comments.

First of all, in order to a clear understanding of these exhibits, it must be particularly remembered, that no attempt has been made to separate the business of the city proper from the same kinds of business done on the Brewer side of the dividing river. The Committee, in fact, would have found it impossible to make a perfect separation, had it been attempted. Quite a number of our citizens do business on both sides, and in such a way, that they themselves could not make for the Committee any intelligible separation. Some, residing on the Bangor side, carry on their business almost entirely in Brewer. Others, though residing in Brewer, do nearly all their business on the Bangor side. The Committee on Statistics, therefore, were compelled by this mixed condition of our affairs to consider the PORT of BANGOR, including the City and that part of Brewer lying contiguous to it, as one and the same locality. Bangor, in fact, so far as all business interests are concerned, lies on both sides of the Penobscot; and the river, instead of dividing, really connects the two parts, just as the Thames connects into one City the several parts of London. Whether it will ever be advisable for the two integers in a common combination to be united into a single municipality, under one government, is left to the fair consideration of our citizens. But in an industrial, practical, business point of view, nature and Providence have already made them *one*.

Such, then, being our history, and such our present state, as a business community, nothing can be more natural than that each one of us should inquire, and with a great deal of interest, what is to be our future. We have been an inhabited and settled place somewhat more than a hundred years. For thirty-eight years, this Northern side of the Penobscot has been an incorporated City. We are now a growing place, including the whole Port of Bangor

of not far from twenty-one thousand people, whose business and interests are held as it were in common. Who of us has cast a look forward to the end of another century? Who has calculated the chances, so as to say with emphasis, whether we have obtained our maturity, our utmost expansion, or whether we have such resources as will carry us forward as rapidly as ever, or even faster, for another century? If we look squarely at this vital interrogatory, we shall see that it is a compound question, a question of a double nature, consisting of two separable elements: 1. Whether we have natural resources for a continued and unlimited growth. 2. Whether we are a people of such a character, with such resources within ourselves, as to make the most of our external opportunities.

I. Whenever our natural resources are spoken of, we have long been accustomed to think first, and almost exclusively, of our timber. We have long been a lumbering city. Nearly everything we have done, or now do, seems to stand connected, directly or indirectly, with the lumbering business; and many people have taken up the idea, that when our timber is cut away, we shall have no resources left us for continuing to be a city.

This view of the situation, however, is certainly a false one. The timber, in the first place, is never liable to be entirely consumed, even by our very heavy lumbering operations. It must be remembered that while timber is being cut, it also grows; and there is so large a tract of country lying north of us, which cannot be profitably employed excepting in the growth of timber, that we shall always have resources in this direction sufficient for a good healthy business.

We have been a settled community for a single century. But Sweden, a lumbering country very much like our State, has been cutting off its timber for more than twenty centuries; and from tables in my possession I have the ability to assure you, that there has been scarcely an appreciable diminution of their forests for the last four hundred years. The timber of the country grows, in other words, about as rapidly as they cut it. Nearly the same thing has been true for the last two hundred years of Scotland, though Scotland is the shipyard of the greatest commercial kingdom of all times, whose commerce belts the world. In the same way, Maine is going to be the timber orchard of our New England States for centuries yet to come; and Bangor is certain to be the mart, the emporium, the soul and center, of this great business!

II. Notwithstanding this, however, there is no doubt that the lumbering business is not destined always to be the sole, or even the leading, business of this section. We are not always, in other words, going to live in the midst of a primeval forest. We are gradually working our way out of the woods into the open air and sunlight of a greater variety of industrial operations.

As we now are, lumbering occupies too much of our attention for the best good of our community. Our farming interests are half the year neglected, and the balance of the time looked upon as a secondary concern, by those who ought to do nothing in the world but to cultivate their lands. Cut off your timber,



or make lumbering a less exclusive and absorbing matter, and our farmers would not be lured away from the soil, but stay at home and work it; and when this good time shall come, we shall raise all the produce we need for home consumption, and cause our section of the state to "bud and blossom as the rose."

Sweden, a country so much like Maine, that our citizens going there think themselves at home, though as far north as Labrador—farther north than the northern boundaries of Canada—feeds its four millions of population, from an arable area not so large as ours, and then exports large quantities of wheat, rye, barley, oats, and other cereals, to feed the less energetic inhabitants of southern and western Europe. Their climate is so wintry that they cannot raise Indian corn in the open air. They raise it as a hot-house plant. Still, with this boreal cold against them, and with a soil no better than our own, their lands support them, and their exported produce brings them an annual revenue to be added to their capital and their growing wealth. The same thing is now done in those parts of Maine, where farming is made an exclusive business. It will be done in this central and eastern section of the State, where our climate is as good, and our soil better than in the western, when we refuse to be demoralized as to farming by our lumbering mania, and our farmers cease to spend their autumns and their winters in the woods. The time is coming when this will be the case. Then Eastern Maine will be the garden of New England; and Bangor will be the centre of its trade!

III. When that good time arrives—when large portions of our capital shall be set free from this exclusive and oftentimes delusive industry—our leading citizens will gradually discover, what men of genius now see, that our two rivers are continually running away with more wealth, with greater opportunities for making money, than are contained in all the forests of the State. Our far-seeing business men now see and confess this fact. But their talents, their education, and their capital are now locked up in the lumbering business. Get them out of that and they would not move away, but apply themselves and their means to the natural and immediate operations so bountifully provided for by these neglected streams. Should the Penobscot dry up, and have not a drop of water in it, or in its tributaries, for about a dozen years, it might be a blessing to our City, by throwing our people upon their immediate resources—upon the better industries now neglected by them—just as a fire oftentimes improves a place by sweeping off damaging localities, and causing the inhabitants to improve upon everything they had ever dreamed of before.

But the rivers will not dry up. Nor will our lumbering gentry throw aside their occupation, so long as they can make money by it more certainly, or more rapidly, than by other occupations, whose details and conditions they have not learned to comprehend.

Our only present means, therefore, of turning to immediate use our vast undeveloped water-powers, must be looked for in another way. We must publish to the world our advantages. We must call the attention of manufacturers to our resources for all sorts of factories and mills. We must then, when manufacturers come here to look over our opportunities, take them by the hand

and give them encouragement, that, on condition of their deciding to settle here, we will risk with them a portion of our own capital in the planting and management of industrial works.

Not only our citizens of wealth, but the City itself, ought to take an active part in such undertakings. We have been liberal in granting municipal aid to railroads. But for the greater interests of manufactures, we have done, as a City, nothing. Had we invested a little of our railroad loans into the building of a dam, so as to utilize our wasted water-power, and at the same time when we began to build those roads, we should be now one of the leading manufacturing cities of the country, with a population not less than four or five times what we have at the present moment. Population would have increased trade and the value of real estate in the same proportion; and then older and wealthier communities would have been glad to have built railroads to us, just as we are now endeavoring to build them to other less favored sections.

But we need not repine over this state of the case; for we have yet the same water-power and the same opportunity to improve it; and we have more means than ever by which to do the work, which we have so long and shamefully neglected. It is now the duty of this Board of Trade and Manufactures, in the absence of any other organized combination for this purpose, to take the matter into immediate and serious consideration, and never let the subject rest till we make of Bangor a great manufacturing City, for which the God of nature has made such wonderful provisions!

IV. When by the continued prosecution of our vital lumbering enterprises, and by the full development of our agricultural and mechanical resources, we have improved the productive resources of our immediate section of the state, and built up a large manufacturing city, or with a prescient view to these results, we shall then have a great work to do in multiplying and extending the means of transportation from and to this central and growing city of the state.

We have now our noble river, the glory of which is, that, below us, it is admirably adapted to navigation, and that this navigable section of it terminates exactly where we would have it. It terminates within the incorporated limits of our city. Here the business of the sea and of the great interior meets. Here these two means of commerce touch at the very point where they are best prepared to co-operate, change works, and separate.

Nature, in a word, has done this work of arranging for convenient transportation better than we could have ordered it, had we been allowed the privilege; and precisely where the sea-line ends, our railroad system makes its starting point, whence we can throw out our lines of communication with the country, absolutely without limits.

We have now railroad connection with the West, in one direction, and shall probably soon have another western connection in another; and this railroad competition is exactly what we want in Bangor. We have also a great eastern thoroughfare, an iron river, passing through a valuable tract of country, and con-



necting us in that direction with the British Provinces; and another line going by the half developed though well established fringe of the sea, a second line of competition with a good and useful road, is a great enterprise now but recently projected. We have a road also, to be run as an independent line, or to be connected with another, opening up a winter harbor for us down at Bucksport, already under contract; and we shall soon have an open sea for Bangor, and a daily line of steamers to it, besides any amount of sailing vessels, ready to carry on all the commerce we can furnish, during all the seasons of the year. By a wise policy, which this society ought to advocate and defend, and that without fear or favor, we may soon make Bangor the railroad and commercial center of the State!

V. We thus see what we have before us. Nor have I yet mentioned all the resources we have for making of this locality the most important and powerful in Maine. When, by the influence of our North American and European road, and the Northern tributaries which are now and soon will be added to it, our empire down east shall have become fully settled with an active class of citizens, we shall then be the center of the entire population of the State. We are now the geographical and postal center. By combining all these advantages together—a combination sure to come, if we are wise enough to help stir and mix the elements—what hinders our becoming also the political center, when our capital shall stand in its grandeur on some one of our noble hills, as the Parthenon stood in Athens? Not that, as a Board of Trade and Manufactures, or even as a city, we propose to advocate such a subject. We propose, on the contrary, not to agitate it—to let it alone—to allow Nature and Providence to finish its own designs. But no one can fail to see that when Bangor becomes the center of Maine in every other respect—as it surely will, if we are true to our own best good—then this event must follow in its own chosen time! Such is the out-look which our city has before it. Will not this Board—will not our citizens do what they can to bring about a consummation so devoutly to be wished? Let us suffer nothing—no personal feelings—no partizan considerations—no intrigues of citizens and clans—no lack of zeal in our own behalf—no want of money when we know that we have an abundance of the means to spare—nothing between heaven and earth—to disappoint us of our aim! Now is our day of effort! This is our opportunity! Let the present impetus in the public mind subside, and a generation may pass away before it shall come again. As the deep thinking bard of Avon says:

“There is a tide in the affairs of men,  
Which, *taken at the flood*, leads on to Fortune;  
*Omitted*, all the voyage of their life  
Is bound in shallows, and in miseries:  
And we must take the *CURRENT* when it comes,  
Or *lose* our ventures!”

Lay this profound lesson on our heart of hearts—work *now* work ALWAYS, work TOGETHER—and *we may make precisely what we will of Bangor.*

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