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Illustrated Bath, Sketches of the Shipping City: Its Industries, Institutions and People

F. Halcyon Chase

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STATE OF MAINE
COLLECTION

Illustrated Bath

Sketches of the Shipping City, Its
Industries, Institutions and People



Issued as a Supplement to the Bath Independent and Enterprise
Saturday, October ten, nineteen hundred three

ILLUSTRATED BATH

SKETCHES OF

THE SHIPPING CITY

**ITS INDUSTRIES, INSTITUTIONS
AND PEOPLE**

**ISSUED AS A SUPPLEMENT TO THE BATH INDEPENDENT
AND ENTERPRISE**

1903

Arranged and compiled by **F. Halcyon Chase**

INTRODUCTION

ALL cities and towns have a past, more or less interesting, all have a present and a future too, but it is not our purpose in this little volume to delve into the past nor to forecast the future, but to present the Shipping City as she is today.

To describe and picture all of her industries, all of her public officials and institutions, as well as to name all of her prominent and successful business men, would require much more space than is allotted to us and we must be content with placing before our readers the following pages, which we have prepared with care, that they may be accurate and serve in future years as an illustrated history of our city in A. D. 1903.

In opening our sketches it may be well to state that Bath, or the land upon which the present city is now located, was first visited by civilized man in 1605, when George Weymouth sailed up the Kennebec and cast anchor off what is now our city. For many years this region composed a portion of the district known as Georgetown, while the settlement itself was known as Long Reach. In 1781 the parish became an incorporated town and in 1847 a city with David C. Magoun as its first Mayor.

During its life as a town and city Bath has always ranked high in all of its departments and not only has Bath become famous as one of the greatest ship building centers of the world, but for its progressiveness and wealth.

SCHOOLS

THE school system of Bath is under the administration of a general school committee, comprising his Honor Mayor Edward W. Hyde as chairman, ex-officio, with two representatives from each ward, Edward H. McLachlin being secretary and superintendent. The pupil enrollment numbers 2,000, the average attendance being 95%, these being distributed within fifteen school buildings, divided into a High School attendance of 220, a Ninth Grade of 125, with a Grammar and Primary classification of four grades each. The former comprising 675 and the latter 1048 pupils with a corps of 53 teachers, added to which are special instructors, one for the department of music and drawing and a principal and one assistant for the Manual Training School. The latter is confined to pupils of the intervening grades from the sixth to the ninth inclusive, and those of the first three years of the High School.

A new school building known as the Morse School in honor of the donor, a former Bath resident, two and a half stories in height, constructed of brick with free stone trimmings, and containing all the modern improvements, is in process of erection and will be ready for occupancy the coming year.

PUBLIC LIBRARY

ONE of the most prominent public institutions of Bath is that of the Patten free public library. The library building was erected in 1889 and is one of the handsomest and most conspicuous structures in the city, being located on the park, bounded by Front, Summer, Washington and Linden streets. The structure is of Romanesque design, built of faced brick, with granite trimmings, the main building being of two stories and basement, with a one story annex. The building is most conveniently arranged throughout, the basement containing steam heating, and ample coal storage facilities, the upper story being occupied by a branch of the Maine Historical Society. The main entrance and vestibule open into the library, waiting and reading room, high studded, well lighted and furnished throughout in polished hard woods, the effect being attractive in the extreme. The reading room is supplied with reference books and such popular monthly publications as have literary merit. To the

left is the library proper, conveniently divisioned into book shelf departments, of ample dimension for the placing of the 11,000 volumes which the library contains, which is under the immediate supervision of Miss Margaret Foote as librarian with Miss Alice Robbins assistant. The library is under the supervision of a board of nine trustees, inclusive of the Mayor and president of the City Council ex-officio.

BATH POLICE FORCE

THE police force of Bath, comprising seven officers, including a chief and captain of the night watch, ranks second to none in the state, and considering the size of the city, and the territory covered, are certainly to be commended for their efficiency and vigilance. This from the fact that the city is immune from crime to any extent, and not for many years has there been a safe cracked or serious burglary committed.

Chief Thomas F. Reynolds has been a member of the force for twelve years, the past four of which he has served in his present capacity. Peter Gaudreau, captain of the night watch has been identified with the force for thirteen years, the past eight of which he has acceptably filled his present position. Of the patrolmen Wm. A. Jack of the day force, has been seven years on the force, while night officers Thomas J. Lundrigan has served fourteen years, Wm. A. Merrill ten years, Frank W. Card ten years and William H. Parker six years. The force is uniformed in the customary police regulation suit, and as a body, individually and collectively are a credit to the city.

FIRE DEPARTMENT

THE Fire Department of Bath at the present time comprises one chief, two assistants and 63 members, three of whom are permanent men. Chief Frank H. Morse, J. W. Wakefield and Edward W. Vaughn first and second assistants respectively have had years of experience as fire fighters, particularly the chief who joined the department as torch boy of Torrent 2, in the good old days of hand tub experience, the first steam fire engine making its debut in Bath

in 1866. Through the grades of hoseman, assistant foreman, foreman and assistant engineer, Chief Morse attained his present rank, which he has acceptably filled for the past nine years.

The department equipment is all in excellent condition, and comprises two steam fire engines, two horse hose wagons, one combination chemical and hose wagon and a ladder truck, the two latter also drawn by horses, the foregoing with a spare hose reel and 8,000 feet of serviceable hose, being sufficient for most any fire emergency. This more especially from the fact that 147 fire hydrants of an average pressure of 90 pounds to the square inch, are scattered about the city with the Kennebec river skirting its western limits. Added to this are 20 fire alarm signal boxes of the Gamewell pattern installed in "92."

The city of Bath like many other localities has not been exempt from serious fires through no inefficiency on the part of the department, but rather from causes beyond their control. Among the more notable fires was the great conflagration in 1836, when Front street was practically wiped out. In 1854 the old South Church was destroyed by a mob. February 22, 1877, the Deering & Donnell ship yard was burned. Treat and Lang's saw mill, occupying the premises where now stands the Bath Iron Works, was destroyed January 5, 1878. The next fire of importance occurring October 2, 1885, when the Granite Block on Front street was gutted, by which a number of firms were compelled to move. July 15, 1887, occurred the memorable New England Ship Building Company's fire, this destroying not only several buildings, but craft which were in the process of construction. This was followed by a serious fire at the Bath Iron Works on Dec. 27, 1888, and on Jan. 28, 1894, occurred the Sagadahock House fire involving a loss of \$200,000, this being followed on Feb. 13, 1894, by a fire which threatened the complete destruction of the Bath Iron Works, but was put under control without other loss of consequence except in buildings. Jan. 13, 1895, several buildings on Front Street, between Elm and Summer Streets were gutted, and on July 5, 1898, the Wesley church, and many other buildings on Washington Street were destroyed.



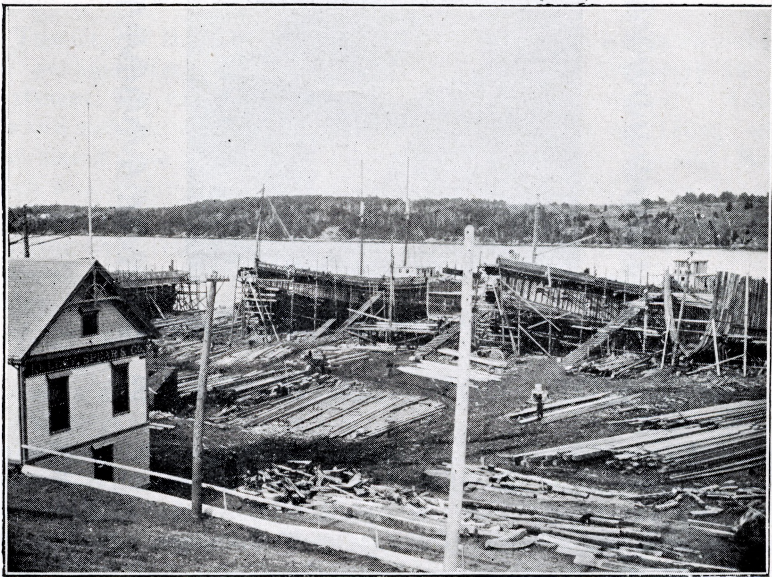
HON. EDWARD W. HYDE

HON. Edward W. Hyde, at present serving a second term as chief magistrate of the city of Bath, was born in this city August 9, 1868. He was educated in its public schools, the Phillips-Exeter Academy and Massachusetts Institute of Technology. Subsequently he pursued the study of marine architecture, and later became identified with the management of the Bath Iron Works, of which at the time his father, the late General Thomas W. Hyde, was president. Upon the decease of the latter in 1899, the subject of this sketch assumed the presidency, retaining that position until the plant's absorption by the United States Shipbuilding Company in 1891, of which he is at present a stockholder and resident manager.

Mr. Hyde, prior to 1901, was also for many years treasurer of the Hyde Windlass Co., both this and the Bath Iron Works having been founded by the late Gen. Hyde. To the public spirit and

unostentatious liberality of Mayor Hyde the city of Bath owes much, and it is recognition of this fact that has won him the suffrages of his fellow citizens to the position of honor and trust, which he has so acceptably filled to date.

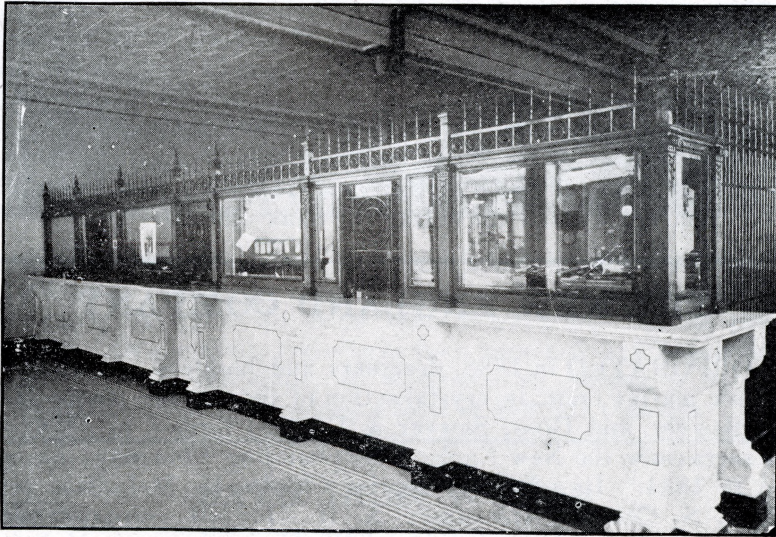
Apart from the business affiliations already alluded to, Mr. Hyde is President of the First National Bank, a director of the Marine National Bank and Bath Trust Co., Vice President of the New Meadows Land Improvement and New Meadows Steamboat Companies, President of the Sagadahoc Club and Commodore of the Kennebec Yacht Club.



THE KELLEY-SPEAR CO.,

CONTRACTORS and builders of modern sailing vessels, whose plant is located near the junction of Bowery and Front streets, and which is of ample dimension for the construction of half a dozen craft at once, was incorporated in 1900, and is in succession to the firm of Kelley & Spear, established in 1887. Mr. E. F. Sawyer is president of the present corporation, D. Howard Spear treasurer,

H. B. Sawyer clerk. Employment is furnished to 250 and often more hands, and since its establishment the firm has built 119 vessels of varied character and tonnage, including one sailing and two steam barks and barkentines, one ferry and one passenger steamer, two dredgers, two tow boats, five scows, thirty-six schooners and fifty-eight barges, aggregating 80,000 gross tonnage in totality, these being for parties in Maine, Massachusetts, New Hampshire, New York, New Jersey, Pennsylvania, Maryland, Florida and Cuba, this being sufficient evidence of their ability to meet any demand for sailing craft, to say nothing of repair work.



FIRST NATIONAL BANK

THE First National Bank, which does a general bank and savings business combined, is one of the oldest national banks in the country, having been chartered in 1863, shortly after the enactment of the national banking law. Originally capitalized at \$100,000 it was subsequently doubled. The bank occupies the same quarters in which it was founded, corner of Front and Lambard streets, which with later remodelations and added improvements, affords excellent accommodations for bank officials, and the public who have occasion

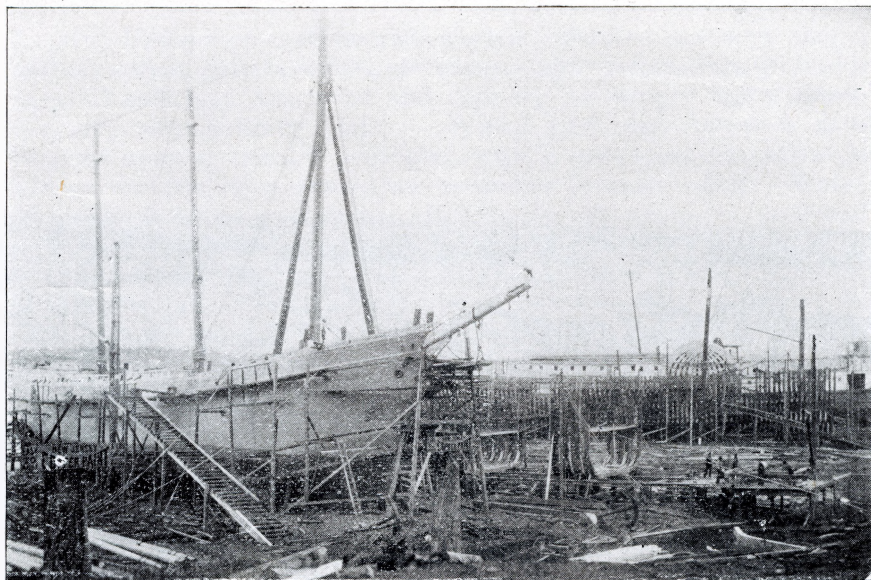
to transact business therewith. As a share holding investment it is unequalled, having paid as high as 11% to its stockholders, and with its capital and surplus of \$250,000, combined with a stockholders' liability of 100%, offers ample security against loss to depositors, who are accorded interest upon equal terms with any other banking institution. Its management is vested in a Board of Directors, comprising the most substantial business element of Bath, all well known in the financial world at large, the Hon. Edward W. Hyde being its president, Oliver Moses vice president. These gentlemen, with Messrs. G. G. Deering, C. V. Minott, Jr., H. D. Maxwell, Augustus Palmer, William T. Donnell, H. H. McCarty and Galen C. Moses, constituting its directors, with Charles H. Potter as cashier. Apart from its general banking business the bank maintains a savings department and in conjunction therewith have introduced the novel method of furnishing those who desire to open an account of from one dollar upward, with an oxidized steel safe of miniature pattern, equipped with a Yale combination lock, to which the bank retains the key, a very advantageous proposition, as any funds deposited in these cute and practically fire and burglar proof monetary receptacles, cannot be extracted without consulting the bank officials.

THE NEW ENGLAND COMPANY

INCORPORATED in 1888, designers and builders of sailing and steam marine craft, is crystalization of the former plants of the Goss, Sawyer, and Goss, Sawyer & Packard formed in 1866, and their successors, the New England Shipbuilding Company, incorporated in 1884. Its officials comprise Charles H. McLellan, president; I. S. Coombs, treasurer; A. B. Haggett, superintendent. The foregoing, with Messrs. Edward W. Hyde, James A. McLellan, Sewall J. Watson and Galen C. Moses, constituting the directorate.

Their extensive plant comprises the several acres intervening the Kennebec river and Bowery street, North end, upon both of which it has a frontage of several hundred feet with a commodious office building bordering the latter. Subsidiary to the construction of marine craft, of which the property admits of the building of half a dozen craft at once, are operative mechanical and structural plants, together with timber sheds, and supply departments, and employment is furnished some 300 hands.

A specialty is made of repairing and the company possess the



only marine railway in this section, and which has a hauling capacity of 1200 tons. Since the establishment of the plant 306 craft have been built, of which 86 have been constructed by the present company. Of the total, there have been launched 156 schooners, 7 brigs, 41 barks, 26 ships, 40 steamers, 29 barges, 2 dumps, 4 yachts and 1 sloop, aggregating a total of 242,028 tonnage.

BATH IRON WORKS

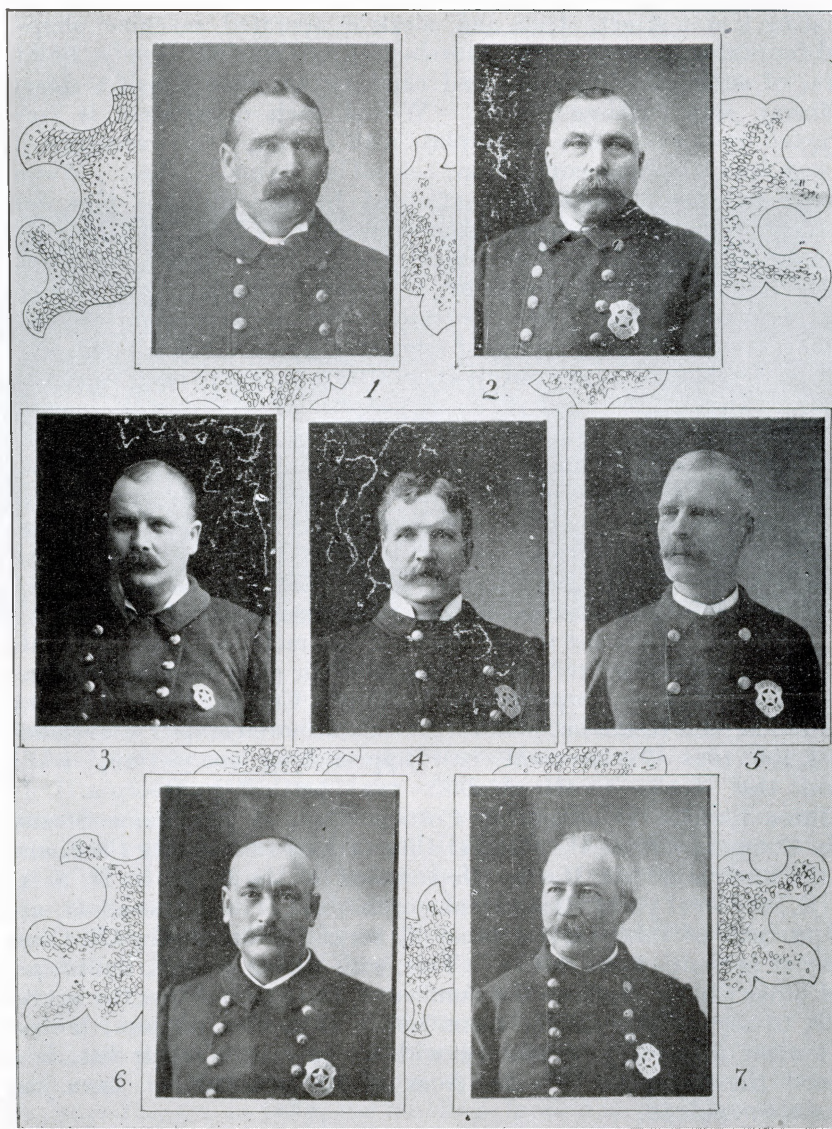
THE Bath plant of the United States Ship Building Company, long known as the Bath Iron Works, incorporated in 1889, is a concentration of the interests of the Goss Marine Iron Works and a marine foundry plant, founded in 1865, by the late Gen. Thomas W. Hyde, the principal promoter, organizer and subsequent executive head during life of the corporation of which this article is a digest, and who had prior thereto evolved and patented many marine mechanical novelties, including the now famous Hyde Windlass. To the infusory energy, perspective power and armentive genius of its founder, combined with a pronounced executive capacity and a decided adaptability to circumstances, which gained him economic



recognition, not only in the business world, but in army circles during the late civil war, in which he attained his military title, is due the development and success of Bath's chief industrial mainstay. The inheritance and exercise of these business qualities by his sons, the Hon. Edward W. and John S. Hyde, President and Vice President respectively, in conjunction with H. H. McCarty, Treasurer, who, since the decease of General Hyde, Nov. 14, 1899, have constituted its management, has redounded to the continued prosperity of this vast enterprise. The plant embodies a property practically 700 feet square, comprising eleven acres, its eastern borders fringing the Kennebec river, wide and deep enough at this point to float vessels of the largest tonnage, its constructive facilities admitting of not only the building integrally of the largest marine craft, but any class of marine architecture, or machinery, whether of steel, iron, wood, or composite construction requirement. The plant was partially destroyed by fire in 1894, the buildings leveled having since been replaced by steel and brick structures, which in connection with others of the same structural material, forms a cordon of twenty-six buildings, these including a handsome and commodious office structure

fronting Union street, steam and electric operated machine shops, and foundries, pattern shops, storehouses and marine supply buildings, of sufficient dimension and capacity to supply half a dozen ordinary ship building plants. Withal each department is constructed upon systematic principles, with a competent executive in charge, and telephone connection, central in the main office. Water service and fire protection are afforded by an extensive pipe and hydrant service, the latter supplemented by an efficient fire brigade, manning five apparatus conveniently distributed about the plant, while daylight is supplanted by a powerful electric light service. The plant is intersected by spur railway tracks, with an elevated trolley system, for supply transportation purposes, is equipped with a large derrick bordering the river, of 100 tons supporting capacity, and furnishes employment to an aggregate of 700 hands, mostly skilled mechanics, including an engineer and marine architectural corps of no inconsiderable magnitude. The Bath Iron Works has been accorded the highest endorsement of the U. S. Government, for whom several contracts have been completed, and its equipment includes several construction ways, with a steel covered torpedo boat house, of ample dimension for the building of three at once, which structure can also be utilized for other purposes as well.

Included in the list of government contracts are the gunboats Machias and Castine, record breakers of their class for speed; Newport and Vicksburg, torpedo boats Dahlgren, Craven, Barney, Bagley and Biddle, ram Katahdin, monitor Nevada, armored cruiser Cleveland, of 3,200 tons displacement, now approaching completion, while upon the stocks is the 15,000 ton battleship Georgia. In addition thereto the steamship Cottage City, of the Maine Steamship Company's fleet, the steamer City of Lowell coursing the Sound in the interest of the Marine Department of the N. Y. N. H. & A. R. R., the steel yacht Eleanor, one of the best of her class afloat, are all products of this plant, with an oil barge for the Guffey Oil Company at present on the stocks. This, with sailing vessels, lightships, and other marine craft, to the number of forty or more in the aggregate, to say nothing of the manufacture of marine engines, boilers and other machinery, combined with an extensive repair list, is a record the Bath Iron Works, from official to subaltern, have just reason to exult in.



BATH POLICE FORCE—1 City Marshal Reynolds. 2 Captain Peter Gaudreau.
 3 State Detective W. A. Jack. 4 William A. Merrill. 5 William H. Parker.
 6 Frank W. Card. 7 Thomas J. Lundrigan.

NEW MEADOWS STEAMBOAT CO.

THE New Meadows Steamboat Company, controlled and operated by the same management as that of the Land and Improvement Company, but distinct therefrom, is destined to be an essential factor not only to the development of the Land Company's property, but presaging prominence to one of Maine's most delightful navigable inland water ways, the surroundings of which are surpassingly grand. The company possesses a fleet of five steamers, with a carrying capacity of from 30 to 90 passengers, which apart from regular traffic are available for charter to pleasure parties. The company's headquarters landing is adjacent to the New Meadows stations of the M.C.R.R. and L B & B. electric line, both the latter spanning the river a few rods apart at this point, which is some five miles from the stream's outlet. The trip down river to the open, seated on the deck of one of these jaunty craft that threads a stream fringed by moss covered banks with an undulating background of the brightest hued verdure, punctuated here and there by the thrifty houses of the well to do agriculturalists, or the cottage of the summer resident, is fraught with a pleasure long to be remembered, and which by repetition becomes more attractive. Then again one can land at one of the many islands for a day's recreation, returning at their leisure, or if preferable enjoy a sail among the islands of beautiful Casco Bay, and all with but little expense.

NEW MEADOWS LAND & IMPROVEMENT COMPANY

THE incorporation of the Land and Improvement Company in the fall of 1902, and of which Hon. Edward W. Hyde is president, Scott R. Frye vice president and general manager, and Chas. S. Brown treasurer, was effected for the purpose of developing and bringing into publicity a most picturesque locality, which, while readily accessible, has hitherto remained in apparent obscurity. The property acquired by the thoughtfully enterprising promoters of this new summer El Dorado, is comprised in half a dozen fertile islands, anomalously dotting the New Meadows river, a most romantically scenic inland stream, divisioning in its course Sagadahoc and Cumberland counties and emptying into Casco Bay.

Mere idyllic summer havens so aromatic of the fern and wild field

blossoms with which they are carpeted and canopied by the foliage of virgin forest growth, and which are accessible by rail and boat from Bath and the interior, as also by boat from Portland and coast points, commend them to the favorable consideration of the tourist and summer home seeker. Already has the company mapped out choice lots, apart from which they have plans completed for the erection of a hotel upon Bear Island, situated at the mouth of the river, and the largest of the cluster. This hotel will rank with the best, not only architecturally but in conveniences and cuisine. It will contain in addition to an elaborate office, reception apartment and parlor, billiard and smoking room, music hall and dance casino, fifty guest chambers, including a number of suites, with bath and toilet facilities. One of its special features will be the broad verandas partially encircling the house and which will command an unobstructed view of the ocean. Long Island, another beauty spot farther inland, is to be turned into a recreative park for pleasure parties, added to which improvements are to be inaugurated all round with a view of making this locality one of Maine's most attractive summer resorts.

JOHNSON BROTHERS

HARDWARE, inclusive of the thousand and one articles comprehended under this head, both light and heavy, with a general merchandise supply, not classified as such, but akin thereto, constitute the essential features of the Johnson Bros. incorporated hardware and ship chandlery establishment, 124 Front street. The incorporation of this firm was effected some five years since and is in succession to the firm bearing the same title, founded thirteen years prior thereto, Ernest A. Johnson being its president and George W. Johnson treasurer, with several other Johnsons identified therewith. If there is anything in the line of ship, mill, builders, or mechanical hardware supplies of any character, that Johnson Bros. cannot produce upon the asking, it is of no great importance to any one. Painters' supplies, duck, cordage, ships rigging, agricultural implements of all kind and sportsmen's goods, cutlery and small hardware sundries constitute a part and parcel of their stock, and they are agents for the John Robling & Sons wire rope, New Bedford Cordage Company and other manufacturers of specialties.

WILLIAM H. HARTWELL

CARPENTER, Contractor and Builder, whose residence is at 903 High street, is too well known as such to need any extended eulogium. Mr. Hartwell's best evidence as a builder is in the numerous public and private structures which have been erected by him in Bath during the many years he has been in business, not only alone, but prior to 1890, in association with his father, the late C. H. Hartwell. Among such can be mentioned the People's Church on Washington street, the Methodist church upon the same thoroughfare, the elegant residences of Hon. A. H. Shaw on High street, Augustus Percy on Middle street, M. W. Sewall on Washington street, and also the Kennebec Yacht Club house, one of the finest of its kind along the eastern coast. This list might be extended indefinitely, but suffice it to say that Mr. Hartwell is prepared to furnish estimates, and to build any character of a structure, business or residential, at any time, in or about Bath.

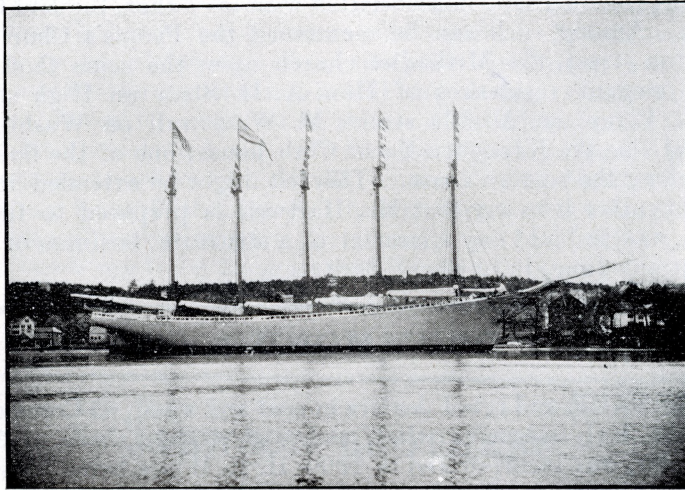
E. B. DRUMMOND & CO.

WHOLESALE and retail dealers in coal and wood, 65 Commercial street, with extensive wharf and coal storage sheds of 5,000 tons capacity, was incorporated in 1900, H. R. White being president and treasurer thereof. The business was established by the late E. B. Drummond in 1868, and upon his decease in 1892 reverted to the estate, Mr. White assuming control in 1896. Combined with the coal business, which comprises the various grades required for family and manufacturing purposes, is the fuel plant of W. A. Barker, which Mr. White purchased Oct. 1st, 1902. The latter is equipped with gasolene operated sawing and splitting machines enabling the firm to furnish hard or soft wood of any dimensions, and in such quantities as may be desired.

MORSE BROS.

DEALERS in ship knees, white pine decking, and Oregon spars and timber, locust treenails and shipbuilders' materials generally, have an office at 52 Front street. A conspicuous feature of their business is the sawing and planing of knees for builders. The firm are also wholesalers in lake and river ice. Morse Bros. have been

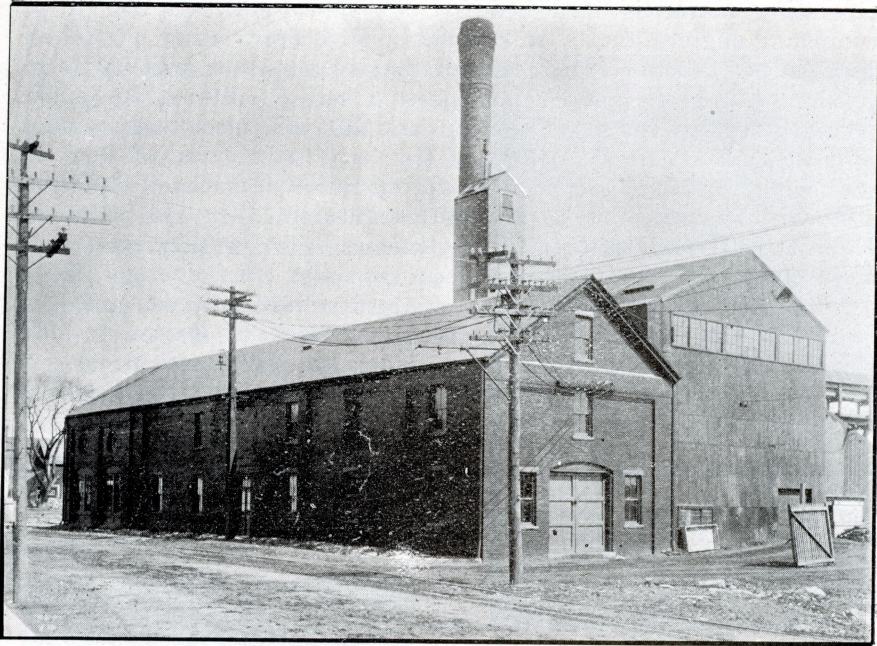
in business in Bath for many years and are well known in shipbuilding interests, not only of Bath but in other sections as well, and are fully prepared to meet any demand for such shipbuilding material as they deal in.



GARDINER G. DEERING

WHOSE ship building plant is located at 226 Washington street entered the business in company with Wm. T. Donnell in 1866, under the title of Deering & Donnell. This firm was dissolved in 1887, since which time Mr. Deering has continued ship building on his own account, having to date, built eighteen vessels of from 900 to 2,000 gross tonnage. In their design and finish, many important improvements of his own creation have been introduced, which have elicited praise for their practicability.

This particularly with reference to the five-masted schooner, named for himself, launched the current year, 251.6 feet in length, 44.6, in breadth, and 25.1 in depth of hold, with a sail spread of 8,000 yards, her interior arrangements being along ideal lines, practical and convenient in every essential.



SAGADAHOCK LIGHT AND POWER CO.

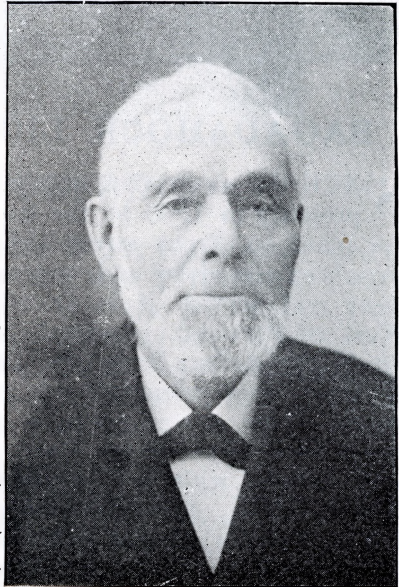
SINCE the absorption of the Bath Gas and Electric Company's property in 1900 by the Sagadahock Light and Power Co., its gas plant on Front street and power plant on Washington street have been remodeled and improved to such an extent that in equipment and service it is unsurpassed. Its officers are George F. West of Portland, president; Samuel C. Manley, Augusta, vice president; Arthur Bosworth, Portland, treasurer; J. C. Humphreys of Bath, superintendent, the general offices being at 1 Lambard street. The power plant is equipped with two 200 k. w. 60 cycle each, three phare General Electric generators for lighting and power, with an aggregate capacity of 8000 16 candle power lights. Added thereto are over 500, and over 150 k. w. 100 volt direct current generators of the general electric pattern. Connected therewith is a modern switch plate divisioned into three arc, three incandescent, and two power circuits, the system being equipped with some fifty transformers of from 30 to 300 lights each.

Operating power is furnished by two 325, and two 250 h. p. compound engines, and a bank of six boilers, aggregating a total of 1400 h. p. About 70 per cent of the incandescent capacity is in service, with 44 arc, and 61 incandescent series lights of 50 candle power, in service for street lighting, and 40 arc lights for commercial purposes. There are 52 motors of from one to one hundred h. p. in service aggregating 1165 h. p. for the operation of mechanical plants, and which is susceptible to indefinite extension. The gas plant on Front street is equipped with three benches of five retorts each, and a gasometer of 32,000 cubic feet capacity, the average daily consumption being 20,000 feet, one-third of which is consumed in fuel, this being distributed through seven miles of mains, to 464 consumers. The company are prepared to supply electrical, or gas fixtures of any character, including electric motors, and gas machines for heating and culinary purposes at any time.

READ NICHOLS COMPANY

THE Read Nichols Co., 63 Commercial Street, was incorporated in 1898, Read Nichols being president and F. W. Harnden, treasurer. The business was founded by the former half a century since, Mr. Harnden becoming identified therewith in 1894.

They deal wholesale and retail, in fire and pressed brick, lime, cement, akron drain pipe, asbestos goods, hay, plaster, sand, hair, and masons' supplies generally, and are agents for H. W. Johns liquid paints. They also manufacture brick, and operate two kilns producing about 1,500,000 brick annually. This plant is admirably situated for shipping purposes, being bordered in front by a spur of the M. C. R. R. with deep water privileges in the rear.



WILLIAM T. DONNELL

FEW indeed are the deep water ports of either continent whose waters have not been cleft by sailing craft, the product of the capital, ingenuity and enterprise of the proverbial Yankee shipbuilder, more particularly those hailing from Bath, which city and the town before it has been the prominent center of this branch of the industrial marine. Identified therewith, not only as a shipbuilder but as owner in part, or largely as a whole in a fleet that is engaged in the coastwise and foreign carrying trade, is William T. Donnell, whose shipbuilding plant, with handsome residence overlooking the same, skirts the Kennebec river at 279 Washington street, South end.



Mr. Donnell's initiatory venture as a shipbuilder was in connection with Gardiner G. Deering, under the title of Deering & Donnell, in 1866. From that period until 1887, when Mr. Donnell engaged in business for himself, some thirty-five vessels of varied tonnage were constructed, since which Mr. Donnell has built some ten more, all of modern type and with pronounced ideal improvements of his own origin, the last vessel built by him being the Alice M. Colburn, launched in 1898.

Notwithstanding the many vicissitudes and declinative periods to which shipbuilding has been subjected within the past quarter of a century Mr. Donnell has more than held his own and has at the present one of the best located plants bordering on the Kennebec, and is prepared to build such modern vessels as occasion may demand, while such craft afloat as he is personally interested in, are at all times available for charter upon satisfactory terms. Apart from business interests Mr. Donnell has been largely identified with public affairs, having been a member of the Board of Aldermen and its president one term, a member of the State Legislature, is at present serving a second term as County Commissioner and is a director of the First National Bank.

BATH HAND LAUNDRY

OF which H. L. Haines is the proprietor, located at 38-40 Vine street, with an office corner of Washington and Center streets, is an institution of cleanliness that is worthy public patronage, not only from the fact that excellent service is rendered, but the work being done by hand mainly prevents the destructive effects produced by machine laundering. The laundry has been in existence two years and its patronage has increased to such an extent as to require the constant use of a collection and delivery team. Shirts with or without bosoms, collars, cuffs, underwear, ladies' shirt waists and family washing receive careful laundering. The tourist, traveling man, or stranger, should bear in mind that quick service is rendered if required, the goods being called for or delivered in any part of the city.

M. W. SEWALL & CO.

WHOSE office with telephone connection is at 59 Front street, with wharves and coal sheds on Front and 151 Commercial streets, having storage capacity of 15,000 tons, are prepared, barring a coal famine from causes beyond their control, to furnish parties with such anthracite and bituminous coal of such grades and in such quantities as patrons demand, whether for family, manufacturing or steam navigation purposes, as also ice of the best quality, cut from Mill pond, their storage houses having a capacity of 5,000 tons. Individuals, families and boarding houses can be supplied at short notice upon order, either verbally or by telephone.

WILLIS M. LAKE

WHOSE marble and granite works are located at 125 Water street, is thoroughly prepared as regards labor, material and finished workmanship to produce any character of memorial or cemetery work, either in marble or granite, as also granite building material, this by reason of twenty-five years experience. Marble and granite monuments of any design required, markers, tablets and cemetery work of any character are the essential features of Mr. Lake's business, designs and samples of which, as well as estimates for these, and for building material, being furnished at any time,

CHARLES T. CHAPPELLE

18 ELM STREET, maintains a sort of sportsman's paradise, as his stock comprises all that pertains to the proper equipment of the hunter or fisherman including firearms of modern type, ammunition and small firearms, as also fishermen's supplies, including rods, reels and lines. He is also an expert locksmith, and his apartments are fitted with the necessary tools and appliances for the repair of guns, revolvers and bicycles, also dealing in the latter. Saw filing, edging of tools, and sharpening of razors or scissors, are also prominent features, and those seeking anything along these lines should remember Chappelle's, 18 Elm street.

A. M. CUTLER

SAILMAKER, whose loft is at 6 Vine street, has been engaged in this vocation for some thirteen years, seven of which he has occupied his present quarters opposite the southern end of the Post-office. During this period Mr. Cutler has manufactured rising 200 sets of sails, most of which of late years have been produced by electric operated machines, with which his premises are equipped, the largest spread of sails made containing 13,000 yards. Mr. Cutler also manufactures to order tents, marquees, canopies, carriage tops and window and store awnings, as also flags, pennants, and other articles of which bunting forms the component, thus furnishing employment to numerous hands.

PARRIS BROS.

ONE of the principal accessories to that of ship building is that of spar making, in the manufacture of which Messrs. F. W. and E. B. Parris are engaged in, and whose yard is at 343 Front street. The Parris Brothers have been thus engaged since 1873, and for twenty years have made the spars for all the sailing craft built at Sewall's yard, and for the past four years have furnished what spars have been required by the Kelley-Spear and New England Companies and Wm. Rogers, beside the production of such for other parties. These spars are made of the best of Oregon pine, and spruce, and the Parris Bros. are prepared to furnish spars of any dimensions, from those of a yacht to full rigged ship, at short notice.

C. C. DENNETT

SAILMAKER, occupying the largest and most convenient loft in the city, in the second story of the building 81 Commercial street, skirting the shore of the Kennebec river, has been located in Bath for the past ten years. Mr. Dennett is an old timer at the business, having labored thereat in the West, as well as in the East, and has also been engaged in government lofts. His premises are 90x40, affording a floor surface, apart from an office, of rising 3500 square feet. From this loft has been made the largest sets of sails produced in Bath, several of which contained 12,000 yards, all hand made, these being for the equipment of Bath, Waldoboro, and in fact various craft in all the principal seaports along the coast, and which requires the use of some 80,000 yards of duck annually. He is prepared to manufacture sails of any size, for any character of sailing craft upon order, regardless of the location. He also manufactures flags, streamers, union jacks or pennants from the best of bunting, and maintains help enough to render prompt service.

FRANK ALBERTSON & CO.

PRACTICALLY there is no season of the year that the services of a painter or paper hanger are not required by some family or individual, who invariably fail to remember the address of such at the critical moment. This brief is to remind the public of Bath and vicinity that Messrs. Frank Albertson and Fred L. Moulton, whose shop is at 46 Vine street, corner of Water street, are prepared to execute any character of house painting, kalsomining or whitewashing, as also paper hanging, in a prompt and satisfactory manner, and to furnish estimates for the painting of any building, interior or exterior, or both.

WILLIAM H. FIELD

WHOSE official headquarters equipped with telephone connection are rear of the Ames building, Front street, has been in the trucking business forty years, the service rendered at present being as satisfactory and a little more so from long experience. Baggage transportation to or from the railroad station and steamboat landings, the moving of household goods, merchandise, pianos or safes are matters that are given prompt attention, as also the billing of goods for shipment if required. Mr. Field also dickers in horseflesh, purchasing and selling horses whenever the occasion presents.

A. G. TRASK

CARPENTER, contractor and builder, whose shop and office is located at 34 Vine street, has during the ten years he has been in business erected several of the finest residential and business structures in and about Bath. Among such can be mentioned the Hooker building on Vine near Front street, the Jackson building on Commercial street, the handsome office structure of the Maine Water Company on Lambard street, as also the remodeling of the office of the Hyde Windlass Company, and the construction of the residence of Hon. Charles E. Hyde at Sabino. This list might be extended indefinitely, but it is sufficient to say that Mr. Trask is prepared to contract for, and furnish estimates for the erection of any building, in or out of the city, as also to execute any job of repairing promptly and satisfactorily.

GEORGE F. WALLACE

GROCER and Provision Dealer, who for the past three years has occupied the premises 111-113 Center street, corner of Middle street, deals in such of the choicest commodities of life as are catalogued under the head of groceries, including flour, teas, coffees, spices, the leading cereal preparations, and Carrabassett Creamery butter. Accessory thereto he is also prepared to supply patrons' demands in fresh, salt and canned meats, which means that choice cuts of steak or fancy roasts, as also pork, lamb, tripe, sausage, ham and other meat edibles can be procured. Moreover, orders for either will be delivered anywhere in the city promptly.

S. H. ROGERS

AS a contracting stone mason S. H. Rogers, whose office and residence is at 29 Western avenue, has had some forty years experience, which with the exception of a few years at Rumford Falls, has been attained in Bath, more than two-thirds of the stone, and even some brick masonry in Bath and vicinity being of his execution. Mr. Rogers is the owner of a quarry in West Bath, yielding an excellent quality of building granite, and through the aid of steam drills, hoisters, and other modern appliances, is enabled to furnish the material as also to contract for and furnish estimates for any character of stone masonry, whether in the erection of a building, foundation walls, or bridge work.

DAVID LEMIEUX, CONTRACTOR

IN the erection of the new High School building of Bath the superintending committee of the school board, and in fact the public at large, are to be congratulated in having its construction in charge of David Lemieux of Lewiston, whose reputation as a builder and contractor lies solely in the fact of his scrupulous exactness as to details, as well as exhibiting proficiency in the general construction. Mr. Lemieux is a contracting mason and builder of many years' experience, and for the past five years has been in business for himself, his office and residence, with telephone connection, 605-54, being located at 32 Russell street, Lewiston. Mr. Lemieux was the contracting mason and builder of the Sisters of Charity hospital on Pine street, one of the finest structures in the city of Lewiston, and also had charge of the erection of the McGillicuddy Block on Lisbon street in the same city. His reputation as a builder is not confined to Lewiston, however, for he has erected many fine structures outside thereof, and is prepared to execute any character of mason building work in or out of the city or county, and to furnish estimates thereof.

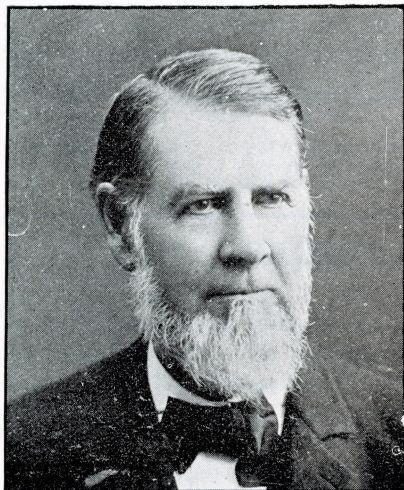
KENNEBEC GREENHOUSES

THERE is nothing more appropriate for decorative purposes at a funeral, or ornamental at weddings or receptions, than the floral emblems produced at the hands of an experienced floriculturist, like unto P. M. Olm, manager of the Kennebec Greenhouses on North street, next to the cemetery. These greenhouses, thirteen in number, were enlarged fifty per cent this year, and are filled to repletion with fragrant flowers of almost inconceivable variety, including roses in endless diversity, pinks, violets, chrysanthemums, and rare exotics, interspersed with leafy plants, ferns and palms of varied character. These are all under an excellent state of cultivation, and designs therefrom of any character, or for any occasion, are promptly produced upon order by mail, telephone, or express, and if requested, forwarded to any address. Cut flowers and boutonnieres for parties or receptions are a specialty, and while on such occasions as Easter the greenhouses are prettily heavily taxed, the improvements contemplated will increase its facilities to a desired extent.

F. C. LEONARD

THE bread that mother was wont to make, while palatable enough, is nothing compared to the light home made "Royal Cream" bread produced fresh daily by F. C. Leonard, domestic and fancy baker, 15 Elm street. Then again hot rolls, buns and biscuit are served to patrons fresh daily, with that old time New England dish of baked beans and brown bread. Sunday mornings. Fruit cake, Angel cake, fancy cakes, with cream cakes as a specialty, combined with crispy home made pies and pastry, are essential features in connection with the bakery, the business of which requires the service of two teams in order to supply the demand, and this is not all, for Mr. Leonard is not only prepared to furnish parties or campers out with bread, cake, or pastry fresh from the oven on order, but to produce wedding or ornamented cake at any time upon short notice, and those desiring lunches for a day's outing can readily procure the required bread-stuffs, fresh and palatable at any time. In fact, Mr. Leonard conducts a first class bakery in every essential.

WILLIAM ROGERS



THE public of Bath have reason to exhibit a justifiable pride in its record as a shipbuilding city, as also in its representative class of the American shipbuilder, many of whom have been identified therewith for years, though far removed from the taint of old fogyism, as their later ventures in ship craft, combining all that is modern, even of their own designing in model and finish, has demonstrated. One of the oldest and most active builders of these majestic sail propellers of the mighty deep, is William Rogers, who has been identified with Bath's shipbuilding interests

for many years, and is prepared to build vessels of every size and class as occasion demands.

Mr. Rogers is justly entitled to all the laurels accruing to his

profession, for he not only attained a practical experience in association with his father, the late William M. Rogers, a noted shipbuilder of Bath, but has maintained pace with modern ideas in marine architecture, and injected many improvements of his own in the construction of such sailing craft as he has been called upon to build. The late Wm. M. Rogers was a son of the Granite State, drifting to the then town of Bath early in the preceding century, and engaging in lumbering, operating a saw mill at Dromore Point, during which time he built the once famous Winnegance Dam and mills thereon. He also conducted a general store, which later was transported intact to a point near the Peoples Ferry landing, the building being subsequently destroyed by fire, and a brick structure taking the place thereof. In the meantime he engaged in shipbuilding.

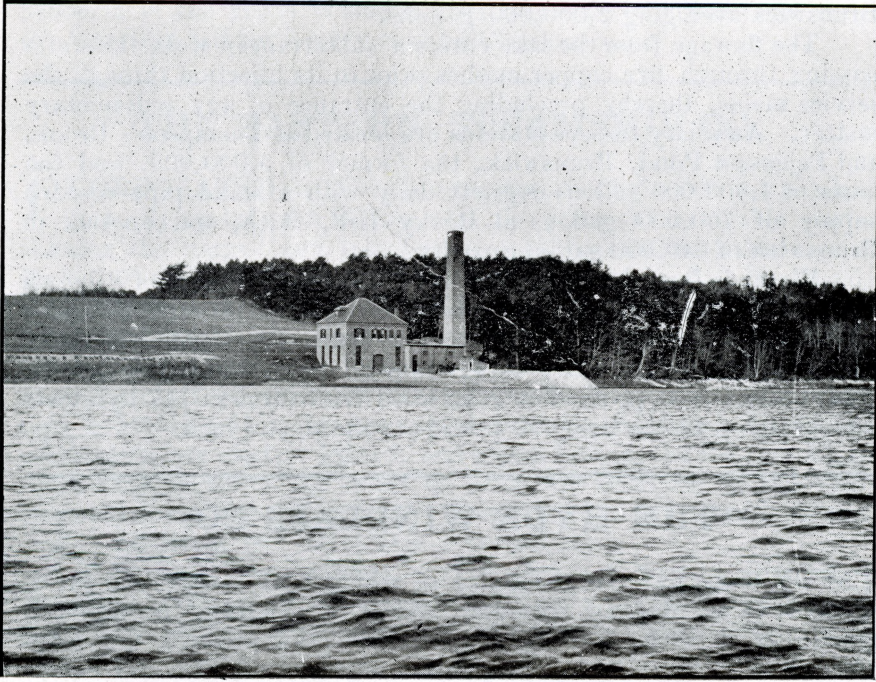
The subject of this sketch, William Rogers the son, becoming associated with his father, the yard being located at that time where now stand the Bath Iron Works. Thirty three sailing craft of varied tonnage were built and launched from that yard.

In 1869 Mr. Rogers sold that property to Messrs. Treat, Lang & Boody, and later he purchased, and has since occupied the present plant on Drummond Street, North End, formerly known as the Trufant & Drummond Yard.

In all, Mr. Rogers has built one hundred and three craft of various dimensions and tonnage, and which include twenty-eight ships, twenty-three barks, one square rigged brig, forty schooners, four steamboats and seven barges. The last vessel built by Mr. Rogers being the schooner "City of Georgetown" of six hundred tons launched in November last.

DR. G. C. NICHOLS

WHOSE dental parlors are located in the Times building, 81 Front street, is a native of Phippsburg, Me., and was educated in the public schools. Later he practiced dentistry in association with a regular practitioner for five years, and then became a student in the medical department of the Baltimore Medical College, and therein he acquired a full course in the dental department of the same institution, from which he graduated in 1902. Returning to Bath he entered practice in the apartment he at present occupies and is prepared to do such service as may be required in medical, operative or mechanical dentistry.



MAINE WATER COMPANY

THE City of Bath and the adjoining town of Brunswick are supplied with a most excellent water system through the plant of the Maine Water Company, incorporated in 1891, in succession to the Bath Water Supply Company established in 1887. Its officers are Samuel C. Manley of Augusta, president and general manager, Arthur S. Bosworth of Portland treasurer, and Andrew S. Merrill of Bath, superintendent, its city office being located at 1 Lambard street.

The source of supply is Lake Nequasset in Woolwich across the Kennebec from Bath, an analytically tested pure spring fed body of water. Upon its shore has been erected a modern pumping station, equipped with Worthington & Blake combination pumps, of two and four million gallon daily capacity respectively, operated by a bank of

three 50 h. p. boilers. The total daily consumption for Bath and Brunswick averaging 2,000,000 gallons.

The flowage from the lake enters a subterranean well, the water passing through five copper meshes prior to its injection through the service mains, thereby precluding the entrance of any sedimentary matter. Auxiliary reserve stations are located at Thompson's Brook, and Pejepscoot Pond, Brunswick, the former of 5,000,000, and the latter of 1,500,000 gallons capacity daily with a stand pipe reserve supply of 750,000 gallons at Rocky Hill, Bath, and another in Brunswick of 640,000 gallon capacity.

Water is furnished these localities through two lines of 16 inch sub marine mains to Bath, and thence distributed through 31 miles of street mains to 2,100 water takers in Bath with about 200 water meters in service, the latter being supplied upon application of the water taker. Fire protection is afforded Bath through 147 hydrants the average pressure being 90 pounds to the square inch.

THE HYDE WINDLASS CO.

INCORPORATED in 1896, and of which J. R. Andrews is president, C. F. Magoun treasurer, and J. R. Andrews manager, is practically an offshoot of the Bath Iron Works, through the manufacture of these and other important adjuncts of a vessel's equipment, was inaugurated by the late Gen. T. W. Hyde, their inventor and patentee, several years prior to the present company's existence. The plant of the Hyde Windlass Company comprises the territory bounded by Water, Washington and Federal streets, with a wharf frontage on the Kennebec river. Upon this property has been erected a two story brick manufacturing building, 285x90, a foundry building, also of brick, 150x100, together with an office building, pattern shop, stock and storehouses, and other utility structures essential to a propagation of the business. The plant furnishes employment to some 300 skilled mechanics, is operated by electric power and is intersected by a spur of the Maine Central R. R., which with deep water wharfage, affords ample facilities for the receipt of material and the shipment of its products. The latter is comprised in the manufacture of the Hyde patent hand and power windlasses, power capstans and steerers, hoisting engines, boilers, tanks, ships' pumps, and other marine machinery, including the Hyde manganese bronze, of which a specialty is made, and which possesses superior

qualities for the manufacture of ships' propellers and castings. The products of the Hyde Windlass Company are in demand not only by American but by foreign ship building concerns.

THE EASTERN STEAMSHIP CO.

INCORPORATED in 1900, is a merger of the former independent lines plying between Boston and the principal navigable ports, skirting the rugged and picturesque coast and inland waterways of Maine, from Portland to and including St. John, N. B. Its officials are comprised in Ransom B. Fuller as president, James T. Morse, treasurer, and Calvin Austin general manager, the general headquarters being in Boston. Its flotilla comprises eighteen steamboats, more than half of which are ocean-going floating palaces of modern type, combining every known appliance for the comfort and safety of passengers, are electric lighted, and steam heated, and the cabins and staterooms, many of the latter en suite, are comfortably and even elegantly furnished. The service from official to subaltern is all that could be desired, and the cuisine is unsurpassed.

This line independently, or in conjunction with connecting steamboat, rail, or stage lines, covers not only the innumerable coast and shore resorts, but the principal inland towns and sporting regions within the state's confines, affording the tourist, sportsman, and traveling public in general, a most luxurious combination of rest, pleasure and diversity of marine and inland landscape of rare scenic loveliness, the company ticketing passengers and checking baggage through to destination. The Kennebec division, of which G. C. Greenleaf is general manager, and who has been identified with steamboating on the Kennebec for nearly half a century, comprises the fast ocean-going steamers Kennebec and Ransom B. Fuller, the latter launched the current year, these plying between Boston, Bath, Popham Beach, Richmond, Gardiner, Hallowell and Augusta, and a fleet of five staunch inland steam craft, connecting at Bath for Boothbay and intervening landings, some fifteen in number, and which includes Squirrel Island, a far famed watering resort, Mouse, Heron, and MacMahan islands, Isle of Springs, Five Islands, Westport, Christmas Cove and Pemaquid.

During the summer season a daily service, Sundays excepted, is conducted between Boston and Kennebec ports, leaving Lincoln wharf, Boston, at 6 P. M., and returning from Augusta at 1 P. M.,

and Bath at about 6 P. M., with a double daily service between Bath and Boothbay and intervening points. This latter route is exceptionally picturesque, the steamers coursing the beautiful Sheepscot bay and Sasanoa river, the numerous islands dotting these waters, and the kaleidoscopic rugged shore bordering thereon, being punctuated in the most romantic manner, with the homes of summer cottagers, many from afar, with room for more, the trip up the Kennebec, whose shores are lined with the homes of thrifty agriculturists, being fraught with equal pleasure.

TSE KENNEBEC YACHT CLUB

IS primary Bath's leading nautical as well as social institutions, embodying in its code the promotion of the science of yachting, and the engenderment of social principles. Its launching was effected Feb. 10, 1897, by a number of congenial nautical spirits, who pre-concertedly met in Silsby's sail loft, Commercial street, Hon. Charles E. Hyde being elected its first commodore, Fred M. Cook, vice commodore, G. T. Silsby, Jr., secretary, T. S. Welch, treasurer, Nicholas Blaisdell, fleet captain, and P. R. Blaisdell, measurer. The enthusiasm manifested by its adherents in the seasons following became infective, with a resulting strength at the present time of 280 members, with a flotilla of about 80 marine craft, one-third of which are sailing craft, the latter including eight twenty-one-foot water line sloops, and the club's zenith in growth is still to the windward. Commodore Hyde was succeeded in 1898 by Commodore F. M. Cook, who in turn was followed in 1900 by Commodore A. A. Percy, Commodore E. S. Hutchins in 1901, and Commodore E. W. Hyde in 1902, who with the following constitute the club's present officials: Vice Commodore, Dr. R. D. Bibber; Secretary, E. W. Wittekindt; Treasurer, H. W. Owen; Fleet Captain, ex-Commodore Fred M. Cook; Measurer, L. M. Lemont.

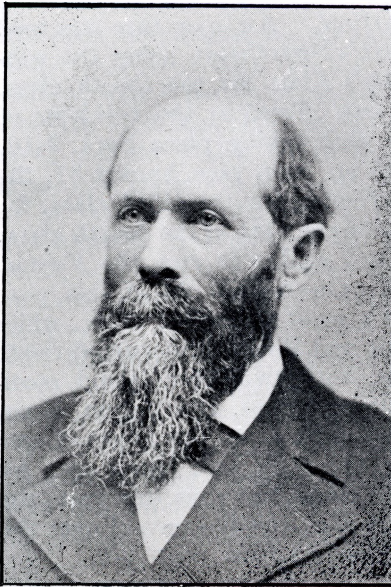
The club is comfortably and even elegantly housed within a three story structure of Gothic design, bordering the Kennebec just off of Front street, at the north end. The basement of the building, apart from heating apparatus, is utilized for the storage of members' canoes and launches, with a broad float projecting therefrom. The main (street) entrance opens into a vestibule leading to a large social and reception hall, while to the right of the vestibule is an ample culinary apartment, with committee room adjoining, the left

being divisioned into a ladies' reception room and general toilet facilities. The upper story with its highly polished floor surface and convenient lockers, is reserved for special festive occasions, which are not of infrequent occurrence. Jutting out from the two upper stories are wide verandas, extending across the end and a third of the side elevation of the building, which not only commands a delightful view of the Kennebec and its picturesque surroundings, but an unobstructed vision of the seven mile regatta course, starting from the club house, following a course down stream to Winslow's Rock buoy, across and around Hospital Point and return. The club house is handsomely furnished, is heated by steam, electric lighted, and equipped with a long distance telephone. It is not only a home that any nautical organization would feel a justifiable pride in, but its latchstring is always out to visitors at all times, and who are right royally entertained.

The first season's sport opened with a regatta on June 12, 1897, this being followed by five more, with six sail boats in the opening race, and ending the season with nine, the sloop yacht Humpdurgin, Capt. Harrington, winning the third class cup, while Capt. A. A. Percy's yacht Marie won the 4th class, this being for a silver loving cup offered by Commodore Chas. E. Hyde. An open race was held July 5th, the same year, Capt. Redman's Sweetheart being the winner in the third class, and Capt. Silsby's Alma for the fourth class, while Capt. Hagan won the challenge cup offered by the residents of Five Islands, the annual cruise of the club taking place Sept. 3-10. In '98 eight club races were held, with an open race August 31, the winners being the Dewey, Capt. Harrington, in the third class, for club honors, and the Ultra, Capt. Besselievre, that of the fourth class, the latter also winning the Five Island challenge cup, the Velma, Capt. Silsby, winning the open race. On August 2d of this year the club held a ladies' day, which was a most successful affair, while the club's annual cruise to Five Islands and Boothbay occurred Sept. 3-6. Eight club races occurred in '99, with two Five Island races and an open race August 12th, the Dewey, Capt. Harrington, again being the winner of club honors, in the third class, the Hecla, Capt. Cook, winning the fourth class race, the open race being won by Capt. Jones with the Edith. The club made two runs this year, the first to Five Islands and Boothbay July 1-6, and the second over the same course, with a side run up Damariscotta river Sept. 2-6.

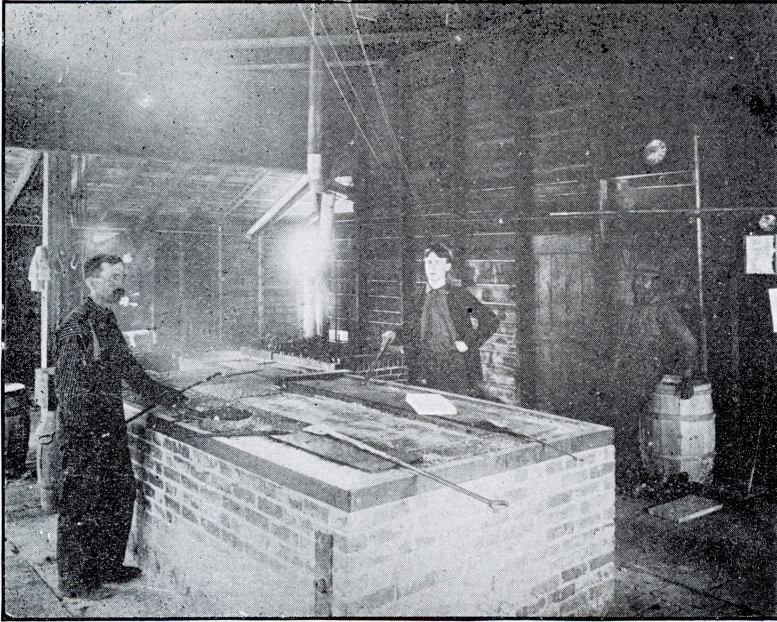
In 1900 the club achieved one of the greatest successes of any organization of its nature in the state, this occurring August 16th of

Old Home week, and comprised aquatic sports of innumerable character, there being rowing and sailing races during the day, and ending with a water carnival in the evening, with fireworks on the river, which with the decoration and illumination of every craft made a display that was never surpassed in the state. Eight club races occurred this year, the club cup for third class yachts going to the Edith, Capt. Jones, and the fourth to the Otsego, Capt. Lemont, the club run this year being the same as that of the year previous, and occurring in the interim of June 30-July 6. Eight club races were held in 1901, the third class being won by the Agnes, Capt. Jones, and the fourth by the Hecla, Capt. Cook. The open race held Aug. 3 was won by the Dolphin, a visiting yacht. In 1902 the club held nine races and one special race, the winner of the club cup for second class yachts being won by the Agnes, Capt. Jones, the third class by the Swift, Capt. Ledyard, and the fourth class by the Hecla, Capt. Ward. The special race, arranged for a silver cup offered by Commodore E. W. Hyde, being won by the Elaney, owned by Messrs. Bonney and Farrar.



JOHN M. CLARK

UNDERTAKER, funeral director and embalmer, 32-34 Broad street, has been identified in this business since 1863. Mr. Clark not only assumes charge of all ceremonies incidental to burial rites, but will supply all necessary burial furnishings.



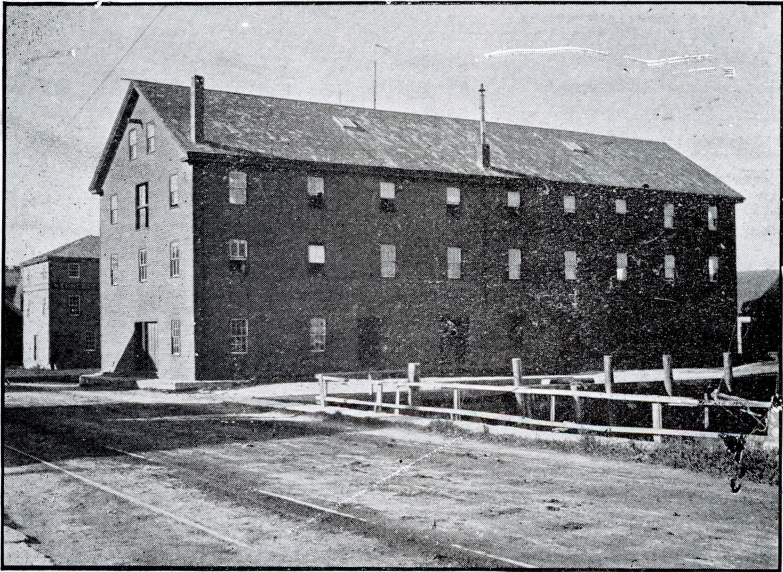
THE BATH GALVANIZING WORKS

OF which Wilbur C. Oliver is proprietor, located on Vine street, midway Water and Front streets, is a very essential industry, particularly in connection with the shipbuilding interests. The present plant was established some eight years since, though Mr. Oliver has been engaged in the business for a quarter of a century. The premises, with every modern appliance, include a molten retort, for the proper galvanistic treatment of any iron or metallic article, however bulky, and though his patronage is mainly from the ship builders he is prepared to execute any work of this character that may be entrusted to his charge promptly and satisfactorily.

J. A. REDLON

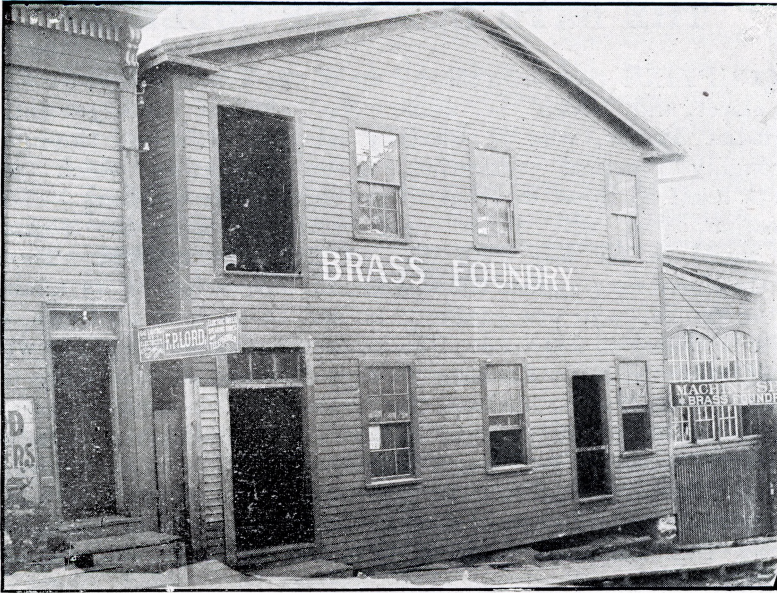
WHOSE establishment is located at 767 Washington street, is one of Bath's leading plumbers, and is not only prepared to render any service in this line desired, but to do any character of steam, hot water heating, or gas fitting required and to furnish the

supplies therefor, as also to execute any repairs in connection therewith. Evidences of his skill and workmanship are to be found in many of the residences and business blocks in Bath. Estimates for the plumbing of any building, or for any branch of the business in which he is engaged, will be furnished at any time and all work entrusted to his charge will be executed promptly and satisfactorily.



J. H. ALLEN & CO.

WHOLESALE and retail dealers in iron and steel, of which Messrs. C. H. and J. A. McLellan are the principals, was founded in 1848 by the late J. H. McLellan, the late J. H. Allen becoming a member of the firm in 1850. The senior of the present firm assumed control ten years later, his brother becoming associated therewith in 1863. Its business transactions are largely confined to the shipbuilding interest, their stock comprising common and refined iron, spring steel, Norway galvanized and thimble iron, ships' fastenings, iron bands, hoops, and a diversified line of ship's hardware, and is the largest concern in this line along the coast.



WATSON, FRYE & CO.

AS a manufacturing plant that of S. R. Frye and John F. Shea, better known under the title of Watson, Frye & Co., 29-31 Broad street, is of essential import to vessel and mill owners. Their plant combines a machine shop and foundry, wherein any character of machine work requiring the services of expert machinists, can be executed at short order, as also all kinds of brass and composition castings for vessels or mills, railroad journal bearings and acid proof bronze castings for pulp mills. The plant was founded in 1858, Messrs. Frye and Shea becoming partners therein in 1896, having been identified therewith many years prior thereto. Mr. Watson, its founder, retiring from active partnership in 1900. Their patronage comprises not only the shipbuilding interests of Bath, but many of the pulp mills throughout New England and New York.

THE BATH BUSINESS COLLEGE

OCCUPYING the entire third floor of the Times Block, 81 Front street, and which is under the efficient management of Augustus Perow, who is specially adapted therefor, through a thoroughly practical education, is an institution which commends itself to those desirous of acquiring a far reaching business education, that will place them in touch with the commercial world in far less time than by any other method. Though this statement may appear effusionary, an inspection of its methods by the public, who are cordially invited so to do at all times, will suffice to dispel all illusions. The modern business college, to which classification the Bath Business College belongs, is invariably considered by the leading business men throughout the country to be the only effective medium of attaining a business training, and a graduate certificate therefrom is an assured passport to the commercial world. An essential feature of the Bath institution is the adoption of a business training from the start, from principles evolved by C. L. Ellis of San Francisco, its principal being the first to introduce the methods in New England. This implies to a great extent the methods of acquiring a thorough business course and which has proven very efficacious in results. Each department of the Bath Business College is practically distinct, yet conjointly embodying all the business forms necessary to a thorough knowledge of commercialism, including short hand and type writing, which in these days of rapidity is an essential feature. Students can enter at any time and advance as rapidly as they choose, consistent with proficiency, and are eligible for graduation only by passing a required examination as to all the principles involved in a business course and to whom is awarded an engraved diploma of handsome design, as an assurance of competency.

W. G. SPRAGUE, PAINTER

THE artistic appearance, to say nothing of the air of refinement pervading the residential section, or the business section as well, is largely enhanced by the decorative art of a first class-designer and workman in oils and leads, as only a master painter like W. G. Sprague, whose shop and residence, with telephone 128-3 in connection, is at 735 Middle street, can execute. Mr. Sprague has had

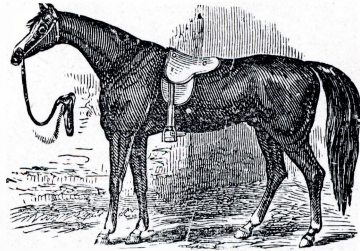
many years experience and as evidence of his proficiency it is only necessary to refer to the exterior and interior decorative color work of the handsome residence of A. H. Shaw. Mr. Sprague is thoroughly conversant with all branches of the business, inclusive of plain and ornamental painting, graining, marbling and the finishing of wood work in natural design or tinted decoration. He is also prepared to do kalsomining, white washing and paper hanging, the chief characteristics of his service being promptness and satisfaction.

G. O. STETSON

REDOLENT with the fragrance of such toothsome products of the confectioner's art as only an experienced manufacturer thereof can produce is the establishment of G. O. Stetson, 170 Front street, who succeeded to the business of J. F. Clary in October last. The display of confections so attractively arrayed within the premises comprises the higher grades of sweetmeats and home-made candies, the production of Mr. Stetson, who has had years of experience, which in connection with ice cream of all flavors is disposed of at wholesale and retail, or furnished to reception parties in quantities desired, as well as served to individual patrons in a tidily furnished parlor. Ice cream soda of pure fruit flavors, as also soft beverages of all kind, constitute a most important adjunct, and it is just the place for tourists or others to refresh themselves while waiting for the car or boat.

GEORGE E. LEGARD

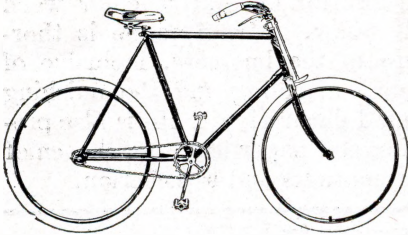
30 VINE street, is the proprietor of the largest and best equipped livery, boarding and baiting stable in Bath, a fact which the tourist, commercial traveler, and general public should remember. Mr. Legard not only renders the best of service in caring for animals and equipages entrusted to his charge, but is prepared to furnish any kind of a rig, with all the accessories incidental thereto, including competent drivers, as also



carriages for funerals, weddings, or pleasure parties, and a telephone order for such service is assured a prompt response with the livery service required, at any time.

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1332

FISH & FURBER



LOCATED at 247 Water street, conduct not only a sportsman's supply house but a general utility establishment as well. If there is anything in the line of guns, revolvers, ammunition, fishing rods, reels, or gunning or fishing supplies in general, that this firm cannot provide, inclusive of fishing bait, it is not worth while looking elsewhere therefor. They also deal in bicycles and bicycle sundries. In apartments connected with the establishment, fully fitted for the purpose, they are prepared to repair guns, revolvers, or bicycles, as also to sharpen tools, do saw filing and execute such other work in connection with their business as may be demanded, and it would be well for those in need of anything along these lines, to remember that Fish & Furber are located at 247 Water street.



ALBERT L. STROUT, County Treasurer.



JOHN A. FISHER, Register of Deeds.

