

# THE PORT OF PORTLAND STATE OF MAINE



HE  
554  
A3S8

132

*Charles E. Gurney*

THE LIBRARY  
UNIVERSITY OF MAINE  
PORTLAND, MAINE



Gift of  
MR. CHARLES E. GURNEY









HE 554

A358

1st

# THE PORT OF PORTLAND STATE OF MAINE



*Compiled and Distributed by*

**PORT OF PORTLAND AUTHORITY**

**MAINE STATE PIER**

**PORTLAND, - MAINE**

## Acknowledgments

The Port of Portland Authority is truly grateful for this opportunity of acknowledging its indebtedness to all who have made this book possible.

In the first instance we are especially sensible of the generous support of the large number of advertisers whose copy contained in these pages we are sure the reader will peruse with interest and profit.

The cordial support of the following patrons is gratefully acknowledged:

Gov. Louis J. Brann  
Hon. Frederick Hale  
Hon. Simon H. Hamlin  
Thomas Smiley, Esq.  
Merchants National Bank of Bangor

We thoroughly appreciate the cooperation of the authors of the various pieces of text; the new map of the Port brought up to date and contributed by Fay, Spofford & Thorndike, Engineers of Boston; and the constant editorial support given by the "Portland Evening News" to the worth while efforts being made to increase the volume of waterborne commerce handled through the Port of Portland, especially while this book was in the process of being made.

We are not unmindful of our dependence on Mr. Henry E. Littlejohn who was connected with our organization for the period during which this book was compiled.

The book itself speaks of the excellent work and patient assistance of The Fred. L. Tower Companies, Printers, The Portland Engraving Company, Engravers, John A. Marshall and The Portland Flying Service, Photographers.

Port of Portland Authority.



## Acknowledgments

---

The Port of Portland Authority is truly grateful for this opportunity of acknowledging its indebtedness to all who have made this book possible.

In the first instance we are especially sensible of the generous support of the large number of advertisers whose copy contained in these pages we are sure the reader will peruse with interest and profit.

## Addenda

---

Inadvertantly the publishers omitted the Portland Press Herald, Evening Express and Sunday Telegram from the contributors of editorial support to whom the grateful appreciation of the Port of Portland Authority is extended.



We are very glad to correct this error and to apologize for the omission.

Port of Portland Authority.

We are not unmindful of our dependence on Mr. Henry E. Littlejohn who was connected with our organization for the period during which this book was compiled.

The book itself speaks of the excellent work and patient assistance of The Fred. L. Tower Companies, Printers, The Portland Engraving Company, Engravers, John A. Marshall and The Portland Flying Service, Photographers.

Port of Portland Authority.







# "AMERICA'S SUNRISE GATEWAY"



## Index

Absorption of Terminal Charges	27	Intercoastal Services	47
Act Creating Port Authority	77	Isthmian Steamship Company	47
Agency Fees	15	Launch Hire	15
Agricultural Activities	59	Laws Regulating Port	71
Air Service	7	Legislation Creating Port Authority	77
American Hampton Roads Line	47	Lighthouses, Supt. of	4
Anchorage	5	Line Charges	15
Board of Harbor Commissioners	4 - 71	Loading (See "Handling")	
Boston & Maine Railroad	49	Maine Central Railroad	49
Bridges	7	Maine State Pier	9 - 19 - 25 - 29 - 71
Brokerage Fees	15	Marine Railway	15
Bunkering	15 - 51	Mooring	15
Chandlers, Ship	15	Motor Trucking Industry	85
Charges, Mooring	15	O. S. K. Line	47
Unmooring	15	Pilotage	13 - 73
Port (cargo) (wharfage, handling storage)	17 - 19 - 21 - 23	Portland Terminal Co.	9 - 21 - 23 - 25 - 29
Port (vessel) (pilotage, towage, etc.)	13 - 15	Port of Portland Authority	4 - 71 - 77
Towing	13	Port Statistics	43 - 45
See also "Fees"		Port Warden	73 - 75
Checking	15	Public Health Service	73 - 75
Coastwise Service	47	Public Pier (See "State Pier")	
Collector of Customs	4	Quarantine	13 - 75
Commerce of the Port	43 - 45	Railroad Services	49
Description of Port	5	Recreational Facilities of State	63
Directory of Port Officials	4	Regulations, Port	71
Eastern Steamship Lines, Inc.	47	Repairs, Ship	15
Elevators, Grain	9	Rules and Regulations, Port	71
Engineer's Office, U. S. Army	4	Services, Coastwise	47
Facilities, Bunkering	51	Foreign	47
Marine Terminal	9	Intercoastal	47
Grand Trunk Railway	9	Port	13 - 15
State	9	State Pier	9 - 19 - 25 - 29 - 71
Portland Terminal Co.	9	Statistics	43 - 45
Fees, Agency	15	Steamboat Inspector	4
Brokerage	15	Steamship Services	47
Tonnage	15	Stevedoring	15
Port Warden's	15 - 75	Storage Charges	25
Fisheries	55	Stores	15
Fish, Maine's Wild Waters Full of Fighting	67	Terminal Charges, Handling	17 - 19 - 21 - 23
Fishing	67	Wharfage	17 - 19 - 21 - 23
Foreign Services	47	Storage	25
Free Time	25	Terminals, Marine	9
Grain Elevators	9	Tides	5
Grand Trunk Railway System	9 - 17 - 25 - 27 - 49	Towing	13
Handling	17 - 19 - 21 - 23	Trucking Industry, Motor	85
Harbor Dues	15	Unmooring	15
Harbor Master	4 - 71 - 73	Watching	15
Historical Sketch of Port	35	Water	15
Hunting	67	Water Supply, Description	53
Immigration Inspector	4	Weather	7
Industrial Activities	59	Weighing	15
Inspector Immigration	4	Wharfage	17 - 19 - 21 - 23
Steamboat	4	Yachting	91

944 Mr. Chas. E. ...



## Directory of Port Officials

### FEDERAL OFFICIALS

U. S. Treasury Department		
Collector of Customs	John H. Dooley	Custom House
Asst. Collector of Customs	Willard E. Barrows	Custom House
U. S. Public Health Service		
Medical Officer in Charge	Dr. A. D. Foster	U. S. Marine Hospital
Acting Asst. Surgeon	Dr. Albert F. Stuart	Custom House
U. S. Department of Labor		
Immigration Inspector in Charge	Francis J. H. Dever	156 Federal St.
U. S. Army		
District Engineer	Col. John J. Kingman	Boston, Mass.
Engineer in Charge	L. E. Dow	156 Federal St.
U. S. Department of Commerce		
Supt. of Lighthouses	Charles C. Brush	So. Portland, Maine
Asst. Supt. of Lighthouses	Thomas Sampson	So. Portland, Maine
Steamboat Inspection Service		
U. S. Local Inspector of Hulls	Charles E. Griffith	76 Pearl St.
U. S. Local Inspector of Boilers	William B. Young	76 Pearl St.

### STATE AND LOCAL OFFICIALS

*For Duties  
See Page*

Port of Portland Authority	77	Henry F. Merrill, Pres.	Portland, Maine
		Fred K. Owen	Portland, Maine
		Fred B. Kelsey	Portland, Maine
		Herbert E. Wadsworth	Winthrop, Maine
		Austin W. Keating	Belfast, Maine
Board of Harbor Commissioners	71	Clinton T. Goudy, Chairman	Portland, Maine
		John B. Kehoe	Portland, Maine
		Patrick F. Keaney	Portland, Maine
		Peter M. Costello	Portland, Maine
Harbor Master	71	Capt. Charles W. L. McDuffie	84 Commercial St.
Port Warden	73	William Stewart	156 Free St.



## General Description of Port

Portland, Maine, is at the westerly end of Casco Bay and is the most northerly and easterly port of importance on the Atlantic coast of the United States. It is 109 miles northeast of Boston, Mass., 52 miles northeast of Portsmouth, N. H., and 340 miles southwest of St. John, New Brunswick, by the shortest usually traveled rail routes. The harbor is three and one-half miles from the open ocean and five miles from Witch Rock, beyond which pilots do not go.

The commercial harbor is made up of three parts:

(a) The main or inner harbor, known as Main Harbor, lying south and east of the peninsula, and having a waterfront of about two and one-half miles; (b) Fore River, also on the southerly side of the peninsula, extending westerly from the main harbor (from which it is separated by Portland Bridge), for about one and one-third miles; (c) Back Cove, which lies on the northerly side of the peninsula, nearly landlocked, approximately circular in form, about one mile in diameter and having a narrow bottle-necked entrance. It has a waterfront of about one and three-quarter miles. The total water frontage of the harbor, inclusive of South Portland, is about eight and one-half miles.

The outer harbor of Portland, which is used as a harbor of refuge, is situated behind the islands of Casco Bay. The main ship channel to Portland Harbor is the deep-water entrance between Cushing Island on the east and the main shore at Portland Head on the west. There are several other entrances between the islands, used by local vessels or those towing from Portland to different points in Casco Bay and its estuaries. A ledge of rock exists in the vicinity of Cape Elizabeth, but this ledge is well marked and is not regarded as a serious menace to navigation.

### Harbor Improvements by the United States

The improvement of Portland Harbor by the United States was initiated in 1836, when Congress authorized the construction of a breakwater on the southerly side of the harbor entrance. This breakwater is 1,900 feet long and affords protection to the wharves and channel in the upper part of Main Harbor.

The existing project for improvement of the harbor by the United States provides for the removal of two ledges in the main ship channel to a depth of forty feet at mean low water; for a channel thirty-five feet deep at mean low water from deep water to above the wharves of the

Grand Trunk Railway, with a depth of thirty feet in Fore River up to the upper Boston & Maine Railroad bridge; for a thirty-foot anchorage area off the easterly end of the city, and a channel thirty feet deep from this anchorage to the Grand Trunk bridge at the mouth of Back Cove, fourteen feet deep from the bridge to Tukey Bridge, and twelve feet deep to the head of Back Cove. On June 30, 1927, all of this work had been completed except the removal of the two ledges in the main ship channel.

The controlling width of Main Harbor is 1,100 feet and the controlling depth up to the upper side of State Pier is thirty-five feet at mean low water. Above the State Pier there is a channel depth of thirty feet. There is no bar at the entrance to this harbor. The channel to Back Cove has a controlling depth of twenty-four feet at mean low water up to the Grand Trunk Railway bridge.

### Tides

The mean range of tide is 8.9 feet and the spring range 10.2 feet. In 1909 there was a tide of 13.3 feet. Tides of eleven feet are not uncommon. The effect of strong winds, in combination with the regular tidal action, may at times cause the water to fall below the plane of reference of the chart, mean low water; the lowest level observed below the plane of reference at Portland is -4.5 feet. The water has been known to rise about the same amount above mean high water, due to similar causes.

Tidal currents exist principally near the bridges, but their velocity never exceeds two miles per hour and they rarely impede navigation. At Portland light vessel the tidal current is weak, being on an average less than one-fourth knot; during October, November, and December there is a southerly set of about one-half knot.

### Anchorage

The principal anchorage basin lies off the easterly end of the city, north of Fort Gorges, with an area of about 5,575,680 square feet. The water depths at this anchorage vary from thirty to forty-five feet. Other anchorages are in Diamond Island Roads, southeast of Fort Gorges, and in the channel below Spring Point Ledge Light, this latter, however, having less favorable holding ground than the other anchorages. There is also a limited anchorage on the South Portland side of the main channel. The total anchorage area is about 6,534,000 square feet. Anchorages are well sheltered.



# PORT OF PORTLAND, STATE OF MAINE



The accompanying air view of Portland includes a portion of the waterfront where thoroughly modern marine terminals are available for the economical and expeditious handling of all types of waterborne cargoes.

# "AMERICA'S SUNRISE GATEWAY"

## Weather Conditions

The prevailing winds are southwesterly during the summer and northerly during the winter. At all seasons the heaviest gales are generally from northeastward or eastward.

Ice seldom obstructs navigation and when it does it is only for a limited period. The channel to the wharves is kept open by steamers and tugs.

Fogs are encountered along this coast during the summer months. They occur most frequently during June, July, and August, and the months of May and September are not free from them. At the head of bays and within rivers it is often comparatively clear when it is thick outside. Winds from east to southwest by way of south bring in fog; westerly and northerly winds clear it away.

The mean annual temperature is 45° Fahrenheit.

There is no regular rainy season. The mean annual precipitation is forty-two inches.

## Bridges

Fore River is crossed by three bridges, as follows:

Portland Bridge, which is nearest the mouth of the harbor, is a highway and street-railway bridge with a single opening one hundred feet wide and a headroom of about thirty feet at high water when closed; it is opened at all hours for the passage of any vessel or water craft unable to pass under it. The signal for opening the draw is four blasts of the whistle or horn.

Vaughan Bridge, one and one-eighth miles above Portland Bridge, has a center pier draw, both openings sixty feet wide, and a headroom of five and one-half feet at high water when closed; it is opened on a signal of five blasts at any time on week days between 7 A. M. and 5 P. M. from October 1 to April 1, and between 6 A. M. and 6 P. M. for the remainder of the year, and on Sunday or at other hours on previous notice to the draw tender.

The upper Boston & Maine Railroad bridge is one and one-quarter miles above Portland Bridge and has a swing draw with a single opening forty feet wide.

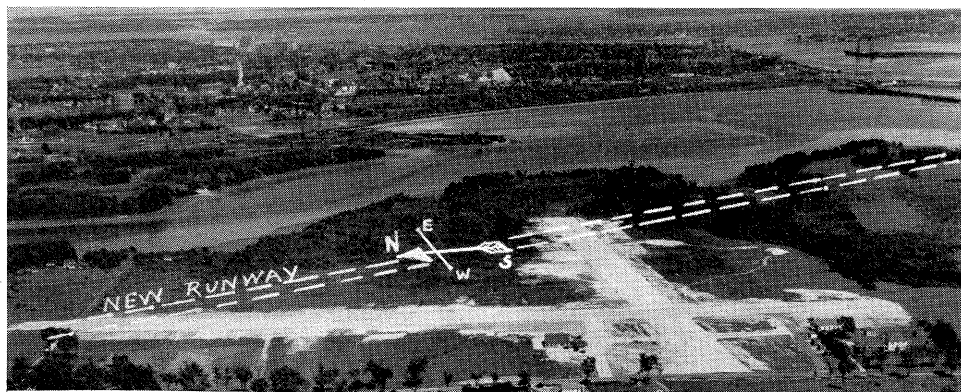
The entrance to Back Cove is crossed by two bridges, as follows:

Grand Trunk Railroad bridge has a center pier draw with a single opening eighty-eight feet wide and a headroom of five and one-half feet at high water when closed.

Tukey Bridge is a center pier draw with two clear openings sixty-seven feet wide and a headroom of five feet at high water when closed. The regulations are the same as for Vaughan Bridge.

## Ownership of Waterfront

The State Pier is the only publicly owned terminal on the main waterfront. The city of Portland has constructed a wharf on Back Cove for handling bulk material. The remainder of the improved frontage of the harbor is owned by the Portland Terminal Co., the Grand Trunk Railway Co., and various private interests.



**AIR SERVICE**—The Portland Air Port, as may be observed in the accompanying illustration, is located in close proximity to the business section of the city. The Boston-Maine Airways, Inc., at present operate two trips daily (one trip on Sundays and Holidays) between Bangor, Waterville, Augusta, Portland, Maine, and Boston, Mass. This service is augmented during the summer months with additional trips which gives the State of Maine excellent connection with the national network of air transportation systems.



# The City and Port OF PORTLAND

The metropolis of the State of Maine.

An important industrial and retail center, wholesale distributing point, the terminal of three railroads, and deep water port.

A population of 70,810.

Fifty-mile radius embraces 400,000 population.

Seven banks and ten loan and building associations.

Excellent public utility service.

Unexcelled soft water supply.

High ranking educational system.

Exceptional hotel facilities.

THE CENTER OF THE GREAT VACATION LAND OF MAINE.

The convention city of the northeast

## PORTLAND INVITES YOU





## Marine Terminal Facilities

### GRAND TRUNK RAILWAY WHARVES

The main entrance to Portland Harbor approaches the City's waterfront from the east and the most easterly terminal facilities available for the handling of water-borne commerce are the three wharves belonging to the Grand Trunk Railway System, with berthing space for nine steamers.

These wharves are about 500 feet in length and are used for both passenger and freight traffic. They are in uniformly good condition. Storage space in eight sheds is divided into three groups. The total storage area is 233,597 square feet with a total capacity of about 20,000 tons.

Facilities for handling export grain comprise elevators, conveyors, and discharging chutes. The two grain elevators have combined capacity of 2,500,000 bushels. Unloading from cars to elevators averages 140 cars per day of ten hours. Grain can be delivered from elevators to four steamers at one time at the rate of 10,000 bushels per hour per steamer. There is a grain dryer connected with No. 2 elevator with capacity of 800 bushels per hour.

Rail connections are maintained by the Grand Trunk Railway with all other water transportation facilities in Portland, also with the Maine Central and Boston & Maine Railroads. Freight train service maintained by the Grand Trunk Railway between Portland and Canada and United States points is outlined in Chapter covering "Railroad Service," Page 49.

### MAINE STATE PIER

Adjacent to the facilities just described is the Maine State Pier which is 1,000 feet long with varying widths. Exclusive of shed devoted to coastwise traffic there are available on the State Pier for transit cargoes three sheds with combined area of approximately 150,000 square feet. The easterly side of the State Pier is of most permanent construction with concrete deck and steel frame metal clad sheds ninety feet in width. On the apron of this side of the pier for its entire length is located track for the handling of cargo direct from ship to car or car to ship. The pier is well-equipped with mechanical cargo handling devices to assure the prompt and efficient movement of freight received from or for furtherance via either rail or motor truck.

All railroads entering Portland have access to the State Pier on equal terms and the transfer of freight by rail is therefore effected economically and expeditiously. Because of its close proximity

to the Grand Trunk Railway Terminal it has been possible to provide at the State Pier for the loading of ships with grain by means of a grain gallery connected with the elevators of the Grand Trunk. The Maine State Pier is maintained and operated by the Port of Portland Authority with offices located on the Pier.

### PORTLAND TERMINAL CO.'S FACILITIES

At the westerly end of the waterfront development in the Port of Portland are located the marine terminal facilities of the Portland Terminal Company, which have been designated as "a specialized terminal." The Portland Terminal Company was established in 1912 for the purpose of consolidating the facilities of the Maine Central Railroad and Boston & Maine Railroad in the cities of Portland, South Portland and Westbrook. In addition to the passenger station, engine terminal, passenger yard facilities, freight houses and freight yard facilities, the Terminal Company also operates wharf facilities for the interchange of traffic with water lines. A brief description of the Portland Terminal Company's waterfront property follows:

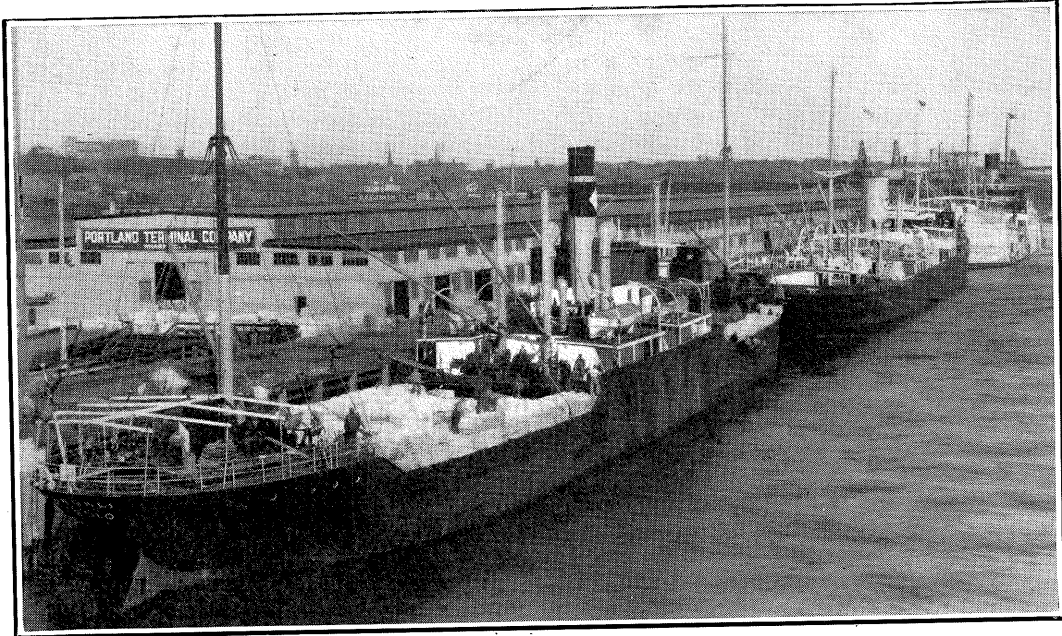
#### Wharf No. 1

This wharf has a total water frontage of 1,000 feet, with thirty feet of water m.l.t. at the berth. The apron is forty feet in width and carries two tracks. The transit shed located on this wharf is nearly 800 feet long and 125 feet wide, with a storage capacity of 24,000 tons of baled pulp. It is fully equipped with modern machinery for prompt and efficient handling of cargo. The shed is equipped with automatic sprinklers and six hydrants. Water lines for supplying ships with fresh water run to the face of the wharf. Telephone lines are so located that ships may have telephone connection on board ship with regular commercial lines while in port. Both the wharf and shed are brilliantly lighted so that work may be performed by night as well as by day. Adequate entrances to the shed have been provided for local business. In addition to wood pulp, this wharf affords modern facilities for the handling of all classes of merchandise freight interchanged with water carriers.

#### Wharf No. 3

This wharf is a modern facility with a total frontage of 1,500 feet, with thirty feet of water m.l.t. in the berth. It is especially designed for the handling of China clay, pulpwood, lumber and other bulk commodities. The wharf is divided into

# PORT OF PORTLAND, STATE OF MAINE



*A specialized terminal at the nearest important  
U. S. Port to Europe*

- A commodious and well protected harbor.
- A safe, short channel.
- Port open all year round.
- Portland Terminal's four docks are equipped with most modern handling machinery.
- Especially equipped to handle pulp, china clay, sulphur, coal, lumber, scrap metal, and other bulk commodities.
- Illustrated booklet describing in detail the wharf and rail facilities sent on request.—Write Portland Terminal Co., 212 St. John Street, Portland, Me.

# “AMERICA'S SUNRISE GATEWAY”

two sections, each of which is served by its own set of tracks. The easterly section is 1,000 feet in length, served by four tracks and provided with a car level platform twenty feet in width. Four electrically operated cranes have been installed, each having a run of 950 feet and a capacity of ten tons at a radius of twenty feet. The cranes are equipped with sixty-foot booms, capable of loading into open-top cars on any of the four adjacent tracks. These electrically operated cranes are equipped with sixty-five inch magnets for handling scrap metal. With this equipment and the general wharf track facilities available, it is stated that there are no better facilities along the Atlantic Coast for handling this commodity. The westerly section is 500 feet in length, provided with a car level platform twenty-six feet in width, served by three tracks. This section was especially constructed for the handling of China clay. Illumination is provided by flood lights at each end of the structure.

## **Wharf No. 4**

This wharf was designed for handling coal, sulphur, domestic clay, fertilizer, and any other commodity that can be handled with diggers. It carries three tracks with a capacity for loading thirty cars. It is equipped with two of the most modern discharging towers. The wharf equipment is supplemented by a box car loader providing for rapid and economical loading of this class of traffic. The wharf and towers are equipped with flood and other lights, so that ships may be worked at night if necessary. There is thirty feet of water m.l.t.

in the berth, and a channel of the same depth has been dredged from the wharf to the main shipping channel. Adjacent to the wharf is a service yard with capacity of 160 cars.

Railroad service made available to or from the Port of Portland by the Maine Central and Boston & Maine Railroads may be found in Chapter under that title, Page 49.

Most of the general and bulk cargoes (except oil) are handled at the facilities already described.

In addition thereto considerable tonnage is handled at several privately owned wharves and space for this purpose is available at the following facilities:

Bancroft & Martin Rolling Mills,

South Portland, Maine

A. R. Wright Company,

Portland, Maine

Berlin Mills Wharf,

Portland, Maine

Greely Wharf,

Portland, Maine

Dyer's Wharf,

Portland, Maine

Hobson's Wharf,

Portland, Maine

Deake's Wharf,

Portland, Maine

Brown's Wharf,

Portland, Maine

Merchant's Wharf,

Portland, Maine

Richardson's Wharf,

Portland, Maine

Union Wharf,

Portland, Maine

Widgery Wharf,

Portland, Maine

Merrill Wharf,

Portland, Maine

Central Wharf,

Portland, Maine

Commercial Wharf,

Portland, Maine

Portland Pier,

Portland, Maine

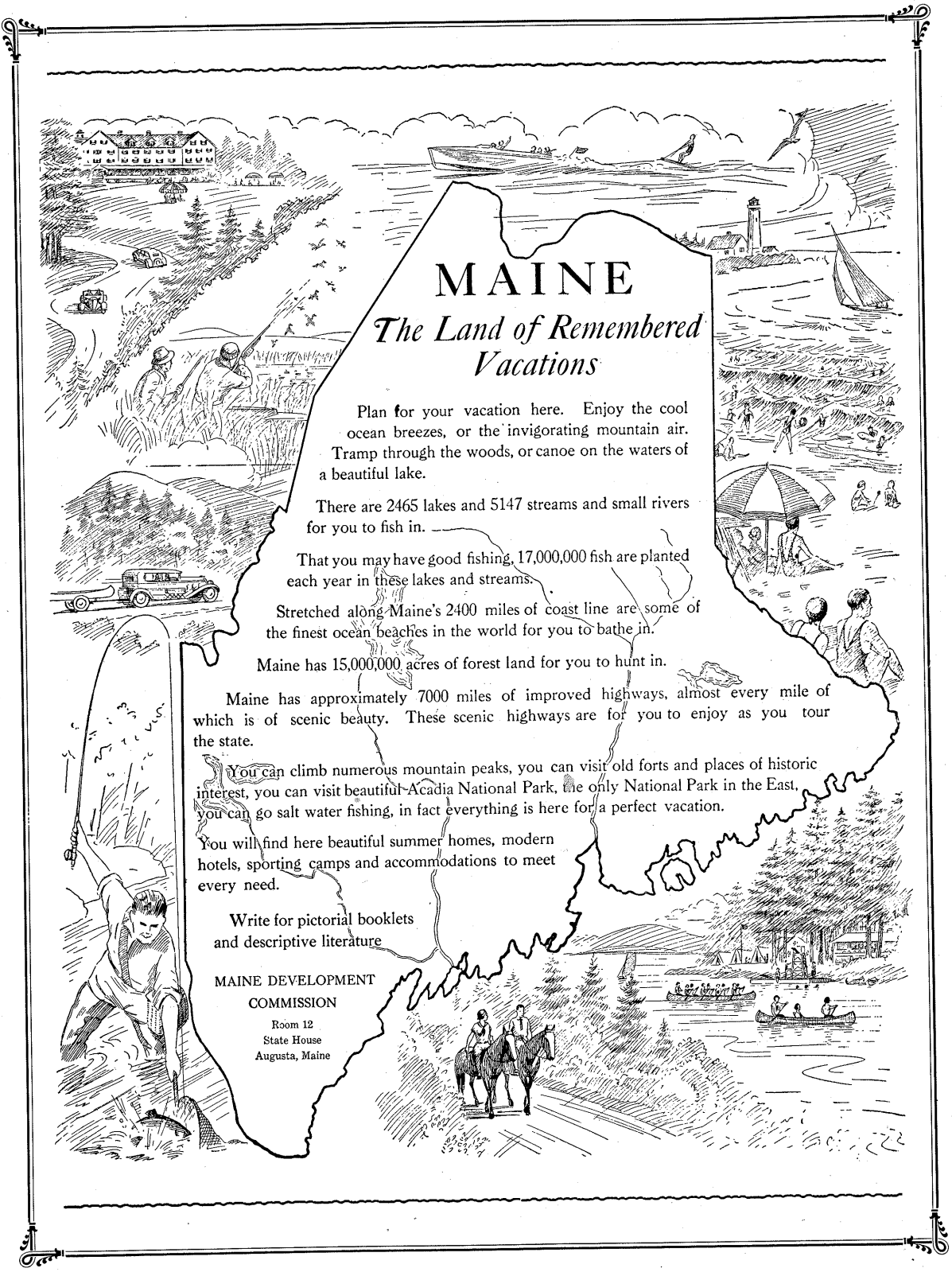
Custom House Wharf,

Portland, Maine



MAINE STATE PIER





# MAINE

## *The Land of Remembered Vacations*

Plan for your vacation here. Enjoy the cool ocean breezes, or the invigorating mountain air. Tramp through the woods, or canoe on the waters of a beautiful lake.

There are 2465 lakes and 5147 streams and small rivers for you to fish in.

That you may have good fishing, 17,000,000 fish are planted each year in these lakes and streams.

Stretched along Maine's 2400 miles of coast line are some of the finest ocean beaches in the world for you to bathe in.

Maine has 15,000,000 acres of forest land for you to hunt in.

Maine has approximately 7000 miles of improved highways, almost every mile of which is of scenic beauty. These scenic highways are for you to enjoy as you tour the state.

You can climb numerous mountain peaks, you can visit old forts and places of historic interest, you can visit beautiful Acadia National Park, the only National Park in the East, you can go salt water fishing, in fact everything is here for a perfect vacation.

You will find here beautiful summer homes, modern hotels, sporting camps and accommodations to meet every need.

Write for pictorial booklets and descriptive literature

MAINE DEVELOPMENT COMMISSION

Room 12  
State House  
Augusta, Maine



## Port Services and Costs Usually Borne by Vessels

**PILOTAGE:** Pilotage is compulsory for vessels in foreign trade. The Station of the Portland Pilot Boat is at Portland Lightship and vessels desiring a pilot will be boarded when making signal. Pilotage rate is \$3 per foot of draft. For shifting from one berth to another within the harbor, and from anchorage to berth, the charge is \$5.

**QUARANTINE:** Quarantine Station is located on House Island, and vessels subject to visita-

tion do not go above until they have been granted pratique. All foreign vessels except Canadian are subject to quarantine fee of \$10.

**TOWAGE:** The Central Wharf Towboat Company quote the following charges for towing vessels whose owners have signed contracts. Charges for all other vessels will be quoted at time of request for towboat and depend on type of vessel and existing circumstances.

**Assisting—**Charges for assisting steamers with motive power to and from docks in Portland Harbor.

Column A. Stream to Grand Trunk, State Pier or Maine Central No. 1 and return to Stream (Use of one tug).

- " B. Stream to other Docks below bridges and return to Stream.
- " C. Stream to Maine Central No. 2 and return to Stream.
- " D. Stream to Maine Central No. 2 thence to B. & M. (Wright's) and return to Stream.
- " E. Stream to Maine Central No. 4 (Bow up) and return to Stream.
- " F. Stream to Maine Central No. 4 (Stern up) and return to Stream.
- " G. Stream to Maine Central No. 3 and return to Stream.
- " H. Stream to Maine Central No. 3 thence to Mexpet or Socony Oil Dock and return to Stream.
- " I. Stream to Maine Central No. 3 thence to B. & M. (Wright's) and return to Stream.
- " J. Stream to Mexpet or Socony Oil Dock and return to Stream.
- " K. Stream to Rolling Mills and return to Stream.

Net tons	A	B	C	D	E	F	G	H	I	J	K
Up to 1000	50.00	50.00	70.00	95.00	70.00	90.00	90.00	115.00	115.00	90.00	110.00
1000 - 1500	50.00	60.00	80.00	110.00	80.00	100.00	100.00	130.00	130.00	100.00	120.00
1500 - 2000	50.00	70.00	90.00	125.00	90.00	110.00	110.00	145.00	145.00	110.00	130.00
2000 - 2500	50.00	80.00	100.00	140.00	100.00	120.00	120.00	160.00	160.00	120.00	200.00
2500 - 3000	50.00	90.00	110.00	155.00	110.00	130.00	130.00	175.00	175.00	130.00	200.00
3000 - 3500	50.00	100.00	120.00	170.00	120.00	140.00	140.00	190.00	190.00	140.00	200.00

**Towing—**For towing steamers having no power on main engine, add 50% to above scale for each movement without same.

**Service—**All services in Bay, attendance with surveyors, clerks, etc., to and from points or steamers in Bay at the rate of \$15.00 per hour per tug. Minimum charge, one hour.

**Detention—**If tugs are ordered to render services to a steamer and the steamer is not ready within one-half hour from time ordered, a detention fee will be added to regular charge at the rate of \$7.50 per hour per tug.

**Overtime—**When services to a steamer require the tugs to come into service or be operated before 6.00 A. M. or after 6.00 P. M. the tugs shall be paid a further charge of \$7.50 per hour per tug in addition to the regular rates in the schedule applying to the particular services.

**Breaking Ice, Pumping Water, Supplying Steam—**This service rendered at the rate of \$25.00 per hour per tug.



---

# **EASTERN STEAMSHIP LINES**

*OFFERS SUPERB*

**DIRECT SUMMER PASSENGER SERVICE**

*BETWEEN*

**PORTLAND—NEW YORK—BAR HARBOR**

During the summer months, from June to September, Eastern Steamship Lines offers a regular schedule of two sailings a week between Portland and New York. Every summer thousands of vacationists take advantage of the conveniences and economy of this service to and from their holiday headquarters. Residents of Maine also find that the all-water route to New York via Eastern Steamship Lines adds pleasure to their vacation or business trips. Week-end cruises to Bar Harbor, from Portland as well as New York, are a regular feature of this service.

*ALSO*

**AN ALL-YEAR FREIGHT SERVICE**

*BETWEEN* **PORTLAND AND NEW YORK**

In addition to the modern, de luxe liner which carries passengers during the summer, Eastern Steamship Lines operates a regular freight service between Portland and New York all the year round. This service features dependable, low-cost transportation of merchandise between these ports.



**Sunday and Holiday**—On all services performed on Sundays and Holidays an additional charge of 25% will be added to the above rates. If tugs are ordered into service by or in behalf of a steamer for a movement or service expected to be performed on Sunday or Holiday and the movement or service is not performed or required by the steamer, the tugs shall be paid at the Sunday and Holiday rates in this schedule applying to the particular services, the same as if the tugs had performed the services.

**RUNNING LINES:** The charge for mooring is \$7 plus insurance and unmooring \$4 plus insurance.

**BROKERAGE FEES:** Fees for chartering vessels range from \$50 to \$100 including attention to ship's business in port.

**AGENCY FEES:** Average \$50 to \$100 for vessels not usually handled by their own agents. Fees for making entrances and clearances \$10; and \$5 for posting preliminary entry bond.

**STEVEDORING:** Done under contract with regular lines or individual bids for specific cargoes.

**CHECKING:** Either included in bid or contract of stevedore or by arrangement with steamship agent.

**WATCHING:** The charge for each watchman is \$5 per twelve hours.

**LAUNCH HIRE:** No fixed rates.

**HARBOR DUES:** There are no harbor dues at this port.

**PORT WARDEN FEES:** Prescribed in Section 31, Chapter 48, The Revised Statutes, 1930 (See Page 75).

**WEIGHING:** No fixed rates.

**TONNAGE DUES:** A duty of two cents per net ton payable at the custom house is imposed on all vessels at each entry into a port of the United States from a foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, Newfoundland, and the coast of South America bordering on the Caribbean Sea above and including the mouth of the Orinoco River. This tax is not to exceed in the aggregate 10 cents per net ton in any one year.

A tonnage tax of six cents per net ton is imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place other than those indicated above. This tax is not to exceed 30 cents per ton per annum.

The tonnage year is computed from the date of the first payment and expires on the day previous to the corresponding date of the fol-

lowing year. No tonnage tax is imposed on vessels in distress entering a port of the United States nor on those not engaged in trade.

**WATER:** For description of Portland's water supply, see Page 53. Water is supplied at the Grand Trunk Wharves by the Portland Water District at a cost of 20 cents per 1,000 Gallons, plus labor charge of four to five dollars a day for attendant and two dollars for carting hose to and from wharf.

Water is supplied vessels at the State Pier at the rate of 50 cents per 1,000 Gallons.

The charge for water at the facilities of the Portland Terminal Company is \$1 per 1,000 Gallons and water may be obtained at various privately owned piers ranging from 60 cents to \$1 per 1,000 Gallons. When water cannot be had from dock it will be delivered alongside below the bridges, at the rate of \$1.50 per 1,000 Gallons, minimum charge, \$5, and delivered alongside above the bridges, at rate of \$2 per 1,000 Gallons, minimum charge, \$5.

**STORES:** The Port is well equipped with ship chandlers and provision merchants for replenishing ship's stores. (See classified index of advertisers for list of available ship chandlers).

**BUNKERS:** Refer to Chapter under Heading "BUNKERING FACILITIES," Page 51.

**REPAIRS, MARINE:** Several well equipped machine shops located on waterfront are available for any necessary mechanical repairs to vessels while in Port. (See classified index of advertisers).

**MARINE RAILWAYS:** The Portland Shipbuilding Company in South Portland maintains two marine railways as follows:

Way No.	Maximum Capacity Tons	Length of Cradle	Width of Cradle at top of Keel Blocks
Cradle No. 1	600 Tons	130 ft.	24 ft.
Cradle No. 2	250 Tons	110 ft.	18 ft.

Draft over Blocks in Outboard Position at Mean High Water		
Way No.	Forward	Aft
Cradle No. 1	10 feet	15 feet
Cradle No. 2	9 feet	13 feet





## Modern Banking Service

The Casco Bank & Trust Company offers a banking service of special value to concerns interested in developing their business in Portland and the State of Maine.

The financial information available to this bank; our constant contact with all lines of business and the experience of Casco officers are available to further the success of prospective clients.



Through its main offices in Portland and 8 Branch Banks this institution serves 45 communities embracing an approximate population of 41,734 persons outside of Portland all living within Portland's trading area.

*We invite correspondence from those interested in a sound, efficient banking service marked by a spirit of friendly and constructive counsel*

*The* **CASCO BANK**  
AND TRUST COMPANY



PORTLAND, MAINE  
BRIDGTON BUCKFIELD FRYEBURG LIMERICK  
SOUTH PARIS SOUTH PORTLAND WEST BUXTON  
WOODFORDS



## Terminal Charges and Railroad Absorption Arrangements

For the information of present and prospective shippers through the Port of Portland we have attempted in this chapter to outline the current charges for the various services performed at the several waterfront terminals in the port in such a manner as to clearly indicate the costs for similar services at the various terminals. The following information has been extracted from the freight tariffs of the railroads serving the port as well as the rate schedule of the Maine State Pier.

Inasmuch as these figures are published as a matter of general information and are subject to revision from time to time, it is recommended that any prospective shipper apply either to the interested railroad direct or to the Port Authority for confirmation of any particular rate or rates printed herein.

In the latter portion of this chapter we have endeavored to briefly and concisely set forth the arrangements of the various railroads for the absorption of terminal charges in instances where that practice is permitted.

### WHARFAGE AND HANDLING (EC)

#### MOTOR TRUCK TRAFFIC.

All shipments handled to or from the Maine State Pier and the several railroad owned wharves are subject to Wharfage Charge of 50c per net ton; minimum charge 25c. The railroads also assess handling charge of 50c per net ton on shipments of woodpulp when delivered to motor trucks.

#### RAIL TRAFFIC.

The following Tables indicate the Wharfage and Handling Charges applicable at the various facilities on the traffic described.

#### GRAND TRUNK RAILWAY WHARVES

When Grand Trunk Railway receives road haul revenue Column No. 1

When loaded on or in freight cars and switched to connecting lines and upon which the Grand Trunk Ry. does not receive road haul revenue Column No. 2  
(See Exceptions 1, 2, 3, 4, 5, and 6)

Commodity	Column No. 1 Wharfage and Handling (EC)	Column No. 2	
		Wharfage	Handling (EC)
Cement	*	10c NT	50c NT
China Clay	*	10c NT	50c NT
Coal	*	(2) 10c NT	50c NT
Fluorspar	*	10c NT	50c NT
Lumber (Thru Sheds)	†	10c NT	\$1. NT
Lumber (Direct from ship to car)	No charge	10c NT	No handling
Ore	†	(2) *	(2) *
Potash	*	10c NT	50c NT
Salt and Salt Cake	*	10c NT	50c NT
Sulphur	(1) *	10c NT	(1) 50c NT
Woodpulp	*	10c NT	50c NT
Other Commodities	60c NT	25c NT	70c NT
Pieces or Packages, each weighing 6,000 lbs. or over	‡	*	‡
Other Commodities (Direct between ship and car)	No charge	25c NT	No handling
Minimum Charge	25c	25c	25c

\* No specific rate published. See "Other Commodities"

† Actual cost plus 10%, not to exceed \$1.00 net ton

‡ Actual cost plus 10%

(1) Plus Trimming charges 10c per net ton

(2) In packages

(EC) Subject to 10% increase authorized by Tariff of Emergency Charges



# MAINE - - - A PROFITABLE MARKET

WE sincerely believe that Maine is facing  
a period of unequalled prosperity.

Get *your* share of this prosperity by adver=  
tising your merchandise in these newspapers  
which offer you nearly complete circulation  
coverage at minimum cost.

GANNETT PUBLISHING CO., INC.



Press Herald - Express - Sunday Telegram

Kennebec Journal

Waterville Sentinel



### EXCEPTIONS TO RATES IN COLUMN No. 2

- |  |   |
|--|---|
| 1. On traffic, except bulk freight, delivered to or received from, the Boston & Maine R. R. at Portland, Me., when destined to, or originating at, stations in the United States. (Will not apply on traffic from, to, or via the Canadian Pacific Railway or Rutland R. R.) | <b>Wharfage and Handling (EC)</b><br>*60c per ton of 2,000 lbs.<br>(See Note A) |
| 2. On traffic, except bulk freight, destined to, or originating at, stations on the Maine Central Railroad. (South Windham, Me., to St. Johnsbury, Vt., and Masons, N. H., inclusive)  | *60c per ton of 2,000 lbs.<br>(See Note A)                                      |
| 3. On traffic, except bulk freight, destined to, or originating at, points on the Portland Terminal Company. (See Exception 5)   | *60c per ton of 2,000 lbs.<br>(See Note A)                                      |
| 4. Woodpulp destined to stations on the Bangor & Aroostook R. R. or Maine Central R. R. (See Exception 5)  | 60c per ton of 2,000 lbs.<br>(See Note A)                                       |
| 5. Woodpulp destined to Augusta, Brunswick, Cumberland Mills, Fairfield, Gardiner, Lisbon Falls, Livermore Falls, Newhall, Pejepscot Mills, Rumford, South Windham, Steep Falls, and Waterville, Me.   | 50c per ton of 2,000 lbs.<br>(See Note A)                                       |
| 6. Carload freight unloaded direct from cars to ship or loaded direct from ship to cars and requiring no handling on the part of the Grand Trunk Railway System  | <b>Wharfage Only</b><br>25c per ton of 2,000 lbs.<br>(See Note B)               |

Note A—Includes switching to, or from, interchange with the Boston & Maine Railroad, Maine Central Railroad, or Portland Terminal Company.

Note B—Includes switching to, or from, interchange with the Maine Central R. R. (on traffic destined to, or originating at, their stations, South Windham, Me., to St. Johnsbury, Vt., and Mason, N. H., inclusive) and Portland Terminal Company.

\* On Lumber and Logs the charge will be \$1.00 per ton of 2,000 lbs. and on Heavy Machinery and other freight weighing 6,000 lbs. or over per piece or package, including blocking and bracing on cars, the charge will be actual cost plus 10%.

(EC) Subject to increase of 10% per Railroad Emergency Tariff.

### MAINE STATE PIER

#### LOCAL TRAFFIC:

All local traffic originating at or destined to Portland and handled through the sheds (If "Local" traffic is loaded into or unloaded from freight cars or motor trucks Handling Charge will be assessed. Handling Charges vary with commodities and will be quoted on request)

Shipments handled direct from car to ship or ship to car

Traffic handled overside to or from lighters or other vessels

Minimum charge

#### Wharfage

50c N.T.

25c N.T.

25c N.T.

25c N.T.

#### OTHER TRAFFIC:

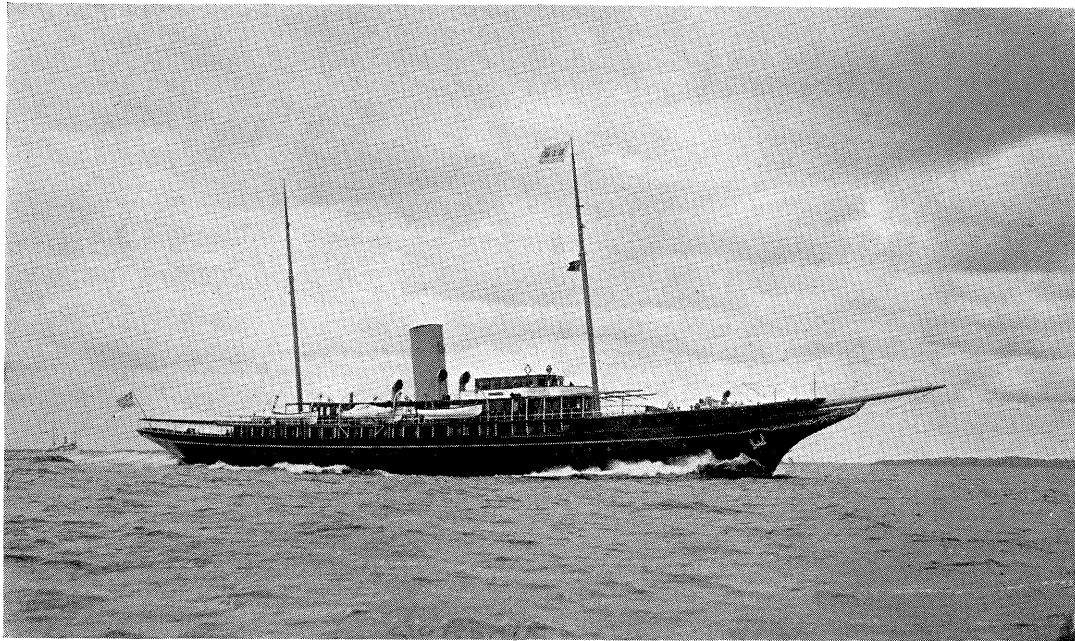
(a) Freight in packages, except as provided in paragraphs (b) to (h) inclusive, when destined to or received from points on or via rail lines.

(b) Lumber, all kinds; Logs; Pieces or Packages each weighing 6,000 lbs. or over when handled through sheds

#### Wharfage and Handling

60c N.T.

\$1.00 N.T.



**BATH IRON WORKS CORPORATION**  
 Shipbuilders and Engineers      BATH, MAINE      Builders of Naval and Merchant Ships



**THE THOMAS LAUGHLIN CO.**

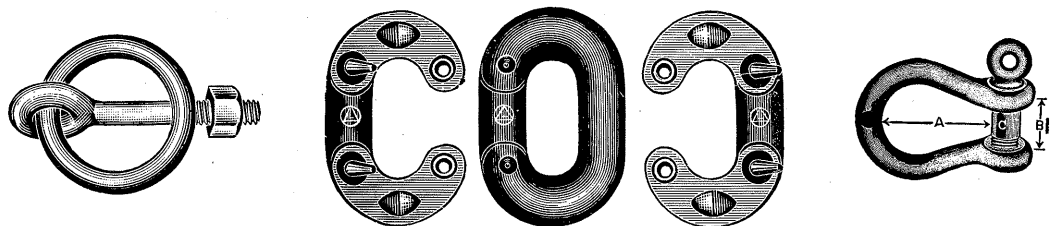
Portland, Maine, U. S. A.

WIRE ROPE FITTINGS  
 DROP FORGINGS  
 CHAIN FITTINGS

ESTABLISHED 1866

NEW YORK - CHICAGO  
 NEW ORLEANS  
 SAN FRANCISCO  
 LOS ANGELES - SEATTLE

Manufacturers of  
 Marine and Industrial Hardware







(c) Shipments handled direct from car to ship or ship to car	Wharfage 25c N.T.
(d) Salt Cake, Fluorspar and Potash, in bulk, destined to points on or via rail lines	Wharfage and Handling 60c N.T.
(e) Canoes originating at or destined to points on or via rail lines	25c each
(f) Live Stock	Wharfage 25c N.T.
(g) Woodpulp destined Augusta, Brunswick, Cumberland Mills, Fairfield, Gardiner, Lisbon Falls, Livermore Falls, Newhall, Pejepscot Mills, Rumford, South Windham, Steep Falls, Waterville and Mechanic Falls, Maine	Wharfage and Handling 50c N.T.
(h) Minimum charge	Wharfage and/or Handling 25c

#### PORTLAND TERMINAL COMPANY

From or to Portland Terminal Co. tracks at Portland, Me. or connections other than Maine Central or Boston & Maine at Portland

Column 1

Traffic handled over Portland Terminal Co. wharves upon which the Maine Central or Boston & Maine receive road haul revenue

Column 2

Commodity	Column 1		Column 2
	Wharfage	Handling (EC)	†Handling (EC)
Alfalfa Meal	10c N.T.	50c N.T.	#
Bleach	10c N.T.	#	#
Cement	10c N.T.	50c N.T.	#
*China Clay	10c N.T.	#	#
*Coal	10c G.T.		
Cotton Seed Meal	10c N.T.	50c N.T.	#
Fluorspar, in bulk	10c N.T.	50c N.T.	‡50c N.T.
Iron or Steel, Scrap	10c G.T.		
Lumber (through sheds)	10c N.T.	\$1. N.T.	‡
Lumber (direct from ship to car)	25c N.T.	No handling involved	
Ore	10c G.T.		‡
*Potash	10c N.T.	50c N.T.	50c N.T.
Salt and Salt Cake	10c N.T.	50c N.T.	50c N.T.
*Sulphur	10c G.T.		*
Woodpulp	10c N.T.	£50c N.T.	#
Other Commodities	25c N.T.	§50c N.T.	50c N.T.
(except bulk freight)			
Pieces or Packages each weighing 6,000 lbs. or over	#	\$1. N.T.	‡

† Not subject to Wharfage Charge

‡ Actual cost plus 10%, not to exceed \$1. per net ton

§ 70c net ton on traffic to or from points on Portland Terminal Co. within Portland Terminal Co. yard limits or to or from connections other than M. C. or B. & M.

¶ Not applicable on Boston & Maine R. R. Traffic

£ Includes charges to interchange with G. T. Ry. at Portland on woodpulp destined Berlin, Groveton, N. H., or Mechanic Falls, Maine, including Wharfage, handling, and switching

# Specific rate not published. See "Other Commodities"

\* For Discharging and Loading Charges on bulk cargoes see below

(EC) Subject to Emergency Charge of 10%



*Solka* is that amazing material which imparts improved qualities to hundreds of products in 36 diversified industries.

*Solka* is the result of scientific achievement in Brown Company's Research Laboratories.

*The market for SOLKA is world-wide.*





PORTLAND TERMINAL CO.

Discharging and loading charges (Bulk cargoes)

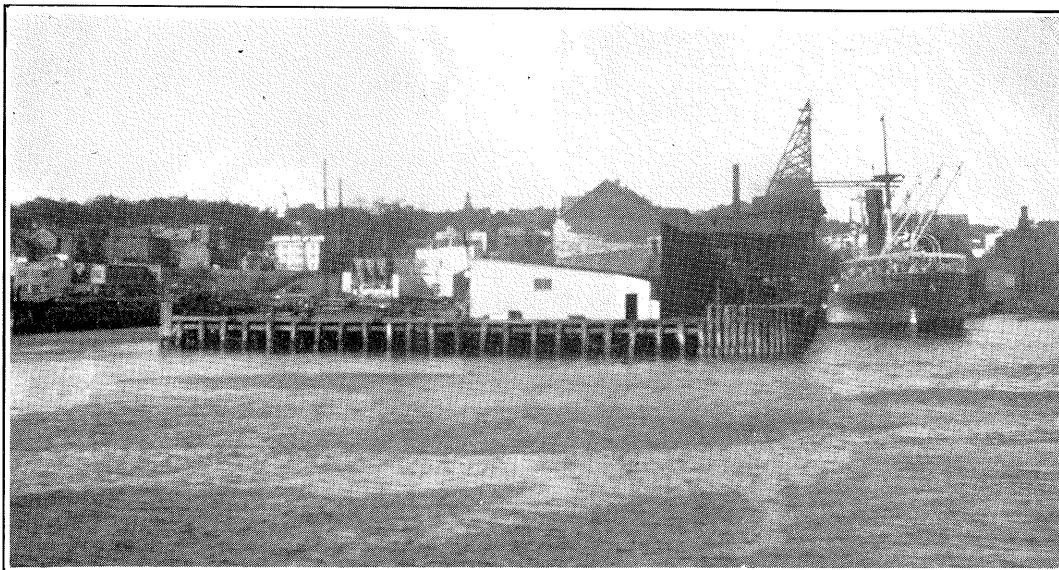
COMMODITIES AND SERVICE	RATE
<b>DISCHARGING:</b>	Per ton of 2,240 lbs.
A. China Clay from vessels to hoppers at Portland Terminal Co. Wharf No. 4 (Subject to Notes 1 and 2)	45 cents
B. Coal from vessels to cars or docks (Subject to Notes 1 and 2)	
Single deck vessels	35 cents
All vessels not included above	45 cents
C. Coke from vessels to cars or docks (Subject to Notes 1 and 2)	Per ton of 2,000 lbs.
Single deck vessels	70 cents
All vessels not included above	90 cents
D. Fertilizer Material (Note 3) from vessels to hoppers at Portland Terminal Co. Wharf No. 4 (Subject to Note 2)	Per ton of 2,240 lbs.
1. If cargo does not require breaking up by mechanical means to permit discharging:	
(a) When all holds of the vessel are loaded so that there is no separation of commodities by partitions (Subject to Note 4)	45 cents
(b) When any of the holds of the vessel are loaded so that commodities are separated by partitions (Subject to Note 5)	60 cents
2. If cargo requires breaking up by mechanical means to permit discharging:	
(a) When all holds of the vessel are loaded so that there is no separation of commodities by partitions (Subject to Note 6)	90 cents
(b) When any of the holds of the vessel are loaded so that commodities are separated by partitions (Subject to Note 7)	120 cents
E. Sulphur from vessels to cars or hoppers at Portland Terminal Co. Wharf No. 4 (Subject to Notes 1 and 2)	45 cents

**LOADING:**

A. China Clay in box cars when received from vessels at Portland Terminal Co. Wharf No. 4	Per ton of 2,240 lbs.
	25 cents
B. Fertilizer Material (Note 3) in box cars when received from vessels at Portland Terminal Co. Wharf No. 4	25 cents
C. Sulphur in box cars when received from vessels at Portland Terminal Co. Wharf No. 4	25 cents

Note 1. When definite arrangements are made for services to be performed between the hours of 4.00 P.M. and 7.00 A.M., standard time, (Sundays and Legal Holidays, (Note A), between the hours of 7.00 A.M. and 7.00 A. M., standard time, the following morning), the rates will be as follows:

	Per Gross Ton
China Clay	67½ cents
Coal:	
Single deck vessels	52½ cents
All other vessels	67½ cents
	Per Net Ton
Coke:	
Single deck vessels	105 cents
All other vessels	135 cents
Fertilizer Material (Notes 4, 5, 6, 7)	
	Per Gross Ton
Sulphur	67½ cents



## A. R. WRIGHT CO.

350 COMMERCIAL STREET

PORTLAND, MAINE

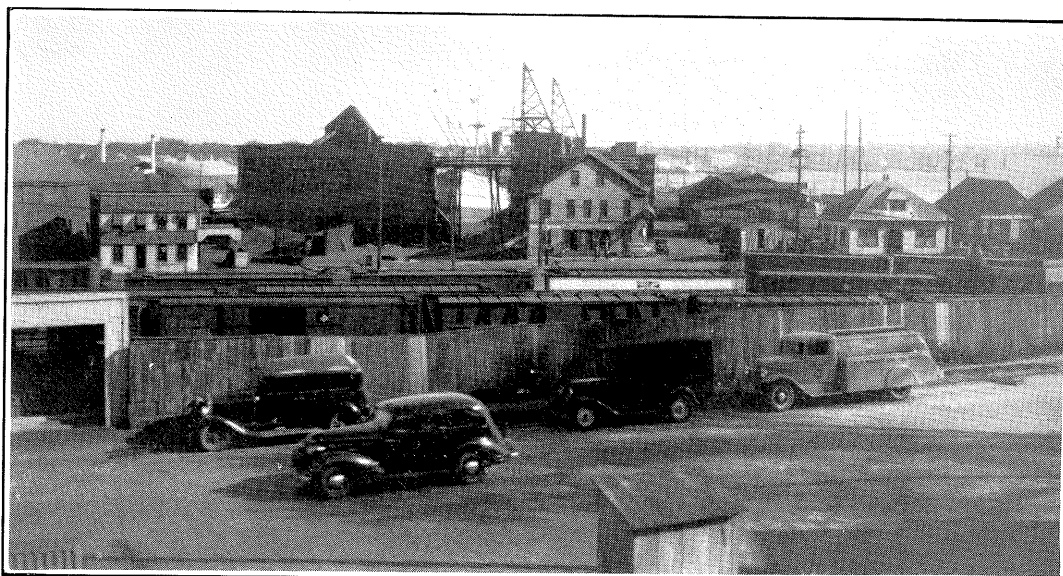
*IMPORTED AND DOMESTIC*

**ANTHRACITE AND BITUMINOUS COAL**

WHOLESALE AND RETAIL

*EVERYTHING TO BURN*

*"WRIGHT'S COAL—IT'S RIGHT"*





Note 2. Demurrage Rules and Charges as provided in Agent B. T. Jones' I.C.C. No. 2639, M.P.U.C. No. 39, supplements thereto or successive issues thereof, will apply in addition to the rates shown in this item.

Note 3. The term "Fertilizer Material" as referred to herein will include the following commodities: Sulphate of Ammonia, Wood Ashes, Basic Slag, Dried Blood, Ground Bone, Cyanamid, Fertilizing Compounds, (Manufactured Fertilizers), Tankage or Scrap Fish, Guano, Hartsalz, Kainit, Mowrah Meal, Waste Mustard Seed, Bulk Phosphate, Land Plaster, Castor Pomace, Carbonate of Potash, Muriate of Potash, Sulphate of Potash, Agricultural Salts, Manure Salts, Superphosphate (Acid Phosphate) and Tankage.

Note 4. Rate for discharging performed between the hours named in Note 1 will be 67½ cents per gross ton.

Note 5. Rate for discharging performed between the hours named in Note 1 will be 90 cents per gross ton.

Note 6. Rate for discharging performed between the hours named in Note 1 will be 135 cents per gross ton.

Note 7. Rate for discharging performed between the hours named in Note 1 will be 180 cents per gross ton.

#### FREE TIME

(After expiration of the following Free Time shipments are subject to Store Charges as under)

Nature of Traffic	Free Time Period	Terminal
Import (except China Clay in bulk, in cars)	15 days	Grand Trunk Wharves Maine State Pier Portland Terminal Co.
Import China Clay, in bulk, in cars	*5 days	Portland Terminal Co.
Export	10 days	Grand Trunk Wharves
Export	15 days	Maine State Pier
Export (originating on Boston & Maine, Maine Central and outside switching limits on Portland Terminal Co.)	*10 days	Portland Terminal Co.
Export (originating within switching limits of Portland Terminal Co.)	*5 days	Portland Terminal Co.
Intercoastal and Coastwise Woodpulp	15 days	Grand Trunk Wharves Maine State Pier Portland Terminal Co.
Other Commodities	10 days	Grand Trunk Wharves Maine State Pier Portland Terminal Co.

\* Exclusive of Sundays and full legal holidays.

#### STORAGE CHARGES

(The following charges for Storage are assessed after expiration of Free Time Periods specified above)

Commodity	Facilities	Rate
China Clay, in bulk, in cars	Portland Terminal Co.	2c per 100 lbs. 1st 10 days 1c per 100 lbs. each succeeding 10 days period or fraction thereof
Peat Moss } Sulphur }	Grand Trunk Wharves (when G. T. Ry. does not receive road haul)	30c net ton each 30 day period or fraction





**AMERICA'S FAVORITE HOUSEHOLD FUEL**  
**WORLD'S MOST EFFICIENT POWER FUEL**  
**WORLD'S LARGEST PRODUCER OF SMOKELESS COAL**

**OFFICES**

NEW YORK, N. Y.	BOSTON, MASS.
BLUEFIELD, W. VA.	CINCINNATI, OHIO
NORFOLK, VA.	CLEVELAND, OHIO
BALTIMORE, MD.	CHICAGO, ILL.
	NEW BEDFORD, MASS.
	PORTLAND, ME.
	DETROIT, MICH.

**DOCKS**

NORFOLK, VA.	NEW BEDFORD, MASS.
BOSTON, MASS.	SALEM, MASS.
172 COMMERCIAL ST., PORTLAND, MAINE	



Commodity	Facilities	Rate
Sulphur	Grand Trunk Wharves (when G. T. Ry. receives road haul)	15c net ton 1st 30 days 12c net ton 2nd 30 days 10c net ton each succeeding 30 day period or fraction
Sulphur	Portland Terminal Co.	1st 500 gross tons, 10c per gross ton per month Amount over 500 gross tons, 5c per gross ton per month or fraction. Minimum charge \$50.00 per month.
Woodpulp (Including woodpulp stored in cars)	Grand Trunk Wharves Maine State Pier Portland Terminal Co.	15c net ton 1st 30 days 5c net ton each succeeding 10 day period or fraction
Other commodities (except Export Traffic)	Grand Trunk Wharves (when G. T. Ry. receives road haul)	20c net ton 1st 30 days 10c net ton each succeeding 10 day period or fraction
	Grand Trunk Wharves (when G. T. Ry. does not receive road haul)	60c net ton for 30 days or fraction
	Maine State Pier (All Traffic)	3c net ton per day (not to exceed 60c net ton for 1st 30 days)
	Portland Terminal Co. (when P. T. Co. receives inter-station haul or B. & M. or Me. C. receive road haul)	20c net ton 1st 30 days 10c net ton each succeeding 10 day period or fraction
	Portland Terminal Co. (when P. T. Co. does not receive inter-station haul, incl. truck traffic)	3c net ton per day (not to exceed 60c net ton for 1st 30 days)
Export Traffic, held in or on cars	Grand Trunk Wharves (when G. T. Ry. has received road haul)	*20c net ton 1st 10 days *10c net ton each succeeding 10 day period or fraction
	Maine State Pier	Same as "Other Commodities"
	Portland Terminal Co. (when originating outside P. T. Co. switching limits)	*20c net ton 1st 10 days *10c net ton each succeeding 10 day period or fraction
	Portland Terminal Co. (when originating within P. T. Co. switching limits)	*5c net ton per day or fraction

\* On property on which inland freight charges are assessed per gross ton, the charge will be per ton of 2,240 lbs.

#### ABSORPTION OF TERMINAL CHARGES

##### Traffic Handled over Grand Trunk Wharves

Except as noted below, the following railroads when receiving road haul on Import, Export, Intercoastal and Coastwise Traffic handled over the wharves of the Grand Trunk



# RANDALL & McALLISTER

PORTLAND, MAINE

## COAL - COKE - OIL

Sole distributors famous

D. and H. CONE CLEANED ANTHRACITE COAL

---

### ***BUNKERING SHIPS A SPECIALTY***

*with Highest Grade Pool One Navy Standard, New River,  
Run of Mine and Stoker Coal*

---

Deep Water and Modern Bunkering Equipment at Our Wharf

---

Also a fleet of LIGHTERS for Coaling in any part of Portland Harbor

---

Our SERVICE is of the best, and is available  
night or day as required

---

Sebago Water supplied at Wharf or in Stream

---

ERNEST A. RANDALL, President

HENRY F. MERRILL, Mgr. and Treas.



Ry. will absorb the terminal charges of the Grand Trunk Ry. in whole or in part not to exceed 60c per net ton of 2,000 lbs.

Grand Trunk Ry.  
 Boston & Maine Railroad  
 Maine Central Railroad  
 Portland Terminal Co.

Exception No. 1. No absorption of the terminal charges of the Grand Trunk Ry. will be made by the Boston & Maine, Maine Central and Portland Terminal Co. on bulk freight (including grain) or live stock.

Exception No. 2. No absorption will be made by any of the above railroads which will reduce their road haul freight charges to less than the following:

Carload traffic moving on class or commodity rates 8c per 100 lbs.

Less Carload traffic

Classes	1	2	3	4	5	6	R25	R26
Cents per 100 lbs.	35½	30	23	16½	11	8	25	18

Exception No. 3. Where freight is unloaded direct from ship to cars, resulting in no handling service on the part of the Grand Trunk Ry. absorption of wharfage charge only will be made.

Exception No. 4. On shipments of Woodpulp destined Mechanic Falls, Me. 60c per net ton of 2,000 lbs. is absorbed by the Grand Trunk Ry. regardless of road haul revenue.

#### ABSORPTION OF TERMINAL CHARGES

##### Traffic Handled over Maine State Pier

Except as noted below the following Railroads when receiving road haul on Import, Export, Intercoastal and Coastwise Traffic handled over the Maine State Pier will absorb the Terminal Charges of the Maine State Pier in whole or in part not to exceed 60c per net ton of 2,000 lbs.

Grand Trunk Ry.  
 Boston & Maine Railroad  
 Maine Central Railroad  
 Portland Terminal Co.

Exception No. 1. No absorption will be made on bulk freight, except Fluorspar, Potash, and Salt Cake.

Exception No. 2. No absorption will be made by any of the above railroads which will reduce their road haul freight charges to less than the following: (See notes a and b)

Carload traffic moving on class or commodity rates 8c per 100 lbs.

Less Carload traffic

Classes	1	2	3	4	5	6	R25	R26
Cents per 100 lbs.	35½	30	23	16½	11	8	25	18

Notes:

- On freight unloaded direct from cars to ship, or loaded direct from ship to cars resulting in no handling service on the part of the Maine State Pier, the Grand Trunk Railway will absorb wharfage charge of 25c per ton of 2,000 lbs. regardless of road haul revenue.
- Provisions of exception 2 will not apply on lumber which is unloaded direct from ship to cars and destined to or via stations on the Boston & Maine R. R. (Will not apply on shipments of lumber destined to Cumberland Mills, Deering Jct., Westbrook, or Woodfords, Maine.)

Exception No. 3. When freight is unloaded direct from cars to ship or loaded direct from ship to cars, resulting in no handling service on the part of the Maine State Pier, absorption of wharfage charge only will be made.



---

## NEW ENGLAND'S GREAT INDUSTRY



The textile industry was established in America shortly after 1800. Its birth marked the beginning of industrial growth and expansion in New England, which has today carried the land of the Pilgrim fathers to the forefront of the world's important manufacturing districts.

Through these years of development, certain makers' names have become almost synonymous with the goods they produce. Today "Pepperell" means "quality cotton goods" to millions of American housewives from coast to coast. Much of the wealth and importance of New England in general, and Boston in particular, are due to the national acceptance of cotton products like Pepperell's, which have spread the New England tradition of high manufacturing ideals and lofty standards of value to thousands of cities, towns and hamlets here and abroad.

### PEPPERELL MANUFACTURING COMPANY

Executive Offices: 160 STATE STREET, BOSTON, MASSACHUSETTS

MILLS AT BIDDEFORD, MAINE; LINDALE, GEORGIA; OPELIKA, ALABAMA;  
LEWISTON, MAINE AND FALL RIVER, MASSACHUSETTS





## ABSORPTION OF TERMINAL CHARGES

### Traffic Handled over Portland Terminal Company's Wharves

The following regulations govern absorption of handling charges of the Boston & Maine and Maine Central Railroads at Portland, Maine, on traffic upon which these respective railroads receive road haul revenue:

Handling charges (See Exceptions) will be absorbed, in whole or in part, not to exceed 50c per ton of 2,000 lbs., subject to minimum road haul freight charges:

Carload traffic moving on class or commodity rates 8c per 100 lbs.

Less Carload traffic

Classes	1	2	3	4	5	6	R25	R26
Cents per 100 lbs.	35½	30	23	16½	11	8	25	18

Exception No. 1. Handling charges will not be absorbed on ore nor on bulk freight (including grain), except Fluorspar, Potash\* and Salt Cake.

\* Does not apply on shipments moving via Boston & Maine R. R.

The Grand Trunk Railway will absorb the following charges of the Portland Terminal Company on shipments handled over the Portland Terminal Company's Wharves at Portland when the Grand Trunk Railway receives a road haul.

- Item No. 1. Clay 10c per ton of 2,000 lbs. wharfage.
- Item No. 2. Sulphur 10c per ton of 2,240 lbs. wharfage and 15c per ton of 2,240 lbs. trimming.
- Item No. 3. Coal 10c per ton of 2,240 lbs. wharfage.
- Item No. 4. Woodpulp when destined Berlin, N. H. or Groveton, N. H. 10c per ton of 2,000 lbs. wharfage and 50c per ton of 2,000 lbs. handling, including delivery to the tracks of the Grand Trunk Railway at Portland subject to minimum road haul revenue on the part of the Grand Trunk Railway of 8c per 100 lbs.
- Item No. 5. Except as otherwise provided in items 1, 2, 3, and 4 on freight unloaded direct from cars to ships or loaded direct from ship to cars, resulting in no handling service on the Part of the Portland Terminal Co., the wharfage charge of the Portland Terminal Co. not exceeding 25c per ton of 2,000 lbs. will be absorbed by the Grand Trunk.
- Item No. 6. Except as otherwise provided in items 1, 2, 3, 4, and 5, the wharfage and handling charges of the Portland Terminal Co. not exceeding 60c per ton of 2,000 lbs. will be absorbed on carload traffic originating at or destined to stations on the Central Vermont Railway when routed via the Grand Trunk Railway and St. John's, Quebec.



ONE OF MAINE'S BEACHES



# GUPTILL

C O R P O R A T I O N

*Wholesale Distributors*

## ■ MARINE MERCHANDISE ■

175 COMMERCIAL STREET

PORTLAND, MAINE

BERRY BROS.

*"Berrycraft"*

Marine Paints - Varnishes

TARR & WONSON

*Copper*

*Bottom Paints*

and Marine Finishes

ROEBLING WIRE ROPE

for all marine purposes

DURABLE WIRE ROPE CO.

F L A G S

ANNIN & CO.

TA-PAT-CO *Products*

Kapok-filled

LIFE PRESERVERS

ALL TYPES

*Columbian Tape Marked*

*Pure Manila*

R O P E

COLUMBIAN ROPE COMPANY

ALL TYPES  
WELDED IRON  
and STEEL CHAINS

C H A I N

WOODHOUSE CHAIN WORKS  
SINCE 1882

FOR EVERY TYPE OF  
USE. FIRST QUALITY.  
PROMPT SERVICE.

SHIPMATE

R A N G E S

STAMFORD STOVE FOUNDRY

*Frog Brand*

OILED CLOTHING

H. M. SAWYER & SON

# "AMERICA'S SUNRISE GATEWAY"

COMPLIMENTS OF THE STATE HIGHWAY COMMISSION



Improved roads on the primary and secondary State highway systems total 8,032 miles including: Gravel 7,242 miles, Bituminous Macadam 475 miles, Bituminous Concrete 25 miles, Cement Concrete 279 miles, Block Pavement 11 miles.



# FRED E. GIGNOUX

*Steamship Agent and Broker*

*Consignments Solicited*

DIRECT SHIPMENTS TO PACIFIC COAST PORTS  
THROUGH BILLS OF LADING TO HAWAIIAN ISLANDS,  
PHILIPPINES, CHINA, JAPAN and AUSTRALIA

1 INDIA STREET    CABLE ADDRESS GIGNOUX    PORTLAND, MAINE

---

## THE JARKA CORPORATION

Terminal Operators and  
General Stevedores

New York, N. Y.

Buffalo, N. Y.

Albany N. Y.

Montreal, Que.

Chicago, Ill.

Searsport, Me.

Boston, Mass.

Philadelphia, Pa.

Port Newark, N. J.

So. Haven, Mich.

Halifax, N. B.

Milwaukee, Wis.

Quebec, Que.

St. John, N. B.

Sorel, Que.

Toledo, Ohio

Wilmington, Del.

Baltimore, Md.

Newport News, Va.

Norfolk, Va.

PORTLAND, MAINE



## Historical Sketch of the Port of Portland

The early history of Portland Harbor begins with the first occupation by a European of any part of Casco Bay which took place at Richmond's Island, off the mouth of the Spurwink River, in 1628. This Island was very advantageously situated on the highway of coasting business. Fish abounded everywhere in the waters surrounding it, making it a favorite resort with fishermen. Considerable foreign commerce was carried on, and an Episcopal Church was established there.

Previous to 1648, we have accounts of large ships, so-called, arriving there and taking cargoes for Europe. In 1638, a ship of 300 tons was sent to the Island laden with wine, and the same year, a Mr. Trelawney of Plymouth, England, employed sixty men at the Island at fishing, and in 1639, John Winter, Trelawney's agent, sent back to England in the bark "Richmond," 6,000 pipe staves.

About 1648, Winter, the prime mover in its affairs, died and the commerce of the Island decreased, its population fell off, and after the first Indian War, it ceased to be a place of any importance, and all of its commerce moved to Portland.

Portland was first settled by George Cleaves and Richard Tucker. This is the origin of Portland which was first called Cleaves' Neck, then Munjoy's Neck, and sometimes Casco and Old Casco, from its position on Casco River and Bay. Portland was incorporated in 1786 with a population of 2,000 which had grown to 31,418 in 1870.

Originally, Portland, Cape Elizabeth, Westbrook, Falmouth, together with a number of large and valuable islands in Casco Bay constituted the ancient town of Falmouth. The name of "Falmouth" was given to the town by the Commissioners of Massachusetts in July, 1658, when that Province extended her jurisdiction over the western part of Maine. The District to which Portland belonged in the distribution of the United States embraced these several towns: Falmouth, North Yarmouth, Freeport, Brunswick and Harpswell. All of these towns contributed to the aggregate tonnage of which Portland was the central point.

The early history of Casco Bay has this to say: "This place formerly called Spurwink and Casco Bay from the eastern side of Spurwink River to the Clapboard Island in Casco Bay, shall run eight miles into the country and shall henceforth be called by the name of 'Falmouth'." The name by which that part of the territory now called Portland was first known after the resettlement until its separate incorporation was called "The Neck" because of its peculiar shape, being a projection of

land with a high promontory at its eastern extremity stretching into the Bay from the mainland and nearly surrounded by water.

From the very beginning of our history as a Port, a very large business in lumber was carried on with England and the West Indies. In the early days of which I am writing, much ship timber and masts for English ships was exported. One of the important shipments consisted of the logs from which were taken the masts for the British ship "Royal George," one of the largest ships afloat at that time.

The Kennebec River, which has since sent out so many vessels, has the honor of producing the first vessel built by English hands in America. She was called "Virginia" and was of thirty tons burthen. She was launched on the 29th day of August, 1607, and made her first voyage the next Spring to Virginia, thence to England.

For more than 200 years, one of Maine's principal industries was shipbuilding. The little towns along the coast echoed with the sounds of the hammers of busy men. Casco Bay was a favorite home for shipyards, and for many years after Portland was incorporated as a city, the entire waterfront of our city and of Cape Elizabeth on the opposite shore, was dotted with Shipyards and Rope Walks.

In the year 1848, Maine built 90,000 tons of vessels against 40,000 each by New York and Massachusetts. The whole number of ships, brigs and barks built in that period was 428 of which Maine furnished 248 while all of the other states furnished but 180. Maine easily led the entire country in shipbuilding at that time.

Another striking fact showing Maine's importance in this line is that in 1848 the entire tonnage of the country of all descriptions was 3,154,041 tons of which Maine owned 452,321 tons and ranked as third State in the Union in this respect. New York State was first with 845,784 tons and Massachusetts was second with 622,579 tons.

The progress of navigation in Portland will be shown by the following figures: In 1787, there was not a ship owned here. In 1789, there was about 5,000 tons. In 1793, it had increased to 11,173 tons consisting of 13 ships, 43 brigs, 23 schooners and 20 sloops. In 1807, the amount of tonnage owned in Portland had increased to 39,009 tons, but from this time, it fell off during the period of commercial embarrassment, and did not recover until after peace with Great Britain in 1815. In 1829, the tonnage owned in Portland was 51,111 tons which in 1832 had increased to include





ESTABLISHED 1871

# CHASE, LEAVITT & CO.

## STEAMSHIP AGENTS

179 COMMERCIAL STREET

PORTLAND, MAINE

CABLE ADDRESS "LEAVITT"

LLOYD'S AGENTS

### John G. Hall & Co.

INCORPORATED  
(Established 1847)

STEAMSHIP AGENTS  
PASSENGER AND FREIGHT  
CHARTERING BROKERS



### HALL TRANSHIP LINES, Inc.

A differential freight service operating  
between Boston and New York  
harbor points

JOHN G. HALL & COMPANY, Agents  
Boston, Mass. New York  
84 State Street 11 Broadway  
Portland, Me.



HEAD OFFICE  
84 State Street, Boston, Mass.  
Cable Address "Gamage." All Codes

### WILLIAM STEWART

*Port Warden*

Ship and Engineer Surveyor

156 FREE STREET

### A. B. Andrews

Analytical and Consulting Chemist  
Approved Woodpulp Testing Chemist

Laboratory at Lewiston, Maine

Weighing and Sampling at any North  
American Mill or Port



28 ships, 102 brigs, 215 schooners, 33 sloops and two steamboats.

The next few years showed a rapid growth in tonnage so that on January 1, 1849, the entire tonnage of this district was 79,333 tons which made it the seventh city in the quantity of registered tonnage in the United States, only the districts of Boston, New Bedford, New York, Philadelphia, Baltimore and New Orleans exceeding it. The tonnage owned in Portland alone in that year was 51,110 tons consisting of 23 ships, 70 brigs, 78 barks, 114 schooners and four steamers. It will be noted that barks, brigs and schooners had taken the place of ships in these later years because of their more simple rigs and easy handling.

Passing over the years now to 1872, in that year our tonnage was over 100,000 tons.

Now, let us take another view of the Commercial Progress of the Port. In 1787, arrivals were as follows: one ship, 31 brigs, 35 schooners, 22 sloops of which number 78 were from foreign ports. The clearances from Portland were 99 of which 87 were to foreign ports.

In 1827, 40 years later, the arrivals from foreign ports alone amounted to 28,298 tons and in 1831, the number of foreign arrivals was 200 and clearances to foreign ports 218. In 1848, the number of foreign arrivals was 315 and the foreign clearances 372.

Now, let us look at the Value of the trade: In 1790, the whole amount of duties received at the Custom House was but \$8,109. In 1801, 11 years later, it was \$204,333. In 1806, it was \$342,909. In 1848, the value of merchandise imported into this Port was \$616,045. The amount of duties payable on these values cannot be ascertained because of the system of warehousing these imports which were not required for general use.

Now looking ahead again to 1872, we find the imports to be \$23,000,000 and our exports \$22,000,000. Sixty-five Railroad trains arrived and left the city daily, daily lines to Boston and two semi-weekly lines of steamers to New York, weekly and semi-weekly foreign steamers six months of the year when the St. Lawrence River was closed to navigation, with boat lines running to many ports eastward along the coast of Maine and the Maritime Provinces.

The monthly report for February, 1872, of the Bureau of Statistics of the Treasury Department states that the intransit and trans-shipments of trade of the United States for that month amounted to \$6,851,758 of which Portland's share was \$5,044,800 or about five-sixths of the entire sum. New York was second port furnishing \$955,045 and Boston third with \$379,872.

In 1874, the report of the Collector of the Port of Portland showed that the number of vessels owned in this District was 392 with a tonnage of 1,101,832.69 of which 371 are sail and 21 steam. They carried officers and crews of 2,574.

The principal articles of import were molasses, sugar, iron and salt, but these were hardly an indication of the trade of the port as the coastwise imports surpassed in value the amount of the foreign imports. In the year of 1848, leading articles of foreign imports were as follows:

Molasses	gallons, 3,631,987
Sugar	pounds, 410,035
Salt	bushels, 133,505
Iron	tons, 5,309

The total 1,253,000 tons

The coastwise imports for the same period of the three principal articles were:

Flour	pounds, 119,400
Corn	bushels, 232,123
Coal	tons, 1,037

Valued at about \$1,000,000

Our principal local exports were beef, pork, fish, some flour, corn and meal, butter, hay, potatoes, leather, lumber, shooks, ice, etc.

From the very beginning of our history and up to 1900, a very large business in lumber with the West Indies was carried on. In August, 1874 alone, 5,645,000 feet of lumber were exported to ports in the West Indies, and in that year, thirty large lumber concerns were located on Commercial and Fore Streets, all doing thriving business.

In 1868, we had two fine dry docks on the Cape shore, of the Simpson type, the larger of which was 425 feet long, 100 feet wide with a depth of water on the gate sill of 23 feet, the largest draft at that time of all dry docks in the country. It would accommodate any ship then afloat with the exception of the "Great Eastern." The smaller was 175 feet long by 80 feet wide.

Wharves: One hundred years ago, Fore Street was the waterfront street of Portland and eighteen wharves jutted out along the south front. Union Wharf, built by a company of merchants in 1793, was the largest, being 2,200 feet long.

The Portland Company, built in 1836, was established at its present location and was then Maine's largest industry. It was established primarily for the manufacture of railroad engines and equipment, and operated profitably for many years. It is still in operation.

In July, 1823, a great event happened in Portland Harbor, namely, the first Steamboat ever operated in Maine arrived in the harbor. This was "The Patent," 100 ton burthen, owned by Captain Seward Porter of Portland, who had bought her in New York to run as a passenger steamer from



# SHIP AHOY

Welcome to Port of Portland

We greet you between Cape Elizabeth  
and Half Way Rock

OFFICE 179 COMMERCIAL STREET

Day Tel. Dial 4-2734

Night Phones 4-4455 - 4-5472 - 4-3579 - 3-0072

## PORTLAND PILOTS

### THE HARRIS COMPANY

HEAD OF CENTRAL WHARF

188 COMMERCIAL STREET

*We have Boat Service and a Boat Landing  
at our Back Door*

Yacht Supplies    Meat, Fish and Groceries    Marine Hardware  
Paints and Varnishes    Cotton and Manila Ropes

Established 25 Years    Telephones Office 2-8623  
Res. 2-7974

**Robert M. Smith, Inc.**

ROBERT M. SMITH, Pres.

**Stevedores and Contractors**

P. O. Box 821    Portland, Maine  
Cable Address, Fordsmith, Portland, Maine

**W. S. Jordan Company**

Established 1834

**Ship Stores and Chandlery**

*Agents for*

**Government Charts and Publications**

102 Commercial Street    Portland, Maine



New York to Portland. In 1822, Captain Porter had placed an old engine on a flat bottom boat which he ran to North Yarmouth and the Islands of Casco Bay. He called it "The Kennebec," but the people called it "The Horned Hog."

In 1843, a few gentlemen, thinking it would be profitable to themselves and beneficial to the city to have a more regular and prompt communication with Boston by water, formed a company for the purpose of operating propeller steamboats on the route. In May, 1844, they operated their first boat, "The Commander Preble" of 286 tons. The venture was successful from the start and the service continued regularly for almost ninety years when it was discontinued because of rail and truck competition. They, with the Maine Steamship Company operating a line of Steamships between Portland and New York, occupied the Eastern Steamship Company's Wharf, so-called, which is now a part of the State Pier. An idea of the amount of their business may be formed from the fact that the Boston steamers in 1848 transported 25,000 passengers and received for freight about \$41,000. In connection with this line, there is an interesting story.

"During the Civil War, there was a dashing young Naval Officer of the Confederacy who was doing much harm to Northern commerce. He was becoming so well known that he thought it wise to destroy his ship after transferring his crew and men to a captured fishing vessel. He planned to enter Portland Harbor to destroy two gunboats lying here and to capture a steamship in which he could continue his work of destruction at sea, so he disguised his men as fishermen, passed the forts without trouble and anchored at evening a short distance from the wharves. After looking about the harbor, the young officer resolved to take the Cutter 'Caleb Cushing,' which rode at anchor nearby, instead of one of the passenger steamers as had been his purpose. The capture was easily effected at night and the cutter was silently guided out of the Harbor. In the morning, there was much conjecture in Portland as to why the 'Cushing' had gone to sea. In a short time the facts of the matter were learned and there was great excitement and consternation everywhere. Business was at a standstill. The Collector of Customs and the Mayor of Portland immediately organized a pursuit. The Boston steamer 'Forest City' was manned and left as quickly as possible. Soon afterward, the New York steamer 'Chesapeake' was pressed into service, manned with soldiers and volunteers and sent down the Harbor. The 'Forest City' arrived first within range of the 'Cushing' which fired several guns at her without effect. Meanwhile, the 'Chesapeake' came up and after con-

sultation, it was decided to board the cutter or run her down. There was no shrinking on the part of the volunteers from the dangerous task. After one or two shots from the New York boat, for some unknown reason, the firing of the 'Cushing' ceased. Unfortunately, the Confederates could find no supply of ammunition aboard the 'Cushing' and his ship was almost becalmed. Suddenly, smoke issued from the cutter's hull and men began hastily to tumble into the boats alongside. 'Fire! Fire!' shouted somebody on the attacking steamship. 'They are going to board us.' Many of the men lifted their handcuffed hands. 'Don't fire,' they entreated. They were the crew that had been captured with the 'Cushing.' The Southerners were rowing away from the other side, but were easily overtaken. No effort was made to save the burning cutter which soon went to pieces in a terrific explosion. The Portlanders on the two steamers had done quick and effective work and when they returned, the wharves were filled with people who fired guns and rang bells in their honor."

This incident is not so well known as was the naval battle in 1813 between the U. S. Brig "Enterprise" and the British Brig "Boxer" which took place off Seguin Island. This is one of the best known naval battles which ever took place in United States waters, of which, our own poet Longfellow, in his poem called "My Lost Youth" writes:

"I remember the sea fight far away,  
How it thundered o'er the tide  
And the dead Captains as they lay  
O'erlooking the tranquil Bay  
Where they in battle died."

For fully a century after the Revolutionary War, the fortunes of Portland were the fortunes of the sea, our prosperity rose and ebbed with the prosperity of the sea.

Portland has the greatest of ocean highways lying at her front door. The open way to the seven seas and all the lands of the world. Our ships contacted the trade of the Indies, Europe, Africa and the whole world. The people of Portland and the State of Maine have always been "ship-minded." For many years, Maine ships, built in Maine shipyards, were known throughout the entire world. As a natural result, Maine coast towns produced more seafaring men than any State in the Union.

Portland is most advantageously located as regards European trade. For many years Portland was virtually the Winter port of eastern Canada, when the St. Lawrence River was closed to navigation, all the great Steamship Lines which made Montreal their Summer port, made Portland their Winter port.



## CENTRAL WHARF TOW-BOAT AND WRECKING CO.

PORTLAND, MAINE

More than 50 years of continuous service in Portland Harbor

Three Steamers - Cumberland, Portland, Startle  
with Captains of years of experience, and manned by  
Competent, Reliable Crews

24 HOUR SERVICE WHEN REQUIRED

YOU WILL FIND US DEPENDABLE

TELEPHONE 4-1934

SEBAGO WATER SUPPLIED

GEO. S. MacGOWN, JR., Sup't

## PORTLAND SHIPBUILDING COMPANY

Vessels Built and Repaired with Despatch      Materials Furnished at Reasonable Rates  
All Kinds of Oak and Hardwood Timber and Ship Knees  
Two Marine Railways and Shipyard at South Portland      Saw Mill, All Kinds of Sawing  
SOUTH PORTLAND, MAINE

Albert E. Dyer

Edmund R. Norton

## PORTLAND YACHT SERVICE, INC.

MARINE RAILWAY

Storage Facilities

Complete Service for Yachts

SOUTH PORTLAND, MAINE

Herbert Payson, Jr.

Clinton D. Randall

Telephone 2-7623  
Night Telephone 4-1873

PORTABLE AND SHOP  
WELDING EQUIPMENT

## Peerless Welding Co., Inc.

WELDING ENGINEERS

Electric and Acetylene  
Welding

Cutting and  
Brazing

AMOS A. WITHEE, Mgr.

41-45 Union Street

Portland, Maine

Established 1850  
Incorporated 1909

Raymond F. Bennett, President  
Telephone 4-2746

## Bennett Contracting Corp.

Pile Driving, Wharf Building, Heavy  
Woodwork, Submarine Pipe Laying

199 Commercial Street and 1 Dana Street  
Portland, Maine

Yard: Front and Pine Streets, South Portland

## "AMERICA'S SUNRISE GATEWAY"

A great terminal railroad yard was built by the Grand Trunk Railway in Portland with two enormous grain elevators with a capacity of 2,500,000 bushels, and four ocean piers. This continued until about fifteen years ago when the Grand Trunk Railway was purchased and operated by the Canadian Government and the ports of Halifax and St. John were developed with the expenditure of many millions of dollars as ocean ports, with the result that Portland ceased to be the Winter port of Canada. It was just at the time that this taking over of the Grand Trunk occurred that our State Pier, which we now occupy, was built.

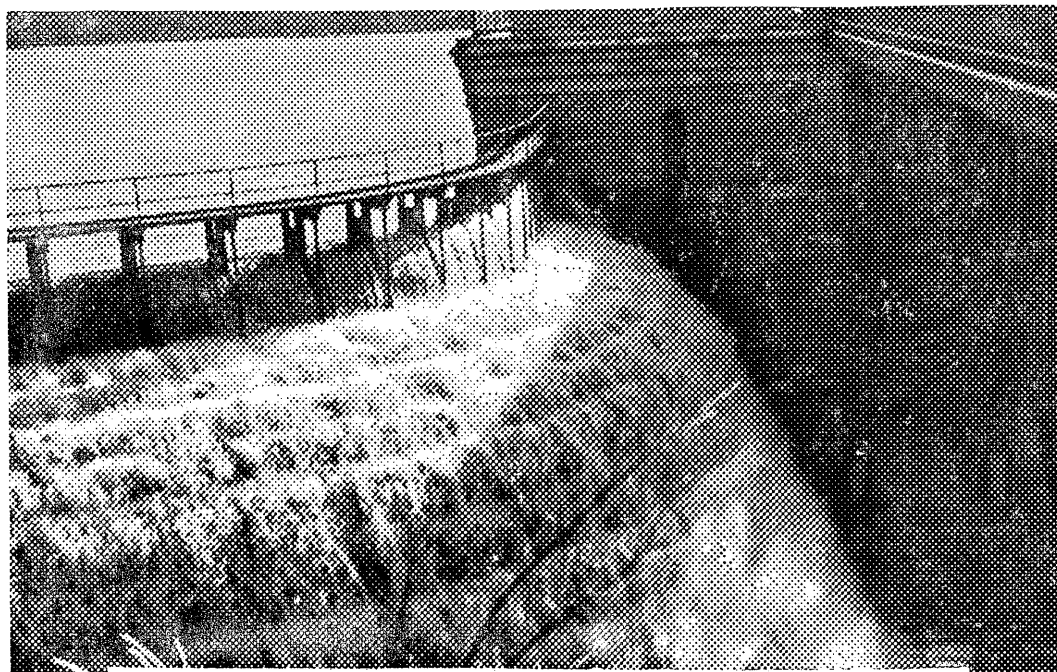
Portland has one of the largest, deepest, safest

harbors in the world. One of the outstanding advantages is the nearness to European ports. In 1874, John Neal, local historian wrote: "A new steamer, 'The Canada,' of the National Lines, 4,276 tons drawing twenty-three feet of water, made its first sailing from this port to return once each month, while other British Steamers are continuing their regular weekly and fortnightly trips. We are lying one-half day's sail nearer to Europe than any other port in the United States." What John Neal said is still true.

PORT OF PORTLAND AUTHORITY,  
Henry F. Merrill, President.



PORTLAND PILOTS



## ENERGY

Harnessed for Electrical Service it duplicates the power of millions of men in factories, foundries and mills; it saves the energy of women in performing household tasks. It is the greatest force in the universe in doing the world's work; in spreading education and entertainment; better living . . . and withal, the most economical.

No manufacturing plant, no store, no home is at the top of its efficiency in production or economy without ELECTRICAL CURRENT.

We have trained men and women always available, for your industrial, store, office or home lighting and power problems . . . We invite your solicitation.

**CENTRAL MAINE POWER COMPANY  
CUMBERLAND COUNTY POWER & LIGHT COMPANY**





## Commerce of the Port

### Early Commerce

The Port of Portland has always had an important commerce since early Colonial days. Before highways and railroads were built, the ocean was the route linking the coastal towns of the colonies. In the earliest days, through the Port of Portland, lumber and other products of the neighboring forests, as well as fish, were shipped to other ports along the coast, in exchange for the products of other industries. Shipbuilding, established in 1728, soon became an important industry. At about this time, the English Government made Portland its central station for procuring masts for the Royal Navy. Near the middle of the Eighteenth Century, there was established an important trade with the West Indies, Portland ships taking out lumber and fish, and bringing back in exchange rum, sugar and molasses.

The continued growth of Portland's commerce made it one of the important North Atlantic ports. This growth was stimulated about the middle of the Nineteenth Century, by the building of railroads. After the completion of the Grand Trunk, from Portland to Montreal, in 1853, Portland be-

came the important winter port for Canada. The industrial development of the State at large, in the Nineteenth Century, was another important factor contributing to the growth of the Port; and the Port, in turn, made possible the development of the State's industries. Into the Port, came steadily increasing quantities of coal and raw materials required by these industries, and through the Port were shipped industrial products of the State.

Growth of Commerce since 1890. By 1890 the commerce of the Port was well over one million tons of cargo annually, and during the World War it reached a maximum of over three million seven hundred thousand tons. Today, the business of the Port is about two and one-half million tons annually.

In Table 1 are given the total annual cargo tonnages for the years 1891 to 1934, inclusive. The gradual growth of the Port's business is shown reaching its maximum in 1916. Since the World War, the tonnages have varied only within moderate limits.

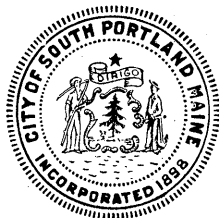
Table 1

### TOTAL WATER-BORNE COMMERCE OF PORTLAND

1891-1934

(Data from Reports of Chief of Engineers, U. S. Army)  
(Quantities of Cargo Expressed in Tons of 2,000 pounds)

<i>Year</i>	<i>Cargo Tonnage</i>	<i>Year</i>	<i>Cargo Tonnage</i>	<i>Year</i>	<i>Cargo Tonnage</i>
1891	1,368,237	1906	2,546,625	1921	2,369,883
1892	1,376,815	1907	3,246,863	1922	2,865,369
1893	1,432,805	1908	2,932,517	1923	3,338,829
1894	1,214,887	1909	2,950,011	1924	2,582,513
1895	1,339,064	1910	2,889,403	1925	2,876,889
1896	1,357,575	1911	3,162,024	1926	3,155,744
1897	1,326,844	1912	3,259,949	1927	3,300,888
1898	1,334,752	1913	3,339,538	1928	3,037,283
1899	1,620,284	1914	2,797,760	1929	3,157,653
1900	2,261,008	1915	2,990,076	1930	3,280,121
1901	2,461,515	1916	3,738,074	1931	2,561,582
1902	2,224,091	1917	2,905,428	1932	2,248,429
1903	2,312,457	1918	3,138,152	1933	2,505,896
1904	2,233,475	1919	2,671,605	1934	2,565,747
1905	2,576,403	1920	2,461,237		



## CITY OF SOUTH PORTLAND

*"The City Across The Million Dollar Bridge"*

### A DEEP WATER PORT - EASILY ACCESSIBLE

The Distributing Center of Maine for the Large Oil Companies - Two Marine Railways - Complete Facilities for Storage and Repairs of Yachts and Vessels - Efficient Equipment for the Handling of Bulk Products such as Pulpwood, Sulphur, China Clay, Coal and Oil.

### TIDEWATER INDUSTRIAL SITES

---

Complete Deep Water Facilities

— FOR —

Bulk Oil Storage

— AND —

Tidewater Manufacturing Plants

Bancroft & Martin Rolling Mills Company

South Portland, Maine



### GENERAL COMMERCE OF THE PORT

The total annual tonnages of foreign and domestic commerce of the Port of Portland for the years 1917 to 1934, inclusive, together with the division between imports and exports, and between domestic receipts and shipments, are shown in Table 2 for the different years.

**Table 2**  
**SUMMARY OF FOREIGN AND DOMESTIC COMMERCE OF PORTLAND**  
**1917-1934**

(Quantities Expressed in Short Tons)

Year	Foreign		Total	Domestic		Total	Total Foreign and Domestic
	Imports	Exports		Receipts	Shipments		
1917	213,184	536,692	749,876	1,933,431	222,121	2,155,552	2,905,428
1918	280,539	914,575	1,195,114	1,834,226	108,812	1,943,038	3,138,152
1919	166,331	1,183,968	1,350,299	1,131,893	189,413	1,321,306	2,671,605
1920	356,647	598,685	955,332	1,450,260	55,645	1,505,905	2,461,237
1921	198,730	592,244	790,974	1,556,320	22,589	1,578,909	2,369,883
1922	553,418	625,983	1,179,401	1,623,923	62,045	1,685,968	2,865,369
1923	461,273	626,892	1,088,165	2,104,691	145,973	2,250,664	3,338,829
1924	463,799	339,431	803,230	1,657,640	121,643	1,779,283	2,582,513
1925	564,958	307,434	872,392	1,917,982	86,515	2,004,497	2,876,889
1926	725,779	265,753	991,532	1,981,688	182,524	2,164,212	3,155,744
1927	739,867	171,244	911,111	2,167,197	222,580	2,389,777	3,300,888
1928	601,347	125,826	727,173	2,088,963	221,147	2,310,110	3,037,283
1929	696,599	110,471	807,070	2,157,559	193,024	2,350,583	3,157,653
1930	819,989	80,230	900,219	2,189,806	190,096	2,379,902	3,280,121
1931	463,381	61,658	525,039	1,830,621	205,922	2,036,543	2,561,582
1932	279,952	91,181	371,133	1,666,332	210,964	1,877,296	2,248,429
1933	344,695	44,794	389,489	1,854,884	261,523	2,116,407	2,505,896
1934	341,850	21,120	362,970	1,942,890	259,887	2,202,777	2,565,747

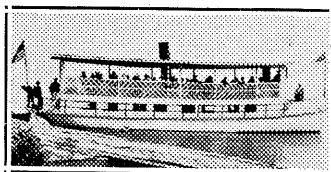
Commerce not segregated into comparable classes prior to 1917.

Table compiled from Reports of the Board of Engineers for Rivers and Harbors, U. S. War Department.

## ACROSS SEBAGO LAKE AND UP THE SONGO RIVER *MAINE'S MOST BEAUTIFUL SAIL* FIVE HOURS ON THE WATER

Boats on Sebago Lake  
available  
for private parties

Also  
Buses for special trips



Bus at Portland connects  
with Boat at  
Sebago Lake Station

### PORTLAND BUS COMPANY

498 CUMBERLAND AVENUE

Dial 2-2481 - 3-0258

PORTLAND, MAINE



## A COMPLETE LINE OF PETROLEUM PRODUCTS

Super Shell Gasoline

Shell Motor Oil

Shell-Penn Motor Oil  
(Automotive Gear Oils & Greases)

Shell Fuel Oils

Shell Kerosene

Shell Dieseline

Shell Marine Lubricants

Shell Industrial Lubricants

Shell Bunker Fuel



All sold under the famous SHELL brand and each refined to specifications to deliver the most superior service in its field.

### SHELL EASTERN PETROLEUM PRODUCTS, INC.

---

## PORTLAND'S FISHERIES

UNSURPASSED DOCKING FACILITIES

MODERN METHODS OF PROCESSING ALL VARIETIES OF FISH

FILLETING - SMOKING - SALTING - FREEZING

SANITARY LOBSTER TANKS FOR STORING LIVE LOBSTERS

---

*MAINE'S LOGICAL SHIPPING POINT*

---

**The Willard-Daggett Company  
Portland Fish Company  
Dirigo Fish Company**



## Steamship Services

### COASTWISE

The Eastern Steamship Lines, Inc. on their New York-Portland Line operate a dependable freight service between these cities with three sailings per week on Tuesday, Thursday and Saturday. Differential rates apply via this line between New York and points in the State of Maine on the Maine Central, Grand Trunk, Bangor & Aroostook, Canadian Pacific and Aroostook Valley Railroads. Differential rates also apply via this line in connection with the Boston & Maine Transportation Co. between points in the State of Maine on the Boston & Maine Railroad and New York City. Standard rates are applicable on traffic moving between New York and points on the Boston & Maine Railroad in the State of Maine extending as far as North Berwick, Maine and Portsmouth, N. H.

This line maintains through rates in connection with the Maine Central Railroad to and from points in New Jersey reached by the Newark Terminal and Transportation Co., and New York & New Jersey Steamboat Co.

The Eastern Steamship Lines on their Norfolk Division provide sailings from New York daily except Sunday and in connection therewith have through rates between points on the Maine Central, Grand Trunk and Bangor and Aroostook Railroads to the Virginia Ports of Norfolk, Portsmouth, Newport News, City Point and Richmond. Through rates are also published from and to Maine Central and Grand Trunk points to and from points in the Southeast and Southwest and in this connection, freight is handled in numerous package cars from Norfolk and Richmond to destination.

There are also available to shippers through rates from and to Maine Central and Grand Trunk points in the State of Maine to and from the Southwest in connection with the Morgan and Mallory Lines from New York to the Gulf ports of Galveston, Houston, Texas, and New Orleans, Louisiana.

During the summer months the Eastern Steamship Lines operates the SS "FLORIDA" on a passenger schedule of two trips per week between Portland and New York making one trip weekly to Bar Harbor, Maine.

### FOREIGN

The bulk of the foreign commerce handled through the Port of Portland is Import. The greater portion of this traffic arrives in "tramp" vessels.

Available for Exports are the vessels of the American Hampton Roads Line which occasionally sail direct from Portland for the ports of London, Leith, Hull, Dundee, Newcastle and Hamburg. Also at the present time there are monthly sailings via the Osaka Shosen Kaisha Line from Portland to various ports in the Orient.

In addition to available trans-shipment service via the Isthmian Steamship Company to Hawaii, the Philippine Islands and China as outlined under the "Intercoastal" section of this chapter, that Company maintains direct services from New York to ports in India, the Persian Gulf, East Africa, the Mediterranean and Red Seas, advantage of which may be taken by Maine shippers by this Line from Portland for trans-shipment at New York.

### INTERCOASTAL

The Isthmian Steamship Company maintains a regular and dependable intercoastal service from the Port of Portland to the west coast via the Panama Canal. This line accepts freight for San Diego, Los Angeles Harbor, San Francisco, Oakland, Alameda, Portland, Seattle and Tacoma, also, Vancouver, B. C. on certain vessels. Through bills of lading are issued to Mare Island, Stockton and Richmond, Calif.; Astoria, Oregon; Anacortes, Bellingham, Bremerton, Dupont, Everett, McNeil Island, Longview, Olympia, Port Townsend, Port Angeles, Puget Sound Navy Yard and Vancouver, Wash.; Victoria and Vancouver, B. C.

This line also handles cargo for trans-shipment at New York to Honolulu, Kahului and Hilo, Hawaii as well as to several ports in the Philippine Island and China.

The Isthmian Line also maintains a reliable Eastbound service upon which many of the State's industries depend for raw materials and upon which the wholesale distributors of canned goods and food stuffs depend for obtaining their products from the west coast of the United States and from Hawaii.

---

## FRED. L. TOWER COMPANIES

165 MIDDLE STREET

PORTLAND, MAINE

PRINTERS OF THIS BOOK



★ **BUNKER "C"** ★  
**FUEL OIL**

*for Marine and Industrial Use*



AMERICAN OIL COMPANY  
THE MEXICAN PETROLEUM CORPORATION



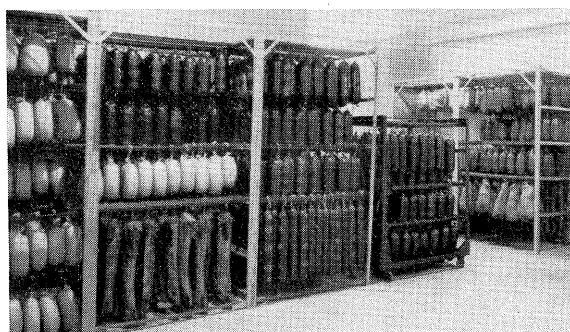
**Universal Laundry  
Inc.**

Cumberland Ave. and Elm St.

**TRY OUR SUPERIOR  
LAUNDRY SERVICE**

We specialize in Yacht and  
Steamship Work

"Satisfaction Always—All Ways"



Makers of High Grade  
**Sausages and Frankfurts**

**"THERE IS NO SUBSTITUTE  
FOR QUALITY"**

131-133 COMMERCIAL ST.  
Dial 2-7271 House 3-4588



## Railroad Service

The Port of Portland is most fortunate in having adequate railroad facilities and service. The tracks of the Portland Terminal Co. (performing terminal services for the Boston & Maine and Maine Central Railroads) and the Grand Trunk Railway join in such a manner as to give the Port of Portland a belt-line railroad serving all the waterfront facilities as well as the principal warehouses and major industries.

The Maine Central and Boston & Maine Railroads, operating in excess of 3,000 miles and serving all of the principal communities throughout the greater part of northern New England, provide direct connection at Portland for all points in the United States and Canada. These Railroads contribute to the development of the Port by furnishing regular and dependable year-round daily fast freight service including over-night delivery in Boston and New York City. The schedule provides fourth morning delivery in Chicago with comparable service to other important distributing centers in Trunk Line territory and beyond.

Export and import rates on competitive basis favorable to the Port of Portland to and from Central Freight Association territory.

Complete information regarding rates and service is available at the General Offices at 222 St. John Street, Portland, Me., and at North Station, Boston, Mass., also at off-line agencies which are maintained for convenience of shippers and receivers in New York City, Buffalo, N. Y.; Philadelphia, Pa.; Pittsburgh, Pa.; Cleveland, Ohio; Detroit, Mich.; Chicago, Ill.; and San Francisco, Calif.

The Grand Trunk - Canadian National Railways furnish direct connection between the Port of Portland and Canada, also Central and Western United States. Their freight train service to and from Portland, Maine, is as follows:

### EASTBOUND:

#### Packing House Products—Carloads

From Omaha, Neb., Kansas City, Mo., St. Joseph, Mo., St. Louis, Mo.—4th morning delivery.

#### Carload & L. C. L. Freight ex Chicago, Ill.

If loaded in forenoon. 3rd morning arrival.

If loaded in afternoon. 4th morning arrival.

Carloads ex Detroit, Mich. 3rd morning arrival.

Carloads ex Buffalo, N. Y. 3rd morning arrival.

### WESTBOUND:

Arrive Montreal, P. Q. 2nd morning.

Arrive Buffalo, N. Y. 3rd morning.

Arrive Detroit, Mich. 4th morning.

Arrive Chicago, Ill. 4th morning.

Making close connections for points beyond.

During the season of navigation can handle shipments to Chicago, Ill., and Milwaukee, Wis., and points west thereof via Lake and Rail Route in connection with Canada Atlantic Transit Co., protecting differential freight rates.



PORTLAND TERMINAL CO. WHARF NO. 1





# The Portland National Bank

---

*Commercial, Savings and Trust Departments*  
*Safe Deposit and Storage Vaults*

---

EXCHANGE AND CONGRESS STREETS  
OPPOSITE CITY HALL PORTLAND

Compliments of  
  
PORTLAND  
STEVEDORING  
AND  
SHIP CEILING  
CO.

## Peabody & Lane, Inc.

*STEAMSHIP AGENTS*  
*and*  
*SHIP BROKERS*

---

Cable: PEALANE

---

MAINE STATE PIER  
PORTLAND, - MAINE

HERBERT W. MERRILL, Mgr.

---

110 STATE STREET, BOSTON, MASS.



## Bunkering Facilities

### COAL

Randall & McAllister, located adjacent to the Maine State Pier, are especially fitted for bunkering ships in this harbor.

At their wharf, the latest and most approved facilities are provided for loading quickly and cleanly through telescoping enclosed chutes. They also maintain a fleet of four lighters which are prepared to furnish bunkering to all ships in any part of Portland harbor promptly and at a minimum cost.

Sebago water is supplied to boats at their wharf or in the stream by means of a water-boat.

They are distributors in Maine for the highest grade Sewell & Beckley Seams, Pool No. 1, Navy Standard New River Coal and are prepared to furnish bunkers day or night.

Pocahontas Fuel Company, Incorporated, owns and operate Pocahontas Wharf, located at 172 Commercial Street, Portland, Maine, having a yearly handling capacity of 2,880,000 tons and a storage capacity of 26,500 tons. This modern wharf can discharge or bunker any steamer drawing not to exceed twenty-six feet.

Pocahontas Fuel Company, Incorporated, owns and operates through its subsidiary—Pocahontas Steamship Company—eight modern steam colliers with an annual carrying capacity of 2,500,000 tons, thereby insuring an ample supply of coal for its customers at its various New England distribut-

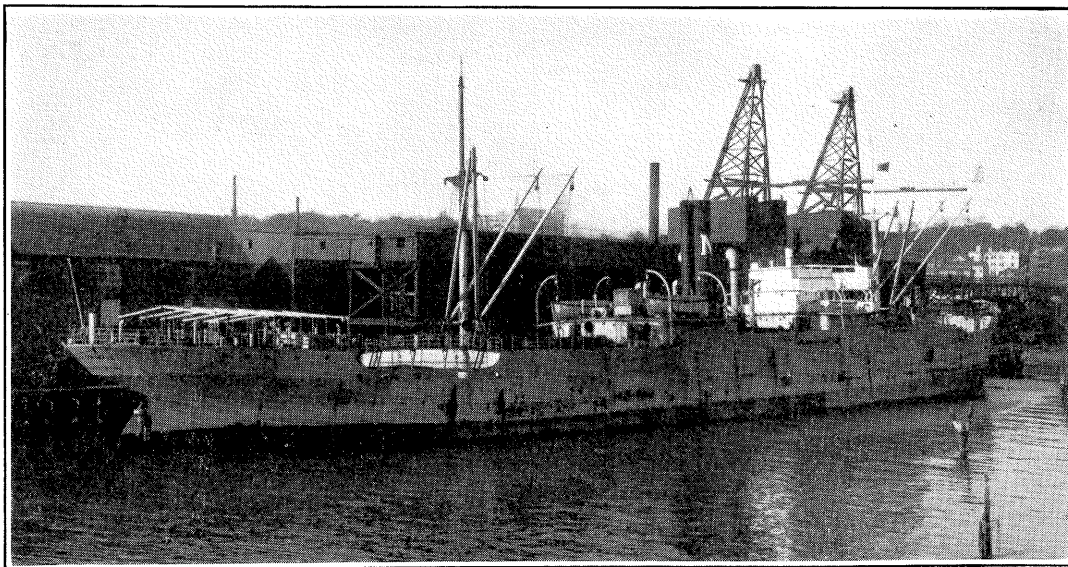
ing points, where it owns and/or controls docks at New Bedford, Massachusetts; Boston, Massachusetts; Salem, Massachusetts; Portland, Maine; and Rockland, Maine.

The A. R. Wright Company, with general offices, elevators and wharves at 350 Commercial Street, is available for supplying bunkers, having been engaged in the wholesale and retail coal business for more than forty years. It has facilities for rail shipments in and out, and steamer and barge shipments in, and small vessels out. In addition to its coal business this concern has available many desirable locations for storage with wharf and rail facilities and also space for light manufacturing work.

### OIL

The only plant available for oil bunkering of large vessels is that of the Mexican Petroleum Co. This plant is on the South Portland side of Fore River below Vaughan's Bridge. A channel thirty feet deep is kept open, and the largest ships bunker here, by taking advantage of the tide. This company can make connections for bunkering any oil-burning vessel.

The Standard Oil Co. at present has facilities for supplying small boats only, and it has a large business in furnishing oil and gasoline to the many small craft plying the waters of Casco Bay and vicinity.



DISCHARGING WELSH COAL AT A. R. WRIGHT CO'S. WHARF



# PORTLAND SAVINGS BANK

*A Mutual Savings Bank*

---

IN BUSINESS 83 YEARS

---

Pays 4 dividends a year on deposits. Interest begins on a deposit the day it is made.

---

*Kimball, Ware & Co.*

*Investments*

*Fidelity Building*

*Portland, Maine*

---

*Telephone 3-7271*

• • •

**J. B. Brown & Sons**

Stores, Wharf Properties  
Heated Apartments and Houses  
For Rent

• • •



## Water Supply

The City of Portland and its environs are supplied with water from Sebago Lake under the auspices of the Portland Water District. Sebago Lake, the source of the supply, is situated 17 miles northwest from Portland, in the Presumpscot River Basin. The Lake is some 12 miles long and 4 to 5 miles wide, containing some 46 square miles of water surface, and has some 36 other lakes and ponds which are drained into it, making a total water surface of about 72 square miles.

The entire watershed of Sebago Lake is about 436 square miles. The elevation of the Lake is 272 feet above mean low tide in Portland and the water flows by gravity into the system.

Sebago Lake is one of the best sources of pure water supply in the entire world. It is fed by Songo River, many woodland brooks, and by innumerable springs. Its purity, conceded by expert chemists, its softness, its temperature varying from 35 to 64 degrees, make it ideal for domestic and manufacturing purposes.

The population supplied in the District is about 107 thousand in the cities and towns of Portland, South Portland, Deering, Westbrook, Cape Elizabeth, Scarborough, Prouts Neck, Higgins Beach, Falmouth, Cumberland, Gorham, Gorham Village, Windham, and five islands in Casco Bay.

The supply of water available would be ample for the largest city in the country. In 1908 when the Water District assumed control, the water available in the system was 9 million gallons per day, and the daily use amounted to 8½ million gallons. In 1918, due to the installation of new supply mains, the District had increased its capacity to 31 million gallons per day, which gave

a reserve of 21 million gallons per day over the daily use. In 1934 the available capacity had increased to 43 million gallons per day and the daily use to 13½ million gallons, which leaves a reserve of 29½ million gallons per day for fire and other uses.

The extensive system of piping installed by the officials of the District has resulted in the possibility of supplying the largest factory in the world at almost any point in the system.

The superb quality of Sebago water has been attested by expert chemists. Its softness and its lack of mineral content makes it possible to use in your storage battery or automobile battery without damage. One of the largest canneries in the country, situated in Portland, attributes the excellence of its product to the fact that Sebago water is available and can be used in the process.

The growth of Portland and vicinity is dependent upon the continuation of this splendid water supply and it is the highest aim of the Trustees of the Portland Water District to perpetuate the purity of the supply and maintain its excellence at all times.

Many complimentary reports have been received from the takers of Sebago water to be used on railroads and steamships, and the rates for the sale of it are very low. Water is supplied to steamers direct at a rate of 20 cents per 1,000 gallons, plus the cost of service.

The Water District is managed by a board of five trustees, who are elected for a term of five years, one each year.

The present board are: L. B. Griffin, W. L. Blake, Philip F. Chapman, and E. S. Boulous for Portland, and Frank S. Morrison for South Portland.



SEBAGO LAKE



ON YOUR WAY TO OR FROM THE STATE PIER

*Remember*

## THE MAINE SAVINGS BANK

ESTABLISHED IN 1859

*Your Grandfather Probably Had An Account With Us*

*Your Grandchildren Should Have One*

OVER 48,000 DEPOSITORS

RESOURCES IN EXCESS OF \$27,000,000

*Main Office*

244 MIDDLE STREET

*Branch Office*

536 CONGRESS STREET

HAROLD C. PAYSON

PHILLIPS M. PAYSON

THOMAS M. HUSTON

### H. M. PAYSON & CO.

ESTABLISHED 1854

### INVESTMENT BANKERS

93 EXCHANGE STREET

PORTLAND, MAINE

*Financial Information on  
Maine Industry*



Maine Securities Company

609 Fidelity Building

Portland, - - - Maine

**CARL K. ROSS & CO., INC.**



GOVERNMENT, MUNICIPAL AND  
CORPORATION BONDS



120 EXCHANGE STREET PORTLAND, MAINE

TELEPHONE 3-6487



## Fisheries

Portland, Maine, is geographically situated nearer to the fishing grounds than any other port on the Atlantic seaboard, having the advantage of any other port due to its fine harbor. Within 15 minutes of her docks, any boat can be on the broad Atlantic. Portland is situated on the southern part of Casco Bay. In this bay there are 365 islands. These islands are inhabited mostly by fishermen. From any of these islands and from Portland, fishing grounds can be easily reached within one hour.

A very large percentage of the fish landed in Portland are caught the same day. Then due to her railroad facilities and fast truck lines between Portland and other larger centers, these fish arrive at their destination at less than 24 hours after being caught. It is not uncommon for trucks to leave Portland and arrive in Boston within 4 hours—our fast train service to Boston around 2 hours. Fish leaving here as late as 4 o'clock in the afternoon arrives in the New York market at 5 o'clock the following morning.

Portland is the receiving station for fish from all parts of the State. The usual method of transportation of these fish is by fast refrigerated motor trucks. Eastport, 306 miles from here, is one of the ports which contributes fresh and salted fish to this market. Jonesport,—the home of "Seth Parker,"—Bar Harbor, Southwest Harbor, Boothbay Harbor, Port Clyde, Rockland, Vinalhaven, Orr's Island,—the home of Harriet Beecher Stowe,—Cape Porpoise and the famous Kennebunk, the colony of artists,—all these towns depend on Portland for their market.

The lobster fisheries of the State of Maine is the largest in this country. Several thousand men are employed in the catching of lobsters. Most of these lobsters caught along the 2,500 miles of indented coastline find their way to this city. Large lobster smacks driven by heavy duty Diesel engines visit the small fishing villages throughout the State, pick up these lobsters, and bring them to Portland. They are then placed in large tanks into which the pure salt water is pumped from the ocean to keep them alive until shipments are made. Portland can truthfully boast as having the finest lobster equipment of any city in this country. Lobsters that are caught in the waters of the State of Maine are known throughout the East and Middle West as the finest quality lobsters caught anywhere in the world. This is due to its large coast line and to the very little manufacturing in the State which makes the waters more adaptable for them than in any other place.

It is doubtful if any other business in the country has made any more progress in the past decade than the fisheries of the State of Maine. The catching of fish which used to be done by dory fishermen, depending on their oars and sails to get to the grounds and banks, these small boat fishermen now have modern boats, 28 to 38 feet, and even larger boats driven by heavy duty gasoline motors from 20 to 40 horse power each, capable of making from 9 to 10 knots per hour. The larger fishing schooners or vessels are now all equipped with heavy duty Diesel engines from as high as 150 horse power each, capable of driving these vessels at 12 to 13 knots per hour. These vessels carry from 10 to 14 fishermen and are especially built for inshore fishing and swordfishing. Only a very few years ago, fishermen who had to depend on wind and tide now can go to the fishing grounds at their pleasure.

Portland and its small islands throughout Casco Bay are noted to the fisheries of the United States as having raised the finest swordfish fishermen in any part of the world. During July, August, September, and part of October, these fishermen make their living by fishing Georges' and Brown's Bank catching swordfish, which has proven a very successful part of the fisheries of this State.

Portland, Maine, is fast becoming the paradise of Tuna-Fishermen. Sportsmen from different parts of the country are now coming here through the months of July and August for the sport of catching on lines and harpoons tunafish, which are in abundance within one hour of the dock. It might be very interesting to know that in one day one fisherman caught three tunas on a line. Tunas weighing between 400 and 500 pounds have been caught on lines. There are several hundred small boats equipped and manned by experienced tuna fishermen available throughout these months in this city.

Another part of Maine's fisheries that is noted throughout the eastern part of the country is her shellfish, especially clams and scallops. Several thousand families depend on scallop dragging and clam digging. These products command a better price and find their way to the most high-class fish markets in the East.

The State of Maine is known to the industry as the port of small boat fishermen. It is estimated that between 8,000 and 10,000 fishermen derive their living from the fisheries of this State. It is not a very uncommon sight to see 25 to 30 of these small boat fishermen arriving in the afternoon, when the weather permits, with fish caught the



# MORSE, PAYSON & NOYES INSURANCE THAT FITS YOUR NEEDS

120 Exchange Street

Telephone 2-0117

Portland, Maine

W. R. CAMPBELL

HENRY M. PAYSON

M. W. STOVER

## Insure with Maine Mutual Group

Aroostook Co. Patrons Mutual Fire Ins. Co.

Northern Me. Patrons Mutual Fire Ins. Co.

Maine Mutual Fire Ins. Co.

State Mutual Fire Ins. Co.

Aroostook Mutual Fire Ins. Co.

*Representing over \$25,000,000 Insurance*

Northern Office, Presque Isle, Maine

Southern Office, Lisbon Falls, Maine

Western Office, Portland, Maine, 415 Congress St.

Telephone 3-6484

## CHESTER L. JORDAN & CO.

INSURANCE and  
SURETY BONDS

22 Monument Square

Portland, Maine

LEON W. HELSON

WM. H. CLIFFORD, 3rd

Anderson, Adams Company  
INSURANCE

38 Exchange Street Portland, Maine

Telephone Connection

Dial 4-2704

DODGE & COMPANY

*Investment Securities*

P. O. Box 876

Portland, Maine

## Chester M. Foss & Company

Public Accountants and Auditors

Chapman Building

Portland, Maine

BOSTON

NEW YORK

ROCKLAND, MAINE

BOND & GOODWIN  
INCORPORATED

*Investment Securities*

Union Mutual Building

Portland, Maine

R. M. Millett, C. P. A.

Frank B. Fish

L. W. Dresser

MILLETT, FISH & DRESSER

Public Accountants and Auditors

465 Congress Street

1008-1011 Fidelity Building, Portland, Maine



## "AMERICA'S SUNRISE GATEWAY"

same day. The three major fish dealers in Portland have the facilities for handling several hundred thousand pounds of fish daily. It is not an uncommon sight to see ten to a dozen electric hoists working at the same time discharging fish from these boats. These fish dealers are all equipped to freeze, fillet, smoke, and salt in large volumes. The combined freezing capacity is between five and six million pounds, and they are equipped to freeze by all of the modern types of freezing 300,000 pounds of fish daily. Most of the fish landed in Portland are distributed throughout Maine, New Hampshire and Vermont, although several quality fish markets throughout the Middle West are supplied daily from this port.

The Herring and Mackerel seining is also a large factor in the fisheries of the State. It is a very common sight to see these small fishing boats arrive with as high as 60,000 to 70,000 pounds caught in one school. Herring are usually caught in abundance right alongside of the Portland Lightship. 25,000 to 30,000 barrels, each containing 220 pounds, have been caught and frozen in Portland in one season.

The salt fish branch of the fisheries of the State is another large and profitable business. Several

million pounds of Cod, Hake, Cusk, Mackerel and Herring are salted yearly by these dealers in the City of Portland. Most of these products are skinned, boned, and cut and packed into attractive packages, and are sold in most every city in the eastern part of this country.

Another phase of the business is Sardines. Until a few years ago this business was centered in Lubec and Eastport, but now Portland is the largest packer of these fine small fish. There are several large factories employing several hundred people here in Portland, operating from early Spring until late in the Fall.

Large smoke-houses smoke herring, haddies and smoked fillets, and work day and night preparing these fine products of the ocean, which is second to none prepared in any part of the country.

It is a common occurrence to see close to a million pounds of fish landed in Portland in one day. Some are canned, some salted, some smoked, some frozen, and some shipped fresh, in both their round state and in filleted form. It is estimated that from three to four million dollars is invested in the catching, processing and fish handling plants in this State.



FISHING BOATS



Charles Sumner Cook, Counsel  
 Charles L. Hutchinson      Herbert J. Connell  
 Leonard A. Pierce      Edward W. Atwood  
 Fred C. Scribner, Jr.

**Cook, Hutchinson, Pierce  
 & Connell**

*Attorneys-at-Law*

465 Congress Street      Portland, Maine

**Nathan W. Thompson**

Proctor in Admiralty

85 Exchange Street      Portland, Maine

Charles A. Strout      Sewell C. Strout  
 Telephone 2-5427

**Strout & Strout**

Attorneys and Counselors at Law

119 Exchange Street

Press Herald Building      Portland, Maine

**National Life Insurance Co.**

MONTPELIER, VERMONT  
 ORGANIZED 1850      PURELY MUTUAL  
 LIFE INSURANCE—ENDOWMENTS—ANNUITIES  
 J. LAWRENCE DAY, General Agent  
 903-4 CHAPMAN BLDG.      DIAL 3-2858

**E. H. GRISWOLD & CO.**

Audits - Systems - Tax Service

95 EXCHANGE ST.      PORTLAND, MAINE

Serving Maine Clients Since 1917

**Charles E. Gurney**

*Attorney at Law*

PORTLAND, - MAINE



*Counsel*

*Port of Portland Authority*

Harry Mighels Verrill      Charles Dunbar Booth      John F. Dana  
 Leon V. Walker      Robert Hale      Donald W. Philbrick  
 Robinson Verrill      Brooks Whitehouse  
 Edward F. Dana

**Verrill Hale Booth & Ives**

*ATTORNEYS AT LAW*

First National Bank Building

57 Exchange Street      Portland, Maine

Telephone 2-0121

VERNON F. WEST, Pres.      JAMES W. COBURN, Treas.

**CASCO BAY  
 LIGHT & WATER COMPANY**

*ELECTRICITY - GAS*

95 Exchange Street      Portland, Maine

*Furnishing Electricity to the Following  
 Islands in Casco Bay*

PEAKS ISLAND - LITTLE DIAMOND ISLAND  
 GREAT DIAMOND ISLAND  
 LONG ISLAND - CHEBEAGUE ISLAND  
 CUSHING'S ISLAND

Telephone 2-3082

**George S. Hobbs**

Investment Counsellor

127 Pleasant Street      Portland, Maine

**TURNER, BARKER & CO.**

*GENERAL INSURANCE*

40 Exchange Street      Portland, Maine

BEN BARKER      HERMAN B. LIBBY      CHARLES D. BOYD



## Industrial and Agricultural Activities of State

The State of Maine including within its boundaries practically fifty percent of the entire territory of New England is a state of most diversified interests. The products of its farms, fisheries and manufacturers range through almost the entire list of human needs. The products of its industrial plants range from toothpicks to ships. The products of its farms and orchards are known far beyond its borders as the best that can be grown. Seafoods from Maine waters are famous for their quality.

The forest and agricultural interests of the State have been the foundation of its present development. All its industrial and commercial centers, rail, water and highway transportation were made necessary in the harvest of its virgin growth of spruce and pine. With the discovery of wood pulp for paper making, radical changes followed in our lumber industry. The waters of our rivers were conserved to furnish power for manufacturing as well as floating logs to market. Spruce, pine and the kindred softwoods and hardwood still maintain lumber as the leading Maine industry. There are 15,000,000 acres of forests in Maine. The annual growth on this great area guarantees a permanent future to the industry.

About one-third of the people living in Maine are engaged in or supported by agriculture. Of the 50,033 farms in Maine, all but 2,748 of them are operated by owners. The principal agricultural products of the State are potatoes, hay, apples, sweet corn, blueberries, oats, dairy and poultry products. The total cultivated acreage is 1,659,715 acres. Maine's potato crop in 1934 is estimated at 57,285,000 bushels. The total acreage planted to that crop was 171,000 acres. Fifty percent of the seed potatoes planted in the United States every year are Maine grown. Maine sweet corn is known the world over for its excellence. The average yearly output of the corn canning factories in the State is 1,652,000 cases of 24 cans each. Maine grown and canned green peas are coming into equal popularity with Maine sweet corn. Washington County holds the world's record in blueberry production, although an extensive acreage is also grown in Knox, Lincoln and Cumberland Counties. In Washington County, there are 750 growers of blueberries and 14 factories devoted exclusively to the canning of that product. Maine's annual blueberry crop is valued at \$1,000,000. Maine's apples are unsurpassed. Much attention is now being given to modern methods of orcharding and marketing. There are a number

of very successful cooperative apple marketing organizations. Maine farms are more free from mortgage debt than are those of any other of the 21 Northern States, and the proportion of debt to the value of the property is the lowest.

The recreational opportunities of the State are recognized by people from all parts of the world. People from the large cities, both West and South, are seeking the invigorating air and cool nights in the summer months. On the shores of inland lakes and 2,000 miles of indented Atlantic seashore, 230 organized summer schools and camps furnish renewed health and vigor to more than 10,000 city children. Our lakes and rivers furnish trout, bass, salmon and pickerel to patrons of Izaak Walton. The black bear, deer, bobcats, partridge and woodcock in our unlimited forest ranges allure sportsmen from distant states in the late Autumn. All modern facilities of transportation, air, rail, water, bus and highway are available for those who wish to enjoy the natural resources of the State.

In the manufacturing line, the finest grades of printing and writing paper, wrapping paper, newsprint, paper bags and other paper articles, a considerable part of the plush used in automobile and railway car upholstery, as well as sheets, blankets, and bedspreads are made within the borders of the State. Fabrics made in the textile mills of Maine are famous for suits and overcoats. There are also factories manufacturing a great amount of wooden ware such as dowels, clothespins, toothpicks, matches and many other articles from our enormous stands of timber. Other manufacturing plants are producing boots and shoes, fibre goods, lime, cement and many small articles and toys. Our manufacturers, using the various metals, produce many articles including labor saving devices for printing establishments, motors, elevators, structural steel, machinery both large and small and fighting ships for our Navy. The products of many of our manufacturers are distributed all over the world.

The State of Maine is well served with efficient rail, air, water and highway transportation lines. Our principal port, Portland, can be reached almost over-night from the farthest corners of our State. To those seeking homes or to industries seeking location, Maine offers situations to suit practically every need.

Scattered throughout the State are many active and efficient local chambers of commerce, boards of trade and similar civic organizations, all work-



# PORTLAND

## *A CITY OF HOMES*



Portland's many splendid Loan and Building Associations have played no small part in making it the home owning city it is today.

These Associations will make loans on homes in greater Portland. Funds are always available for sound loans and under several repayment plans.

The opportunity for investment in these Associations should not be overlooked. They offer safety of principal and a return consistently higher than other type financial institutions.



CASCO LOAN AND BUILDING ASSOCIATION  
CUMBERLAND LOAN AND BUILDING ASSOCIATION  
DEERING LOAN AND BUILDING ASSOCIATION  
FEDERAL LOAN AND BUILDING ASSOCIATION  
MAINE LOAN AND BUILDING ASSOCIATION  
PINE STATE LOAN AND BUILDING ASSOCIATION

# "AMERICA'S SUNRISE GATEWAY"

ing for the up-building of their particular community. Behind these local organizations stands the Maine State Chamber of Commerce.

The Maine State Chamber of Commerce was founded in 1915 as a combination of several organizations. Its principal objects are:

- (1) To concentrate the power and usefulness of the various local chambers of commerce, boards of trade and similar bodies;
- (2) To foster and strengthen the efficiency of each organization;
- (3) To disseminate a wider knowledge and secure a greater use of the natural resources of the State;
- (4) To prove to the people of the State the interdependence of industry and agriculture; that the prosperity of each depends to a great extent on the buying power of the other.

Its activities being state-wide, it has secured for its Board of Directors and Committees business and professional men and women from various

sections of the entire State. It cooperates with other state-wide agencies, such as the Maine Development Commission, Maine Publicity Bureau, state-wide commercial and industrial organizations, as well as the various departments of the State Government to secure the greatest possible benefit for the State as a whole in all matters relating to industrial, agricultural, recreational development and education. In short, its reason for existence, is to be of service to the State. Portland, Maine

November 23, 1935

NOTE: The Maine State Chamber of Commerce and Agricultural League is principally supported by the voluntary subscriptions of public-spirited citizens, business firms and corporations, and its Main Office is located at Room 49, City Hall, Portland, Maine, to which address should be forwarded communications regarding the business of the organization or inquiries concerning its activities.

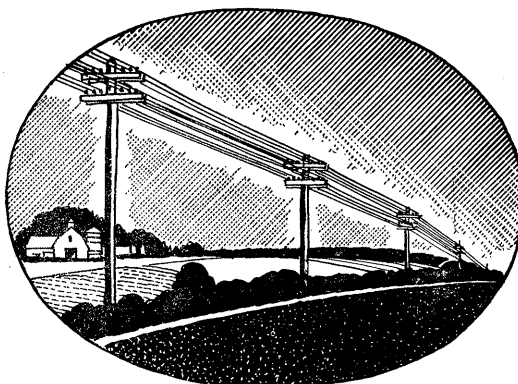


FREQUENT VISITORS TO THE PORT



HYDRO  
GENERATING  
STATION

MEDWAY  
WEST ENFIELD  
MILFORD  
VEAZIE  
ELLSWORTH  
MACHIAS  
EAST MACHIAS  
PEMBROKE



STORES  
and  
OFFICES

MILLINOCKET  
LINCOLN  
OLD TOWN  
ORONO  
BANGOR  
ELLSWORTH  
BAR HARBOR  
HARRINGTON  
MACHIAS  
EASTPORT

## 71 COMMUNITIES

*on our power lines in Eastern Maine are using low-cost*  
ALL-HYDRO GENERATED ELECTRICAL ENERGY

*The*

# BANGOR HYDRO-ELECTRIC COMPANY

GENERAL OFFICE

45 STATE STREET

BANGOR, MAINE

## J. H. HAMLEN & SON, Inc.

Established 1846

TIGHT BARREL STAVES

CIRCLED HEADING

SHOOKS FOR EXPORT

*Straight or Mixed Carload Shipments*

PORTLAND, ME.

LITTLE ROCK, ARK.

## J. E. GOOLD & CO.

WHOLESALE DRUGGISTS

Portland, Maine

Distributors for the Leading Pharmaceutical, Tobacco,  
Drug and Sundry Houses of the Country

*Also Manufacturers of*

“GOOLD’S” FRUIT SYRUPS and CRUSHED FRUITS



## Recreational Facilities of the State of Maine

By HARRIE B. COE

Maine, at the extreme northeastern corner of the United States, thrusts its elbow far up into Canada and one of its towns (Perry, Maine) is exactly half-way between the North Pole and the Equator. It has the loveliest rivers and lakes, streams and waterfalls, most mystical mountains and most glorious rugged seacoast in the world. It is hunting country—with vast forests. Its summer air is like a balm of health and its autumn and springtime are paradisaical. Its winters are ideal for winter sports.

Maine has half the tidal coast line of the Atlantic. It stretches 2,486 miles. It has 1,300 wooded islands; one of them, Mount Desert, of 60,000 acres.

There are 5,131 rivers and streams in Maine, big enough to be on the map. There are 2,465 lakes. The stranger entering Maine sees everywhere, from every hill-top, the "sky-blue water." There are six great lake and river systems—Sebago and Saco; Androscoggin and Rangeley; Kennebec and Moosehead; Penobscot and Chesuncook waters; St. John and Allagash waters; regions of lesser size, but so great as to be famous were there not other giants—such regions for instance as The Grand Lake System in Washington County, the West Branch in Piscataquis County, the Belgrade Chain in Kennebec County, and the Sebago-Long-Bridgton Chain in Cumberland County. There are splendid water powers on all these waters. One-tenth of the entire 33,040 square miles of Maine is lake and pond and one-third of the State is mountainous. Its highest mountain is Katahdin, one mile high and very rugged.

The average day and night summer temperature of Maine is 69°. Summer nights are always cool insuring restful sleep. Two-thirds of the State is above 800 feet altitude. In many sections along the coast and in the interior Maine offers positive relief for hay-fever. It is the sanitarium of a world; it is a tavern of rest.

Renowned the world over for its ideal summer weather, Maine has a reputation for intolerably cold winters. Most people seem to believe that no one but an Eskimo can exist here between the middle of November and the middle of May.

This bugbear is a pure myth. There is nothing to it either in fact or human experience when compared with the winter weather of other states which have no such reputation. The official thermometer goes no lower in the industrialized sec-

tions of Maine than in most other of the northern industrial states.

Maine is very large in area. From north to south it covers a distance equal to that between New York and Youngstown, Ohio, or between Boston and Rochester, N. Y., or between Portland, Maine, and New York City. The southern portion is the more densely populated and otherwise suited to the development of industry. Throughout this portion the modifying effect of the sea raises winter temperatures to averages above those which might be expected by virtue of location alone.

Portland is but little colder than Boston. Maine cities are by no means as cold as their reputation has them. "Unofficial" temperatures often run into weird figures, but these are a lot like the length of fish. "Beat my thermometer if you can" is quite a winter game among a certain class of people. It is great fun, but very damaging to business when the reputed and untruthful results get in the papers.

Spring in Maine is a grand burst of life. Each year brings increasing numbers of visitors, beginning about the middle of April to witness the unfolding of a new season while the trout brooks still run high. Hillsides and mountains, clothed in early green, present a striking contrast against the darker evergreen background, rich in tone from bearing the winter's snows. Soon the apple blossoms come, creating a spectacle to challenge the far-famed glory of Washington in spring, and the winter-deadened fields brighten once again to intersperse them.

It used to be that Labor Day was the signal for departure of the summer comfort seeker, but this is no longer so. September is one of Maine's finest months. Warm, bright days, with an occasional autumn morning, give zest to the out-of-doors. Each year thousands are added to the number whose plans are made to stay in Maine well into the Fall.

October brings the hues of autumn foliage. Yellows, reds, shades no color chart can show. Bright mountain sides, soft-tinted valleys, deep blue sky and snow-white clouds. Sunsets which renew the colors of the day as though forsooth to shade them.

Winter comes in December, but seldom sets in seriously before the middle or last of the month. When it comes the snow stays white against the evergreens and clothes the fields in splendor. If there is anything more invigorating and enticing





**Maine State  
Chamber of Commerce  
and  
Agricultural League**

***STATE-WIDE SERVICE***

**Serving the  
Agricultural - Industrial - Commercial  
and other Business Interests**

**REPRESENTATIVES THROUGHOUT THE STATE**

***SUPPORTS***

Enlarged and better markets for State of Maine products.

Better transportation facilities by water, rail, air and highway.

Development and protection of our agricultural and industrial products  
and all of Maine's resources.

Better and wider highways in every county.

Development and greater use of our various seaports.

Correspondence on any of the foregoing subjects solicited

**A D D R E S S**

**MAINE STATE CHAMBER OF COMMERCE  
ROOM 49, CITY HALL  
PORTLAND, - MAINE**

# "AMERICA'S SUNRISE GATEWAY"

to the lover of the out-of-doors than a typical winter day in Maine, it is yet to be discovered. People feel well. Work is hastened. Factories speed their product. Duties are discharged with pleasure and men learn the Yankee spirit.

In the discussion which followed the reading of a paper at the Annual Meeting of the American Climatological Association in Washington, D. C., Dr. Bowditch of Boston said, "Another peculiar characteristic of the Maine coast is the often dry character of the fogs. It may at first seem a misnomer to speak of a 'dry fog,' but any one who has been in that region will understand what I mean. The light vapory mist which drives in frequently from the sea has no definite sense of moisture as it strikes the face and in the midst of it the air frequently feels dry. Often I have seen clothes hanging out and drying during such fogs. They are in marked contrast to the drenching fogs of the 'South Shore.'

"Again, on the coast of Maine the southwest wind is delicious in its cool, bracing and even dry quality, as it comes over the colder waters of that shore."

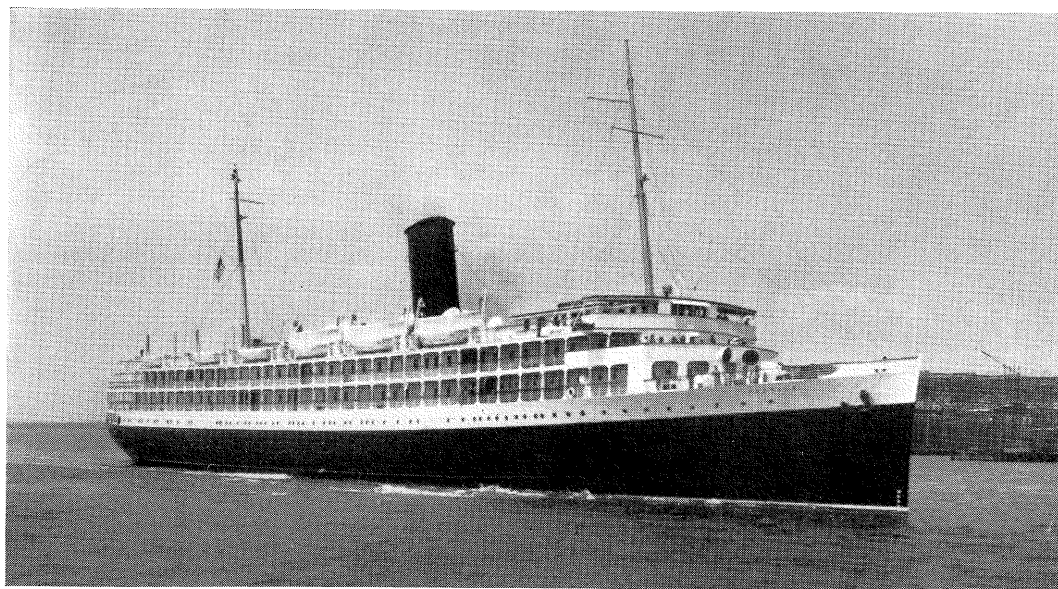
About one-fourth of all the people in Maine are actively engaged in or supported by agriculture.

The State is exceptionally fortunate in possessing a variety of soils which permits a diversified agriculture. This is particularly true in central

Maine where orcharding, poultry raising, dairying, the raising of sweet corn and many other crops is carried on with great success. The principal output from its farms are potatoes, dairy and poultry products, sweet corn, blueberries and a variety of other vegetables and fruits.

The rugged stretches of Maine have been touched everywhere by the brush of beauty. From its great forests of the North, across the lakes that dot its surface everywhere, on to the restless ocean that breaks forever on gleaming beaches, there is always an invitation to the seeing eye. Maine has a balm for the soul and a stiffening for the backbone. It furnishes rest to the weary and inspiration to everyone. Its stern winters and smiling summers are reflected in the character of its people. Their rockbound virtues are softened by a kindness, a real neighborliness, that makes the State a memorable place in which to live. To have once belonged to Maine is an unforgettable experience.

Booth Tarkington, the noted author, says: "To my mind Maine is the most beautiful state we have in this country, but even more appealing is its homeliness. It is easier for a stranger to feel at home in Maine than in almost any other place I ever knew. This is perhaps the reason why so many visitors cease to be visitors and get to think of Maine as home."



S. S. FLORIDA  
OPERATED BY THE EASTERN STEAMSHIP CO., NEW YORK, PORTLAND AND BAR HARBOR, ME.



# Maine

APPLES  
DAIRY PRODUCTS  
POTATOES  
CANNING PRODUCTS  
QUALITY FOODS

**BE SURE THAT YOU HAVE THE BEST!**  
*Buy Maine Grown Agricultural Products*

## Maine

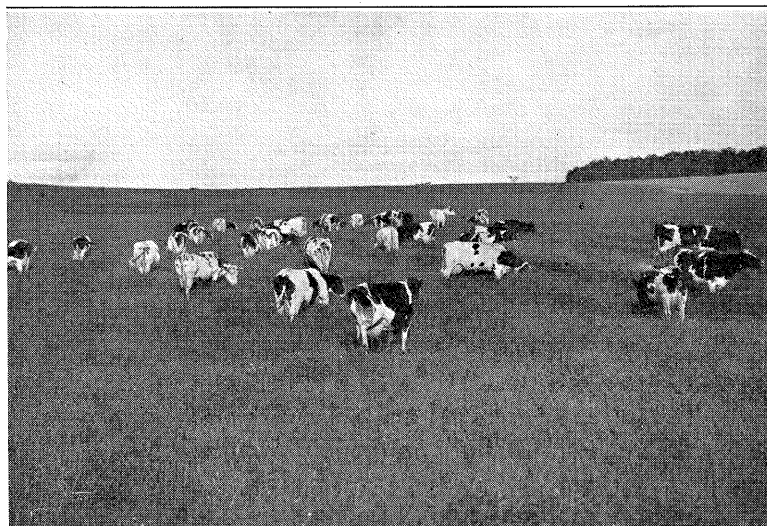
has always been noted for the high quality of its agricultural products.

## Apples

Maine seems to have just the right soil and the right climatic conditions to produce exceptionally fine flavored apples. Maine MacIntosh apples are sold in all leading stores.

## Dairy Products

The Maine dairy herd is freer from disease than those of any other State in the Northeast. Large quantities of dairy products are shipped out of the State annually.



## Potatoes

The high quality of Maine potatoes has been recognized for generations. The quality is held with such high esteem that other potato producing states secure their seed potatoes in Maine. This year because of the new branding law the potatoes shipped out of the state will be branded according to the United States grades and bear the name and address of the shipper.

## Canning Products

Maine canneries pack annually large quantities of sweet corn, green peas, green beans, squash, beets, apples, blueberries and fish. Maine sweet corn is known the country over for its exceptionally fine flavor.

## Quality Foods

Maine Farmers are giving especial attention to supplying the needs of Maine's hosts of visitors, summer and winter. Quality products locally grown. Our guests will find plentiful supplies of vegetables, eggs, poultry, small fruits and meats; delivered daily.

STATE OF MAINE DEPARTMENT OF AGRICULTURE  
STATE HOUSE  
AUGUSTA, - MAINE



## Maine's Wild Waters Full of Fighting Fish

By GEORGE J. STOBIE, Commissioner, Department of Inland Fisheries and Game,  
and Member of Maine Development Commission

Maine's fishing supremacy in the East promises to be more dominant in 1936 than ever before, while Maine's woodlands still contain many thousands of deer, despite the record kill of 20,000 last fall. With this reassuring message, the Pine Tree State again cordially greets its many friends among the multitude of outdoor enthusiasts.

Maine's fame as a fisherman's Paradise, has been chiefly due to the unsurpassed trout and landlocked salmon fishing to be found in the majority of its 2,500 lakes, ponds and innumerable streams. Maine's brook trout, also called the red spot or squaretail, inhabits the colder waters throughout most of the State. They are taken in brooks and streams as well as larger bodies of water, and grow up to four, five and six pounds, and occasionally larger.

Landlocked salmon, native in some Maine lakes and introduced into hundreds of others, run larger than trout, and are as justly famous for their fighting qualities. Salmon of five or six pounds are fairly common. Ten, twelve and fifteen-pounders are not rare. Occasionally larger specimens are successfully landed by fortunate anglers.

In Maine the lake trout, or togue, also is considered an excellent game fish. Togue are generally taken by trolling, although they have been known to strike at lines cast with a fly rod, as for trout or salmon.

Maine's trout and salmon fishing have been so superior as to crowd certain other types of fishing out of the limelight. For example, Maine has unexcelled small mouth black bass fishing. While a large variety of baits, plugs and spinners may be used to lure the bronze-backed warriors, many sportsmen have had spectacular sport fly fishing for bass, especially in early season before the fish seek deep water haunts. It is no trick at all to catch fifty to a hundred bass on the fly in a day in many Maine ponds. Of course all of the fish with the exception of the legal creel limit must be returned to the water.

It may be news to many sportsmen that Maine has been stocking some of its suitable inland waters with Chinook salmon in recent years, and some excellent fishing for Chinooks, which grow to a larger size than the Atlantic sea salmon, is looked for the coming year. In 1933 and 1934 around 1,300,000 salmon of the Chinook variety were liberated, and this stocking started to show promising results during the past season.

In addition to the varieties of fish already mentioned, Maine also can offer the angler brown trout, white and yellow perch, pickerel, cusk, etc. While Maine has been bounteously endowed by Nature, the State has been alert to the necessity of conserving her fishing resources by a stupendous scientific restocking program in order to improve the fishing for the benefit of its thousands of visitors, as well as residents. Maine is spending a vast sum of money to maintain its fishing and hunting as well.

Realizing the importance of aiding Nature in the propagation of fish, Maine has gone into fish raising on the largest scale in its history. Maine will not be satisfied until it leads the country in high quality game fishing. Its fishing is being kept up by the maintenance of fourteen hatcheries and twenty-one rearing stations. Great strides have been made in the past seven years. In 1928 Maine had twelve hatcheries and one rearing station, and its output of trout and salmon was only 2,000,000, as compared with an increase to 17,000,000 annually, of which approximately sixty-five per cent are legal-sized fish. Through scientific feeding and care, Maine can grow trout and salmon faster than in natural conditions, and we have devised formulas of diet that eliminate the tainting of the meat. With us the days of liver-fed fish are past, and when the fish are deposited in the lakes and streams they are ready to be caught and eaten. Today the fisherman who can tell a Maine hatchery-bred trout from a native speckled beauty is wise, indeed.

How would you like to feed a family requiring 1,280,000 pounds of food? This is the amount of fish food annually required at our Maine hatcheries. Two hatcheries and rearing stations, now under construction and in partial operation, will lead the world in size. These are the Gray plant for brook trout and the Kokadjo project for landlocked salmon. Gray will have a capacity of approximately 8,000,000 legal-sized fish, which is nearly half of the number annually stocked from all State hatcheries today. Other hatcheries and rearing stations are planned, and will undoubtedly be started in the near future.

Maine is the only State in the Union where the Atlantic sea salmon may be caught with fly or trolling lure. Quite often sea salmon weighing over twenty pounds are taken. Maine has started a program of modern fishways for all rivers known



## BURNHAM & MORRILL COMPANY

*Packers of*



*PURE FOOD PRODUCTS*

*· · Established 1845 · ·*



HEADQUARTERS PLANT, PORTLAND, MAINE

ASK  
YOUR GROCER  
FOR

**BAXTER'S  
FINEST**

MAINE  
CANNED FOODS

H. C. Baxter & Bro.  
BRUNSWICK, ME.

Packers of Finest Quality Food  
Products Since 1887

*Operating Largest Vegetable Canning  
Factory in New England*

JOHN KERN & SON

901 WASHINGTON AVE.  
PORTLAND

PACKERS OF MEAT  
PRODUCTS



# "AMERICA'S SUNRISE GATEWAY"

to contain sea salmon, and some of these are now in the stage of construction.

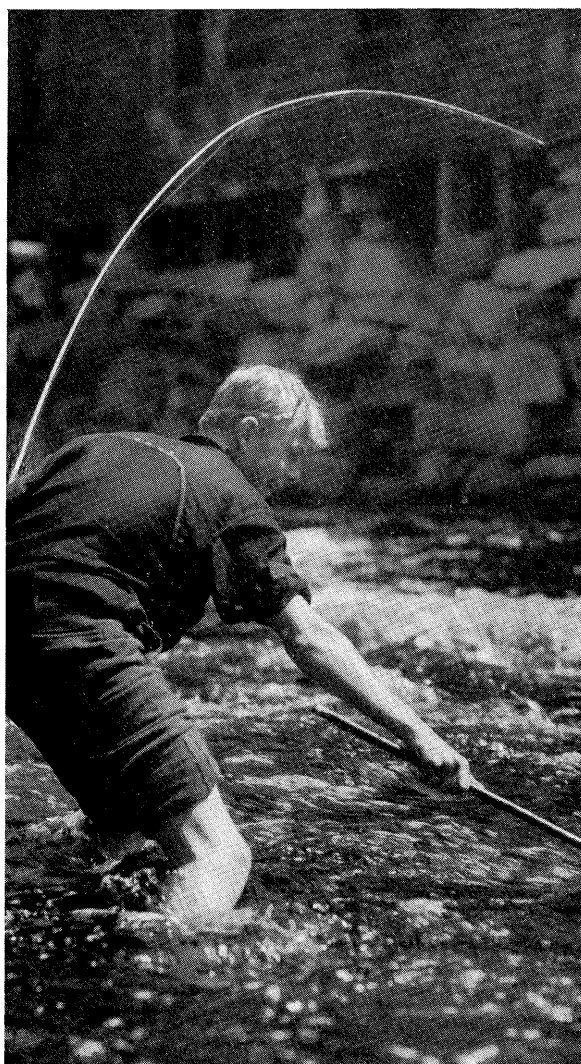
Along the Maine coast, tuna, mackerel, pollock, cod, haddock, hake and many other varieties of deep sea fish abound, offering diversified sport for those who enjoy fishing in the bracing salt air. In recent years an increasing number of sportsmen have applied fresh water fishing methods to salt water conditions, and mackerel are being taken on the same fly rod equipment used in trout fishing. When the mackerel are running, the fly fisherman can catch mackerel averaging around two pounds until his wrists ache from playing the fish. Pollock also take a fly, and the pollock has been compared to the sea salmon for action, as they may run anywhere from fifteen to thirty-five pounds.

Big game fishing has lured sportsmen to all parts of the earth in order to have the thrill of battling mammoth fish. Experienced big game fishermen summering in Maine have discovered that the Maine tuna, which grow to an immense size of more than 1,500 pounds, afford as spectacular sport as may be found in any waters. Harpooning is the more common method of conquering these deep sea streamlined speedsters, but the acme of sport is to hook one of these ocean brutes on rod and reel. Tuna weighing from fifty to two hundred pounds are actually plentiful, and they can give most men all the spine-tingling action they want for an hour or two, depending on size of tackle used.

Maine's big game hunting the past year was unprecedented in modern times. Around 20,000 deer were bagged, and deer are still plentiful in the State's 15,000,000 acres of woodland. Maine also had a three-day moose season in several counties where they had increased so greatly as to endanger motorists.

It is bear hunting, however, which Maine offers more abundantly than any other State in the Union. In Maine the bear is now considered a game animal, and is protected except during open season, whereas formerly there was a bounty on his head generally, throughout the State because of the havoc bruin raised in orchards and sheep pastures. Bears increased to such a great extent under protection that a hunter could come to Maine last fall with reasonable expectation of bagging a Bruin. Hundreds of bears were brought out of Maine, giving satisfaction to many sportsmen who, perhaps, never realized that such hunting existed today in the United States. Coon and foxes are numerous. Partridge and woodcock also were plentiful the past season and should furnish excellent shooting in 1936 under normal conditions. We also hope for improved shooting for waterfowl, especially ducks and geese.

Maine has not only hunting and fishing but also offers every kind of sport you can imagine in an incomparable setting. If you don't care for shooting with a gun, possibly camera shooting will appeal to you. The Pine Tree State is truly the "Vacationland of America," and cordially invites you to see for yourself. There are sports for every season, so come winter, summer, spring or fall.



WILL HE LAND IT?



During the Year 1934 A & P Shipments  
Through the Port of Portland amounted to

**20%**

Of the General Cargo from the West Coast

This is another page out of the history The Great Atlantic and Pacific Tea Co. is making in helping local industry. Help to further boost the business through the Port of Portland and employment for its workers—

PATRONIZE AN A & P STORE

*Where Economy Rules*

**THE GREAT ATLANTIC & PACIFIC TEA CO.**

**MAINE DAIRY, INC.**

*DEALERS IN*

Pure, Pasteurized Milk and Cream

173-179 FORE STREET

PORTLAND, MAINE

W. H. PERKINS, General Manager

DRINK  
**OAKHURST DAIRY  
MILK**

*"THERE'S NONE BETTER"*

364 FOREST AVENUE  
PORTLAND, - MAINE

**Portland Rendering Company**

Branch of Consolidated Rendering Company

BUYERS OF  
HIDES, CALFSKINS, PELTS, FURS,  
TALLOW AND BONES

MANUFACTURERS OF  
TALLOW, GREASE AND OLEO OIL  
CORENCO POULTRY FEEDS  
FERTILIZERS

Office and Factory, 147 Presumpscot St.  
PORTLAND, MAINE





# Laws; Rules; Regulations; Pertaining to Portland Harbor

Compiled by  
Charles E. Gurney,  
General Counsel,  
Port of Portland Authority.

## DEFINITIONS:

### PORT OF PORTLAND

The Port of Portland is a district which includes land and waters within the limits of the Cities of Portland and South Portland, together with the land and waters of Portland Harbor.

Chapter 114 of the Private and  
Special Laws of 1929

### PORTLAND HARBOR

The Harbor of Portland shall include the entire harbor and tidal waters within the limits of the City of Portland, including the islands belonging thereto, and its tidal waters within the limits of the City of South Portland, and the receiving basins and reservoirs of said harbor including the tidal waters of Fore River, Back Cove, and northeasterly along the shore to the easterly side of the mouth of the Presumpscot River, the Grand Trunk Railway Company's bridge, and about said islands; and also southerly and easterly of the lines of said harbor, so far as the jurisdiction of the State extends, including all channels and entrances into the said harbor (so far as the same are not under the exclusive control of the United States), and also including all coves, inlets, and other parts where the tide ebbs and flows, within the limits of said Cities.

Section 4, Chapter 192,  
Private and Special Laws of 1917

### GOVERNMENT OF STATE PIER

The *Port of Portland Authority* whose duties and powers are set forth in detail in chapter 114 of the Private and Special Laws of 1929 (reproduced on page 77) is the public agency having charge of the piers and terminal facilities of the Port of Portland known locally as the *Maine State Pier*. Officials of the Port of Portland Authority consist of five directors, four of whom are appointed by the Governor and one by the City of Portland. From their own number they elect a President; they appoint subordinate officers for whom they prescribe regular and special duties. They are charged to make necessary plans for the comprehensive development of the harbor and port, pro-

viding maps, charts, plans and documents relative to the lands and waters under their charge, having especial reference to wharves, adequate piers capable of accommodating the largest vessels and in connection with such piers, suitable highways, waterways, railroad connections, storage yards and sites for warehouses and industrial establishments. Whenever the law governing the Port of Portland Authority is in conflict with the law creating the Board of Harbor Commissioners for the Harbor of Portland, the latter is suspended in favor of the former.

Portland Harbor itself as above defined is under the jurisdiction of the State Board appointed by the Governor, known as "*The Board of Harbor Commissioners for the Harbor of Portland*," by reason of Chapter 192 of the Private and Special Laws of 1917. The Board of Harbor Commissioners consist of two residents of the City of Portland and two residents of the City of South Portland appointed for a term of four years. This Board has offices in the City of Portland where are kept maps, charts, plans and documents relating to the lands and waters over which it has control and the Board is required by law to preserve and protect such documents as well as to procure further maps and plans for the comprehensive development of the harbor and its approaches. It is to be informed of the present and probable future requirements of steamships and of shipping and as to the best means which can be provided for the accommodation of such craft. So far as practicable, the Board is to investigate and determine what improvements can be made in the harbor in respect of location of breakwaters, enlargement of anchorages, deepening of channels and the establishment and maintenance of further lights, buoys and other aids to navigation. The Board is authorized to establish harbor lines over the whole or any part of the waters or territory within its jurisdiction and to modify the same as its judgment may indicate to be wise. No one may lawfully create or maintain any obstruction in any navigable waters of the harbor without first obtaining a written permit from the Board and it is unlawful to enlarge or extend any wharf heretofore built or to build any wharf, pier, dolphin, bulkhead or other structure into the waters without the permission of the Board. The Board is also charged with the prevention of pollution of the waters of the harbor.



*The Appeal of*  
**Poland Spring**

As a haven for the traveler, Poland Spring is older than the State of Maine. Wentworth Ricker's sign hung on what is still part of the famous Mansion House two years before George Washington retired from the presidency.

The waters of this famous Spring, from which the hotel gets its name, are today known in every part of the civilized world. The sun never sets on Poland Water.

And now, in the fifth generation, new Poland Spring Water Products have been introduced: Poland Club Soda, Poland Spring Ginger Ale and Poland Spring Gins, each enhancing Poland Spring's 139-year old reputation for superior quality.



POLAND NATURAL WATER  
 POLAND SPARKLING CLUB SODA  
 POLAND SPRING GINGER ALE  
 POLAND SPRING GINS

**HIRAM RICKER & SONS**  
 POLAND SPRING - MAINE

## PROGRESS

is a SYNONYM for PROSPERITY and can be successfully attained by reciprocity in business deals. The City of Portland has a fine Port which offers every opportunity for development and this can be done successfully by encouraging trade with other Countries of the World.

Business can also be improved in the City of Portland by encouraging the Sale of GOLDEN HEART Refrigerated BREAD "The Best Bread in Maine" at no extra cost. Your Independent Grocers sell GOLDEN HEART Refrigerated BREAD.

**MAINE BAKING COMPANY**

## THE BRAUN COMPANY

### SARDINES

Factory and Office, DEAKE WHARF

PORTLAND, MAINE

CODES: ARMSBY LATEST



The Board also has authority to appoint some competent person as Harbor Master and for him a deputy Harbor Master, subject to confirmation and the fixing of compensation by the Government of the City of Portland. The Harbor Master and his deputy are the executive officers of the Board and may cause any vessel or vessels anchoring within the channel lines established by the Board or anchoring in such manner that any portion of the hull, spars or boom shall extend beyond such lines, or whatever the Harbor Master finds in any way obstructing the free movement or anchorage of vessels in any part of the harbor, to move to such anchorage as he may designate, and the Harbor Master thus chosen and his deputy have all the authority conferred upon harbor masters under the provisions of the general law.

The Harbor Master and his deputy may put a guard on a vessel or employ a tug to enforce orders in the event such vessel or other craft, upon receiving due order of the Harbor Master or his deputy, fails to move such vessel in accordance with such orders.

#### PILOTS; COMPULSORY PILOTAGE

By Chapter 24 of the Laws of 1927 which is an amendment to Chapter 192 of the Private and Special Laws of 1917, the Board of Harbor Commissioners shall appoint such number of pilots for the Harbor of Portland as it deems necessary for the safety and convenience of commerce, fix and establish such compensation for the services of such pilots as may, from time to time, be deemed just and reasonable. Every inward bound vessel drawing nine feet of water and upwards, except coasting and fishing vessels, shall be held to pay such pilots the regular fees for pilotage, whether their services are accepted or not, provided a pilot boat is on her station and prepared to furnish a pilot to such vessel; a pilot boat shall not be obliged to remain on her station at all times; every outward bound vessel, except as above provided, shall, whether their services are accepted or not, be held to pay the regular fees to the pilot who brought her in, or, if no such pilot, then to the pilot first offering his services; such pilots as the Board appoints are chosen after careful examination and investigation of their qualifications and their authority may be revoked for negligence, incapacity or for any other reason that the Board may deem sufficient.

#### PORT WARDEN

Chapter 48 of the Revised Statutes of 1930 provides for the appointment and qualification of Port Wardens whose functions may be very im-

portant in the preservation of the rights of persons shipping to or from the Port of Portland. For this reason these statutory provisions are herein set forth in detail.

**Sec. 23. PORT WARDENS, ELECTION OF.** Port wardens shall be elected in any city or town situated on navigable waters, upon the petition of ten or more citizens engaged in commercial pursuits therein.

**Sec. 26. QUALIFICATION AND TERM OF OFFICE.** Port wardens shall be men of commercial or nautical experience, and shall hold office one year from each election and until others are qualified in their stead, except when removed for cause, or when elected to serve out an unexpired term; and they shall be sworn faithfully to perform their duties.

**Sec. 27. RECORD.** They shall make a record of their doings and keep the same in their office for inspection at any time, free of charge, by any person interested therein.

**Sec. 28. DUTY OF PORT WARDEN ON ARRIVAL OF VESSEL.** When requested by any person interested, port wardens shall proceed on board of any vessel on her arrival in port, and survey her hatches, and notice if they are properly caulked and secured; and if they have been opened by some person not a port warden, that fact shall also be noticed, and all the facts in relation to the hatches of said vessel shall be entered in the official record. They shall also examine the condition and stowage of the cargo of any vessel, and if any portion of it is found to be damaged, they shall inquire into and ascertain the cause thereof and make a memorandum of the same, noting particularly the marks and numbers of each damaged package, and shall enter the same in full in the records of their office; and for the purpose of ascertaining the extent of said damage, they shall examine goods, wares, or merchandise of any description, in any warehouse or store, or on any wharf or at any place where the same are; provided, that said goods, wares, or merchandise are part of the cargo, and are claimed to be damaged; and they shall note particularly the marks and numbers of every package examined by them and the extent of the damage received, and all the facts in relation thereto shall be entered in the records of their office.

**Sec. 29. DUTY OF PORT WARDEN IN CASE OF VESSEL ARRIVING IN DISTRESS.** When requested in writing by any person interested, port wardens shall also survey the cargo of any vessel arriving in port in distress; and shall make and record in the books of their office, a full and



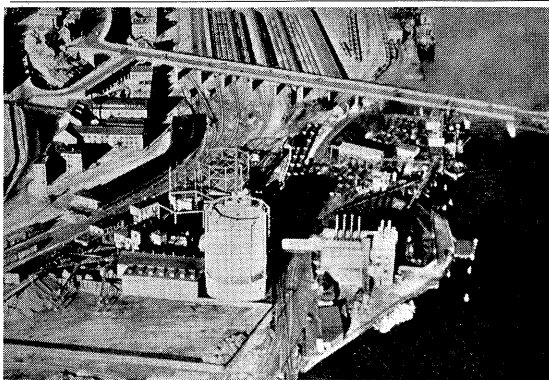
## DIRIGO BOTTLING COMPANY DIRIGO BEVERAGES, INC.

*Bottlers of High Grade Beverages*

60-62 CROSS STREET

PORTLAND, MAINE

Telephone 2-2897 - 2-2898



### GAS..for

Portland Gas Light  
Company

Municipal Light & Power  
Company Div. So. Portland

Westbrook Gas Company  
Div. Westbrook

- COOKING
- WATER HEATING
- HOUSE HEATING
- REFRIGERATION
- INCINERATING
- AIR CONDITIONING
- FLOOD LIGHTING
- INDUSTRY

*Air View, Plant of the Portland Gas Light Company*

## MAINE TIMBERLANDS

And all products of the forests including lumber, logs, pulpwood,  
also camps, leases for private and public camps on the  
lakes and streams in Maine

### BLAINE S. VILES

AUGUSTA, MAINE

THIS BOOK BOUND BY

### The Service Bindery

46 PEARL STREET

PORTLAND, - MAINE

Dial 2-4584

L. L. MURRAY, Res. Phone 2-7264 F. E. MILESON, Res. Phone 3-8898

### Portland Tractor Co., Inc.

Walter Tractor Trucks "Cletrac Tractors"  
Sargent Plows

244 FOREST AVE. Phone 2-1436 PORTLAND, ME.

### Portland Buick Co.

*"BUICK'S THE BUY"*



particular report of the condition of said cargo, and of their recommendations in relation to the disposal of such portions of the same as in their judgment may not be in condition for reshipment, reference being had to the best interests of all concerned.

Sec. 30. IN CASE OF WRECKED OR DAMAGED VESSEL. When requested in writing by any person interested, they shall also survey any vessel which may have suffered wreck or damage, or which may be deemed unseaworthy; and such port wardens shall call to their assistance one merchant and one shipwright, both of whom shall be competent and disinterested persons and shall be sworn faithfully to perform their duties in the examination and survey; and said surveyors and port wardens shall examine the hull, spars, sails, rigging, and all the appurtenances of said vessel, and make and record in the books of the port wardens' office a full and particular report of all the surveys by them held on said vessel, specifying what damage she has sustained and what repairs in their opinion are necessary to render her again seaworthy; and the aforesaid report shall be presumptive evidence of the necessity of such repairs and of the sufficiency of the same when made.

Sec. 31. PORT WARDENS; THEIR FEES OF OFFICE. Port wardens shall be allowed fees to be paid by the person requesting their services, as follows: for survey of hatches, two dollars; for each survey of cargo on shipboard, one dollar; for certificate of stowage of cargo, two dollars; for each subsequent certificate, one dollar; for each survey to ascertain extent of damage, two dollars; for each certificate thereof, two dollars; for each survey required by section twenty-nine, four dollars; for each certificate thereof, two dollars; on each survey as required by section thirty,

for each person, two dollars; for each certificate thereof, two dollars.

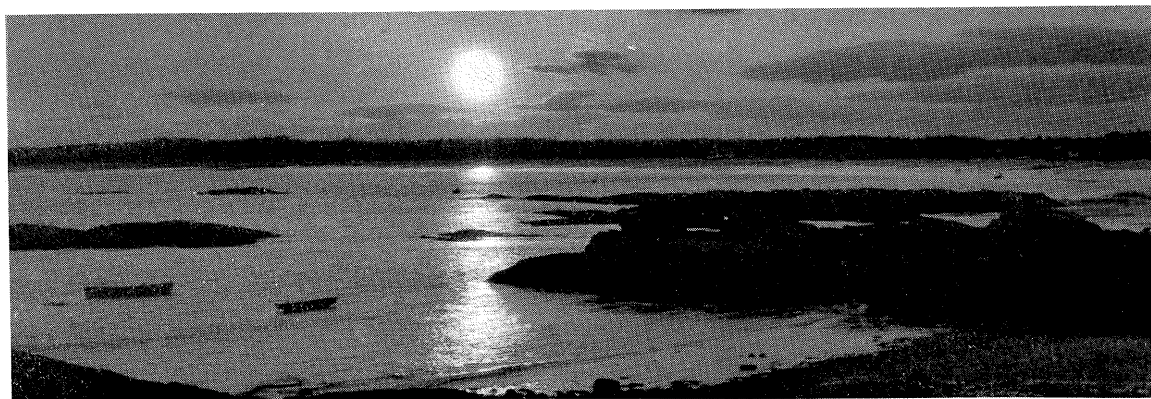
Sec. 32. JURISDICTION; PENALTY FOR PERFORMING DUTIES OF PORT WARDEN WITHOUT AUTHORITY. In the cities and towns for which they are elected, port wardens shall have exclusive jurisdiction in all matters pertaining to their duties, as specified in this chapter; and any other person who performs or attempts to perform any such duties in any city or town wherein there is a port warden, forfeits for each offense one hundred dollars, to be recovered in an action of debt by any prosecutor.

#### SAFETY; QUARANTINE

In addition to the Federal regulations providing for the safety of ships, their freight and passengers, to the Port of Portland, the State law makes extensive provisions. It is required that every boat or lighter employed in carrying stones, sand or gravel shall be marked; that neither ballast, stone or other refuse or decaying animal matter is to be thrown into the harbor. The use of dynamite and poisonous substances is forbidden for the purpose of destroying fish, and nuisances are expressly enjoined. Vessels with infected persons are required to anchor at a distance from the City, there to remain until the local Board of Health gives a written permit. If a master, foreman or passenger of a vessel in which there is or lately has been any infection, arrives in port, he is subject to the jurisdiction of the local board of health of the town which may establish quarantine regulations to prevent an epidemic.

It is the duty of pilots bringing in such vessels to make known the orders of the Board of Health in respect to quarantine.

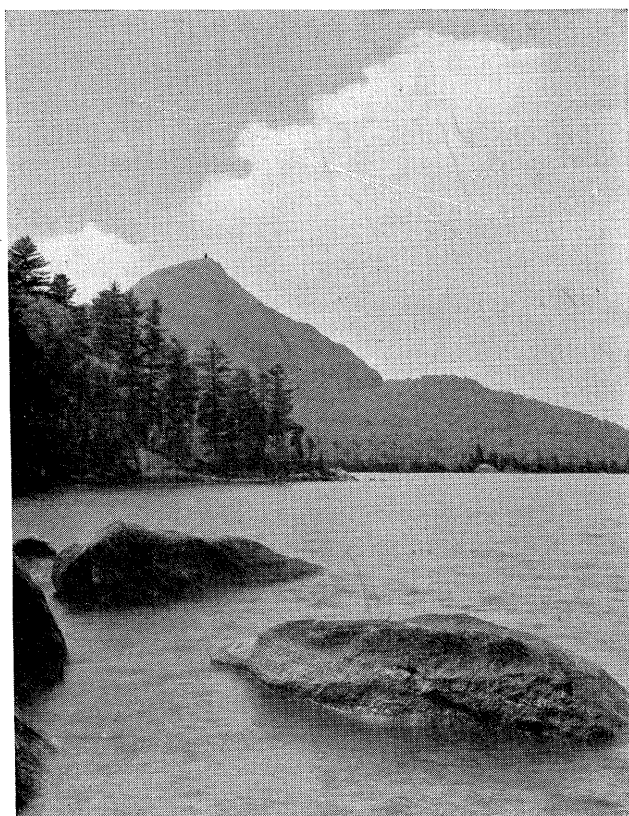
See Sections 145 to 153 of Chapter I, Laws of 1933.





# The Forests of Maine

15,000,000 ACRES



## A Heritage of Three Centuries Perpetuated

From the first ships built on  
this continent—merchant-  
man and man o' war, that  
helped make America's il-  
lustrious history—

To the first toothpicks made  
in the world—

*Maine Forests and Maine  
Industries are still mak-  
ing new history.*

White Pine, Spruce, Fir, Hemlock, Birch, and other Northern  
Hardwoods—An everlasting source of supply

*"THERE IS HEALTH IN THE MAINE WOODS"*

Write for Bulletin No. 8, an Historical Booklet entitled, "The Forests of Maine"

MAINE FOREST SERVICE  
AUGUSTA, MAINE



## Legislation Creating the "Port of Portland Authority"

Extract Chapter 114 of the Private and Special Laws of Maine, 1929

Sec. 1. There is hereby created "Port of Portland Authority," hereinafter referred to as the "Port Authority," which shall be a body corporate and politic, having the same rights, privileges and powers as have corporations organized under the general law in addition to, and except in so far as inconsistent with, the powers herein enumerated, with the right to adopt a common seal and to establish by-laws and regulations for the management of its affairs not repugnant to its charter and the laws of this state, and with a principal place of business and office in Portland, Maine.

(a) There is hereby created a district to be known as the "Port of Portland" which shall include the land and waters within the limits of the cities of Portland and South Portland, together with the land and waters of Portland harbor.

(b) The said Port Authority is constituted a public agency of the state of Maine for the general purpose of acquiring, constructing and operating piers and terminal facilities at the Port of Portland, with all the rights, privileges and power necessary therefor, and shall have the power of buying, leasing and otherwise acquiring and of holding, owning, controlling, constructing, leasing, operating and otherwise using and of selling and otherwise disposing of real and personal property and such rights and easements therein as its directors may from time to time consider necessary for the purpose of constructing, or securing the constructing or utilizing of piers and in connection therewith, highways, waterways, railroad connections, storage yards and sites for warehouses and industrial establishments, and may lay out and build thereon such piers, with buildings and appurtenances, docks, highways, waterways, railroad connections, storage yards, elevators, public warehouses, and every kind of railroad and marine terminal facility, as, in the opinion of its directors, may be desirable; but no lease for a term exceeding five years, contract for purchase or new construction exceeding five thousand dollars or deed of conveyance of real estate given by the Port Authority shall be valid until approved by the governor and council; no form of indebtedness issued or liabilities incurred by said Port Authority shall become an obligation of the state of Maine and all instruments so issued shall so state; it may acquire, hold and operate lighters and other vessels necessary or convenient;

it may establish and collect the fees, rates, rentals and other compensation for the use of its property and facilities; it shall keep account of its income and expenditures, property and liabilities, in manner approved by the state auditor, who shall audit its books of accounts at least once a year, and it shall make an annual report of the condition of its property and finances to the governor and council; the net income of the Port Authority may be used for improvements and extensions of the property of the Port Authority in the discretion of its directors. It may grade and surface any suitable railroad locations or traffic ways which are or may be located on lands, flats or rights therein, now owned or hereafter acquired by it under the provisions of this act, and may carry said ways or railroads across any railroad or railway location or public way at, above or below grade, subject however to the approval of the public utilities commission, and may provide suitable and convenient track connections between the rails serving any pier or piers and those of any existing or proposed railroad that now reaches or hereafter may reach Portland. All piers held or controlled by it shall also be accessible and open to all teaming and lighterage traffic, subject to such regulations as its directors may from time to time make. Upon application to it any railroad company that now reaches or hereafter may reach Portland, either by its own rails or under trackage or traffic contract or agreement with any other railroad company, may be provided by it with a track connection with the tracks serving such pier or piers. Bonds or other securities issued by the Port Authority shall at all times be free from taxation by the state of Maine.

(c) The Port Authority may establish by contract or otherwise through and interchange rates with carriers connecting with or using its facilities, and may make contracts with any public utility as defined in chapter fifty-five of the revised statutes, and acts amendatory thereof and additional thereto, for the use by said Port Authority of any facility of such public utility for the transportation of property, as defined in said chapter fifty-five and acts amendatory thereof and additional thereto, or for joint use, or for use by such public utility for the furtherance of the purposes of this act, and acts amendatory thereof and additional thereto, of any facilities owned by





## GOODALL-SANFORD INDUSTRIES SANFORD, MAINE

Velmo Mohair Upholsteries  
Seamloc Broadloom Carpet

Goodall Mohair Draperies  
Leatherwove Coated Fabric

Presented by L. C. CHASE & CO., INC.

295 Fifth Avenue, New York  
BOSTON CHICAGO DETROIT LOS ANGELES

Genuine Palm Beach Suiting Uniform and Apparel Fabrics

Presented by GOODALL COMPANY, New York  
200 Fifth Avenue

Palm Beach Suits made from genuine Palm Beach Cloth

Presented by GOODALL COMPANY, Cincinnati

Goodall Worsted Company  
Sanford, Maine

Sanford Mills  
Sanford, Maine

## DANA WARP MILLS

WESTBROOK, MAINE

COTTON YARNS  
COTTON WARPS  
FAST COLORS

Capacity 100,000 lbs. per week

*Specialists in Cotton - Woolen - Worsted and Rayon Novelty Yarns*

Established 1857

**Royal River Mills, Inc.**

*Manufacturers of*

**SEAMLESS COTTON BAGS**

HENRY T. HALEY, President

*The Standard For Over 70 Years*

**YARMOUTH, MAINE**

**Saunders Brothers**

Westbrook, Maine



*Manufacturers of*

**DOWELS AND OTHER  
WOOD PRODUCTS**



said Port Authority or for the joint use thereof.

(d) The Port Authority shall have the right, in accordance with the procedure prescribed in chapter fifty-five of the revised statutes and acts amendatory thereof and additional thereto, to file complaint against any public utility or public utilities engaged within the territorial limits of the municipality of Portland in the transportation of property delivered or destined for delivery at or routed over the property of the Port Authority, representing in such complaint that said public utilities have failed to agree upon joint use of the facilities described in section forty-two of said chapter fifty-five belonging to them or either of them, and by such complaint to invoke the jurisdiction conferred in such cases by said section forty-two upon the public utilities commission upon its own motion or upon complaint of any public utility affected; and said commission may, in accordance with the procedure and conditions prescribed by said section, issue any order for such joint use by said public utilities and prescribe the compensation, terms and conditions therefor as if said proceeding had been initiated upon its own motion or upon complaint of any such public utility.

Sec. 2. The Port Authority shall consist of a board of five directors who shall be in the first instance the directors of the Port of Portland appointed and serving under the provisions of chapter eighty-four of the private and special laws of nineteen hundred and nineteen as amended at the time this act takes effect and their terms shall be for the period of their unexpired terms as such directors of the Port of Portland. Thereafter the directors shall be appointed, four by the governor, with advice and consent of the council, and one by the city council of the city of Portland, as follows, at the expiration of the term of any member appointed by the governor, the governor shall appoint one member to serve for three years, and at the expiration of the term of the member appointed by the city council, the city council shall appoint a member to serve for three years. Any vacancy occurring among the directors shall be filled for the unexpired term by the governor or by the city council, according as the vacancy occurs among the members originally appointed by the governor or by the city council respectively. In all cases a member shall continue to serve until a successor is appointed and qualified. The directors shall elect from their own number a president and may also elect a treasurer and such other officers as the board of directors may from time to time deem necessary or advisable and who need not be directors.

(a) All the powers of the Port Authority may be exercised by the board of directors in lawful meeting and a majority of the directors shall be necessary for a quorum. Regular meetings of the board of directors may be established by by-law and no notice need be given to the directors of such regular meeting. Each director shall receive from the Port Authority an annual salary of five hundred dollars, and shall be reimbursed for all expenses incurred in the discharge of his duties as such director. The board of directors shall determine and fix the salary of all other officers and employees of the Port Authority.

(b) Actions at law or in equity in the courts of this state or before the public utilities commission or industrial accident commission may be brought by or against the Port Authority as if it were a private corporation except that its property may not be attached, trustee, or sequestered, but if a judgment recovered against it is not paid within thirty days, its personal property may be seized on execution.

(c) The first meeting of the Port Authority may be called by any director of the port of Portland by mailing, postage prepaid, a written notice naming the time and place of such meeting to each of the other directors of the port of Portland seven days, at least, before the day of the meeting.

Sec. 3. Upon the completion of the organization of the Port Authority, the directors of the port of Portland and the state of Maine, acting by the directors of the port of Portland, shall convey by deed to the Port Authority the land, wharves and privileges conveyed to the said directors of the port of Portland to hold as the property of the state of Maine by deed recorded in the registry of deeds for Cumberland county in book one thousand eighty-six, page forty-one, together with the structures thereon, shall assign to the Port Authority its interest whether as lessor or lessee in all leases of the whole or any part of said property and shall convey to the Port Authority all moneys, accounts receivable, insurance policies and other property of whatever nature, real or personal, in the custody or control of the directors of the port of Portland. The city of Portland, the city of South Portland and The Portland State Pier Site District, are each hereby authorized to convey any and all right, title and interest by revision or otherwise which they may have in and to the land, wharves and privileges conveyed to the directors of the port of Portland to hold as the property of the state of Maine by deed recorded in Cumberland county registry of deeds in book one thousand eighty-six, page forty-



Factories, Office and Salesroom, Deering Junction, Maine

## Thos. P. Beals Furniture Company

Furniture Manufacturers

Woodfords Station

Portland, Maine

*Pine Tree Oil Cloth*

**Wadsworth & Woodman Co.**

Manufacturers of

**TABLE OIL CLOTHS**

Winthrop, Maine

**Portland-Monson Slate Co.**

**ELECTRICAL SLATE**

*Slate Goods of Every Description*

*Monson Roofing Slate*

Office

PORTLAND, ME.

Quarries

MONSON, ME.

**Limerick Yarn Mills**

Limerick, Maine



*Selling Agents*

**Waterman, Currier & Co., Inc.**

Boston, Mass.

**The James Bailey  
Company**

**SPORTING GOODS**

264-266 MIDDLE STREET

343 FOREST AVENUE

**PORTLAND RUBBER COMPANY**

*Hose-packing - Rubber and Oil Clothing*

SEE US IF IT IS OF RUBBER

259 Middle Street

Portland, Maine

Badges Door Plates Notary Seals Marking Devices of All Kinds

**THE WELCH STENCIL CO.**

Manufacturers of

**Rubber Stamps, Stencils, Engraving  
and Printing**

7 EXCHANGE ST. Tel. 4-3173 PORTLAND, MAINE

**SAWYER-BARKER CO.**

Wholesale General Dry Goods

Manufacturers

Pine Tree Brand Garments

PORTLAND, MAINE

**LONG, LIBBY & HANSON CO.**

WHOLESALE

Hosiery, Underwear, Dry Goods

157-161 Middle Street

Portland, Maine



one, without consideration, by good and sufficient deeds of said municipal corporations to be executed by the municipal officers designated by the city councils of said cities and the pier site commissioners of said district, provided that said city councils and said pier site commissioners, at special meetings thereof to be duly called for such purpose, also authorize such conveyance. All real and personal property at any time owned in the name of the Port Authority shall be considered as the property of the state of Maine and entitled to the privileges and exemptions of property of the state, except in so far as waived by the duly authorized contract, mortgage or other written instrument of the Port Authority, or by this act.

Sec. 4. (a) The Port Authority shall cause to be made all necessary plans for the comprehensive development of the harbor and shall have immediate charge, for the purpose of carrying out and making effective the terms of this act, of the land and flats now or hereafter owned by the state upon or adjacent to Portland harbor, and of the construction of public piers and other public works therein, shall administer all terminal facilities which are or may hereafter be under its control, and the directors shall keep thoroughly informed as to the present and probable future requirements of steamships and of shipping, and as to the best means which can be provided at the port of Portland for the accommodation of steamships, railroads, warehouses and industrial establishments. The Port Authority shall employ such engineers, clerks, attorneys, agents, assistants and other employees as it may deem necessary to carry out the purposes of this act and shall determine their duties and compensation.

(b) The Port Authority shall keep at its office maps, charts, plans and documents relating to the lands and waters under their charge. The directors shall at all times have access to any other maps, charts, plans and documents relating to said waters and lands, in the office or custody of any other public board, commission or official.

(c) The Port Authority shall take all proper measures to obtain from the city of Portland or the city of South Portland or both, without expense to the Port Authority therefor, a conveyance of all the present right, title and interest of the cities or either of them in and to flats and rights of such cities or either of them, which, in the opinion of its directors, are required for the development contemplated by this act, and the cities of Portland and South Portland, or either of them, are hereby authorized to make such conveyance, and also in furtherance of the development of the port to make conveyance to the Port

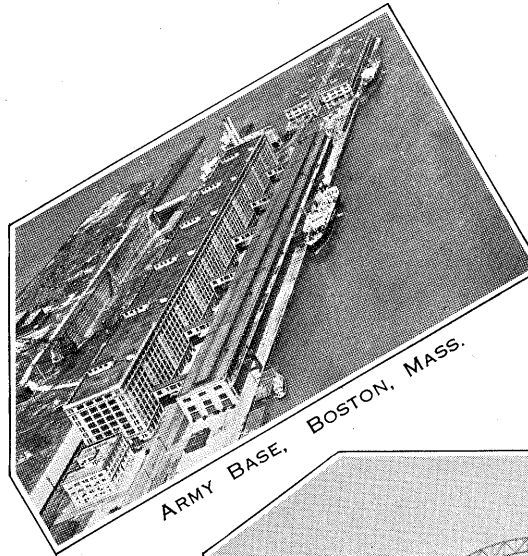
Authority, but only for maritime or commercial improvement, of any shore lands owned by such cities elsewhere, acquired either by purchase or taking.

(d) It shall be the duty of the directors to make, and so far as may be practicable, to put into execution, comprehensive plans providing on the lands now owned or hereafter acquired by the Port Authority at the port of Portland adequate piers, capable of accommodating the largest vessels, and in connection with such piers, suitable highways, waterways, railroad connections and storage yards, and sites for warehouses and industrial establishments.

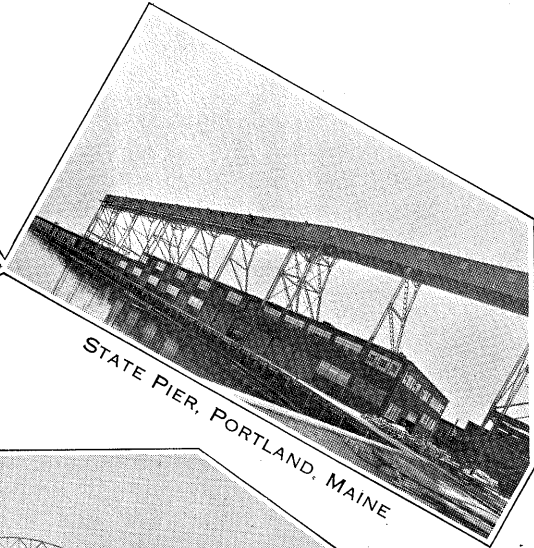
Sec. 5. The supreme judicial court shall have jurisdiction in equity, upon information filed by the attorney general, of violations of the provisions of this act.

Sec. 6. In order to take any property by right of eminent domain, the Port Authority shall within ninety days after voting to take any lands or easements therein, file and cause to be recorded in the registry of deeds for the county in which the property to be taken is situated, a description thereof sufficiently accurate for identification, and the names of owners, if known, with a general statement of the purposes for which the same was taken, signed by the proper officers of the Port Authority. Notice of such proceedings shall be given to the owners thereof, if known, and the said notice shall be published once a week for three weeks in a newspaper regularly published in the county where the said lands or easements are situated. The recording shall operate as a taking of the real estate and of the rights and easements therein described. No taking shall be valid unless it is recorded in accordance with the provisions of this section. When, for any reason, the Port Authority fails to acquire the property authorized to be taken, and which is described in such description, or when the location or description or both so recorded, is defective or uncertain, the Port Authority may at any time correct and perfect such description or location and file a new description or location in place thereof, and in such case, there shall be liability in damages only for property for which the owner had not previously been paid, to be assessed as of the time of the original taking, and there shall be no liability for any acts which would have been justified if the original taking had been lawful. No entry shall be made on any private lands, except to make surveys and borings, until the expiration of ten days from said filing, whereon possession may be had of all said lands or interests therein or easements so taken.

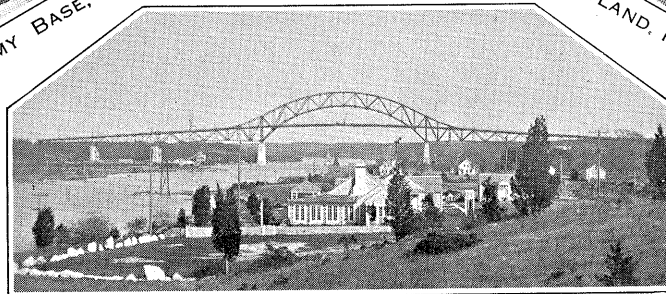
Sec. 7. If upon petition by the Port Authority



ARMY BASE, BOSTON, MASS.



STATE PIER, PORTLAND, MAINE



BOURNE BRIDGE, CAPE COD CANAL

*Typical structures planned, designed and construction supervised  
by*

FAY, SPOFFORD & THORNDIKE

FREDERIC H. FAY  
JOHN AYER  
BION A. BOWMAN

CHARLES M. SPOFFORD  
CARROLL A. FARWELL  
RALPH W. HORNE

*ENGINEERS*

BOSTON, MASS.

Port Developments = Waterfront Structures

Bridges

Water Supply and Sewerage

INVESTIGATIONS AND REPORTS  
DESIGNS  
SUPERVISION OF CONSTRUCTION



the public utilities commission finds it to be in the public interest and to be practicable without substantially impairing the ability of any common carrier owning or entitled to the enjoyment of terminal facilities within the port of Portland to handle its own business, it shall have power to require the use, until such time as the common carrier requires such terminal facilities for its own business, in common with such carrier, of any such terminal facilities, including docks, piers, warehouses, freight sheds and grain elevators, and tracks to said facilities, by the Port Authority for the transportation of property, as defined in chapter fifty-five of the revised statutes of nineteen hundred and sixteen and amendments thereof, delivered or deliverable at or routed over the property of the Port Authority at the port of Portland on such terms and for such compensation until such time as the common carrier requires such terminal facilities for its own business as the Port Authority and such carrier may agree upon, or in the event of a failure to agree, as the public utilities commission may fix as just and reasonable for the use so required. Such compensation shall be paid or adequately secured before the enjoyment of the use may be commenced. If under this paragraph the use of such terminal facilities of any carrier is required to be given to the Port Authority, and the carrier whose terminal facilities are required to be used is not satisfied with the terms fixed for such use, or if the amount of compensation so fixed is not duly and promptly paid, the carrier whose terminal facilities have thus been required to be given to the Port Authority shall be entitled to recover, by suit or action against the Port Authority, proper damages for any injuries sustained by it as the result of compliance with such requirement, or just compensation for such use, or both, as the case may be. The provisions of this section are subject to the exercise of any jurisdiction which may reside in the interstate commerce commission.

Sec. 8. The provisions, restrictions and requirements of chapter one hundred and ninety-two of the private and special laws of nineteen hundred and seventeen, entitled, "An Act to Create a Board of Harbor Commissioners for the Harbor of Portland and Define its Powers," shall not control, limit, govern, affect or apply to the powers, acts and duties created or established by this act and imposed upon or entrusted to the Port Authority or persons acting by or under its authority and in the event of conflict between the provisions of the act entitled "An Act to Create a Board of Harbor Commissioners for the Harbor

of Portland and Define its Powers" and this act entitled, "An Act to Create the Port of Portland Authority," the provisions of the former act, entitled "An Act to Create a Board of Harbor Commissioners for the Harbor of Portland and Define its Powers," that are in such conflict and inconsistent with this act, shall be suspended and the provisions of this act shall control and be effective, but nothing herein shall be construed as affecting or modifying the provisions of chapter one hundred and ninety-two of the private and special laws of nineteen hundred and seventeen, so far as the provisions of such act relate to persons, firms, corporations, boards or commissioners other than the Port Authority.

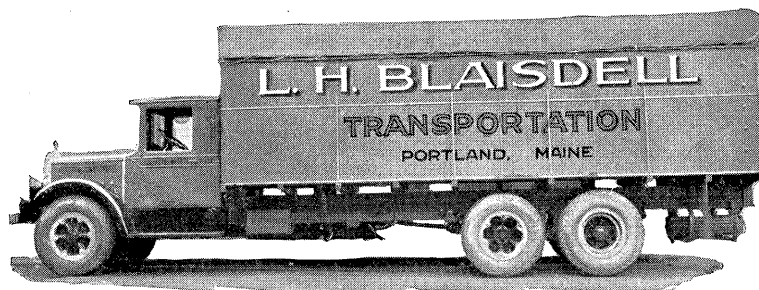
Sec. 9. Any other act or parts of acts that are in conflict with or inconsistent with the provisions of this act, are hereby suspended and superseded, so far as they relate to the provisions of this act, or any part thereof.

Sec. 10. Chapter eighty-four of the private and special laws of nineteen hundred and nineteen, as amended by chapter one hundred and twenty-three of the private and special laws of the special session of nineteen hundred and nineteen, as further amended by chapter one hundred and eighteen of the private and special laws of nineteen hundred and twenty-three, as further amended by chapter ninety-nine of the private and special laws of nineteen hundred and twenty-five, entitled "An Act to Provide for the Building of Public Wharves and for the Establishment of Adequate Port Facilities and for the Advancement of Commerce," is hereby repealed, provided however, that such repeal shall not be effective until the organization of "Port of Portland Authority" hereunder and that the directors of the port of Portland shall continue to exist as an agency of the state of Maine until they shall have made the conveyances, assignments, etc., which this act provides shall be made by them and further provided that the act so declared to be repealed remain in force for the preservation of all rights and their remedies existing by virtue of it, and so far as it applies to any office, trust, judicial proceeding, right, contract, limitation, or event, already affected by it.

Sec. 11. If any clause, sentence, paragraph, or part of this act shall for any reason be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, or part thereof directly involved in the controversy in which such judgment shall have been rendered.



Daily Service—Massachusetts and Central Maine  
Contract Trucking to All New England Points  
Local Hauling—Any Quantity



P. O. Box 615

55 Federal Street, Portland, Maine

Telephone 2-3733

*FIFTEEN YEARS EXPERIENCE*

*FIFTEEN TRUCKS*

*INSURED AND BONDED*

## CHASE TRANSFER CORP.

*ESTABLISHED 1858*

Local and Contract Carriers in Maine

SPECIALIZING IN

Boiler, Machinery and Stack Moving and Erecting

*ASK FOR ESTIMATES*

AMPLE EQUIPMENT AND EFFICIENT MEN

48 Commercial Street

Phone 3-3847

Portland, Maine

## FOGG'S TRANSPORTATION

*COMMON CARRIER TO*

GARDINER, TOGUS, HALLOWELL, AUGUSTA, MANCHESTER, WINTHROP  
CANTON, DIXFIELD, MEXICO, RUMFORD, EAST SUMNER, BUCKFIELD  
MONMOUTH, GREEN, VASSALBORO' WATERVILLE, FAIRFIELD, OAKLAND

*Also Contract Carrier to All Points in State*

Office, 1 DANA STREET

Dial 2-6584

Garage, 10 COTTON STREET

P O R T L A N D





## Motor Trucking Industry

During the past twenty-five years, there has been phenomenal growth and progress in the transportation world. Not only have rail and water carriers made rapid strides in the development of new devices and methods for increased efficiency, but new instruments have been created,—the Truck, the Bus and the Airplane, produced to meet present age requirements and demands.

Transportation is the means by which the people of a nation, of a sovereign state, or of the various cities or towns within such state, may have at their disposal, expeditious and adequate facilities for the establishment of business interchanges and neighborly contacts, that will enable each to enjoy the benefits derived from the production, the industrial, commercial and agricultural activities of the others.

This is not a thesis on the superiority of the truck over rail. Each has its place in the transportation life of our nation. Each has its "inherent rights", which must be respected and protected, and, the Shipping Public, which demands progress in transportation in order that it may meet the requirements of a hysterical and insistent General Public, has the right to utilize whatever means of transportation may serve it to the best advantage.

Present day Highway Transportation is our country's largest industry, with 25 Billion dollars invested in automobiles and trucks, garages, factories, terminals and filling stations, with an annual payroll of nine hundred million dollars.

Although such statistics are interesting, and become more interesting daily as increased burdens in the form of taxes both direct and indirect are assessed, this is not the time or place for further discussion of this character.

It is necessary and desirable then, that we localize our expressions for our present purpose.

Conditions change, everything changes to keep in line with the march of progress, and the coming of the motor truck has been and is a recognized and welcome contribution of modern transportation to Portland and to Maine in its ability to perform a particular service at a particular time, in a particular manner, with a flexible and adaptable type of operation that makes it possible for practical and economic relations to exist from a standpoint of daily transaction of business.

The State of Maine comprises some 33 thousand square miles of territory. The majority of our people live in some 800 communities and these communities are connected by some 22 thousand miles of highway of some type.

Over these highways move daily approximately 34,000 trucks, operating in every character of highway service from the underpaid and discouraged road patrolman to the rural mail carrier, the farmer in the early morning speeding to town with eggs and produce, then to the still more poorly paid dump truckman wearing out his equipment in order that we may have still better roads, and so on up to the large vans that move over the state in the hours when most of us sleep in order that the stores may have in the early morning fresh supplies, fresh fruit, fresh foods, fresh meats, everything fresh because the public wants it so.

The withdrawal of such a service for a single day would mean suffering and hardship to thousands of our citizens who depend upon trucks, not only as a method of earning a livelihood but also for their neighborly contacts that make them a part of the economic life of our state.

The movement of freight by motor truck over the highways of Maine has every appearance of a haphazard and unorganized system.

Let us consider this. There is not a ton of freight that comes into Maine by rail that is not distributed by truck, unless it is of such character or in such quantities that its destination is on sidings or some such termini.

Very little freight moves by water or rail out of our state but what is transported to rail head or tidewater by truck.

This calls for certain schedules on the part of the truck in order that demurrage charges on the part of cars or vessel may be averted.

Approximately 4,000 Tons of freight move over our highways in Interstate Commerce daily. The bulk of this tonnage moving through Portland; 60% of it is transferred at truck terminals here for distribution by truck to every city, town, plantation and CCC Camp in our State.

This tonnage is no part of the General Freight handled by truck which comes into Portland for distribution by Rail or Vessel.

With the arrival of each steamer at our State Pier and other Port Terminals, there must be available, the trucks not only for local distribution but, for delivery to the far distant corners of Maine and with the withdrawal of the service of the Eastern Steamship Company from our eastern ports, we must look to the trucks again to complete the water haul that ends at Portland.



**Fast Freight to All Points in New England**

**ALL GOODS INSURED IN TRANSIT**

**"IT PAYS TO PAY A LITTLE MORE"**

**Furniture Moving and Trucking**

**GRIGGS-TURNER CO., INC.**

**185 WASHINGTON AVE. DIAL 3-4534 PORTLAND, MAINE**

**W. J. FOLEY TRUCKING CO.**

**--- "AT YOUR SERVICE" ---**

**CONTRACT HAULING TO ALL POINTS IN MAINE**

**THEATRICAL AND BAGGAGE TRANSFER**

**POOL CAR DISTRIBUTION—GENERAL FORWARDING**

**41 COMMERCIAL ST.**

**DIAL 2-7368**

**PORTLAND, ME.**

**HUNNEWELL TRUCKING, Inc.**

**General Trucking of All Kinds**

**Freight Forwarders, 24 Hour Service**

**Long Distance a Specialty**

**Every Load Insured**

**65 Commercial Street**

**Dial 2-8357 - 2-8358 - 2-8359**

**Portland, Maine**

**HAROLD W. ADAMS**

**Local and Long Distance Piano  
and Furniture Moving**

**GENERAL TRUCKING**

**ALL GOODS INSURED**

**Terminal, 65 Commercial St., Portland**

**Dial 3-6401—3-8656**

**Atlantic Motor Express**

**COMMON and CONTRACT  
CARRIER**

**Executive Office**

**76 Cross Street, Portland, Maine**

**Telephone Dial 2-1907**

**Boston Office**

**42-48 Hartford Street**

**Telephone Hancock 6887-6888**

# "AMERICA'S SUNRISE GATEWAY"

The great network of truck lines that serves Maine, although made up of individual operators, yet is in itself a system worthy of mention.

Out of Portland in every direction are so-called Common Carrier truck lines. There are 100 Common Carriers operating by Motor Truck over the highways in Maine, authorized by the Maine Public Utilities Commission to operate as such.

There is nothing haphazard or casual about these operators. Day and night, winter and summer the service they are authorized to perform is available to the Public. Every movement of these common carriers is regulated in the Public Interest.

Through snow and rain, sleet, hail, fog and over ice coated roads, the Public must be served and the truck driver is presumed to be but an integral part of the machine he operates.

Augmenting the service of the Common Carrier, is the Contract Carrier, authorized by the Public Utilities Commission of Maine, to operate as such over Maine Highways by truck.

The service extended the Public by the Contract Carrier in Maine, cannot be over-estimated. Here we have the daily movement of Dairy Products, and other special truck load operations, of an individual character, to meet individual commercial requirements, the greatest being perhaps the tremendous production of Pulp Wood which moves today by truck to both rail head and mill.

By far, however, the greatest tonnage, hauled by truck in Maine, moves on equipment belonging to the private owner, who operates for himself transporting his own property and not holding himself out for hire.

It is this type of trucking that has created havoc with railroad revenue as well as with the earning

power of the truckman who has no other method of earning a living.

A large percentage of these private-owner-operators, have entered the field of transportation with the thought that a burdensome and terrifying overhead might be decreased.

This has not been the solution to their problem and many shippers and producers who own one or more trucks in Maine today would be happy to be out of the trucking business.

There has developed during the past three years a desire on the part of the General Public and the truckman himself for intelligent regulation of the trucking industry.

In 1933 a truck regulatory bill became effective in Maine and our last Congress passed the Federal Motor Carrier Act.

The truckmen of this State are prepared to contribute intelligently toward the raising of our transportation system as a whole to a higher level of co-ordination. They have in the past, and are today working diligently to secure uniform practices and standardized schedules of rates and tariffs, recognized and respected by the industry and the public alike.

It is only through such methods and with the cooperation and understanding of the public, it was created to serve, that trucking in Maine and in the nation, will fully make the most of its "Inherent Rights", to the increased benefit of the public and a degree of prosperity to the authorized, regulated members of the Trucking Industry.

Signed, GEO. L. BOWLES,  
Secretary-Treasurer,  
Commercial Motor Vehicle Assn.  
of Maine.



BUCKSPORT BRIDGE



## F. G. CONGDON TRUCKING

*Contract Carrier to All Points in Maine*

Common Carrier Portland to Fryeburg, Portland to Sanford, Portland to Fairfield, Portland to Belfast, and intermediate points

501 FOREST AVENUE

Telephone 2-1471

PORTLAND, MAINE



## If You Want STORAGE

*Members of*  
N. F. W. A.  
A. C. W.  
A. W. A.

Then Get The Best—Choose It As You Would Your Bank—The Only Difference Is That One Handles Money—The Other Merchandise Or Other Lines Such As Automobiles Or Furniture

*WE HANDLE ALL THREE*

Our Location Joins The State Pier—In The Wholesale District

Packing and Shipping—Rug Cleaning—Shampooing

About Four Acres Floor Space—Lease Large Areas—Offices, Etc.

Canned Goods a Specialty

In Transit Privileges On All Railroads—Free Switching

## GALT BLOCK WAREHOUSE 20 COMMERCIAL STREET

### COBB & SHACKFORD, INC.

*DAILY SERVICE*

PORTLAND - NORWAY - SO. PARIS

BETHEL, ME. - BERLIN, N. H.

Terminal, 20 PORTLAND ST. Tel. 3-4781  
PORTLAND, MAINE

### *Across the street or across the country* LINNEKEN TRUCKING CO.

PAUL E. MERRILL, Gen. Mgr.

FURNITURE MOVING SPECIALISTS  
GENERAL TRANSPORTATION

PORTLAND, MAINE

DIAL 2-6551

### ARROW LINE

C. J. GREELEY

MOTOR FREIGHT

Especially Equipped for the Canned Goods Trade  
Distributing—Warehousing—Labeling

TEL. 3-4781

20 PORTLAND ST.

LINCOLN E. CLEMENT

PHILIP J. CLEMENT

### CLEMENT BROS., INC.

*Motor Transportation*

A. & P. Forwarders

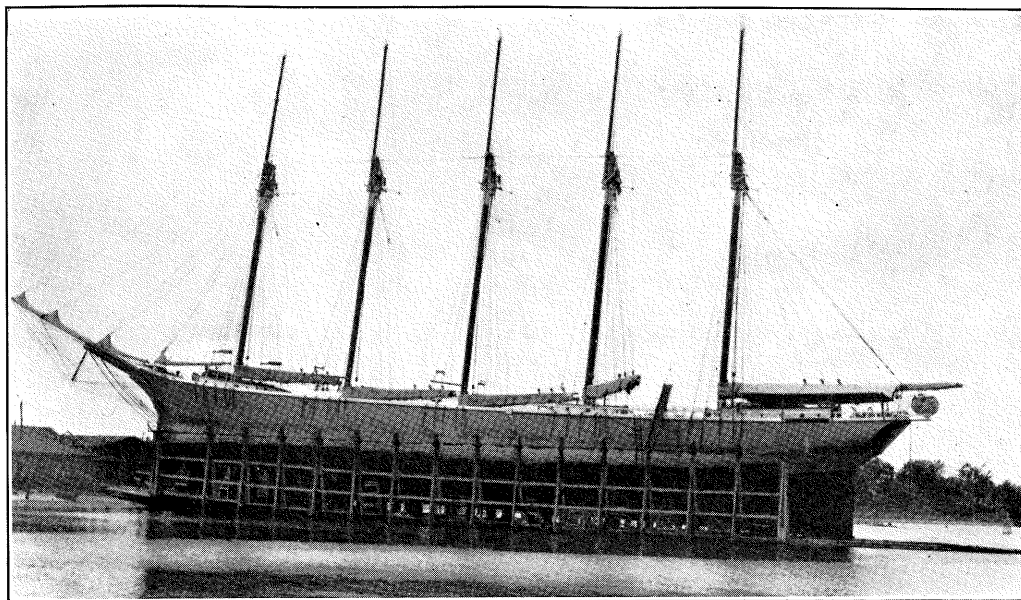
Contract Carriers Permit

351 FOREST AVE.

4-4946

PORTLAND, ME.

## Schooner "Edna Hoyt"



Last November the Schooner "Edna Hoyt," the last of the five-stickers afloat on any ocean, cleared from the Port of Portland with a cargo of 7,000 bundles of shooks for Barbados. According to the ship's articles, signed at the Custom House at the time, this was the beginning of a voyage which is not to exceed six months from Portland "to one or more ports of the West Indies, thence to Venezuela—and ports—and back to a final Atlantic Coast port of discharge."

Prior to setting forth on this voyage the "Edna Hoyt" was supplied with a new rudderpost. The work was done by the Boyce Machine Company and it was during this operation that the accompanying photograph was made.



## INGALLS & COMPANY

*Specializing in*

**LONG DISTANCE FURNITURE MOVING**

UNITED STATES and CANADA

PORTLAND, MAINE

18-20 COTTON STREET

DIAL 3-3707

## JOHNSON MOTOR TRANSPORT

**BONDED WAREHOUSEMEN & FAST FREIGHT FORWARDERS**

**SUPERIOR MOTOR TRUCK SERVICE TO ANY  
POINT IN NEW ENGLAND**

HOME OFFICE—SO. WINDHAM, ME.—TELEPHONE 108

Portland Terminal and Warehouse, 36-38 PLUM ST., Telephone 2-4831

Boston Terminal, 375 CONGRESS ST., Tel. Liberty 9778-9779

## PINE STATE EXPRESS

DAILY EXPRESS SERVICE

BETWEEN

BOSTON - PORTLAND - LEWISTON  
WATERVILLE and BANGOR

All points in Massachusetts, New York, Rhode Island and Connecticut

*REFRIGERATOR SERVICE FOR PERISHABLES*

33 West Commercial St., Tel. 3-2914

Boston Office Call Kirkland 9350

Office Phone 2-9773

House Phone 2-1437

**J. E. STEPHENSON**

**PIANO AND FURNITURE MOVING**

Local and Long Distance Moving of All Kinds

New Padded Van Service Goods Insured in Transit

Office: 61 UNION STREET PORTLAND, MAINE

All Calls Promptly Attended To

## General Lighterage Co.

Hobson's Wharf Portland, Maine

**FLOATING EQUIPMENT OF  
ALL DESCRIPTIONS**

## Utterstrom Brothers, Inc.

*Motor Transportation*

PORTLAND, - MAINE

**GOODRICH SILVERTOWN TIRES**

**BATTERIES - ACCESSORIES**

Dial 3-8128

**MAINE AUTO SUPPLY CO.**

34 PREBLE ST.

PORTLAND, ME.



## Yachting in Maine Waters

By EDWARD H. CARLSON

The visiting yachtsman may be a millionaire, puffing a corona-corona under the awnings of a gleaming, Diesel-powered cruiser that rides like a vest pocket battleship in the anchorage down the bay; or he may be a college boy in dungarees, yanking at the flywheel of a twenty-foot sloop's balky auxiliary engine.

It doesn't matter. Whoever he is, and whatever the size and rig of the craft he sails, he'll find a welcome waiting in every port, whether city or fishing village, he happens to choose for a fort-night's visit or an overnight anchorage, anywhere along the ragged, rugged coast of "Many-Har-bored Maine."

Take Portland, for instance: There's room enough in Portland harbor and up and down island-dotted Casco Bay for all the pleasure craft on all the Seven Seas, and adequate facilities for fuelling them, storing them, overhauling, caulking and painting them.

And there's romance and scenery enough—all the way from Kittery to Quoddy Head—to bring them back again next year, and many years after.

The gulls of Green Island (have you never heard them?) scream a welcome to the pleasure craft swinging eastward out of Portland to explore the wild shoreline that runs up toward Campobello and the rising sun.

And off to port, and ahead, lie Jewel Island, pitted and gouged in a hundred places where searchers have dug in vain for Captain Kidd's treasure (buried somewhere ashore there, so legend says); Eagle Island, where Admiral Peary, discoverer of the North Pole, spent many summers; Harpswell, Brown Cow Island and the ledge of the Roaring Bull; Small Point and the mouth of the Kennebec beyond, with rocky, ill-named Lover's Rock, a stone's throw offshore, and lofty Seguin, capped by its white little lighthouse, a point or two on the starboard bows. Beyond Seguin lie The Sisters, twin ledges where commercial fishermen lower their nets for haddock and cod; and shoreward, cottage-dotted Squirrel Island, The Cuckolds, and busy, beautiful little Boothbay Harbor.

You sail past all that beauty in just a little more than thirty sea miles, from White Head—one of Portland Harbor's three deep-water entrances—to the yacht club mooring ground at Boothbay. It's just a sample of what yachting can be, anywhere along the picturesque coast of this salty old State.

The cruising yachtsman in Maine waters will find he is seldom far from a good boat yard or marine railway where, when necessity arises, he can obtain repairs or new fittings for his boat. That is because the Maine coast abounds in good harbors.

And somewhere along the shore of virtually every harbor on the long Maine coast will be found a seaport city, a large town or two, or a handful of fishing villages. Wherever human beings live at tidewater in Maine, a large percentage will be men who make their living directly from the sea, men who know boats and understand boat-building and marine repair work thoroughly. Portland harbor offers two heavy marine railways capable of hauling the largest pleasure craft afloat, and two smaller 'ways to accommodate the average-size power or sailing yacht. All the railways are on the South Portland side of the harbor, well clear of the main ship channel and within a cable's length of the upper harbor anchorage basin frequented by small craft. One boat yard, maintaining a large railway for heavy work and a smaller 'way for light craft, boasts its own "harbor within a harbor"—a sheltered mooring basin protected by closely driven pilings against the slight chop of the Bay outside.

Here, and at the other South Portland boat yards, a yacht can be entirely rebuilt, if need be. Frequently, too, brand new yachts are built here. And on the Portland side of the harbor are to be found two small boat-building shops, several excellent machine shops specializing in marine engine repair and installation work, and numerous ship chandlery firms catering to pleasure craft and commercial vessels of every type and size.

Many of the world's finest yachts—J. P. Morgan's palatial "Corsair," to mention only one of the more famous—have been built in Maine shipyards. The "Corsair" is a product of the world-famed Bath Iron Works, at Bath, near the mouth of the broad Kennebec and roughly forty miles from Portland. Nearly alongside the ways down which Morgan's yacht slid at her launching lies today another famous craft—famed in her day, at any rate: the proud, old, square-rigged ship "Coriolanus," one of the last of the iron-hulled clipper ships whose speed and grace made Maine shipyards renowned everywhere on the Seven Seas in the glorious, sail-carrying 'Seventies.

Eastward a little farther, at Rockland, is the famous Snow's Shipyard, where wooden ships,





## Southworth Machine Company

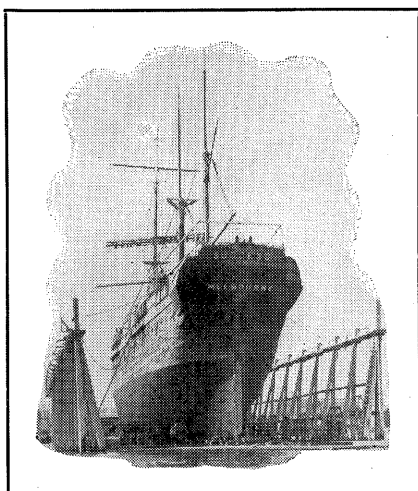
30 Warren Avenue Morrill's Corner Portland, Maine

*Manufacturers of Special Equipment for Printing and  
Lithographing Establishments*

- |                         |                                    |
|-------------------------|------------------------------------|
| 1. Punching Machines    | 4. Round Cornering Machines        |
| 2. Perforating Machines | 5. Paper Conditioners              |
| 3. Jogging Machines     | 6. Special Equipment made to order |

A SPECIAL DEPARTMENT FOR COMPLETE MOTOR REBUILDING AND RECONDITIONING  
ENGINE REPLACEMENT PARTS

CORRESPONDENCE OR CALLS SOLICITED



*Convict Ship "Success."  
Built of Teakwood, and the Oldest  
Ship Afloat Repaired by us during  
her World Cruise.*

## FAMOUS SHIPS FROM THE SEVEN SEAS COME TO US

Machinists and	Boilermakers
Marine Engineers	Coppersmiths and
Yacht and	Blacksmiths
Steamship Repairing	Electric and
Boat Builders	Acetylene Welding

Marine Diving

Agents for Fairbanks, Morse and Co.  
Engines and Parts

Hyde Propellers and Marine Equipment

LARGEST MARINE RAILWAY EAST  
OF BOSTON

## FRED F. BOYCE MACHINE CO.

BROWN'S WHARF / Tel. 2-4436—Residence Tel. 2-6314 PORTLAND, MAINE

### SMITH & LANGMAID, Inc.

*Machinists and Distributors of  
MARINE and STATIONARY MOTORS*

Gas and Oil Engine Repairs a Specialty

CENTRAL WHARF Tel. 2-4911 PORTLAND, MAINE

### SARGENT, LORD & CO.

Wholesale and Retail

SHIP CHANDLERY, GROCERIES

*Cordage - Marine Hardware - Fishing Supplies*

8-10 Commercial Wharf Portland, Maine

### ORR & JENNINGS

304 FORE STREET PORTLAND, MAINE

General Machinists

Printing and Industrial Machinery Repairs and Welding

Marine and Stationary Gas Engine Work

Steam and Pressure Gages Tested and Repaired

Day 'Phone 2-0138

Night 'Phone 2-1536

### Williams Bros. Company

MACHINISTS

Marine Repairs a Specialty

Portable Equipment for Electric and Acetylene Welding Aboard Ship  
DAY AND NIGHT SERVICE

21-25 Custom House Wharf Portland, Maine

# "AMERICA'S SUNRISE GATEWAY"

barques and schooners have been built for coast-wise and foreign commerce since the early days of the 19th Century. Snow's yard does an extensive repair business in addition to new vessel construction. On the riverbank at near-by Thomaston is situated the yard of one of the best known cabin-cruiser builders on the entire Eastern Seaboard. And the other cities and towns of the Penobscot Bay region invariably boast one or more boat yards specializing in one form or another of small craft construction or repair work. But the yachts don't come to the Maine Coast season after season, simply because there are facilities here for repairing, equipping and servicing pleasure craft virtually anywhere they may drop anchor. The facilities are here because the yachtsmen come. And the yachtsmen come because there's no finer playground for pleasure craft, the wide world around, than they have found here among the myriad isles and broad, sheltered bays of the raggedly indented Maine Coast.

Maine's most famous yachting centers—for the wealthier pleasure boat owners—are Bar Harbor and Camden. These are the two ports most frequented by the large power yachts of the millionaire sailormen. Portland, of course, plays host to the "Corsairs," the "Lyndonias" and their graceful sister craft frequently. But it's the smaller yacht—ranging from the twenty-two-foot sloop to the seventy-five-foot power cruiser—that first pops into the mind of the average Maine Coast dweller when he thinks of yachts and yachtsmen.

With these smaller craft every Maine harbor, large and small, is crowded from May to October every year. Outboard motor boat races, sailing regattas and offshore races by the comparatively large classes of schooners, ketches and yawls, are popular features of the vacation-time program in all the larger yachting centers. The visiting yachtsman can participate in the social activities of the particular resort he chooses as headquarters for a week or a season, or he can browse around as he pleases, exploring harbors, inlets and offshore islands to his heart's content, and letting the social amenities go hang: nobody cares whether he joins the season-long party or not, so long as he appears to be enjoying himself and getting his full share of fun out of his Maine Coast vacation.

The Maine Coast is an ideal vacationland for pleasure craft, not only because of its countless safe harbors but because of the rugged beauty of its great bays, its broad rivers, its tumbled hills which meet the sea, its rocky, forested islands. Maine offers not just a lot of well advertised

resorts to be visited, but interesting things to do and to see en route.

Portland, for instance, with its population of approximately 80,000, is Maine's largest city. Yet, within three miles of downtown the yachtsman may find huge whales cavorting in the long swells that sweep the Hussey Sound, between Peaks and Long Islands in Casco Bay. Three miles off Long Island, in the open Gulf of Maine, lies the interesting little acre of long grass and limestone—Green Island—where thousands of seagulls breed their young. And in the narrow, sea-torn channel between Green Island and the Junk o' Pork (believe it or not, that's the name of the table-top ledge near-by), herds of seals splash and bark and gambol just as their be-flipped forbears were doing when Leif Erickson sailed down this coast in search of Vinland the Good, 900 years ago.

It's a wild coast, but a friendly one, this ragged, rugged old shoreline of Maine. Whether you come sailing here in a million-dollar "Corsair" or a leaky "Lazy Lou" with a mildewed mains'l, you'll find the sort of vacation that was made to order just for you, waiting to be enjoyed—and you can strut in your yachting cap and flannels, or mess around in a sweatshirt and dungarees. The one important thing is that you come to Maine, somehow.





## COOK & COMPANY, INC.

*Contractors and Contractors' Materials*

CRUSHED STONE A SPECIALTY

DRIVES, FOUNDATIONS, SEWERS, BLASTING, EXCAVATIONS

*Lehigh Portland Cement      Equipment To Rent*

Telephone 4-0406

960 OCEAN AVENUE

PORTLAND, MAINE

### *Specify Eveleth's*

Your Laundry Interests



When in  
Portland, Maine  
Carefully  
Safeguarded

Eveleth's Laundry  
Tel. 2-2824

### THE MAINE CASKET CO., INC.

Manufacturing Distributors of

A Complete Line of Burial Cases

Featuring

BEACON INTERCHANGEABLE INTERIORS

185 Kennebec Street

Portland, Maine

Office Tel. 3-1023

Res. Tel. 2-3037

### C. DI BIASE & CO.

General Contractors

Foundations and Ledge Blasting a Specialty

22 MONUMENT SQ. Room 608 News Bldg. PORTLAND, ME.



*Send it to Watkins*

*Cleansers - Dyers - Furriers*

PORTLAND, MAINE

### L. W. Cleveland Co.

EVERYTHING . . .

. . . ELECTRICAL

Telephone 2-5481

441 CONGRESS STREET  
PORTLAND

### Portland Burial Case Co.

Manufacturers of

Finest Quality Cloth-Covered  
Burial Cases

335 Forest Avenue

Portland, Maine

### Deering Ice Cream Co.

Manufacturers of

ICE CREAM and SHERBERTS

184 St. John Street

Portland, Maine

### STAR FISH CO.

Wholesale and Retail Fish Dealers

Commercial Wharf

RICHARD CURRAN, Mgr.

DIAL 3-5954

### W. H. SHURTLEFF CO.

Importers and Dealers in

**SALT**

2½ Union Wharf

Portland, Maine

# Classified Directory of Advertisers

	PAGE		PAGE
<b>ACCOUNTANTS</b>		<b>DRY GOODS (Wholesale)</b>	
Chester M. Foss & Co.	56	Long, Libby & Hanson	80
E. H. Griswold & Co.	58	Sawyer, Barker Co.	80
Millett, Fish & Dresser	56	<b>ELECTRICAL SUPPLIES</b>	
<b>ATTORNEYS</b>		L. W. Cleveland & Co.	94
Cook, Hutchinson, Pierce & Connell	58	<b>ENGINEERS</b>	
Charles E. Gurney	58	Fay, Spofford & Thorndike	82
Strout & Strout	58	<b>FISH BUSINESS</b>	
Nathan W. Thompson	58	Dirigo Fish Co.	46
Verrill, Hale, Booth & Ives	58	Portland Fish Co.	46
<b>AUTOMOBILE BUSINESS</b>		Star Fish Co.	94
Portland Buick Company	74	Willard-Daggett Co.	46
<b>AUTOMOBILE SUPPLIES</b>		<b>FOOD BUSINESS (Retail)</b>	
Maine Auto Supply Co.	90	Atlantic & Pacific Tea Co.	70
<b>BAKING BUSINESS</b>		<b>FOOD PRODUCTS BUSINESS</b>	
Maine Baking Company	72	H. C. Baxter & Bro.	68
<b>BANKS</b>		Brawn Company (The)	72
Casco Bank & Trust Co.	16	Burnham & Morrill	68
Maine Savings Bank	54	Jordan's Ready to Eat Meats	48
Portland National Bank	50	John Kern & Son	68
Portland Savings Bank	52	<b>FURNITURE MANUFACTURERS</b>	
<b>BARREL AND SHOOK BUSINESS</b>		Thos. P. Beals Furniture Co.	80
J. H. Hamlen & Son, Inc.	62	<b>HARDWARE (Marine)</b>	
<b>BEVERAGE BUSINESS</b>		Thomas Laughlin Co. (The)	20
Dirigo Beverages, Inc.	74	<b>ICE CREAM BUSINESS</b>	
Dirigo Bottling Co.	74	Deering Ice Cream Co.	94
Hiram Ricker & Sons	72	Simmons & Hammond, Div.	68
<b>BOOK BINDING</b>		<b>INSURANCE</b>	
The Service Bindery	74	Anderson, Adams Company	56
<b>BUILDING AND LOAN ASSOCIATIONS</b>		Chester L. Jordan Co.	56
Casco Loan and Building Association	60	Maine Mutual Group	56
Cumberland Loan and Building Association	60	Morse, Payson & Noyes	56
Deering Loan and Building Association	60	National Life Insurance Co.	58
Federal Loan and Building Association	60	Turner, Barker & Co.	58
Maine Loan and Building Association	60	<b>INVESTMENT BUSINESS</b>	
Pine State Loan and Building Association	60	Bond & Goodwin	56
<b>BURIAL CASE BUSINESS</b>		Dodge & Co.	56
Maine Casket Co.	94	Kimball, Ware & Co.	52
Portland Burial Case Co.	94	Maine Securities Co.	54
<b>BUS COMPANY</b>		H. M. Payson & Co.	54
Portland Bus Company	45	Carl K. Ross Co., Inc.	54
<b>CHEMIST</b>		<b>INVESTMENT COUNSELLORS</b>	
A. B. Andrews	36	George S. Hobbs	58
<b>CLEANSERS</b>		<b>LAUNDRIES</b>	
Watkins Company	94	Eveleth's Laundry	94
<b>COAL BUSINESS</b>		Universal Laundry, Inc.	48
Pocahontas Fuel Co., Inc.	26	<b>LIGHTERAGE</b>	
Randall & McAllister	28	General Lighterage Co.	90
A. R. Wright Company	24	<b>MACHINERY BUSINESS AND MACHINISTS</b>	
<b>CONTRACTORS</b>		Boyce Machine Co.	92
C. DiBiase & Co.	94	Orr & Jennings	92
<b>CONTRACTORS (Waterfront)</b>		Smith & Langmaid, Inc.	92
Bennett Contracting Corp.	40	Southworth Machine Co.	92
<b>DRUGGISTS (Wholesale)</b>		Williams Bros. Co.	92
J. E. Goold & Co.	62		

	PAGE		PAGE
<b>MANUFACTURING BUSINESS</b>		<b>SLATE BUSINESS</b>	
Brown Company	22	Portland Monson Slate Co.	80
Dana Warp Mills	78	<b>SOLKA MANUFACTURERS</b>	
Goodall-Sanford Industries	78	Brown Company	22
Limerick Yarn Mills	80	<b>SPORTING GOODS</b>	
Pepperell Manufacturing Co.	30	James Bailey Co. (The)	80
Royal River Mills, Inc.	78	<b>STATE DEPARTMENTS AND ORGANIZATIONS</b>	
Saunders Brothers	78	Maine Development Commission	12
Wadsworth & Woodman Co.	80	Maine Forest Service	76
<b>MILK BUSINESS</b>		Maine Highway Commission	33
Maine Dairy, Inc.	70	Maine State Chamber of Commerce	64
Oakhurst Dairy	70	State of Maine Department of Agriculture	66
<b>MUNICIPALITIES</b>		<b>STEAMSHIP AGENTS AND BROKERS</b>	
City of Portland	8	Chase, Leavitt & Co.	36
City of South Portland	44	Fred E. Gignoux	34
<b>OIL BUSINESS</b>		John G. Hall & Co.	36
American Oil Co.	48	Peabody & Lane, Inc.	50
Mexican Petroleum Corp.	48	<b>STEAMSHIP LINES</b>	
Shell Eastern Petroleum Products, Inc.	46	Eastern Steamship Lines, Inc.	14
<b>OIL STORAGE (Bulk)</b>		<b>STENCILS</b>	
Bancroft & Martin Rolling Mills	44	Welch Stencil Co. (The)	80
<b>PAINT BUSINESS</b>		<b>STEVEDORES</b>	
M. F. Bragdon Co.	94	Jarka Corporation	34
<b>PILOTS</b>		Robert M. Smith, Inc.	38
Portland Pilots	38	Portland Stevedoring & Ship Ceiling Co.	50
<b>PORT WARDENS</b>		<b>STORAGE WAREHOUSES</b>	
William Stewart	36	Galt Block Warehouse	88
<b>POWER AND LIGHT COMPANIES</b>		<b>TERMINALS</b>	
Bangor-Hydro Electric Co.	62	Portland Terminal Co.	10
Casco Bay Power, Light & Water Co.	58	<b>TIMBERLAND PRODUCTS</b>	
Central Maine Power Co.	42	Blaine S. Viles	74
Cumberland County Power & Light Co.	42	<b>TOWBOAT COMPANIES</b>	
Portland Gas Co.	74	Central Wharf Towboat & Wrecking Co.	40
<b>PUBLISHERS</b>		<b>TRACTORS</b>	
Gannett Publishing Co.	18	Portland Tractor Co., Inc.	74
Fred. L. Tower Companies	47	<b>TRANSPORTATION &amp; TRUCKING COMPANIES</b>	
<b>REAL ESTATE</b>		Harold W. Adams	86
J. B. Brown & Sons	52	Arrow Line	88
<b>RENDERING BUSINESS</b>		Atlantic Motor Express	86
Portland Rendering Co.	70	L. H. Blaisdell	84
<b>RUBBER BUSINESS</b>		Chase Transfer Corp.	84
Portland Rubber Co.	80	Clement Brothers, Inc.	88
<b>SALT BUSINESS</b>		Cobb & Shackford, Inc.	88
W. H. Shurtleff Co.	94	F. G. Congdon	88
<b>SAND &amp; GRAVEL BUSINESS</b>		Fogg's Transportation	84
Cook & Co., Inc.	94	W. J. Foley Trucking Co.	86
<b>SHIP BUILDERS</b>		Griggs-Turner Co., Inc.	86
Bath Iron Works	20	Hunnewell Trucking, Inc.	86
Portland Ship Building Co.	40	Ingalls & Company	90
Portland Yacht Service	40	Johnson Motor Transport	90
<b>SHIP CHANDLERS</b>		Linneken Trucking Co.	88
Guptill Corp. (The)	32	Pine State Express	90
Harris Co.	38	J. E. Stephenson	90
W. S. Jordan Co.	38	Utterstrom Bros., Inc.	90
Sargent, Lord Co.	92	<b>WELDING</b>	
		Peerless Welding Co., Inc.	40



State of Maine ports  
[1st]

DATE DUE	
MAY 25 1968	MAY 19 1975
JAN 13 1969	<del>MAR 1 1970</del>
JAN 20 1969	
O 1968	FEB 27 1978
JUL 19 1971	R2 DEC 1982
JUN 20 1973	JUL 31 1980
DEC 18 1974	

APR 05 1992

**AUG 30 1993**

Library, Portland Campus  
University of Maine  
Portland, Maine 04103



UNIV OF MAINE - PORTLAND



3 1390 00316726 7

00 1 2

