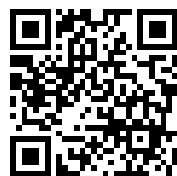

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LAPHAM

BAR HARBOR AND MOUNT DESERT IS-
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BAR HARBOR & Mount Desert ISLAND.



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THE MAINE CENTRAL RAILROAD

Is the Great Thoroughfare of Maine,

Reaching all the principal cities and towns in the State,
and is the connecting link between the United
States and the Maritime Provinces.

Its lines cross and in many places run along the banks of and lead to
the headwaters of the

Androscoggin, Kennebec, and Penobscot Rivers,

AND THEIR GREAT RESERVOIRS,

Moosehead and the Rangeley Lakes,

as well as to many other noted Hunting and Fishing Resorts in Maine,
and, in connection with the New Brunswick Railway, to St. John and to
all of the Lakes and Rivers reached by that road,—and it may be said
to lead to more Resorts of this kind than any other line in the country.

BY THIS LINE

also all of the resorts on the Coast of Maine and the Provinces are
reached,

MT. DESERT

standing at the head.

In addition to other trains to and from Bar Harbor and the Provinces,
it is over this line for 250 miles the *FLYING YANKEE* runs, reducing
the time between St. John and Boston to 15 hours, and the

BOSTON AND MT. DESERT LIMITED,

which has received the sobriquet of the "Cyclone," making a run of 300
miles in 500 minutes, 137 of which, between Bangor and Portland, is
without a stop, or one of the longest runs in the world, and it may be
said these two trains have done more to bring Maine and the Provinces
before the public than anything heretofore accomplished.

*Finest Pullman Cars on Principal Trains, both Buffet and
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Tickets are procurable at all the principal ticket-offices throughout the
country. Boston & Maine or Maine Central Folders give full particulars
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Q

BAR HARBOR

AND

MOUNT DESERT ISLAND.

*"An Island full of hills and dells,
All rumpled and uneven."*

COMPILED BY

DR. W. B. LAPHAM.

THIRD EDITION, REVISED AND ENLARGED.

AUGUSTA:
MAINE FARMER JOB PRINT.
1888.

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Arthur Gilman

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BY THE SEA-SIDE.

FROM the remotest ages of the world, the sea-side has been a favorite resôrt of mankind, either periodically or as a permanent abiding place. There is something in its ceaseless motion and music, its mysterious depths and its boundless extent, that has ever attracted the wonder and admiration of savage and civilized, in all times and in all lands, and no less now than thousands of years ago. To the savage mind, more especially, whose knowledge of the great world is limited to the portion occupied by his race, and

"Whose soul proud Science never taught to stray
Far as the solar walks or milky way."

the sea is a constant marvel, and he never tires of gazing upon its limitless expanse, or of contemplating its unexplored and fathomless depths. He recognizes in it the matchless power of the Great and all-pervading Spirit, and believes no less than did one of old that "the Sea is His and He made it," but the page of nature is to

him a sealed book, and the mysteries of the great deep as impenetrable as those of the fixed stars upon which he is accustomed to gaze and wonder.

In a more sordid sense, the savage and the civilized have ever been attracted to the sea on account of its abundant and easily attainable food supply, as well as for the invigorating and health restoring power of its winds and waters. The immense shell-heaps at the mouth of Damariscotta river and elsewhere, bear abundant testimony to the attractions of the sea-shore for the aborigenes of Maine, and similar evidences are found on the coasts of other States. In fact, the process of forming shell-heaps is still going on upon the northwest coast, where the Indians annually spend a portion of the summer by the sea-side and subsist upon the food which the sea supplies, including large quantities of oysters. We are not to suppose that even in these cases, the food supply is the only inducement that brings these simple people from their haunts in the forest to the coast, for doubtless the salutary effects of sea air and sea bathing, have much to do with their coming. It also affords that variety in methods and means of living which is highly agreeable, and also essential alike to savage and civilized.

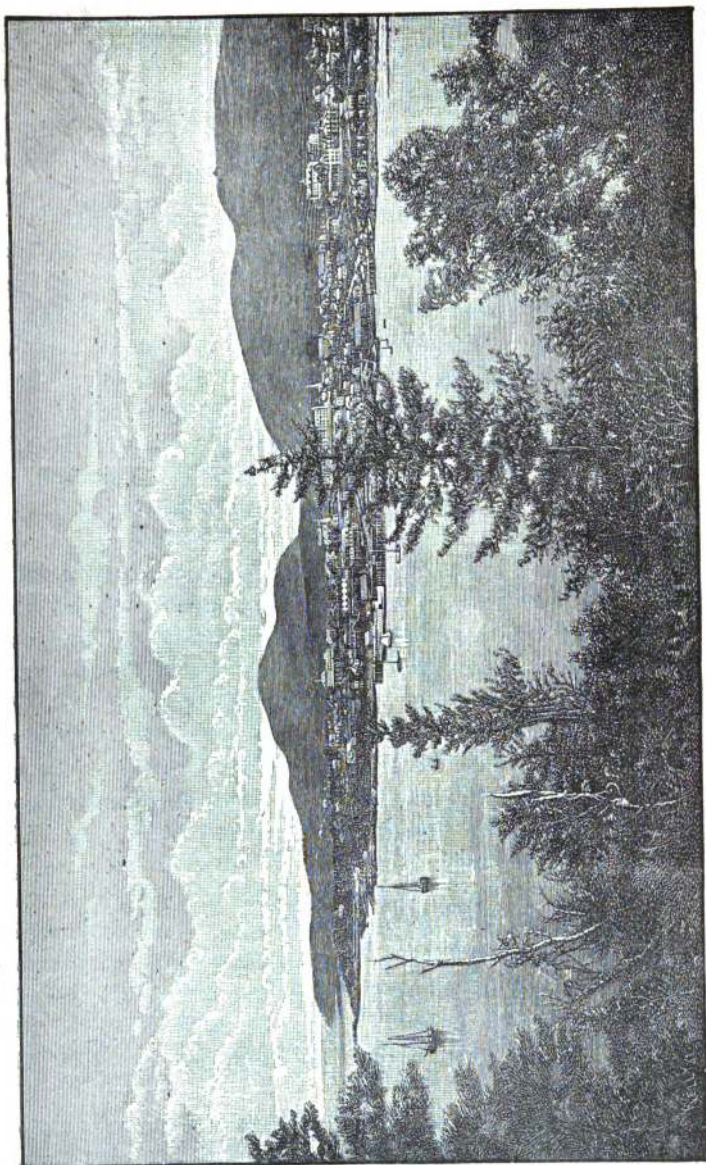
"A home by the sounding sea," for a few weeks in each year, covering the period when the "dogstar raged," when the system was enervated by heat and reduced by overwork, and when contagious diseases left their hiding places and stalked through the streets, was considered the proper thing to have by people in remote antiquity. It was practiced by Persians and Jews, by Greeks and Romans, by Franks and Gauls, by Scythians and Scandinavians, and by the almond-eyed inhabitants of China, Japan and Tartary. It was considered as conducive to health, happiness, prosperity, contentment and length of days; and that it is still so regarded is shown by our numerous sea-side resorts, not only in all European countries, but at Newport, at Long Branch, at Nahant, at Bar Harbor, and hundreds of other places of lesser note in the United States. And the number who spend the heated term by the sea-side is annually increasing. Almost all the countless nooks and corners on the New England coast, and all the adjacent islands, are utilized, or are soon to be, as summer resorts. Not only do the wealthy go down to the sea-side, but the industrial classes go, and almost any one who has any income, can find a place where the expenses will come within his means.

BAR HARBOR.

AS a sea-side resort, the growth and development of Bar Harbor have been truly phenomenal. In a little more than twenty years, from a barren and almost worthless waste, it has become the most popular summer resort on the North Atlantic Coast. Twenty-one years ago, its name was unknown save in the regions round about; its capabilities were unrecognized, and its future had not even been a matter of speculation. The soil was thin and rugged, ledges cropped out here and there, and for purposes of agriculture, a more unpromising locality would have been difficult to find. There was a boat landing here, and the few inhabitants along the bay divided their time between farming and fishing without achieving any marked success in either. Hull's Cove, situated a little farther up the bay, was a place of more importance, but this was only a small hamlet with a store and post office, a sort of business centre for the small farmers and fishermen residing in the vicinity.

The place had been visited by landscape painters, prior to 1867. Artists had been in the habit of making yearly visits to Southwest Harbor, and to other localities west of Somes' Sound, and finally Church, who sketched at Mount Desert a number of summers and who gave the name to Eagle Lake, Harry Brown, and other well known landscape painters found their way across to the easterly side, attracted no doubt by the fine views, more especially of the mountains which are the great distinguishing features, and which they desired to transfer to canvas. It was largely through these views, the result of their labors, that the unique scenery along this wild and rock-bound coast, became somewhat familiar to the dwellers in the great cities, and turned the tide of summer travel in this direction.

Tobias Roberts, now deceased, had a boat landing and kept a small store near the present steamboat wharf, prior to 1867, and appears to have been the pioneer in the marvelous changes which have taken place since that time; changes which have transformed a barren and desolate waste into the most popular resort on the

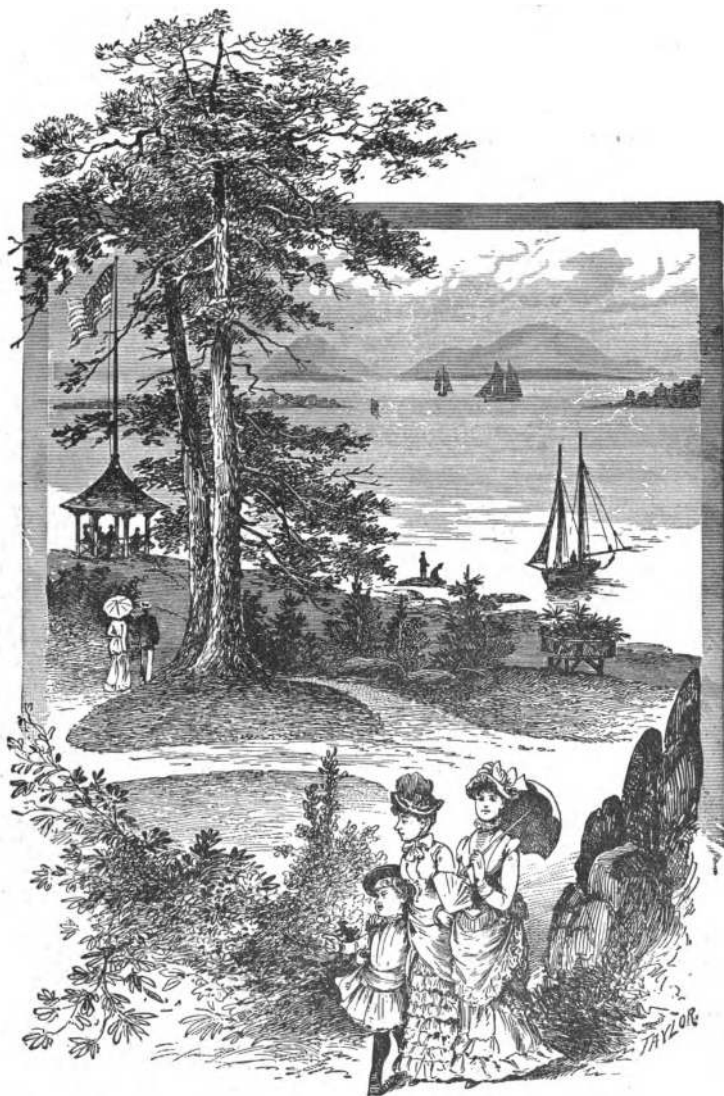


BAR HARBOR FROM BAR ISLAND.

coast, rivaling and even surpassing such old established places as Newport, Nahant and Long Branch. In 1866, Capt. Charles Deering, another pioneer in the movement for developing Bar Harbor as a summer resort, began running the steamer, "City of Richmond," from Portland to Machiasport, landing at Rockland, Castine, Deer Isle and Southwest Harbor. And when there was a popular demand for more direct communication with Bar Harbor than was afforded by the overland route from Southwest Harbor by the way of Somes' Sound, this demand was responded to in the erection of a convenient wharf, and in 1868, Capt. Deering commenced touching at Bar Harbor on each of his semi-weekly trips. The wharf was built by Tobias Roberts, assisted by Capt. Deering. The same wharf was subsequently purchased by the Eastern Railroad Company, and greatly enlarged; it is the principal wharf at Bar Harbor at the present time. Roberts erected a small hotel, the Agamont House, and the first in the place, in 1867. Bar Harbor takes its name from the fact that at low water a bar is exposed between this island and Bar Island, sometimes called Rodick's Island.

With improved facilities for reaching here the influx of visitors rapidly increased, and hotel accommodations were correspondingly enlarged. The nucleus of the present Rodick House was built in 1867, by Daniel Rodick, formerly of Rodick's Island, where his ancestor settled prior to 1776. In 1870, 1875, and in 1882, this house was enlarged, until its present capacity is six hundred or more guests. The Bay View House was built in 1869, and after being enlarged several times, was changed to the Grand Central. The Louisburg House was built in 1870, burned and rebuilt larger, 1873; the Newport was built in 1871, the St. Sauveur was rebuilt after having been burned in 1872, the Rockaway in 1873, the Marlborough, formerly the Deering, about the same time, the Ocean House in 1874, the Belmont in 1879, and the West End a little later. Then there are the Des Isle, the Malvern, and the Lynam Cottages and several other smaller houses, a directory of which may be seen on another page.

The first Bar Harbor cottage erected as a summer residence, was built on Birch Point, by the late Alpheus Hardy of Boston, in 1867, and this is still standing. Since that time a large number of elegant cottages, villas and lodges have been built, broad streets and avenues have been laid out and constructed, elegant residences have been built upon the cliffs and bluffs, and the landscape, which



THE "DESERT MOUNTAINS," FROM "THE BLUFFS."

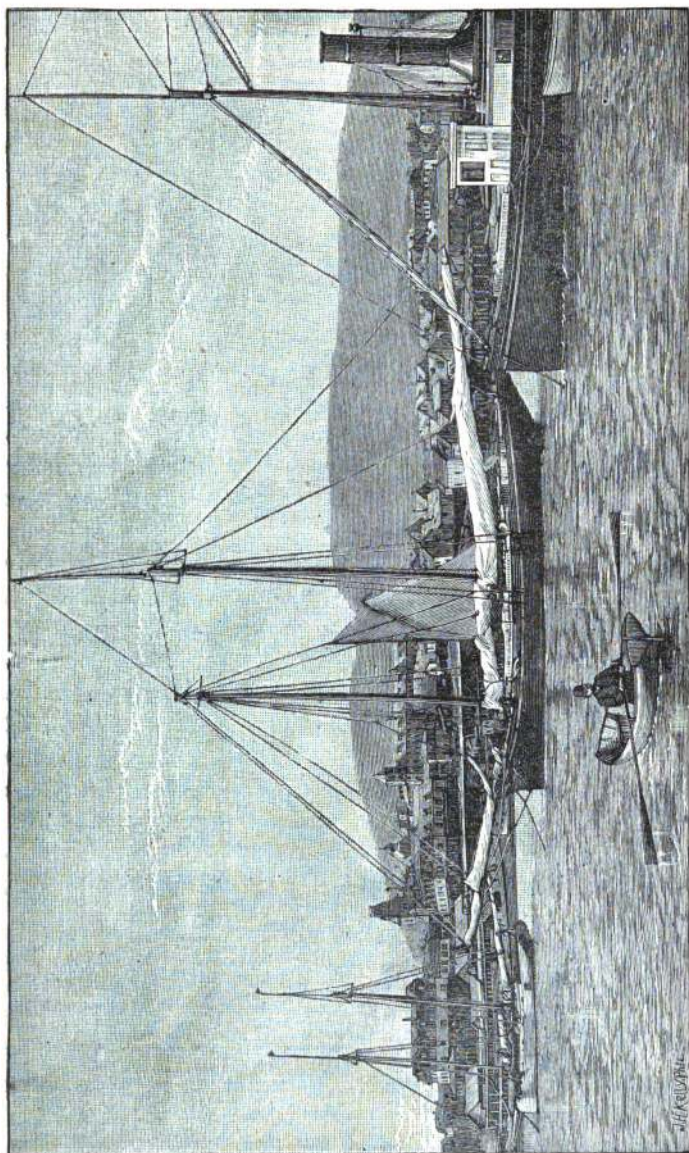
twenty years ago was a barren waste and almost worthless, has been transformed into a large and beautiful village. Land has advanced in price a thousand fold, and choice building lots will command almost any sum asked.

Bar Harbor as a summer resort, owes its popularity to its pure, bracing air, its romantic and extended driveways, its enchanting ocean views and its grand mountain scenery. The cool currents from the Arctic seas reach these shores, modifying the temperature so that the heat rarely, if ever, becomes oppressive. Eagle Lake, embosomed among the mountains, and fed by crystal springs and babbling streams, supplies the village with the purest of water; this lake is 275 feet above the sea level, and a jet of water from any of the numerous hydrants can be thrown to a perpendicular height of more than seventy-five feet. This affords ample protection against fire, a matter of no small consideration where the large hotels and most of the other buildings are constructed of wood. A thorough system of drainage has been planned, and last season the town of Eden expended one hundred and ten thousand dollars, a sum equal to its entire valuation twenty years ago, to carry it into effect. This is highly important from a sanitary standpoint and reflects great credit upon the town.

Main street is largely devoted to stores and shops, and groceries, dry and fancy goods, boots and shoes and clothing can be purchased here at as low a price as they can in Bangor or Portland. Electric light has been introduced and all other modern improvements have been made. A first class weekly paper, the *Mount Desert Herald*, published by Joseph Wood, has already been referred to. Another paper, *The Tourist*, is published here during the season of travel. The *Record*, a weekly and well conducted family paper, is also published here.

HOW TO REACH BAR HARBOR.

No longer as in days gone by, is the visitor obliged to cross the Island from Southwest Harbor by the circuitous route through Somesville nor, as later, to depend upon a single line of steamers, making the trip two or three times a week to reach Bar Harbor, for since 1884, there is an all-rail route to within eight miles of Bar Harbor wharf, and safe ferry boats always in waiting to convey passengers across the intervening space, known as Frenchman's Bay. The Mount Desert Branch of the Maine Central Railroad is forty-



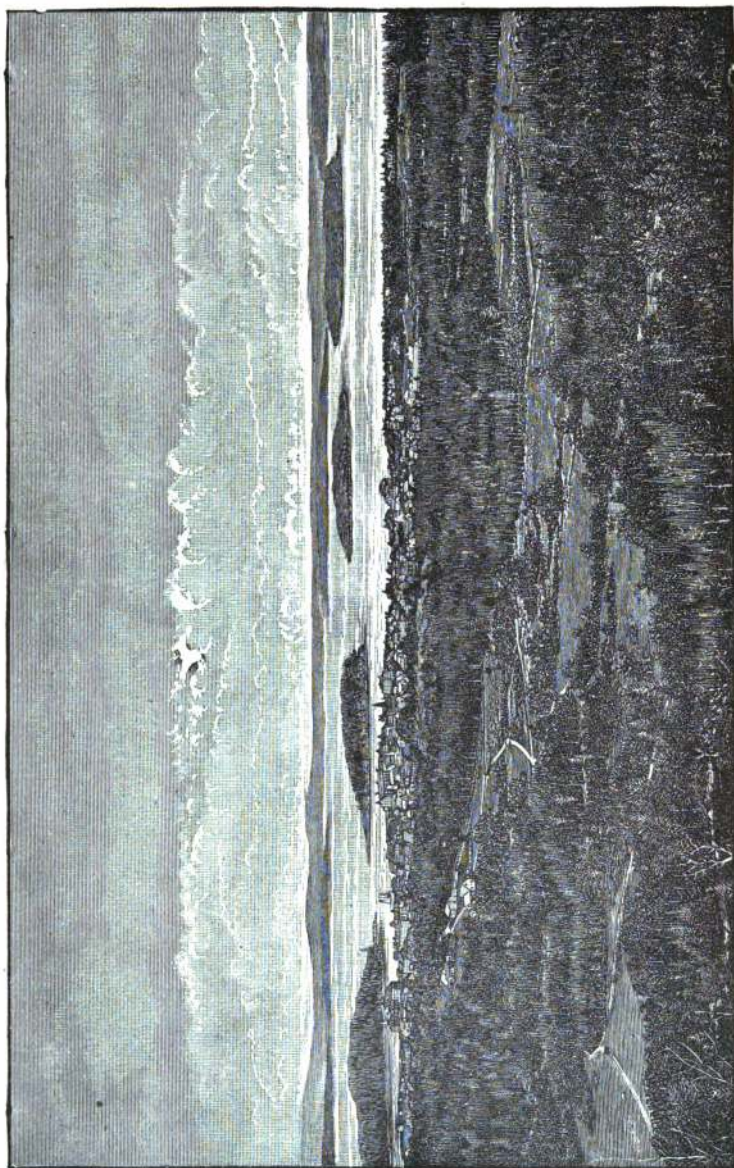
AT ANCHOR OFF BAR HARBOR.

two miles in length. Crossing the Penobscot river at Bangor, it passes through the towns of Brewer, Holden, Dedham, Ellsworth and Hancock, to the terminus at Hancock Point. The most remarkable feature along this route is an immense train of boulders which the road crosses diagonally, entering it in the town of Holden, and leaving it near Reed's Upper Pond in Dedham. From the car windows these piles of boulders can be seen, varying in weight from a few pounds to hundreds of tons, and crowded together so as to obstruct all vegetation, and resembling a huge dilapidated stone wall. At some points immense blocks of granite are so evenly poised as almost to threaten the safety of the railroad track. None of these rocks are in place, but their appearance here is unquestionably the result of glacial action. They constitute an ancient moraine whose general direction is from Northeast to Southwest. It begins from the point where the railway crosses it, toward Moosehead Lake, and terminates in a gravelly deposit in the town of Orland. Ellsworth Falls is a thriving village, where power is obtained from Union river and a large lumber business is carried on; and Ellsworth, the next station, is a beautiful little city, situated at the head of navigation on the same river. Hancock Village, with its neat, white cottages, is soon passed; and the next and last station is Mount Desert Ferry, situated on the easterly side of Frenchman's Bay.

Three years ago, Bangor parties erected an elegant hotel at this point, which has already become a popular resort. It is built upon a bluff near the railway station, and rightly named "the Bluffs," has delightful surroundings and a fine view of the bay. Here the passengers leave the cars, embark on board the commodious ferry boat, which with steam up is waiting, and after half an hour's sail, inhaling the cooling and refreshing breeze from the open sea, the bay is crossed and Bar Harbor is reached.

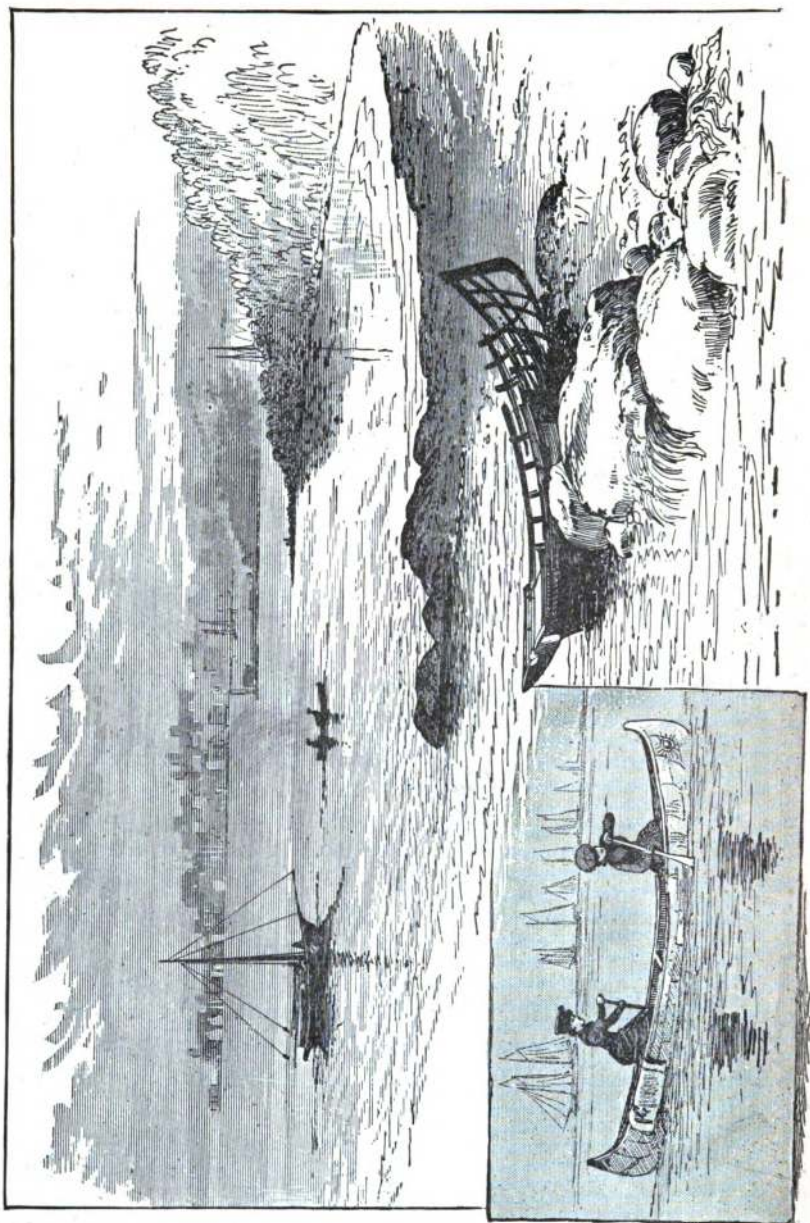
SEASON OF 1887.

The season of 1887 at Bar Harbor was a very successful one. Its numerous large hotels were crowded throughout the whole summer. Its cottages, or villas, which encircle the town, represent the best society of New York, Baltimore, Newport and Philadelphia. From June to the middle of September, its streets and drives are thronged by the gayly dressed, migratory butterflies of the world of fashion, airing their silken wings in the cool sunshine of the Maine



BAR HARBOR FROM MOUNT KEBO. FRENCHMAN'S BAY AND PORCUPINE ISLANDS.

coast, after comparative inactivity during the winter of the large cities. The popularity of the place, as previously stated, is due primarily to its climate which is cool, bracing and never unpleasantly warm. The picturesqueness of the coast, the next great attraction, has long been a subject of song and story. The landscapes and seascapes are numberless and quaintly varied. The Porcupines, a group of islands on the northeast side, have been washed by the sea into many novel nooks along their rocky shore lines. On one side of Mount Desert the ocean stretches, grand in all lights; on the other side are islands, rocky channels and a picturesque combination of sea and shore. From Bar Harbor the driveways lead through dense woods, heavily grown with firs, pines, and the varied arborescence of this latitude. The drives, through their loneliness and picturesqueness, are greatly in favor among horseback parties, and riding and driving constitute two of the chief recreations of the summer inhabitants. The picturesque bits of rock and shore are so numerous, that the few can scarcely be mentioned without injustice to the many which are omitted. The enterprising visitor to Bar Harbor and Mount Desert Island, can discover for himself a whole catalogue of nooks, each well worthy of the artist's pencil, and all unknown to fame. If one should industriously endeavor to visit every place of artistic merit in and about Mount Desert, he would find at the end of the season that while he had enjoyed a long list of charming excursions, the list was not half completed. It is a very pleasant life. The bay throughout the season is crowded with yachts. There are sail-yachts and steam-yachts in quantity, representing that large and luxurious family of summer mariners who spend the hot season in coasting along the New England shore, and stopping at each inviting haven as long as they find it attractive. The bay is also frequently favored by war ships, both of this country and others, and the presence of a man-of-war in the bay lends an invariable impetus to social entertainments, large and small. Entertaining is general. The cottagers vie with each other all summer, in afternoon and evening parties of all the varieties known, and these, with the formal calling, make the social burden almost as heavy as in town.



VIEW NEAR BAR HARBOR.

PLACES HISTORIC AND PICTURESQUE.

MANY of the summer residents at Bar Harbor content themselves with remaining in the vicinity of the village, and spend the whole season, and season after season, without visiting other points of interest, while others do not like to settle down to the quiet of cottage life until all the mysteries of the Island have been explored. To such as enjoy visiting the outlying nooks and corners, there is every facility for doing so. The roads are magnificent, the gravelly soil of the Island being the best of material for making them. Large sums of money have been expended in road-making, and roads are everywhere excellent. Then there are teams in waiting, buckboards, cut-unders and carryalls, with one or two horses, as may be desired, and the cupidity of the owner is held in check by municipal authority, the price per diem to each point to be visited being established, and a printed list furnished to those desiring it.

ABOUT TOWN.

If the visitor's time is limited to a few hours, he can find much to interest him in the immediate vicinity of Bar Harbor. A ride or walk through the village is most delightful, and the driveways are so constructed that he can visit the more interesting spots without retracing his steps. Mount Desert street leads by some of the principal hotels, the churches and cemetery to Eden street, and this leads to Highbrook road past Abby's Retreat, the Howard and Blaine Cottages, and so on toward Hull's Cove. Mount Desert street also leads to the Eagle Lake road and the Park, and to Mount Kebo street which is a very interesting part of the town. Bridge street leads to the bar upon which, at low water, one can cross to Bar or Rodick's Island. The walk along the shore path from near the Maine Central wharf to Cromwell's Cove, must not be omitted. The distance is about a mile, and Pulpit Rock, Poised Rock and the ocean caves, are among the most attractive objects along the water. Some of the earliest built and finest cottages are here seen. The

Hardy Cottage, the first one built, will be noticed in crossing Birch Point. "Villa Mare," "Devilstone," "Edgemere," "Reef Point," "Fern Rest" and "Redwood," are among the other cottages whose beautiful grounds border upon the shore path. At Cromwell's Cove the path terminates, but across the Cove, Ogden's Point and the Ogden Cottage can be seen, and also Alder Sea, where the Cole Cottages are situated.

GREEN MOUNTAIN.

One of the chief points of interest on Mount Desert is Green Mountain, the highest point on the Island. Some ambitious persons make the ascent on foot, and that can best be done by way of the ruins of the old mill near the foot of Mount Kebo, and then by way of the ravine that separates Green from Dry Mountain. But by far the largest number prefer to go by the regular conveyance furnished by the Green Mountain Railway, which is by carriage to Eagle Lake, thence by steamer up the lake to the base, then by railway to the summit. This gives variety to the trip, and renders it a most enjoyable one. A clear, bright morning should be selected for this excursion, when objects can be seen at a great distance. The railway itself is a marvel of engineering skill, the entire length of the road being six thousand three hundred feet, and the grade averaging one foot to every four feet passed over. There is a good hotel at the summit which will accommodate about thirty guests.

The view from Green Mountain, on a clear morning, is one never to be forgotten. The coast line with its many sinuosities, the numerous smaller islands scattered here and there, Mount Desert spread out like a map, and the inland landscape with its diversity of views, all go to make up a succession of the grandest pictures imaginable. One familiar with the history and legends of this wonderful Island, as he stands upon this rocky eminence and glances over its sea-cradled islands, its sun-burnished creeks, its mountain lakes and its Alp-like ravines, may easily imagine that a savage is about to emerge from some glen, or to see lying at anchor the rude shallop of two hundred years ago; or still stranger to behold, some wanderer from across the sea in the habiliment of his time, with steeple hat, peaked beard, slashed doublet and sword by his side, climbing the sea-wall to seek his rude cabin on the shore.

SCHOONER HEAD.

There is a legend that in the war of 1812, a British frigate ran toward the shore at this point and opened fire upon what was supposed to be a schooner, but which was simply a white formation on a dark ground. Schooner Head is four miles from Bar Harbor, the road being the one nearest the easterly side of the Island. It is a spur of Newport Mountain, and appears as a bare, almost perpendicular headland, about a hundred feet high, on the eastern face of which is still to be seen the large white figure which, out at sea, looks like a schooner with her three lower sails set. In the top of the cliff, at the left, is a deep cleft, with a passage at its bottom worn through the rock to low water mark, through which, during a severe southerly storm, the surf passes upward with a rush and roar, and is driven with great force above the tops of the trees. This is known as "Spouting Horn." Across a little cove, toward the south, is Anemone Cave, a wonderful grotto where each succeeding tide deposits strange creatures from the sea, including the polyp known as the sea anemone, which remain stranded among rockweed and mosses when the water recedes.

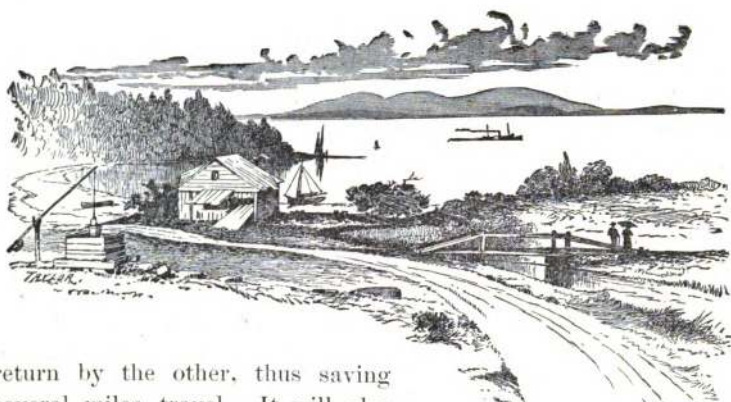
GREAT HEAD.

A little farther westward is Great Head, which shelters the only beach on the Island, and a very small one at that. Great Head is a prominent object when passing from Bar Harbor to Southwest Harbor by water. "No description can do justice to its savage grandeur. It is not to its height alone that it owes its impressiveness, but to the peculiar massiveness of the rocks, the overhanging of the whole cliff, and the never-ceasing beat and roar of the waves below."

OTTER CLIFFS.

The drive from Bar Harbor to the Otter Cliffs is five miles, and the road, nearly parallel with that to Schooner Head, is through the deep, narrow gorge between Newport and Dry Mountains. There is a little hamlet and a red granite quarry on the left side of Otter Creek, and passing these, Mr. Robert Young has closed up the way by a gate, and demands ten cents for the right to cross his premises to the Cliffs. Otter Creek Point is the southeastern extremity of the Island, and when seen from the eastward, appears as a thickly

wooded neck of land arising to a height of about two hundred feet, with a precipitous face over one hundred feet high on its eastern side, which are the "Cliffs." To the north of this point about a mile, is a wooded eminence five hundred feet high, called Otter Peak. This is a delightful drive, and can be accomplished in a short half day. A road is laid out and will soon be made, which will connect Schooner Head with the Otter Cliffs, passing near the beach at Great Head, and enabling visitors to go by one route and



return by the other, thus saving several miles travel. It will also make available the little beach referred to, which cannot now be conveniently reached except by water.

HULL'S COVE.

This is a large indentation on the eastern face of the Island, about three-eighths of a mile wide, and situated some four miles north of Bar Harbor. There is an old settlement here, and a small, unfinished



TO OTTER CLIFFS.

vessel was upon the stocks at the time of our visit. An anchorage for small vessels is afforded here, but the place is not of much account. The early settlers were mostly engaged in fishing, but little of this business is carried on here now. A large mansion house here, erected many years ago by the Hamor family, is constructed of brick burned in the vicinity. It was at Hull's Cove that the French grantees of the Island lived, and here Madame Theresa

Gregoire, granddaughter of Cadillac the grantee, died in 1810. Her husband had previously deceased, and after her death the family returned to France. Hull's Cove took its name from Samuel Hull, an early settler and trader here, who came from Connecticut, and who was a brother of General Hull of the Revolution, and also of the war of 1812.



THE OVENS.

From Hull's Cove to Sand Point, which is the northeastern extremity of Mount Desert Island, the shore curves gradually around to the northward and thence to the northwestward, forming a large headland or cape, about a mile and three-quarters in diameter, the height varying from eighty to two hundred and twenty feet. Near Sand Point, and just to the south of it, are bold, perpendicular, rocky cliffs, with numerous caves in the eastern face called the "Ovens." When the tide is out, a pebbly beach is found at the foot

of the cliffs nearly a hundred feet wide, along which is the entrance to these shallow caves, which by the action of the water appear in every variety of form. At one point, a column is left standing which seems to aid in supporting the huge, overhanging cliff. The pebbles on the beach are formed by the action of the waves, from the fragments of rock torn from the face of the cliff, and are found in curious forms and shapes. The Ovens are visited by large numbers, but the tide-table should be carefully consulted before visiting them, as in high water the Ovens are full and inaccessible.

SALISBURY COVE.

From Sand Point almost due west, and some two or three miles distant, is Salisbury Cove, so named from an early settler here. This is the harbor of the town of Eden, and has an anchorage for vessels of large draught. There is a town-house here, and the citizens of Bar Harbor and other parts of the town of Eden, are obliged to come here to exercise the right of suffrage. It is a pleasant place, and one of the best farming localities on the Island. Upon the headstones at the little cemetery near the town-house, are found the names of John Ebenezer and Nathan Salisbury, Abner Young, Capt. Isaac Hopkins, Nicholas Richardson and Jonathan Doane; also Cousins, Harden, Liscomb and others, showing who were the pioneer settlers of this region. The return is most of the way by a road recently built.

TWENTY-TWO MILE DRIVE.

What is known as the twenty-two mile drive will occupy a good half day when saving of time is an object, but to do full justice to all the points of interest, it should occupy an entire day. Leaving Bar Harbor and traveling westward, Eagle Lake is the first point of interest, but this has already been spoken of in connection with the Green Mountain Railway. Leaving this at the left, the road soon bears to the right, toward the head of Somes' Sound. Along this road, a fine view of Eagle Lake, Green Mountain, and the railway up its rugged side, can be had. By going a little out of the way around the head of Somes' Sound, the beautiful village of Somesville is reached. Here was where Abraham Somes, Jr., settled in 1762, and where his posterity for four generations have lived or still live. An account of this settlement will appear further along.

Returning around the head of the Sound, the road leads down by its easterly side between Brown's and Hadlock's Mountains, by Hadlock's Pond, through beautiful stretches of woodland to

NORTHEAST HARBOR.

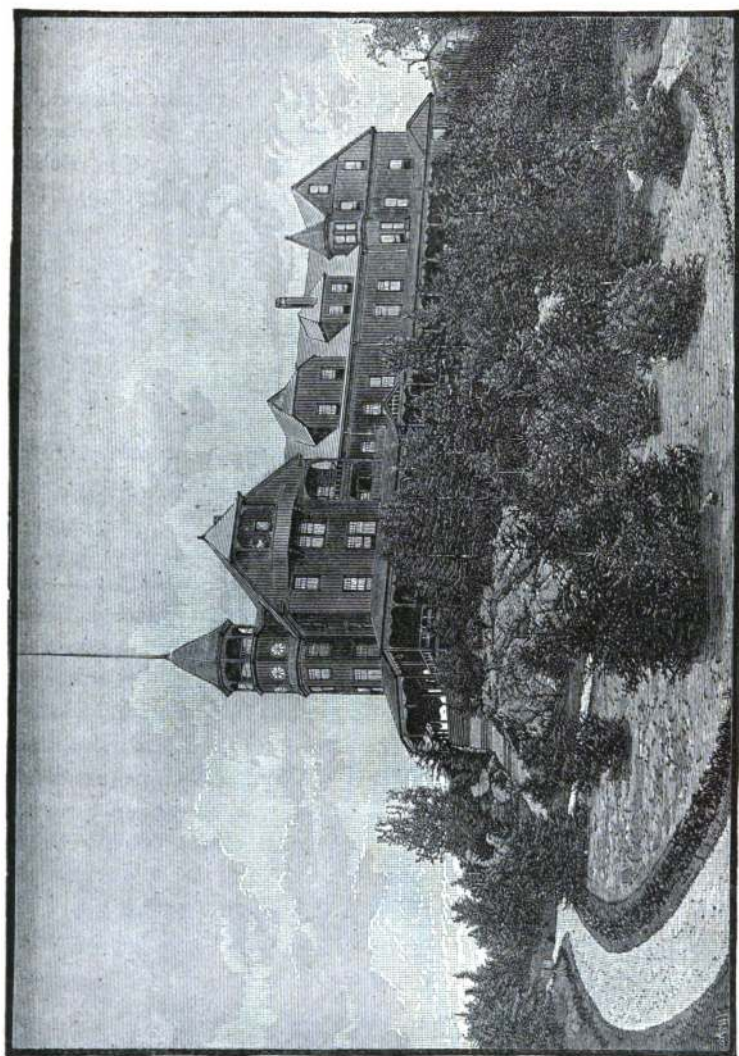
The entrance to which is five-eighths of a mile from Gilpatrick's Point. There are good hotels here—the Kimball House, Revere Hotel, Harbor Cottage and Robert's House—and near is Bishop Doane's cottage and chapel, and President Eliot's cottage. The shores of the harbor are mostly thickly wooded, and at the eastern point of entrance is a white sand beach, where it joins the higher lands. The cottages referred to are situated on high and commanding ground overlooking the harbor, and have a distant view of the open sea.

SEAL HARBOR.

Leaving Northeast Harbor we are on the home stretch, and the next point of interest is Seal Harbor, the road leading first southerly and then easterly, and passing between Bracy's Cove and the foot of Long Pond, while seaward is seen Bear Island with its lighthouse, and Sutton's Island. Near Long Pond Post Office a road branches to the left, leading by the "Triads" to Jordan's Pond, which is situated at the western base of Pemetic Mountain. Seal Cove is situated a mile and a half to the westward of Otter Creek, is ledgy and has only from two to three fathoms of water. There are low islets at its mouth and a few houses on its shores, the owners of which are engaged more or less in fishing. Summer residents have already begun to gather at the hotels, and like all other points around the Island, the place has attractions peculiar to itself. From here the road leads by the Clefts to the head of Otter Creek, and across the line between Mount Desert and Eden, passing the Peak of Otter, and intersecting with the Otter Creek road just north of the Beehive.

"AROUND THE ISLAND" TRIP.

If one is pressed for time, the circuit of the entire Island can be made in two days, and all the points of interest visited. Leaving Bar Harbor in the morning, visiting Hull's Cove, Sand Point, including the Ovens, Salisbury Cove, Emory's Cove, Hadley's Point,



THE BLUFFS, MOUNT DESERT FERRY.

Thomas' Bay, Mount Desert Narrows is reached. The Narrows is spanned by a bridge seven hundred feet in length, connecting the Island with Trenton on the mainland. This bridge has a draw for the passage of vessels. Frenchman's Bay terminates at the Narrows and Western Bay begins.

PRETTY MARSH HARBOR.

Leaving Clark's Cove, Indian Point, High Head (208 feet) Squid and Mill Coves on the right, the road leads by Pretty Marsh Post Office to the harbor of the same name. This harbor lies between the southern part of Bartlett's Island and Mount Desert, and the place is of no special consequence only as being one of the numerous post offices on the Island, and the little village of which it is the center. It is called Pretty Marsh in the early plantation records.

BASS HARBOR.

From Pretty Marsh Harbor the road soon passes into the town of Tremont, on the westerly side of Seal Cove Pond, and not following the trend of the shore, passes Sawyer's Cove, Seal Cove and Post Office, and several other minor coves and points to West Tremont Post Office, thence around by way of Duck Cove to Tremont Post Office, situated near the head of Bass Harbor. This harbor is formed by a long cove of irregular shape, penetrating Mount Desert at its southwestern extremity. The upper portion of the Cove is bare at low water. From Tremont Post Office a road runs southerly on the east side of the harbor to Bass Harbor Head where is a light-house, and terminates there. It is thickly settled upon this road, and to visit the light-house, which is a brick tower twenty-six feet high, would make about five miles extra travel down and back.

SOUTHWEST HARBOR.

Southwest Harbor has ever been a noted place. The beauty of its situation and surroundings was early recognized, and here was the first summer resort upon Mount Desert Island. While approaching the shore at this place, the most enchanting views appear and disappear, and the tourist, when he reaches his hotel, will discover that Southwest Harbor is not inferior to any other part of the Island, having advantages peculiar to itself, not the least of which



IN THE INTERIOR.

is its capacious, safe and beautiful harbor. The steamboat landing is at Clark's Point, upon which stands the popular hostelry known as the Island House. Clark's Point forms a shelter to the harbor, which is well adapted for safe sailing in boats of almost any description. The chief attractions at this place are within easy reach, and the place is likely to grow upon the visitor, who can easily fill up all the spare time of his sojourn upon the Island. One of the accessible places, and one of the most enjoyable sails around the entire Island, is Somes' Sound, a body of water six or more miles long, extending into the heart of the Island and beyond, and nearly bisecting it. Charming views of this sound may be obtained by a five to ten minute's walk from the hotels to the east of Clark's Point, where is a rocky shore.

The ship which conveyed the Jesuit mission was, perhaps, the first that ever ploughed the waters of this harbor, and the description of the harbor and its surroundings, as left by Father Biard, is a fine pen picture and as applicable now as it was in 1613. It was near here at the entrance to the Sound, that Father Biard and his associates established their mission, and it was through this harbor that Argal sailed his ship when he came to break up and scatter the little colony.

It was also at Southwest Harbor that a hundred and fifty years later, Governor Bernard caused to be laid out a town, intending to make this his permanent residence. The original plan of this town, as laid out by Mr. John Jones of Dedham, is before me, and the instructions of Governor Bernard relating thereto, in his own handwriting, I copy as follows :

"From the great harbor commonly called Mount Desert Harbor, there is a passage to a smaller harbor called the Southwest Harbor. This is said to be half a mile over, and round this it is proposed to lay out a town. It is proposed that all the lots shall face the bay; that at the head of the bay facing the entrance, if the situation is good, shall be fixed a point, the centre of ten lots, from which, on each side, the lots are to be measured; but this is not necessary if the ground don't favor it. I would have the lots five acres, that is two chains in front to the bay, and twenty-five deep, where the ground will allow it which must not be expected everywhere.

Between every ten lots into which parcels, I would have the lots divided, should be a chain left for a road to (be) laid to the out-lots. Such of these passages as are not likely to be principal roads, may hereafter be contracted, as I propose to do. I propose at present to grant the lots by tens together, leaving an interval of ten lots ungranted between every two sets of ten lots granted. In one of these

sets of reserved ten lots, I propose to set out lots for a Meeting house and school; and one of the pleasantest sets, (in the centre or otherwise) I shall reserve for a settlement of my own. I would therefore, have a choice spot or about ten lots set out for myself, from which the other lots may be reckoned in sets of tens, more or less, with a way between each lot.

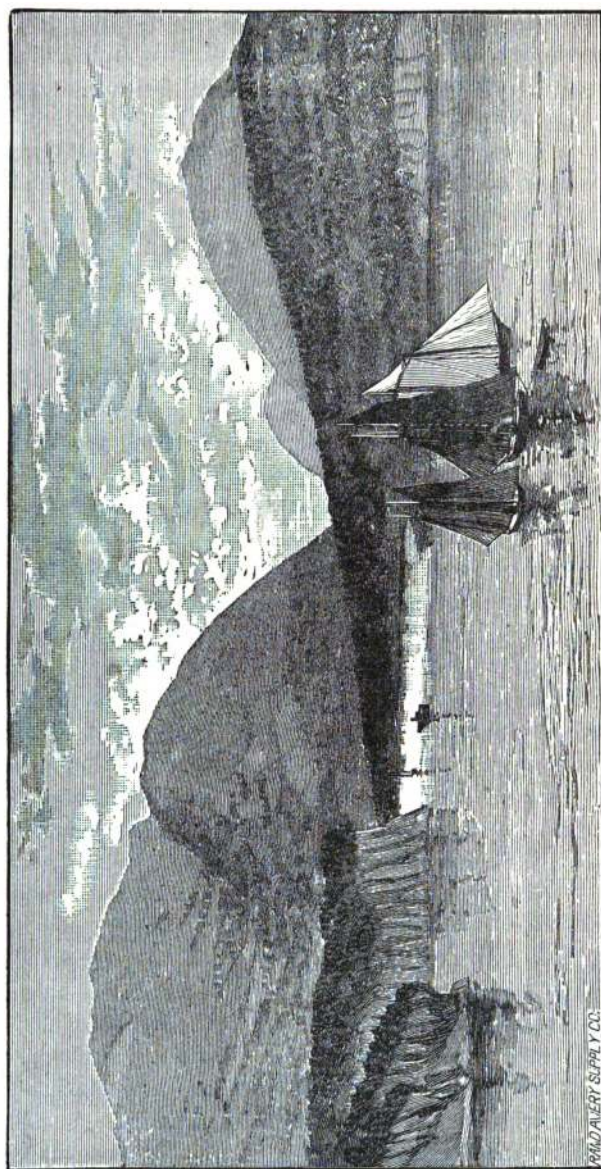
*****It is my intention to see it, (the place) if I can, before the surveyor has finished the present work. My intention is to grant to any one of the sixty first settlers, a home lot of five acres, and an outlying lot of fifteen; and also if the quantity of salt meadow is answerable to the report of it, I will add to each settler, five acres of salt meadow to lie in common and to be mowed only and not pastured unless it lies high enough to bear cattle without hurting the land. But this last, I do not promise absolutely until I have had the salt meadow surveyed. Mr. Jones is desired to engage chainmen and assistants to be under his direction."

The plan of the proposed town is finely drawn and colored, and the land laid out into lots extended from Southwest Harbor to Bass Harbor. But fickle fortune did not permit the carrying out of the Governor's elaborate plans, as stated elsewhere. In a survey of the Island made the year previous to the laying out of this town, the ruins of an ancient house are referred to as one of the landmarks near Southwest Harbor, showing that settlers had been here of whom history has given no account. It was also at Southwest Harbor that the Russian man-of-war "Cimbria" lay, which so excited interest and curiosity in the State and country. There are several passages leading into this harbor, one on the northern and one on the southern side of Bunker's Ledge, one between Little Cranberry and Sutton's Islands, and one between Great Cranberry and Mount Desert Islands. For many years, and until the almost phenomenal rise of Bar Harbor, Southwest Harbor was the best known place on the Island, and it still is a popular resort. Southwest Harbor is situated in the town of Tremont, the most westerly of the three island towns. Its hotels are the Island House, kept by H. H. Clark; Freeman House, by J. R. Freeman; Ocean House, by Nathaniel Teague; Seawall House, by Elliot N. Benson; Stanley House, by Sands Stanley; Claremont House, by Jesse Pease; Ocean Cottage, by N. Teague; Hotel Dirigo, by C. M. Holden; Pemetic, by H. H. Clark, and the Harbor House, by A. H. Haynes. There are also several summer cottages situated at eligible points around the harbor.

FERNALD'S POINT.

There is no spot on the entire Island where so much interest centers as at Fernald's Point. It is situated at Southwest Harbor, and at the entrance to Somes' Sound. Aside from its historic interest, it is indeed a delightful spot. It is somewhat triangular in form, its apex being next to the water and rising gently to the base of Flying Mountain, the precipitous side of which forms an excellent background to the picture. The area of the point from the water to the base of the mountain, is about thirty-five acres, and there is no finer land for agricultural purposes on the entire Island of Mount Desert. On each of the two sides of the triangle which forms the point, is a spring of the purest water boiling up through the sand and gravel below high water mark. Its flow never varies, indicating that its fountain head lies deep below the surface, and its temperature remains constant at about forty degrees. It is no wonder that when this delectable spot was pointed out to them by the Indians, and offered to them as a place of settlement, the Jesuit colonists were diverted from their original purpose of going to the Penobscot, and remained here. It is situated on one of the largest and safest harbors in the world, with sufficient depth of water a half cable's length from the shore, to float the largest ship. It is sheltered by Flying Mountain, and according to Biard, grass was growing luxuriantly here when the settlement was made.

The first English settler here was Andrew Tarr of Gloucester, who first pitched his tent at the head of the Sound, where Somesville now is, but after a year or two changed to this point. The title to his land, which he obtained several years after he commenced to occupy it, came through the Bernards. Sometime after a Kittery sailor, Tobias Fernald, strayed this way, fell in love with Comfort, the daughter of Andrew Tarr, and married her. He inherited the Tarr homestead, built a more commodious house than his father-in-law had occupied, and spent the remainder of his days here. His son, Ebenezer, married Sophronia Wasgatt, lived and died here, and left the estate to his two sons, Rev. Oliver H. Fernald who now resides here, and Prof. Charles H. Fernald of the Massachusetts Agricultural College. The land boom which began at Bar Harbor has extended across the island, and this point with the mountains in its rear, which a few years ago were offered for a few hundred dollars, are now worth sixty thousand. Both South-



MOUNT DESERT, LOOKING UP SOME'S SOUND.

west Harbor and Northeast Harbor can be seen from Fernald's Point, they being nearly opposite each other, with the broad anchorage between.

SOMESVILLE.

Passing northerly by the head of Norwood's Cove, Flying and Dog Mountains are seen on the right, and Beach Mountain and Hill on the left, when the route is along by the eastern shore of Echo Lake, a beautiful sheet of water something over two miles long. Somesville is soon reached, a pleasant village with neat houses and a few cottages of summer residents. There is a good landing here at high water. Passing round at the head of Somes' Sound, the route by way of Northeast Harbor and Seal Harbor has already been described. The distance to be travelled by this route is not far from sixty miles. About two miles from Somesville, on the road to the Narrows, is "Town Hill," a thriving little village with stores, churches and a post office. A line of telegraph poles is on one side of this road, and of telephone poles on the other, both extending from Bar Harbor to Ellsworth. Excursions to Southwest Harbor can, if preferred, be more direct from Bar Harbor by buck-board or other vehicle, or the team and party may be taken to Southwest Harbor on one of the steamers plying between these two points, and then be driven back by way of Echo Lake and Somesville. Still another pleasant way is to charter one of the numerous small steamers plying in the bay, and the trip may be made more interesting by taking music and a lunch along.



RAILWAY STATION.

THE DESERT MOUNTAINS.

THE mountains of Mount Desert Island are deserving of something more than a passing notice. In the scenery along the Atlantic coast they are unique, and as great natural objects they are indeed wonderful. They cover more than a third part of the entire area of the Island, and have thirteen distinct peaks. They have the peculiarities of the mountains in other portions of the State, of being precipitous at the south and east, and sloping towards the north and west. They also exhibit diluvial markings and other evidence of glacial action. Green Mountain has already been spoken of; it is the largest, broadest and highest of the group, extending from Duck Brook to Otter Creek, a distance of nearly six miles. On the north-east is a bold spur which, though of the same mountain, takes the name of Dry Mountain. The ascent of this mountain affords vigorous and healthful exercise, the distance from Bar Harbor to the summit by way of Mount Kebo, being about four miles.

NEWPORT MOUNTAIN.

This mountain is the most easterly of the group, and is situated between the Schooner Head and Otter Creek roads. On the summit is a small pond. Its cliffs toward the sea are steep and rugged, rising in grim rampart and solid bastion against the fury of terrific gales that sometimes come from this quarter. The foot of this mountain is only two and a half miles from Bar Harbor, and the ascent is gradual and easy. The top is a long, flat ridge, and its nearness to the sea renders the view especially attractive.

MOUNT KEBO.

This little mountain is situated between Bar Harbor and Green Mountain, and its ascent is a favorite walk. To the summit is but little more than two miles from Bar Harbor, and many who would hesitate about climbing the higher elevations, are easily persuaded to undertake this. The site of an old mill at the base is a pleasant

and romantic spot, while the view from the top is picturesque rather than grand, it being somewhat limited on account of the higher peaks by which it is partially surrounded.

"BEEHIVE."

This mountain is situated south of Newport, and between it and the Peak of Otter. It is near to Great Head, and is over five hundred feet above the sea. The "Bowl," a small pond on its northern slope, is four hundred and ten feet high. The Peak of Otter, which is at the south and near the Beehive, is of about the same height.

PEMETIC MOUNTAIN.

This mountain, whose name perpetuates the Indian name of the Island, is situated southwest of Green Mountain, Turtle Lake, whose waters flow into Eagle Lake, lying between. The best way to reach it is by boat up Eagle Lake, to the beach at the head. The ascent from here is quite laborious, and occupies a couple of hours. This mountain affords a finer view of the islands situated at the south and southwest than does Green Mountain itself.

SARGENT'S MOUNTAIN.

This is a long mountain situated more nearly than any other at the centre of Mount Desert Island. The foot of this mountain may be reached either by boat or carriage from Bar Harbor. By the latter method, the route is by the Somesville and Northeast Harbor roads. The task of reaching the summit is not an easy one, and none but the vigorous should undertake it. In the ascent ledge rises above ledge, with thickets and tracts of fallen timber intervening, but when the summit is reached the reward is ample. The top occupies a large area full of rifts and deep chasms, showing great disturbance of the rocky formation. The Lake of the Clouds is a little body of water an acre or so in area, and said to be very deep. It is situated in what seems to be an ancient crater, though there are no signs of volcanic rocks. Geologists have noted the resemblance of this to the Swiss mountains, which have been shaped by glacial action. At some remote period this entire island and opposite mainland must have been the theatre of active glacial action. The views from many parts of this mountain are very fine. An easier ascent and descent is said to be by way of Jordan's Pond.

OTHER MOUNTAINS.

The mountains already mentioned are the principal ones in the easterly part of the Island. Between Mount Kebo and Eagle Lake are Great Hill and White Cap, and north of Eagle Lake are the Interlaken Hill and McFarland's and Young's Mountains, but none of them are as important as those already mentioned. South of Jordan's Pond are the "Triads" and the Cleft. On the easterly side of Somes' Sound is Brown's Mountain, nearly nine hundred feet high and quite precipitous in several places, and on the westerly side and bordering on the Sound are Robinson's, Dog and Flying Mountains. Beach Mountain is west of Dog Mountain, and Carter's Nubbles are north of the former. On the westerly side of the Island, between Great and Seal Ponds, in the town of Tremont, are the Western Mountains which overlook Penobscot Bay. The west peak is 1,073 feet high, and the eastern 971. Like other mountains in this region, they present ragged and precipitous faces in certain directions, and are prominent objects from the sea. Their summits shut out the views of the western part of the Island and Penobscot Bay, from the top of Green Mountain. The summits of all these mountains, as well as their northern slopes, were once covered by a dense growth of wood, but fire and storm have destroyed most of them. Fire and flood have also destroyed and carried away a large part of the shallow soil which supported the forest growths, leaving the sides and summits for the most part, bare of vegetation. But to the inward-bound mariner, the aspect of these mountains has ever been a solid wall of granite, precipitous and frowning, perpendicular or beetle-browed, and it is no wonder that when Champlain in his *pattache*, coasted along here nearly three centuries ago, and saw these bold peaks rising, as it were, out of the bosom of the ocean, should name the place the "Isle of the Desert Mountains." And thus they will ever remain; and while the Island may become dotted all over with summer cottages, while the rough and waste places may be changed to gardens and beautiful lawns, while all around and beneath them may be made to bud and blossom as the rose, these everlasting mountains will remain as they are, wild and weird, yet majestic and grand, enduring monuments of the stupendous forces of nature.

HISTORIC MOUNT DESERT.



CHAMPLAIN.

SUCH a wonderful combination of scenery as that found upon the Island of Mount Desert, must have made a deep impression upon the minds of the early navigators as they pursued their way westwardly through the Gulf of Maine. In many respects, it is unexcelled by any combination of natural views on the entire North Atlantic coast. Here upon one hundred square miles of territory are found thirteen mountain peaks, varying in height from 700 to

1,500 feet above the sea level, seventeen ponds or lakes from a few acres to several square miles in area, deep gorges and picturesque glens, bold promontories and broad stretches of forest, sparkling streams of water, with bays, harbors, coves and indentations of every variety and form. Besides all these natural objects, there are situated in various parts of the Island, sunny slopes, plateaus more or less broad, rocky ridges and headlands, affording sites for cottages to suit every taste and fancy. Mount Desert is the largest island on the New England coast. Its mountains can be seen sixty miles at sea, and are remarkable as being the first landmark of seamen. The Indians called the island "Pemetie," and its name is perpetuated in the name of one of the Island Mountains. It was a favorite resort of the savages, where in the forests they hunted for fur and food animals, and in the inlets and coves they took fin and shellfish in great quantities.

The discovery of Mount Desert Island, its early settlement as well as its subsequent history, are subjects of absorbing interest. It constituted a part of the ancient Acadia, for the possession of which there was a contest more or less sanguinary between England and France, which lasted for more than a hundred and thirty years. The French founded their claim on the discovery of this coast by Verazzano in 1524, on the discovery and occupancy of Canada by Cartier, in 1535, and on the grant to De Monts in 1603. The English claim was based upon the discovery of Cabot in 1497, upon the occupancy of Newfoundland by Gilbert, in 1553, by the subsequent voyage and landings of Gosnold, Pring and Waymouth and others, by the charter to the Popham colony in 1606, and the occupancy of the soil by that colony in 1607. An account of this contest belongs to the domain of general history, and may be found in the various historical works. It must answer for our present purpose to give an account of the early grant, and a brief outline of its subsequent history. There is no doubt that the several navigators who sailed along our coast prior to 1604, were struck with the unique appearance of this Island with its numerous mountain peaks, but their account of the entire coast is very meagre, and but little was written of any given point.

It was on the 8th day of November, in the year of Grace 1603, that Henry, King of France, granted to his "well-beloved Sieur de Monts, in ordinary of his Bed Chamber, the territory known as Acadia, described as extending from the 40th to the 46th degree of

north latitude and within this extent or any part thereof, as far inland as might be practicable, to establish, extend and make known the king's name, power and authority, and thereunto subject, cause to submit and obey all the people of the said land, etc." This patent, having no other boundaries than the degrees of latitude mentioned, embraced the American coast from the Island of Cape Breton to the Hudson river. The following winter De Monts equipped two vessels, and accompanied by Samuel Champlain who had explored the St. Lawrence river the preceding year, sailed for his new possessions March 7, 1604. After various explorations and the discovery of the river which De Monts named Saint John, the name it still bears, he came to the waters of Passamaquoddy Bay, and ascended the Schoodic river to a small island named by him the "Saint Croix," and which he selected for a resting place. It was while stopping at this island that De Monts sent Champlain on an exploring expedition along the coast. Starting the second day of September, 1604, with a *pattuche* of seventeen or eighteen tons, twelve sailors, and two savages as guides, Champlain sailed along the coast, "passing by a great quantity of islands, shallows and reefs which extend seaward in places more than four leagues." Again quoting his own language: "This same day we passed quite near an island which is some four or five leagues long, and were nearly lost on a little rock just under water, which made a small hole in our bark near the keel. The island is very high, and so cleft in places that at sea it appears as if seven or eight mountains were ranged side by side. I have named this island *L'isle des Monts-deserts*, (the isle of the desert mountains) its latitude is 44 1-2 degrees." The place selected by De Monts for his colony was at Port Royal, so named by Champlain, and was opposite Goat Island, on the north bank of the river of Port Royal and six miles distant from the present town of Annapolis, N. S. Without accomplishing much, De Monts returned to France, and we hear no more of him.

One of the leading objects had in view by the French in the colonization of Acadia, was the conversion of the Indians to the Catholic faith. To that end, the colonists were generally accompanied by priests, some of whom were those known as of the Order of Jesus, or Jesuits. De Monts was succeeded in Acadia by his associate in his voyage, Jean de Biencourt, a French baron, who having occasion to revisit France, left the affairs of the colony in charge of his son. Meanwhile a French lady of wealth and influence, Madame

de Guerschville, had formed the design of establishing in Acadia a spiritual despotism, of which the Jesuits were to be rulers and she the patroness. Henry of France had been assassinated, and the queen mother ruled in his stead during the minority of her son. She favored the views of Madame de Guerschville, and rendered material aid. A vessel was fitted out at Honfleur*, and the command given to M. de la Saussaye who was to be governor of the colony. Among those who embarked in this vessel, were two Jesuits named Quantin and Du Thet. They had orders to go to Port Royal, and being re-enforced by Fathers Biard and Masse to proceed to Pentagoet (the Penobscot) and there to found their colony. Arriving at Port Royal, they took on board the two Jesuits, their servant and luggage, and proceeded westward along the coast. Father Biard had visited Pentagoet and the Kennebec two years previous, and now acted as guide. When off Grand Menan, a thick fog closed in upon them which lasted for two days, and when it lifted they put into a harbor on the "easterly side of Mount Desert"† Island.

The place is described as a large and beautiful harbor. To this place they gave the name of St. Sauveur (St. Savior.) They remained here only a short time, intending to continue their journey to the Penobscot, but were persuaded to remain upon the island, upon a spot selected for them by the Indians, as described by Biard farther along.

There are many reasons for supposing that the place finally agreed upon was Fernald's Point, near the entrance to Somes' Sound. It is as described by Biard, a beautiful spot, sheltered by Flying Mountain, from the base of which it slopes gently to the water. It has been occupied by the Fernalds as a farm for three generations, and the house is one of the oldest in the vicinity. The springs of water spoken of by Biard in his published relation, where the Jesuit colony slaked their thirst, and with which they performed their ablutions and cooked their food, are still flowing upon each side of Fernald's Point. The harbor for depth of water, capacity and safety fully answers the description given of it by the Jesuits.

It may be as well to let Father Biard tell his own story as found in the Jesuit Relations, a rare and valuable book published in the French language, omitting such portions, for the sake of brevity, as are not essential to an understanding of the location of the colony.

*A seaport town of France, on the south bank of the estuary of the river Seine, opposite Havre.

†Biard's Relation.

FATHER BIARD'S RELATION.

"We were detained five days at Port Royal by adverse winds, when a favorable northeaster having arisen, we set out with the intention of sailing up Pentagoet river to a place called Kadesquit,* which had been allotted for our new residence, and which possessed great advantages for that purpose. But God willed it otherwise, for when we had reached the southeastern coast of the Island of Menan, the weather changed, and the sea was covered with a fog so dense that we could not distinguish day from night. * * * * * Our tribulation led us to pray to God to deliver us from danger, and send us to some place where we might contribute to His glory. He heard us in his mercy, for on the same evening we began to discover the stars, and in the morning the fog had cleared away. We then discovered that we were near the coast of Mount Desert, an island which the savages called Pemetic.† The pilot steered towards the eastern shore, and landed us in a large and beautiful harbor. We returned thanks to God, elevating the Cross and singing praises with the holy sacrifice of the Mass. We named the place St. Sauveur.

Now in this port of St. Sauveur, a violent quarrel arose between our sailors and crew and the other passengers. The cause of it was that the charter granted, and the agreement made in France, was to the effect that the said sailors should be bound to put into any port in Acadia that we should designate, and should remain there three months. The sailors maintained that they had arrived in a port in Acadia, and that the said term of three months ought to date from this arrival. To this it was answered that this port was not the one designated, which was Kadesquit, and therefore that the time they were in St. Sauveur was not to be taken into account. The pilot held obstinately to a contrary opinion, maintaining that no vessel had ever landed at Kadesquit, and that he did not wish to become a discoverer of new routes. There was much argument for and against these views, discussions being carried on incessantly, a bad omen for the future.

While this question was pending, the savages made a fire in order that we might see the smoke. This signal meant that they had observed us, and wished to know if we needed them, which we did. The pilot took the opportunity to tell them that the Fathers from Port Royal were in the ship. The savages replied that they would be very glad to see one whom they had known at Pentagoet two years before. This was Father Biard, who went immediately to see them and inquired the route to Kadesquit, informing them that he had intended to reside there.

'But,' said they, 'if you desire to remain there, why do you not remain instead with us, who have as good a place as Kadesquit is?' They then began to praise their settlement, assuring him that it was so healthy and pleasant, that when the natives were sick anywhere else, they were brought there and were cured. Their eulogies did

*Kenduskeag.

†Pemetic.

not greatly impress Father Biard, because he knew sufficiently well that the savages, like other people, overrated sometimes their own possessions. Nevertheless, they understood how to induce him to remain, for they said: "You must come, for our Sagamore Asticou is dangerously sick, and if you do not come he will die without baptism and will not go to heaven, and you will be the cause of it, for he wishes to be baptised." The reason, so naturally given, made Father Biard hesitate, and they finally persuaded him to go, since he had but three leagues to travel, and there would be no greater loss of time than a single afternoon.

We embarked in their canoe with *Sieur de la Motte* and *Simon*, the interpreter, and we set out. When we arrived at *Asticou's* wigwam, we found him ill, but not dangerously so, for he was only suffering from rheumatism; and finding this, we decided to pay a visit to the place which the Indians had boasted was so much better than *Kadesquit* for the residence of Frenchmen. We found that the savages had in reality reasonable grounds for their eulogies. We felt very well satisfied with it ourselves, and having brought these tidings to the remainder of the crew, it was unanimously agreed that we should remain there and not seek further, seeing that God himself seemed to intend it, by the train of happy accidents that had occurred, and by the miraculous cure of a child which I shall relate elsewhere.

This place is a beautiful hill, sloping gently toward the seashore, supplied with water by a spring on each side. The ground comprises from twenty-five to thirty acres, covered with grass, which in some places reaches the height of a man. It fronts the south and east toward *Pentagoet Bay*, into which are discharged the waters of several pretty streams abounding in fish. The soil is rich and fertile. The port and harbor are the finest possible, in a position commanding the entire coast; the harbor especially is smooth as a pond, being shut in by the large island of *Mount Desert*, besides being surrounded by certain small islands, which break the force of the winds and waves and fortify the entrance. It is large enough to hold any fleet, and is navigable for the largest ships up to a cable's length from the shore. It is in latitude forty-four and one-half degrees north, a position more northerly than that of *Bordeaux*.

When we landed in this place and planted the cross, we began to work, and with the work began our disputes, the omen and origin of our misfortunes. The cause of these disputes was that our Captain, *La Saussaye*, wished to attend to agriculture, and our other leaders besought him not to occupy the workmen in that manner, and so delay the erection of dwellings and fortifications. He would not comply with their request, and from these disputes arose others until the English obliged us to make peace in the manner I am about to relate."

Such is the account of the planting of a Jesuit colony on *Mount Desert Island* by one of the principal actors, and it is presumably correct. Where the first landing was made to which the name of

St. Sauveur was given, is a matter of some doubt. Some suppose it to have been at Northeast Harbor, but Biard's account says, "The pilot steered toward the eastern shore, and landed us in a large and beautiful harbor." This would point to Bar Harbor as the ancient "St. Sauveur," and the distance of "three leagues" referred to, would more nearly correspond with the distance to Fernald's Point, lying at the mouth of Somes' Sound, which was beyond all doubt, the place selected for the colony, than from Northeast Harbor.

Historians differ as to the time when this colony was planted, and also as to the length of time it existed. Williamson, in his "History of Maine," says the Jesuits (Biard and Masse) had trouble with Biencourt, the commander at Port Royal, who threatened them with corporal punishment, and that they left him at an early day and proceeded to Mount Desert, where they selected a place, as is supposed, on the western side of a pool—a part of the sound which stretches from the southeasterly side to the heart of the island. He adds, "Here they constructed and fortified an habitation, planted a garden, and dwelt five years, entering with great zeal and untiring perseverance upon the work of converting the natives to Christianity."

The vessel, which conveyed the colony with La Saussaye, sailed from Honfleur on the 12th of March, 1613, and reached Cape La Have, May 16. It was sometime in the early part of the summer of 1613 therefore, that the colonists landed at Mount Desert, and as the colony was broken up by Argal, 1613, it follows that its existence was limited to a few months. There is nothing in Biard's Relation to show that he had ever been upon Mount Desert Island previous to the landing at St. Sauveur, but he had been to Penta-goet, and had there made the acquaintance of the Indians inhabiting Mount Desert. Perhaps it was at Castine instead of Mount Desert that Biard and Masse carried on the work of converting the natives, but they certainly were at Port Royal when the colony arrived there in 1613.

Biard leaves us somewhat in doubt as to whether the Jesuits constructed fortifications, but Charlevoix says, "They hastily threw up slight entrenchments." We again quote from Biard's Relation, an account of the breaking up of the colony by Argal :

"The English colonists in Virginia are in the habit of coming every year to the island of Pencoit, twenty-five leagues from St. Sauveur, in order to provide food (fish) for the winter. While on

their way as usual, in the summer of 1613. they were overtaken out at sea by fogs and mists, which in this region often overspread land and sea in summer. These lasted some days, during which the tide drifted them gradually farther than they intended. They were about eighty leagues further in New France than they supposed, but did not recognize the place.

Some savages observed their vessel and went to meet them, supposing them to be Frenchmen in search of them. The English understood nothing of what the savages said, but conjectured from their signs that there was a vessel near, and that this vessel was French. They understood the word "Normans," which the savages called us, and in the polite gestures of the natives, they recognized the French ceremonies of courtesy. Then the English who were in need of provisions, and of everything else, ragged, half naked, and in search of plunder, enquired carefully how large our vessel was, how many canoes we had, how many men, etc., and having received a satisfactory answer, uttered cries of joy, demonstrating that they had found what they wanted, and that they intended to attack us. The savages did not interpret it so, for they supposed the English to be our friends, who desired earnestly to see us. Accordingly, one of them guided the English to our vessel. As soon as the English saw us, they began to prepare for combat, and their guide then saw that he had made a mistake, and began to weep and curse those who had deceived him. Many times afterward, he wept and implored pardon for his error of us and of the other savages, because they wished to avenge our misfortunes on him, believing that he had acted through malice.

On seeing this vessel approach us, we knew not whether we were to see friends or enemies, Frenchmen or foreigners. The pilot therefore went forward in a sloop to reconnoitre, while the rest were arming themselves. La Saussaye remained ashore, and with him the greater number of the men. Lieutenant La Motte, Ensign Ronfere, Sergeant Jonbert and the rest went on board the ship. The English ship moved quickly as an arrow, having the wind astern. It was hung at the waist with red, the arms of England floated over it, and three trumpets and two drums were ready to sound. Our pilot who had gone forward to reconnoitre, did not return to the ship, fearing as he said, that he should fall into their hands, to avoid which he rowed himself around the island. Thus the ship did not contain one-half its crew, and was defended only by ten men of whom but one, Captain Flory, had had any experience in naval contest. Although not wanting in prudence or courage, the Captain had not time to prepare for a conflict, nor had his crew; there was not even time to weigh anchor so as to disengage the ship, which is the first step to be taken in sea fights. It would, however, have been of but little use to weigh anchor since the sails were fastened, for being summer, they had arranged them as an awning to shade the decks. This mishap, however, had a good result, for our men being sheltered during the combat, and the English unable to take aim, fewer of them were killed or wounded.

As soon as they approached our sailors hailed them, but the English only replied by cries of menace and by discharges of musketry and cannon. They had fourteen pieces of artillery and sixty artillerymen, who ranged themselves along the side of their vessel, firing rapidly without taking aim. The first discharge was terrible. The whole ship was shrouded in fire and smoke. On our side the guns remained silent. Captain Flory cried out, 'Put the cannon in position,' but the gunner was absent. Father Gilbert du Thet, who had never been guilty of cowardice, hearing the Captain's order and seeing that no one obeyed, took the match and fired the cannon as loudly as the enemy.

The English, after their first attack, prepared to board our vessel. Captain Flory cut the cable, and thus arrested for a time the progress of the enemy. They then prepared to fire another volley, and in this du Thet was wounded by a musket and fell across the helm. Captain Flory and three other men were also wounded, and they cried out that they surrendered. The English, on hearing this cry, went into their boat to board our vessel, our men imprudently rushed into theirs in order to put off to shore before the arrival of the victors. The conquerors cried out to them to return or they would fire upon them, and two of our men in their terror, threw themselves into the water and were drowned, either because they were wounded, or more probably, were shot while in the water. They were both promising young men, one named Le Moine from Dieppe, and the other Neuen from Beauvois. Their bodies were found nine days afterwards and carefully interred.

The victorious English made a landing in the place where we had begun to erect our tents and dwellings, and searched our Captain to find his commission, saying that the land was theirs, but if we could show that we had acted in good faith and under the authority of our Prince, they would not drive us away. The trouble was that they did not find La Saussaye, but they seized his desk, searched it carefully, and having found our commissions and royal letters siezed them, then putting everything in its place, they closed and locked the desk. On the next day when they saw La Saussaye, the English captain welcomed him politely, and then asked to see his commission. La Saussaye replied that his papers were in the desk, which was brought to him, but he found that the papers were missing. The English captain immediately changed his tone, saying, 'Then, sir, you are imposing on us.' * * * * He then granted permission to his soldiers to plunder us, in which work they spent the entire afternoon. We witnessed the destruction of our property from the shore, the English having fastened our vessel to theirs, for we had two, our ship and a boat newly constructed and equipped. We were thus reduced to a miserable condition, and this was not all. The next day they landed and robbed us of all we still possessed, destroying also our clothing and other things."

Thus the Jesuit colony of which so much had been expected, was broken up within a short time after it made a landing upon the

island. Concerning the character of Argal, various views have been entertained. He was a skillful navigator, and leaving the track of ancient navigators, he discovered a more direct passage to Virginia. He was an adventurer after the Drake school, and never hesitated to rob and plunder those not of his own country. He became attached to the Jamestown colony in 1609, and was very useful to it in furnishing supplies of fish.

Having destroyed the colony of St. Sauveur,* fifteen of the colonists, including Fathers Biard and Quantin, were taken to Virginia, where they were to have the free exercise of their religion with permission to return to France at the end of a year; the remaining fifteen, including La Saussaye and Father Masse, were put in a shallop and directed to go in search of some French vessel which would take them home. On the coast of Nova Scotia, they found a vessel which took them to St. Malo. On arriving at Jamestown, the Virginia colonists approved the doings of Argal, and resolved to send him to destroy all the French settlements in Acadia. He having fitted out a small fleet, first visited St. Sauveur, where he destroyed the cross erected by the Jesuits, and set up another in its place with the name of the King of England inscribed upon it. He also destroyed all the buildings the French had erected, and changed the beautiful spot to a desolate waste. Proceeding to St. Croix he destroyed the buildings left there, and then proceeded to invest Port Royal. The people were at work in the fields, and the first knowledge they had that enemies were near was the smoke of their burning homes. The destruction of the place was complete. Most of the French returned to France, but Biencourt refused to go and spent the remainder of his days in the country, sometimes dwelling with the savages, and at others in company with Charles de La Tour near Port Royal, but little is known of his subsequent life. This ends the story of the Jesuit occupancy of Mount Desert Island, and whether they were here five years, or only a part of a single year, it matters little now. The ashes of du Thet, and of the others killed in the engagement, repose at Fernald's Point, which is the ancient St. Sauveur, and probably other relics of the French mission may be buried beneath the soil, but the description of the harbor, the admirable site for such a settlement, and the boiling springs in the vicinity, are the only existing evidence by which we are able to

*It seems that the name given to the place where they first landed, was transferred to the location selected for a settlement, for Biard continues to speak of it as "St. Sauveur."

locate the spot. More than two hundred and seventy years have passed since this little band of Christian workers was driven from St. Sauveur, but there is a glamour about the spot, and an interest attaches to it which is possessed by no other place on the Maine coast. There were never more devoted, self-sacrificing, persistent workers in the missionary field, than the French Jesuits who came to the wilds of America to convert the savages to the Christian faith.

RESETTLEMENT.

The history of Mount Desert Island, from the breaking up of the Jesuit colony at St. Sauveur to the end of the French domination in Acadia, possesses but few incidents of general interest. It was doubtless occupied more or less by fishermen of both the nationalities involved in the controversy for its possession, but they had no title to the soil and left no record of their occupancy. Its harbors and coves were doubtless also the rendezvous and hiding places of the buccaneers that infested the entire Atlantic coast during the seventeenth century. Meantime the contest for empire continued to be carried on between France and England, and there was no security for settlers upon the disputed territories of either nationality. In April, 1688, in consideration of important military services rendered in the New World, the King of France granted to M. la Motte Cadillac,* the whole of Mount Desert with adjacent islands and lands on the mainland. This grant, though made void by the lapse of time and by subsequent events, was revived in the person of a granddaughter of Cadillac and her husband, as will be seen farther along.

In 1762 the General Court of the Massachusetts Bay, in consideration of "extraordinary services," granted Mount Desert Island to the Royal Provincial Governor, Francis Bernard, who had it surveyed, had laid out a town at Southwest Harbor, and intended to settle there. The surveyors were John Jones of Dedham, and Barachias Mason of Medfield. They began at the head of Southwest

*Antonie de la Motte Cadillac is spoken of as "Lord of Bonaguat and Mount Desert in Maine." He was a native of Gascony. In the Paris Documents he is spoken of, under date of 1694, as "Sieur Delamotte-Cadillac. Captain of a detachment of Marines, a man of very distinguished merit." In 1694—7, he commanded Michilimackinac. In 1701 he established Fort Ponchartrain, Detroit, remaining with his wife until 1706. The next year he returned to Quebec. In 1712 he was appointed Governor of Louisiana. In company with de Crozet, he controlled the trade and opened a silver mine. He returned to France March 9, 1717; and it is said by du Pratz (*Histoire de la Louisiane*, vol. 1, p. 23,) that he died within two years afterwards. He was identified with the early history of five or six States. The Paris Documents say that he was well acquainted with the New England coast; but his connection with Mount Desert was nominal. In the petition of the Gregoires, Cadillac is styled "Lord of Donaguet and Mount Desert."

Harbor and travelled in opposite directions, making note of the distances measured, the character and quality of the soil, wood and timber, describing by small drawings the coves, inlets and other indentations, and giving an account of the outlying islands. Their field-books, bearing their signatures and in a good state of preservation, are still in existence. The "ruins of an ancient house" are spoken of in one place, showing at least one settler of whom we have no account. But nothing came of Governor Bernard's attempt at settlement. He built a few small cottages and a mill dam, but troubles came between the mother country and the colonies, Governor Bernard was recalled to England, knighted and died before our independence was achieved. His property, including Mount Desert Island, was confiscated.† But his son, John Bernard, to whom the island had been bequeathed, on showing that he had been loyal to the colonies during the war, was allowed to retain one-half of the estate.

In 1785, John Bernard was of Bath, and sent a petition to the General Court, "praying for permission to take possession of the Island of Mount Desert." This petition was accompanied by a certificate "signed by many respectable persons, subjects of this Commonwealth, stating that said Bernard had conducted himself during the late war unexceptionally, in his political and moral conduct." On this account, and for other good and sufficient reasons, the General Court, June 23, 1785, passed a resolve in his favor as follows :

"Resolved that one moiety or half part of the Island of Mount Desert, be and hereby is granted, and from the passing of this resolve shall enure to the said John Bernard, his heirs and assigns forever, to hold in fee simple; provided always that said John shall convey to each person now in possession of lands, which may by a division of the aforesaid Island be assigned to said John, such quantity thereof and upon such terms as the Committee appointed by a Resolve of the General Court passed October 28, 1783, shall direct within 18 months from the passing of this Resolve."

Meantime the claim of Cadillac was revived in the person of his granddaughter, Madame Maria Theresa de Gregoire, and her husband, Monsieur Bartholomy Gregoire. It was an obsolete claim, but immediately after the close of the Revolutionary war, the Government of Massachusetts was especially well disposed toward France and her citizens, and so in 1787, the Great and General Court first naturalized the petitioners, and then gave them a quit-

†Gov. Bernard visited Mount Desert in 1762, and a brief diary which he kept while making the trip, is now in the library of Harvard College.

claim deed of the interest held by Massachusetts in the Island, it being one-half of it, reserving to actual settlers lots of one hundred acres each. The petitioners settled here, and Theresa de Gregoire died at Hull's Cove, on the spot now occupied by the large brick mansion house, in 1810. Many of the settlers on the Island hold title deeds based upon this grant, and others upon the grant to Governor Bernard, through his son John.

From June 23, 1785, the date of John Bernard's grant, and July 6, 1787, the date of de Gregoire's grant, the Island was owned in common and undivided, until the term of the Supreme Court held in Boston the third Tuesday of June, 1788, when de Gregoire and wife presented a petition to have "their part or moiety of the Island called Mount Desert set off from John Bernard." At this time Bernard had been in England more than twelve months, and "his Attorney James Sullivan, Barrister at law," answered to the petition. The Court granted the request, and appointed Commissioners who made the division as follows :

"We, Stephen Jones, Nathan Jones, and Thomas Richardson, in pursuance to the foregoing warrant, to us directed, have set off to de Gregoire and wife the moiety of said Island, which is bounded as follows : beginning above Mr. James Richardson's at a stake and stone at the head of the tide, at the northern extremity of Mount Desert Sound, (Somes' Sound) and thence running north 38 degrees, west to a stake and stones upon the edge of the bank of high water mark upon the northern side of said Island ; thence easterly along the high water mark to and around said Island ; thence westerly by the shore up said Sound to the first mentioned bounds ; and that the whole of that part of said Island to the westward of said Sound, and of said northerly line from the head of said Sound, to the northerly shore, to be the moiety or share of John Bernard, Esq."

John Bernard left this country in 1786, and returned to England. He afterward became Sir John Bernard, Baronet, and held office under the Crown in Barbadoes and St. Vincent. He died in 1809. July 6, 1786, he mortgaged to Thomas Russell of Boston, "one undivided moiety or half part of the Island of Mount Desert in said County of Lincoln, the same granted him by State of Massachusetts," to secure the payment of three bonds, viz. : one for £1480, 1s, 4d ; one for £579, 9s, 9d ; and one for £50. There is no record in Lincoln or Hancock Counties of any assignment, foreclosure or discharge of this mortgage. It seems that Russell was the holder of this mortgage for the London firm of Lane, Son & Fraser, who loaned

large sums of money in this country. From 1786 to 1803, this Bernard grant lay unclaimed. September, 18, 1803, John L. Sullivan, administrator of Thomas Russell by virtue of a resolve of the General Court, sold the entire grant to John Bernard of Mount Desert Island, to George W. Irving of Boston, then a resident of London, for one dollar per acre.

The Gregoires settled at Hull's Cove, where they engaged somewhat in farming. They were often straightened for money, and frequently gave mortgages on their lands. In 1792 they sold their Mount Desert lands, except settlers' lots and other reservations, as follows :

"Our farm of 100 acres, as the same is now improved and possessed by us ; and another lot at the southwest corner of Nicholas Thomas' lot, running south 54 degrees west, 64 rods then north, 48 west to the shore, and up the creek to the first bounds, and also one square acre at end of mill dam, and also the mill erected there ; also town lot of 450 acres, Bartlett's Island, 1414 acres, Great Cranberry Island 490 acres, Little Cranberry Island 73 acres, Sutton Island 174 acres, Baker's Island 123 acres, Bear Island 9 acres, Thomas' Island 64 acres, Green Island west side of narrows, two small islands near Bartlett's, Great Duck Island 182 acres, excepting thereat 100 acres for Col. Jones as a settler, and Little Duck Island 59 acres, to Henry Jackson who, July 9, 1796, conveyed the remaining lands unsold, for £100 to William Bingham, of Philadelphia."

The contest between England and France for the possession of Acadia, prevented the settlement of any part of it by the English, until the fall of Quebec in 1759, put an end to French domination over all the disputed territory, and to the bloody Indian wars which had been waged with more or less severity for more than one hundred and thirty years.

The first permanent settlement made upon Mount Desert Island was by Abraham Somes* of Gloucester, Mass., in 1762†. He gave his name to the Sound, and also to the village of Somesville which sprang up at its head, near where he settled. He had been in the habit of visiting this region prior to his removal here, in a Chebacco boat, (so called from Chebacco, a town in Massachusetts, now called Essex, where such boats were built) for the purpose of rift-

*He was the son of Abraham and Martha Emerson Somes, who were married at Gloucester in 1730, and was the fourth in descent from Morris Somes, who was born in 1614, and with his wife, Margerie, was among the early settlers at Gloucester, on Cape Ann. Morris Somes was the common ancestor of all the New England families of this name.

†Williamson gives the date as 1760, but as a child was born to Somes in Gloucester in June, 1761, and another in Mount Desert in December, 1763, it is fair to presume that the removal was between these two dates.

ing pine into staves, which he took back to Gloucester and manufactured into barrels, etc. In 1762 he took his family along with him, and for the first winter they lived in the boat, near the head of the Sound. The next season he built a house on the shore and moved into it, being the first settler. His numerous progeny are among the most respectable people of the Island.

James Richardson from Gloucester, was the second settler, and his son George was the first white child born upon the Island. He was born August 16, 1763. James Richardson was the first plantation, and also the first town clerk, and served in that capacity for many years.

Abraham Somes lived to be over eighty years of age, and was buried at Somesville. His wife was Hannah, the daughter of Samuel Herriek of Gloucester. John Somes, grandson of the patriarch, died in Somesville in 1886, aged over ninety years, born September 4th, 1794. He was the son of John, Jr., and Judith (Richardson) Somes.

The records of Mount Desert as a municipality begin in 1776, and the first meeting called was for the purpose of choosing a Committee of Correspondence, Inspection and Safety. This meeting was held on the 30th day of March, 1776, at the house of Stephen Richardson; Josiah Black was chosen Moderator and James Richardson, Clerk. The Committee of Correspondence, Inspection and Safety consisted of Ezra Young, Levi Higgins, Stephen Richardson, Isaac Bunker and Thomas Richardson.

Mount Desert was incorporated as the sixty-eighth town in the State, Feb., 1779, and included Bartlett's, Robinson's, Beach and the Cranberry Islands. At that time, the several places numbered about seven hundred inhabitants. The inhabitants were loyal to the patriot cause during the struggle for independence, almost to a man, and suffered much both from the enemy and for the necessities of life.

The first representative to the General Court was David Wasgatt, in 1805.

The town of Mount Desert was large in area, and in 1795 the population having largely increased and being scattered all over the Island, the inhabitants on Frenchman's Bay petitioned for a division, and an act to that effect having been passed by the General Court, on Feb. 23, 1796, it was signed by Samuel Adams, Governor. The new town was called Eden, and was "bounded south-

erly by a line beginning at the point north of Goose Marsh Falls, so called, then running an easterly course to the top of the tide at the head of the Sound, and then easterly by a straight course to the top of the tide at Otter Creek, so called, being the easterly bound of said town, and containing all that part of Mount Desert north of the line aforesaid, together with the inhabitants therein."

The first town meeting was called by Capt. Ezra Young, and was held at the house of Capt. Samuel Hull, at Hull's Cove, on the 4th day of April, 1796. Ezra Young was chosen Moderator, and Thomas Paine, Clerk. The Selectmen were Ezra Young, Levi Higgins and Samuel Hull; Treasurer, David Hamor. It was voted "that Neat Cattel may run at large, and also swine being well yoked." Future meetings were to be held at the house of Ebenezer Salisbury, at Salisbury Cove, and here the town house was subsequently built. At an adjourned meeting, sixty dollars were raised for schools, sixty for town expenses, and one hundred and sixty-eight dollars for building the bridge over North East Creek, and for repairing roads. The same town in 1886, raised one hundred and ten thousand dollars for drainage. In 1850, the valuation of the town was: real estate, \$79,544; personal property, \$32,381; total, \$111,935. Its valuation is now several millions, and Bar Harbor as a summer resort has wrought the change.

The Cranberry Isles were incorporated as a town in 1830, and the western part of Mount Desert Island was incorporated as the town of Mansell,* by act approved June 3, 1848, and the name changed to Tremont the same year. The first town meeting was held at the school-house at Bass Harbor, Aug. 9, 1848. John S. Dodge was chosen Moderator, Barnard Rumwell, Treasurer, and Shubell D. Morton, Seth H. Clark and John S. Dodge, Selectmen. The number of voters in 1887, was 553.

PHYSICAL FEATURES.

Mount Desert Island is very irregular in outline, its shores being everywhere indented with bays, coves, creeks and inlets. Its extreme length from north to south, from Hadley's Point in Eden to Bass Harbor Head Light House in Tremont, is about fifteen and one-half miles, and its greatest width from east to west, from Great Head to a point east of Thrumbeap Island, is thirteen miles. Its

*Mount Desert was called by the English "Mansell," in honor of a distinguished navigator of that name.

average length is about twelve miles, and its width nine miles. It is separated from the mainland on the north and northeast by Frenchman's Bay, and on the northwest and west by Union River Bay and Bluehill Bay. Its nearest approach to the mainland is at the Narrows, where a bridge seven hundred feet in length connects it with the town of Trenton. But for the numerous small islands which intervene, there would be an open sea view toward the south-east and south; at many points along the shore, the view is unobstructed in these directions, and nothing meets the eye but a wide waste of waters. It has thirteen distinct mountain peaks, and several other bluffs of lesser height. These mountains are situated in the central part of the Island from east to west, the chain being divided by Somes' Sound, and the larger number of peaks being east of this Sound, and between it and the Bar Harbor side. The heights of the elevations on Mount Desert Island, above mean high water, are given in the following table, and are mostly compiled from the coast survey reports :

	FEET.		FEET.
Green Mountain.....	1527	Robinson's Mountain.....	700
Sargent's "	1344	Dog "	670
Dry "	1268	The Beehive	540
Pemetie "	1262	Great Pond Hill	540
Newport "	1060	The Cleft { North.....	610
Western " { W. Peak.....	1073	{ South.....	460
{ E. Peak	971	Peak of Otter	506
White Cap	925	Carter's Nubble	480
Brown's Mt.	860	Interlaken Hill	462
Bubbles { North.....	845	Mt. Kebo	405
{ South.....	780	Jordan's Hill { North.....	340
Beach Mt.	855	{ South.....	360
McFarland's Mt.	761	Flying Mountain	300
Great Hill	748	Bald Mountain	250
The Triads { East	720	High Head Mt.	208
{ North.....	688	Burnt Mountain	175
{ South.....	600	Mt. Gibbon	160
Young's	706	Otter Cliff	112

These numerous peaks constitute a vast watershed, and as a consequence there are numerous ponds or lakes situated in various parts of the Island. The best known of these is Eagle Lake, so named by Church, the artist, situated about three miles west of Bar Harbor. Its principal watersheds are the Green, Dry, Sargent's and Pemetie Mountains, with the Bubbles and White Cap. Its outlet is called Duck Brook, and it supplies the water for the village of Bar Harbor. This lake is two and one-third miles long, and three-fourths of a mile wide. It is navigable for steamers, and is part of

the thoroughfare between Bar Harbor and the Green Mountain Railway. Jordan's Pond is south of Eagle Lake, and separated from it by the Bubbles. Its waters flow into Long Pond, which is situated on the southerly side of Mount Desert, near Seal Harbor. The largest pond on the Island, situated partly in the western part of the town of Mount Desert and north part of Tremont is Great Pond, which is over four miles long, and has numerous little bays



EAGLE LAKE.

and coves. Echo Lake is situated about equal distance from Great Pond and Somes' Sound, and is two miles long by a half mile wide. It is on the road between Somesville and Southwest Harbor. Hadlock Pond is a small sheet of water on the road between Somesville and Northeast Harbor. Turtle Lake is situated between Green and Pemetic Mountains, and its waters flow into Eagle Lake. Seal

Cove Pond is toward the western part of the Island, and flows into Seal Cove. Besides these, there are the Lake Wood, Pond of Witch Hollow, Somes' Pond, the "Bowl," and several others. The summer level of some of these lakes and ponds is as follows :

The Bowl	410	Echo Lake	90
Turtle Lake.....	375	Long Pond.....	58
Eagle Lake	275	Seal Cove Pond	30
Jordan's Pond	195		

Some of these island mountains are joined at their base, while others are so near each other as to leave only a narrow gorge between. The road from Bar Harbor to Otter Creek is between Dry and Newport Mountains, whose bases approach each other so nearly as to leave little more than space for a wagon road. Nearly all the roads on the Island, running from north to south, have mountains either on one or both sides for much of the way.

Somes' Sound is a remarkable feature in the make up of Mount Desert Island. Beginning near Southwest Harbor, it penetrates northwardly into the land for nearly seven miles, almost bisecting the Island. Its average width is less than a mile, and for much of the way it is overshadowed by mountains. On the westerly side are Flying, Dog and Robinson's Mountains, and on the east, Brown's extended summit nearly 900 feet high. In sailing up this Sound, one who did not know to the contrary, could easily persuade himself that he had entered a large river. Many of its features, especially its deep, dark waters, and the overhanging and echoing cliffs, recall the Saguenay river of Canada with its grand, almost awful scenery.

A striking feature of Mount Desert Island is its rock-bound shore which extends nearly around it, rising at some points into bluffs with perpendicular or overhanging walls, against which the waves of ocean dash with ceaseless fury. The material of which these rocky bluffs are composed, acted upon by the waves and salt water, falls down in broken fragments which are rolled and pounded, and in some places when the tide is out, the shore under the bluffs is covered with them in every fantastic form. The sea-wall at Southwest Harbor, which after an off the coast storm is frequently fifteen feet high, is one of the most interesting of such embankments found along the coast. At Northeast Harbor, the travelled road is for some distance, over a sea-wall composed of rounded stones from the size of a goose egg and upwards to three or four pounds in weight.

GEOLOGICAL.

The geology of Mount Desert Island is very interesting. As in other portions of the State, the southern brows of the lofty granitic hills are everywhere crushed and broken into fearful precipices, while their sides turned to the north present plains of greater breadths, and dip at vastly less angles down towards the level country beyond. The great boulders lie at their southern feet, and those specifically the same, but of less magnitude, are transported the farthest off, and are more worn and rounded. It seems to have been the special business of the great denuding agent to cover the barren surface with soils, which soils are the results of local detritus—gravels, clays and sands, crushed and ground out of the detached rocks. In speaking of the geology of this region, Prof. Hitchcock says :

“Another large basin of mica schist is in the southern part of Hancock county, three sides certainly, resting upon granite. This granite is shaped like a great horse shoe, one end being at Mount Desert Island, running through Sullivan, Franklin, Number Eight, North Ellsworth, Orland, Surry, Bluehill and Sedgwick, to its other end on Deer Isle ; and within this curve the mica schist is situated. The character of the rock is gneissoid, and sometimes talcose and again like siliceous slate. The country within this area is low and rolling, while the great granite curve is composed of high mountains. After this depression had been formed by the upheaval of the granitic ranges around the lowlands, the schists were deposited in it, though in this case the schist failed to reach anywhere near to the top of the ridge or basin. The rocks in this great valley belong to one formation, and were formed during the same geological period.”

Prof. Hitchcock found that Mount Desert Island is composed chiefly of granitic, unstratified rocks, though an occasional mass of an obscure siliceous slate appears. An interesting quartz vein is found along the shore at Bar Harbor, opposite Bar Island, extending for a mile and a half. Going back from the shore, it is much acted upon by the weather, and would hardly be recognized as the same rock. There is a dike of trap at Hull's Cove containing limestone. Green Mountain is a mass of red granite, or at least, it appears so at the summit and on its sides. It is of the variety known as protogine, in which a talcose mineral takes the place of mica in the ordinary granite, and it is probably that nearly all the so-called granite of the Island is protogine. The dip of large plates of this rock on the top of Green Mountain is sixty degrees northwest, while near Eagle Lake they are nearly perpendicular. Occasional-

ly a dike of trap is found on this mountain, and what is true of the structure of Green Mountain is probably true of others. Near Otter Creek, at the base of the "Beehive," a quarry of red granite is being successfully worked. Paving stones for New York City are being quarried in great quantity on the western side of Somes' Sound; from the deck of the steamer, these quarries appeared to be of ordinary granite. Syenite, a form of granite in which hornblende is substituted for mica, is found in some places, and a company lost a large sum in attempting to open a quarry of it.

Green Mountain, which was once a United States Coast Survey Station, is 1527 feet above the surrounding ocean, the highest point on the Atlantic coast, between Lubec and Rio Grande, and is the first land sighted by mariners when approaching this coast. From the summit the scene is grand—almost overwhelming. Here one gets a bird's eye view of more than three-fourths of the entire Island, including its harbors, bays, coves, sounds, lakes, ponds, mountains, forests, farms and villages; also of several towns on the mainland, numerous islands along the coast line, and a broad expanse of ocean. The Schoodic Mountains, Bluehill and the Camden Hills are seen in the distance, while in the opposite direction, white sails gleaming in the sunlight glide smoothly over the azure sea. Language is inadequate to express the beauty and variety of the scenes here opened to view, and the emotions they awaken cannot be told in words; the impressions they make upon the mind are indelible, and remain as an unfading memorial of a most delightful and enjoyable occasion. The two grandest objects in nature, high mountains and a boundless ocean, here occupy the same horizon, and no earthly view can be more absorbing.

AGRICULTURAL RESOURCES.

The agriculture of Mount Desert Island is necessarily poor. The soil, as a rule, is thin and lacking in the elements of fertility. Formed of the detritus of the rocks composing the skeleton of the Island, its constituent elements are few and mostly of a siliceous kind. There is not much level surface, and what there is is either sandy or marshy and wet. Nature never intended this as an agricultural region. The climate also is unsuited to high farming. Not so much on account of its high latitude, as its nearness to the Atlantic and Arctic currents which strike the coast at this point. The water of the ocean here is nearly thirty degrees colder than it is west

of the Kennebec. "The change from winter to summer and from summer to winter is very gradual, and the period of uncertain weather is long, much longer than at other points in the same latitude away from the coast where farming is made a success. This period of irregular alternating of summer and winter days is the ruin of agricultural prosperity." Agriculture has always received some attention here, but the employment of the early settlers was chiefly lumbering and fishing. The ice business, granite quarrying, and catering to the wants of summer residents are the chief employments of the inhabitants of this Island to-day, and will be in the future.

THE REAL NAME.

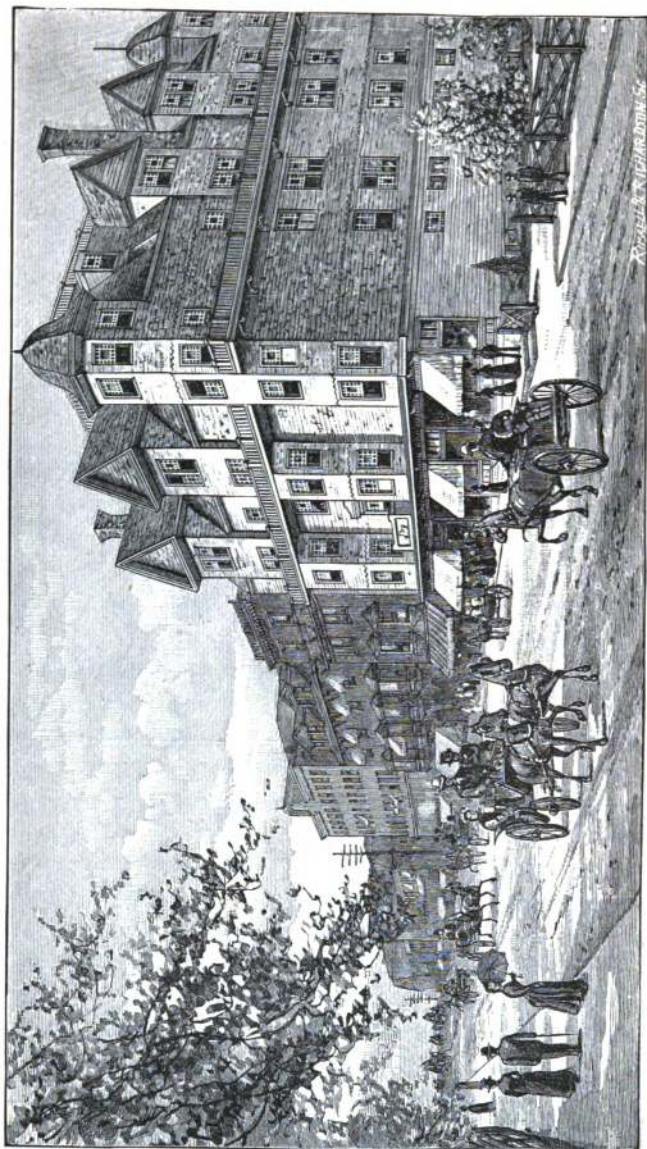
It would hardly seem necessary after quoting Champlain's statement with regard to the name of this Island, and his reasons for so naming it, to call attention to the proper accentuation of the word "Desert," but there are still many who place the accent on the last syllable, a practice which has a tendency to obscure its meaning. We have seen that Champlain called the place the "Isle of the Desert Mountains," and from this, doubtless, it came to be called Mount Desert. The French words for this name are *Monts Desert*, the last word pronounced as though written "*dezer*." Now, since we have substituted Mount for the French "*Mont*," why should we not give the word *Desert*, which is written alike in French and English, the English accent? It is true Champlain did not call the Island a desert, only its mountains, but the words "Mount Desert," or "Desert Mount," convey the meaning intended by him, and the word *Desert*, with the accent on the first syllable, used in its ordinary sense of solitary, untilled, uninhabited, is part of the name. The fact that many of the natives of the Island accent the word differently, and give a different significance to the terms employed by Champlain, proves nothing. We have Champlain's own statement that the name was intended to describe an island filled with solitary, uninhabited mountain wastes, and no words better describe such a place than those used by him.

AS A SUMMER RESORT.

BAR HARBOR has long since passed the experiment stage and is already a great sea-side resort. It is the wealth invested in cottages more than anything else, that gives assurance of permanency and steady growth. Real estate booms may come and go, but they cannot affect the steady progress and increasing popularity of Bar Harbor. If they have any effect, it is an adverse one, but the place has reached that stage of development that the price of real estate can have but little to do with its future. In the near future, if we may judge from the past and present, Bar Harbor will be a city with a large permanent population and a much larger transient one. With a break-water extending from Mount Desert to the Bald Porcupine Island, a thing which is sure to be accomplished, the harbor would be excellent, and Bar Harbor would become an important port of entry.

The transportation companies, of which the principal is the Maine Central Railroad, did a largely increased business over any preceding year, in 1887. In addition to the trains run the year previous, the vestibule limited train was put on at the opening of the season, and was well patronized. It was one of the finest trains of cars ever placed upon any road, made up as it was entirely of palace cars of improved pattern, and fitted up not only with every convenience, but with every luxury. It made no stops between Portland and Bangor, going to Bar Harbor by the way of Brunswick and Augusta, and returning by way of Lewiston. This train was always on time, and gave entire satisfaction to its patrons. No more tickets were sold than there were seats, and the seats were always filled.

From June 10th to Sept. 10th of 1887, a period covering the time of summer travel, the Maine Central Railroad carried to Mount Desert 15,192 passengers; and it carried away 15,759, making the total arrivals and departures 30,951, a gain of 5,779, or 23 4-10 per cent. in the arrivals and departures over the season of 1886. The steamers carried a considerable number more. The arrivals and



VIEW IN MAIN STREET, BAR HARBOR.

departures on the "City of Richmond," were probably 3000 during the season. On other lines they were probably as follows: By the Boston & Bangor Steamship Co., 5000; by the Bangor & Bar Harbor Steamship Co., 1000; by the Boston & Maine Steamship Co., 1500. Some others have come and gone in private yachts and other conveyances, so it is probably not far from correct to estimate the total number who have resorted to Mount Desert, for business or pleasure during the last season at, at least, 25,000; probably it is larger than that.

This is a large increase over the previous year; but the most remarkable difference is noticed in comparing the number of passengers taken to and from Mount Desert by the Maine Central during the season since the railroad line was opened. In 1884, the first year the railroad to Mount Desert Ferry was opened, the total number during the fashionable season was 11,043. In 1885, the total sprang up at a leap to 15,857; in 1886, it reached 24,172, and this past season it reached 30,951. In four seasons, the arrivals and departures by railroad have nearly trebled. The arrivals by steamer have not increased in any such ratio, but since the railroad has been open, the steamers have probably so far held their own that the increase of railroad travel marks very well the ratio of increase of the total travel to Bar Harbor.

An examination of our cottage directory in another place, shows that more than one hundred and fifty cottages in Bar Harbor and vicinity, were occupied during the season of 1887, and the subjoined list of new cottages will show the number not occupied last year, but which will be ready for occupancy and occupied during the coming season. The cost of these cottages amount to several millions of dollars. Some of them are almost palatial in size and appointments, and cannot with propriety be called cottages. There are residences here called cottages which are valued at from one hundred to one hundred and fifty thousand dollars.

Other portions of Mount Desert Island, as well as Bar Harbor, have felt the stimulus, though not in the same degree. A son of Ex-Senator Yulee has purchased a lot near Hull's Cove, and has built a handsome and expensive house, and the result has been a marked rise in real estate in that region, which is four miles on Frenchman's Bay, above Bar Harbor. Land has also been purchased at Salisbury Cove, Otter Creek, Seal Cove and at various other points. Fernald's Point, near the entrance to Somes' Sound

and some twelve miles distant from Bar Harbor, was offered with considerable other real estate about ten years ago, for thirty-five hundred dollars; now the owners have been offered and have refused sixty thousand dollars for the Point alone, containing thirty-five acres of land, a side of a mountain, and the farm buildings.

The Maine Central is making every effort to maintain Bar Harbor in the future, at the standard at which it has hitherto been kept, as a place for rest and recreation, or at least so exclusive that every visitor can find rest and recreation if he or she wishes them. The policy of running no excursions to the place during the season will be maintained in the future as in the past. The sewerage system is



BUCKBOARD
RIDING.

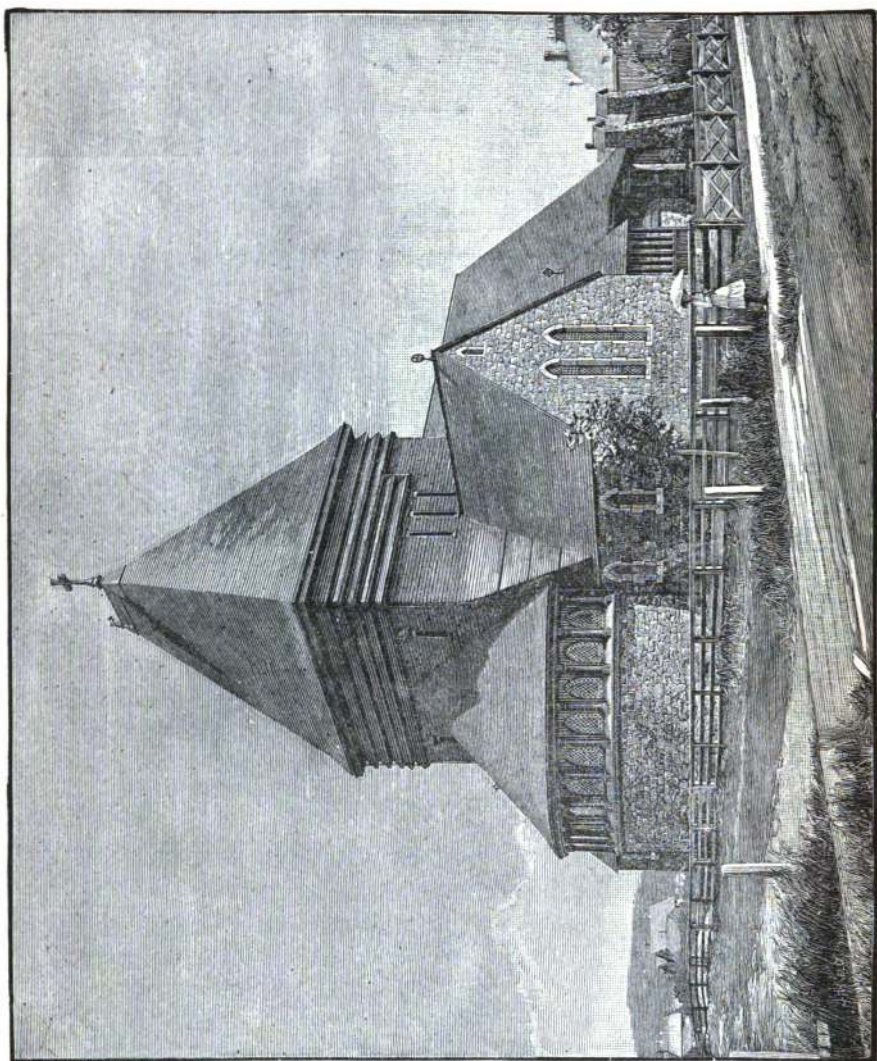
good, the town of Eden having raised and expended over one hundred and ten thousand dollars for this purpose during the past and present years. The source of water supply is Eagle Lake, and for purity it is unexcelled by any in the State. If the supply is not already equal to the demand, it certainly will be before the opening of the season of 1888. A competent Board of Health looks carefully to the sanitary condition of the place and its surroundings, and cleanliness is not only enjoined but rigidly enforced. With such careful preventive measures, there is scarcely any chance for the breaking out of those contagious or infectious diseases, which depend for their origin upon a specific poison arising from decomposing animal or vegetable matter.

EARLY SETTLERS ON THE BERNARD GRANT.

John Chipman, easterly of Clark's Cove.
 James Richardson, nearly at head of Somes' Sound.
 Abraham Somes, northerly side of Somes' pond and stream.
 Samuel Reed, southerly side of Somes' pond and stream.
 Daniel Somes, on the point southeast of Reed.
 Davis Wasgatt, west of Deming's Pond.
 Andrew Tarr, northerly of Norwood's Cove, now Fernald's Point.
 William Gilley, Norwood's Cove.
 Tyler Reed, Norwood's Cove.
 George Harmon, Norwood's Cove.
 Ebenezer Eaton, 270 acres northerly of Southwest Harbor.
 Joseph Legro, southwest side Southwest Harbor.
 Peter Doliver, " "
 Augustus Rasnell, or Rumill, southwest side Southwest Harbor.
 Andrew Tucker, " "
 Samuel Bowden, " "
 Benjamin Ward, " "
 Joshua Mayo, " "
 William Grow, " "
 John Nute, " "
 Nicholas Tucker, " "
 Joshua Norwood, east side Bass Harbor.
 Abraham Richardson, " "
 Thomas Richardson, " "
 Peter Gott, " "
 Thomas Richardson, Jr., Bass Harbor Head.
 Daniel Gott, west side Bass Harbor.
 Stephen Richardson, west side Bass Harbor.
 Benjamin Benson, " "
 Daniel Merry's Heirs, Loper's Point.
 Enoch Wentworth, west side Duck Cove Head.
 William Nutter, between Duck Cove and Goose Cove.
 Ezra H. Dodge, at Dodge's Point.
 William Heath, at Seal Cove.
 George Butler, north side of Seal Cove.
 James Reed, " "
 Ephraim Pray, Jr., Pretty Marsh.
 Widow Eaton, " "
 Ephraim Pray, " "
 Reuben and George Freeman, Pretty Marsh.

EARLY SETTLERS ON THE GREGOIRE GRANT.

Josiah Black,	Eliphalet Cousins,
John Cousins,	John Bunker,
Joseph Bunker,	William Mason,
Isaac Bunker,	Timothy Mason,
George Chilcot,	Joseph Mayo,
Seth Doane,	Samuel Milliken,
Reuben Freeman,	Richard Major,
Reuben Freeman, Jr.,	Widow Sarah Paine,
Simeon Hadly,	James Richardson,
Samuel Hadlock,	James Richardson, Jr.,
William Hopkins,	Daniel Richardson,
Sterling Hopkins,	Daniel Rodick,
Joseph Hopkins,	Solomon Rider,
Israel Higgins,	Samuel Reed,
David Higgins,	Jonathan Rich,
Solomon Higgins,	Elkanah Remick,



SAINT SAUVEUR'S CHURCH, BAR HARBOR.

Stephen Higgins,
 Eleazer Higgins,
 Levi Higgins,
 Jesse Higgins,
 Nehemiah Higgins,
 John Hamor, Sen.,
 John Hamor, Jr.
 Widow Mary Hamor,
 David Hamor,
 Daniel Hamor,
 Henry Knowles,
 Ebenezer Leland,
 Ezra Leland,
 Amaziah Leland,
 William Lynam,
 John Manchester,
 John Manchester, Jr.,

Ebenezer Salisbury,
 Stephen Salisbury,
 Timothy Smallidge,
 Stephen Sargent,
 John Stanley,
 Margaret Stanley,
 Stephen Scott,
 John Smith,
 Humphrey Stanwood,
 Benjamin Stanwood,
 Davis Wasgatt,
 Thomas Wasgatt,
 Thomas Wasgatt, Jr.
 William Wasgatt,
 Ezra Young,
 Robert Young,
 Elkanah Young.

CHURCHES.

THERE are five church edifices at Bar Harbor, in which during the summer, meetings are held weekly, namely, the Congregational, Episcopal, Methodist, Baptist and Catholic.

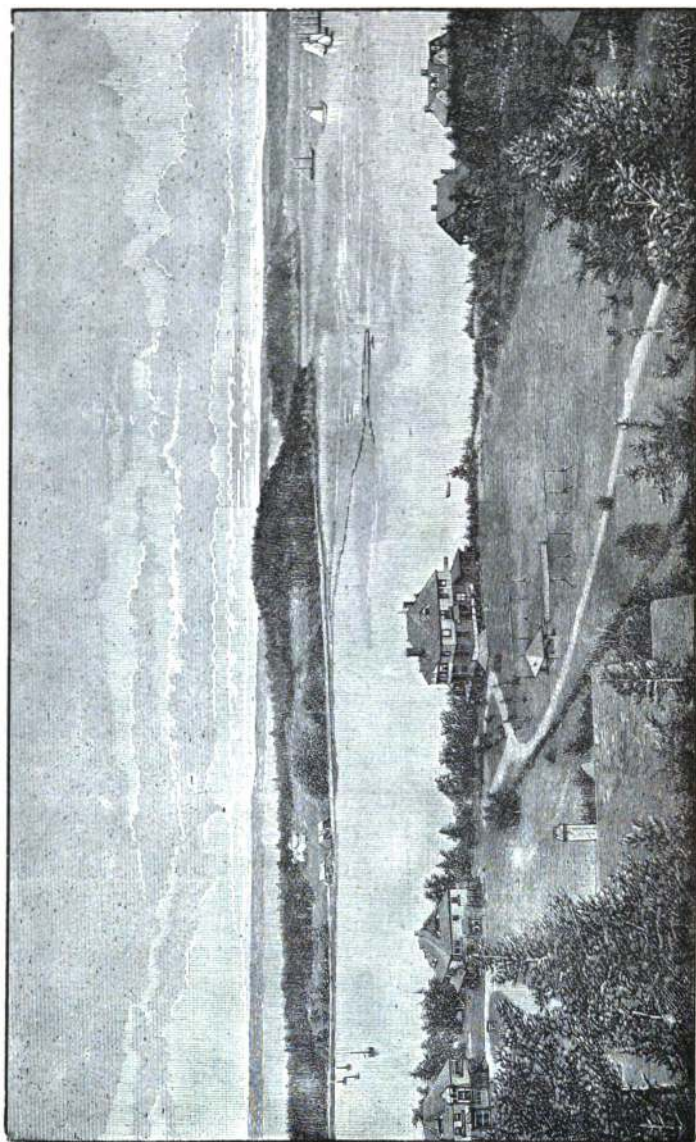
The Union Meeting House, which is now occupied by the Congregationalists, was begun in 1855 and finished in 1860. This is the oldest church building in the place, and its erection was commenced even before Bar Harbor gave evidence of becoming a great summer resort. The pastor of this church is Rev. J. Torrey. The church edifice stands on Mount Desert street, and near the Episcopal Church.

Saint Sauveur's, or Saint Saviour's, Protestant Episcopal Church was erected in 1878, consecrated in 1880, and reconstructed and enlarged in 1886. The edifice is built of stone, and is a neat and substantial building. Its summer attendance is very large, numbering nearly a thousand persons; while in winter the weekly attendance is not more than one-tenth that number. The rector is Rev. C. S. Leffingwell. The church is situated on Mount Desert street.

The Clark Memorial Methodist Episcopal Church edifice was begun and finished in 1882, and dedicated Aug. 12, 1883. It was erected in memory of the late lamented Bishop David Wasgatt Clark, who was a native of this Island. The number of communicants is small at the present time. Rev. H. E. Frohock is the present pastor. It is situated on School street, a short distance from Mount Desert street.

The Baptist Church edifice was erected in 1837, and dedicated Oct. 20th. The house and lot cost about seven thousand dollars. It stands on Ledge-lawn avenue, some forty rods from Mount Desert street. The pastor is Rev. A. F. Palmer.

The Catholic Church, St. Sylvia's, is situated on Mount Kebo street, and near the Malvern Hotel. It was completed in July, 1881, and dedicated Aug. 15, 1882. The number in attendance during the summer is large, six or seven hundred, but the church is closed in winter. The congregation is made up almost entirely of the transient population.



BAR ISLAND FROM ABBY'S RETREAT.

COTTAGE DIRECTORY.

SUMMER RESIDENTS OF BAR HARBOR, MOUNT DESERT ISLAND, AND VICINITY, 1887.

Albert Avenue.

- Abendruh*—Mrs. M. E. Farnum, Miss Bell, New York.
A. L. Higgins Cottage—James McLain and family, Baltimore.
Clearfield—Mrs. R. L. Campbell and family, New York.
Meadowridge—Parke Godwin and family, New York.
Marigold Cottage—Miss Cary, Miss Hattie Cary, Mrs. H. Newell Martin, Baltimore.
Twin Cottage, No. 1—Isaac Lawrence and family, New York.

Atlantic Avenue.

- Briarbound*—Miss Ella C. White, Philadelphia.
John Suminsby Cottage—De Lancey Nicoll and family, Mr. and Mrs. Lord, New York; Sebastian Schlessinger, German Legation.
Powelton—Dr. S. M. Miller and family, Philadelphia.
Tripp Cottage—Mrs. P. M. Bryson, New York.

Bear Brook.

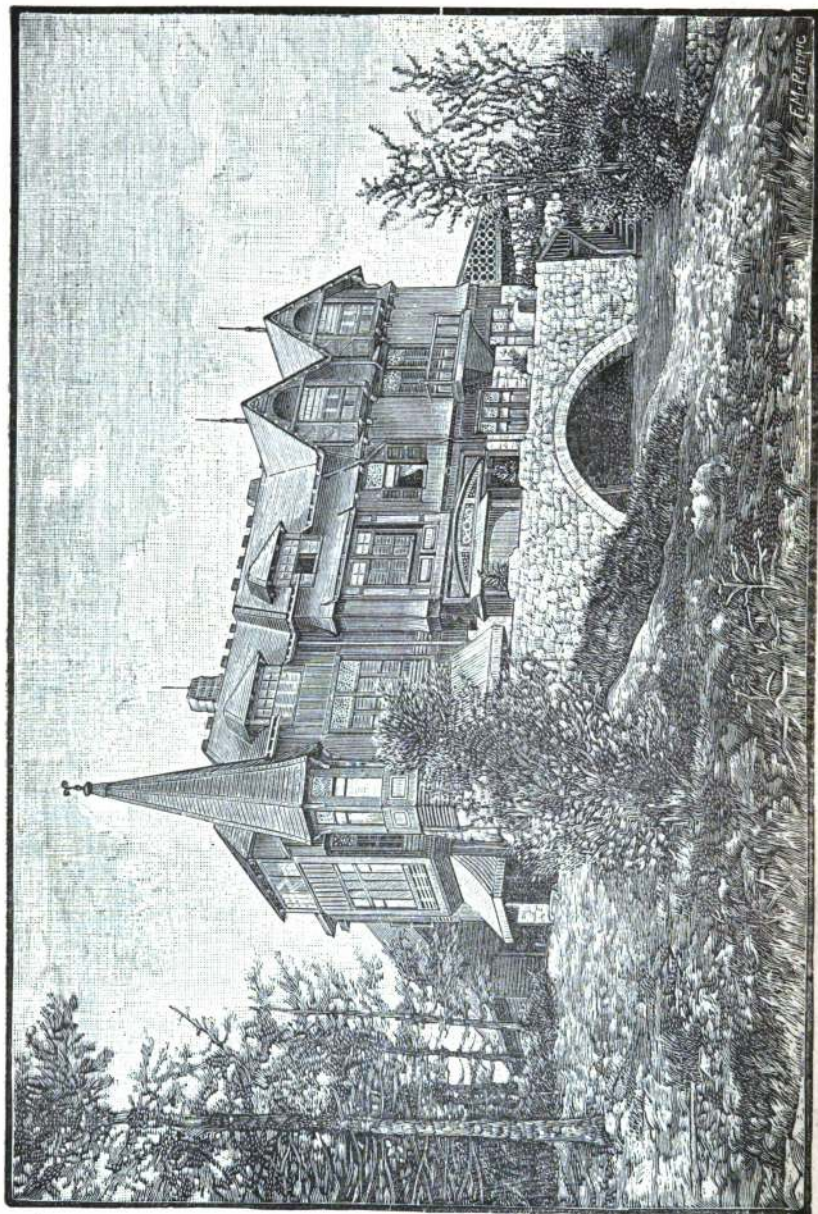
- Chatwold*—Miss Bowler, Miss L. P. Hale, Boston; Mr. and Mrs. R. B. Bowler, Cincinnati.

Birch Point and the Bay Shore.

- Birch Point*—Mrs. Alpheus Hardy, Prof. A. S. Hardy and family, Boston.
Derby Cottage—Mrs. Hasket Derby and family, Boston.
Devilstone—Mrs. W. H. Vanderbilt, George Vanderbilt, New York.
Dillingham Cottage—Frank A. Wilson and family, Bangor.
Edgemere—Thos. B. Musgrave and family, New York.
Fernierest—Mr. and Mrs. Wm. F. Cochran and family, Yonkers, N. Y.
Grant Cottage—H. A. Grant and family, Tarrytown, N. Y.
Newport Cottage—J. Biddle Porter and family, Philadelphia.
Reef Point—Mrs. F. R. Jones and family, New York.
Ullikana—Mrs. G. V. January, Mrs. Valle, Miss Tomasson, St. Louis, Mo.
Villa Marevista—L. del Monte and family, New York.
Weld Cottage—Mrs. Peabody and family, Mr. Frank Weld, Cambridge, Mass.

Cleftstone Road.

- Cleftstone*—Nathan Matthews and family, Boston.
Mizzentop—Mrs. Wm. M. Hunt, the Misses Hunt, Boston.
Steepways—Dr. and Mrs. Wm. Tod Helmuth, Miss Pritchard, New York; Lieut. and Mrs. W. P. Edgerton, West Point, N. Y.



STANWOOD COTTAGE—JAMES G. BLAINE'S.

Cottage Street.

- Andrew Rodick Cottage*—Mr. and Mrs. J. M. P. Price, Philadelphia.
Aunt Charlotte's Cottage—Mrs. H. Armitt Brown and family, Frederick R. Baker, Boston.
Briarfield—S. S. Lee and family, Hilyard Lee, Mr. and Mrs. J. C. George, Baltimore.
Harriman Cottage—Mrs. S. F. Knights, Miss Walsh, Brewer.
Jacqueminot—Mr. and Mrs. John Harrison, Miss Harrison, Philadelphia.
J. S. Moore Cottage—Chas. C. Jackson, Philadelphia; W. McMichael, New York.
Longstreth Cottage—Dr. and Mrs. Morris Longstreth, Philadelphia.
Manchester Cottage—Mrs. Frank Beach and family, Washington, D. C.; Miss Watson, Miss Reed, Pittsburg, Penn.
Rodick Cottage, No. 1—John B. Morris and family, Baltimore.
Salisbury Cottage—O. M. Shaw and family, Portland.
The Bandbox—Mr. and Mrs. Wm. Henry Rawle, Philadelphia.
Walter Rodick Cottage—Mrs. R. M. McCormick, Chicago.
Walls Cottage—Mr. and Mrs. Robert Neilson, the Misses Neilson, Philadelphia; Dr. Kinnear, Boston; Mr. and Mrs. R. R. Heywood, New York.

Desisle Avenue.

- DesIsle Cottage*—Mrs. May, the Misses May, Washington, D. C.

Duck Brook.

- Baymeath*—John DeKoven, Mr. and Mrs. Joseph T. Bowen, Chicago, Ill.
Sonogee—Mrs. D. H. Haight, Mr. and Mrs. E. C. Haight, Mrs. H. J. Haight, New York.
Mrs. Haight's Chalet—Mrs. John A. Morris, Miss Frances I. Morris, New Orleans, La.; Miss Davison, Cal.

Eagle Lake Road.

- Arcadia*—Mrs. DeLancey Kane and family, New York.
Homewood—Mrs. John Sanders and family, Mrs. Scott, Miss Marie Scott, Philadelphia.
Little Lookout—Mrs. Chas. Gordon, the Misses Gordon, Boston.
Norris Cottage—J. P. Norris and family, New York.
The Knoll—Mrs. M. S. Wilkins, Miss Mary Borda, Philadelphia.

Eden Street and Vicinity.

- Beuna Vista*—Rev. Wm. Lawrence and family, Cambridge, Mass.
Bagatelle—Mr. and Mrs. Edmund Pendleton, Cincinnati.
Beaudebert—W. S. Gurnee and family, New York.
Burnmouth—W. P. Walley and family, Andover, Mass.; Miss Dove, Boston.
Clovercroft—Mrs. Geo. Place, Mrs. Livor, Miss Livor, New York.
Eddy Cottage—James Eddy, Miss Eddy, Miss Amy Eddy, Providence, R. I.
Elwood Cottage—Miss E. H. Elwood, Miss A. L. Devens, Boston.
Edenfield—Abram S. Hewitt and family, New York.
Fabian Cottage—Mr. and Mrs. R. L. Fabian, Miss Fabian, Miss C. B. Shumway, New York; Mr. and Mrs. Chas. G. Fall, Malden, Mass.
Fox Cottage—De Grasse Fox and family, Philadelphia.
Guy's Cliff—E. C. Cushman and family, Newport, R. I.
Greystone—Mr. and Mrs. M. C. Lea, Ashbourn, near Philadelphia.
Hinch Cottage—Mrs. Lawrence Waterbury, Mr. and Mrs. J. Pierrepont Edwards, New York.

- King Cottage*—Mr. and Mrs. Louis Wilmerding, Mr. H. W. Tillinghurst, Miss Margery Waldo, Orange, N. Y.
Lombard Cottage—Miss Edith Lombard, Boston.
Mainstay—Walter L. Kane and family, Newport, R. I.
The Barnacles—The Misses Cheney, South Manchester, Conn.
The Sea Urchins—Secretary William S. Whitney and wife, New York.
The Moorings—Mr. and Mrs. John Whittaker and family, Miss Shepley, St. Louis.
Villa Mary—Rev. F. H. Johnson and family, Andover, Mass.
Wyche Cottage—Miss Annie Manning, Mrs. S. R. Partridge, Boston.
Wescogus—Prof. George Harris and family, Andover, Mass.

Hancock Street.

- Deasy Cottage*—Ogden Codman and family, Boston.
Wyndolotte—J. Bleeker Banks and family, Albany, N. Y.

Holland Avenue.

- Alcenus Higgins Cottage*—Mrs. M. D. Van Doren, Dr. and Mrs. Guy Whiting.
Amira Ash Cottage—Mr. and Mrs. Theodore King, Washington, D. C.
Conners Cottage—Dr. Wm. Thompson and family, Philadelphia.
Eri Bunker Cottage—Mrs. H. C. Beach, the Misses Beach, Mrs. N. A. Prentiss, New York.
Ells Cottage—Dr. J. H. Hutchinson and family, New York.
White House—Mr. and Mrs. Chas. Duggin, New York; Miss Josephine Bailey, Miss Marie L. Harrison, Philadelphia.
Neuman Cottage—Mrs. Quincy Thornelyke, Boston.

Highbrook Road.

- Highbrook*—Mrs. James Leeds, H. C. Leeds, Mrs. E. S. Goddard and family, Boston.
Mossley Hall—W. B. Howard and family, Mrs. Willets, Chicago.
Stancwood—Heber R. Bishop and family, New York.

Kebo Street.

- Canary Cottage*—Mrs. Thomas D. Scott and family, Mrs. R. M. Riddle, Miss Engle, Ronald McDonald, Philadelphia.
Griffin Cottage—Edward L. Davis and family, Worcester, Mass.
Kebo Cottage—M. and Mme. de Reuterskiold, Washington, D. C.; R. H. Townsend, Jr., and family, Philadelphia.
Livingston Cottage—Johnston Livingston and family, New York.
Richardson Cottage—Mrs. Clarence Cary and family, New York.

Main Street and Vicinity.

- Ambrose Higgins Cottage*—Mrs. F. B. Ellison, Miss Mason, Miss Crafts, Boston.
Baltimore Cottage—Miss Buchanan, Mrs. Henry Moore, Mrs. Harmer and family, Miss Page, Miss Reed, Mrs. Geo. Reed, Mr. and Mrs. M. C. Lea, Philadelphia; Miss Nicholas, Baltimore.

Malden Hill.

- Thirlstane*—Mrs. R. B. Scott, Owen Scott, Washington, D. C.
Toppingwold—F. W. Lawrence, Brookline, Mass.

Mount Desert Street and Vicinity.

- Ash Cottage*—H. W. Gaw and family, Philadelphia.
A. E. Connors Cottage—James Lawrence Breeze and family, Tuxedo Park, N. Y.
Cunningham Cottage—Mrs. L. C. Crehore, Miss Crehore, Baltimore.
Fox Cottage—James T. Woodward, Mr. and Mrs. Wm. Woodward, Jr., New York.
Grace Cottage—Mrs. Jonathan Edwards, Miss L. J. Edwards, New York.
Lewis Cottage—Mrs. G. R. Lewis, Miss Lewis, New York.
Mason Cottage—Dr. A. M. Mason and family, Boston.
Lewis Higgins Cottage—Judge A. R. Lawrence and wife, Miss Ruth Lawrence, New York.
Marcy's Cottage—Dr. and Mrs. H. C. Chapman, Mrs. M. C. Megargee, Philadelphia.
Muller Cottage—Mrs. Andrew Gray, Miss Davids, Philadelphia.
Nathan Ash Cottage—Mrs. M. G. Edwards, Miss A. M. Griswold, New York.
Nickerson Cottage—W. H. L. Lee, J. Lawrence Lee and family, New York.
Primrose Cottage—Mrs. A. J. Pendleton, Miss Charlotte Pendleton, Philadelphia.
Parker Cottage, No. 1—Mrs. Edward Gardiner, Miss Eugenie Gardiner, Boston; Miss Barry, Mrs. R. A. Tilghman and family, Dr. and Mrs. Isaac Norris, Philadelphia; Edward Gray and family, Boston.
Parker Cottage, No. 2—Misses Anthon, Mme. Louise Tissot, New York; Prof. Theodore Quest, Providence, R. I.; Mrs. M. G. Evans, Miss Evans, Mrs. L. L. Delafield, Miss Emily Delafield, New York; Miss A. L. Griffith, San Francisco; Mr. Nicol and family, Miss Elizabeth Seyton, New York.
Sunset Cottage—Mrs. H. J. Biddle, the Misses Biddle, Philadelphia.
Salisbury Cottage—Mrs. Moncure Robinson and family, Paoli, Pa.
Stanton Cottage—The Misses Lasigi, Boston.
Shingle Cottage—E. Rollins Morse and family, Admiral Steadman, Boston.
Samuel Cottage—Mr. and Mrs. Edward Samuel, the Misses Evans, Philadelphia.
The Craigs—Mrs. J. S. Amory and family, Boston.
The Eyrie—Dr. Robert Amory and family, Bar Harbor.
Wasgatt Cottage—Gordon Prince and family, Boston.
Zena Brewer Cottage—W. E. Clark and family, Philadelphia.

Ogden's Point and Vicinity.

- Aldersea*—Mr. and Mrs. Edward Coles and family, Philadelphia.
Beachcroft—Mr. and Mrs. C. Morton Smith, Philadelphia.
Glengordon—Gardiner Sherman, David B. Ogden and family, New York.
Ogden Cottage—Mr. and Mrs. J. Arthur Beebe and family, Boston.
Oldfarm—Chas. H. Dorr and family, Boston.
Saul's Cliffs—Miss Ellis, Boston.

Roderick Street.

- Lynam Cottage*—Dr. H. Lawrence Sheldon and family, Washington, D. C.
Parker Wood Cottage—Mrs. E. S. Beal, Miss Beal, Miss Winn, Gough Thompson, Harry Thompson, Baltimore, Md.

School Street.

- Christy Cottage*—Mr. and Mrs. Chas. Dennison and family, New York.

Schooner Head.

Francis Cottage—Chas. Francis and family, Bar Harbor; Henry Sayles, Boston.

Hale Cottage—Geo. S. Hale and family, Boston.

Homans Cottage—Mrs. Dr. Homans and family, Geo. H. Homans, Boston.

Bridgham Cottage—Judge Bridgham and family, Salem, Mass.

The Field

Field Cottage—Geo. A. Robbins and family, New York.

George Higgins Cottage—Mr. and Mrs. Alfred de Castro and family, New York.

Minot Cottage—The Misses Minot, Boston.

Ocean Cottage—Mrs. S. D. Bush and family, Boston.

Roberts Cottage—Alexander Brown and family, Baltimore.

Stephen Higgins Cottage—Mrs. S. T. Van Buren and family, Fishkill-on-Hudson, N. Y.

Yellow House—Mrs. T. C. A. Linzee, the Misses Linzee, Boston.

Wayman Lane.

Crow's Nest—R. W. Emmons and family, Leamington, England.

Ledge Hollow—Mrs. Rodman Rotch and family, Boston.

Redwood—C. J. Morrill and the Misses Morrill, Boston.

The Ledge—Lucien Carr and family, Boston; Mrs. Wayman Crow, St. Louis.

The Briars—J. M. Sears and family, Boston.

Thayer Cottage—J. B. Thayer and family, Cambridge, Mass.

West Street.

Bayview—Calvin Frost and family, Peekskill, N. Y.

Casa Far Niente—Frederick Rhinlander and family, New York.

Foster Cottage, No. 1—Capt. and Mrs. Geo. M. Wheeler, Washington, D. C.

Foster Cottage, No. 2—Mrs. James J. Bowden, New York; Mr. and Mrs. W. Herbert Washington, Miss Washington, Philadelphia.

Norris Cottage—W. Newton Collins, Mrs. Alfred Colville, New York.

Phelps Cottage—Prof. Austin Phelps and wife, Andover, Mass.

Saltair—Alexander Brown and family, Baltimore.

The Tide—Francis E. Peabody and family, Boston.

The Buoy—Wm. B. Rice and family, New York.

Indian Point.

Green Island—Mr. and Mrs. John H. Ellis, Bartow-on-Sound, N. Y. (P. O. address, Indian Point, Me.)

Hancock Point.

Bragg Cottage—Isaac M. Bragg and family.

Barstow Cottage—Mrs. Barstow and family.

Crosby Lodge—Judge L. A. Emery and family, Ellsworth; Mrs. Crosby Hammett and family, Miss Crosby, Miss Sarah D. Crosby, Topeka; Miss M. V. Abbott, Wellesley College.

Hazlemere—Rev. Dr. Hazlewood and family, Lynn, Mass.

Summit Rock—J. S. Ricker and family.

Swan Cottage—Eugene Swan and family, Minneapolis, Minn.

The Willows—Dr. Alfred Walton and family, Bangor.

The Barnacle—I. S. Johnson and family, Boston.

West Cottage—Joseph West and family, Franklin.

Northeast Harbor.

Asticou—Mr. and Mrs. J. H. Curtis, Miss Curtis, Miss Lewandowska, Miss Upham, Boston.

Barnacle—G. W. Green and family, New York.

Bishopgate—Mrs. G. R. Lewis, Miss Lewis, New York; George Nelson, Geneva, N. Y.

Davenport Cottage—Lieut. Richard Davenport and family, Washington, D. C.

Indian Head Cottage—A. L. Manchester and family.

Magnum Donum—Bishop Doane and family, Albany, N. Y.

McBride Cottage—Henry R. Dalton and family, Mr. and Mrs. E. H. Kimball, Boston.

Rockend Cottage, No. 1—Everett Wheeler and family, New York.

Rockend Cottage, No. 2—Louis McLane and family, Baltimore, Md.

Sunshine Cottage—A. C. Wheelwright and family, Boston.

Story Cottage—Moorfield Story and family, Mrs. Cutts, Miss Cutts.

Stonyacres—Erastus Corning and family, Albany, N. Y.

The Alders—S. D. Sargent and family, Dr. and Mrs. Geo. G. Haywood, Boston.

Ye Haven—James T. Gardiner and family, Albany, N. Y.

Seal Harbor.

The Anchorage—Mrs. Redfield and family.

Meenahga Ledge—Mr. and Mrs. L. R. Boggs, Samuel F. Barr, Harrisburg, Pa.

Somesville.

Hamor Cottage—Mrs. F. A. Sorge and family, New York.

Leavitt Cottage—Horace Leavitt and family, Chicago.

Southwest Harbor.

Alderbank—James F. Kimball and wife, Medway; Miss Ada L. Mayberry, Miss Dudley, Miss Staples, John S. Kimball, Samuel S. Kimball, Mrs. L. C. Kimball, Miss Kimball, Miss Lulu C. Kimball, Mrs. Lincoln, Col. Kimball, Bangor.

Farnham Cottage—The Hon. Moses Giddings, family and friends.

Dickey Cottage—Wm. Dickey and family, Bangor.

Edgecliffe—Prof. and Mrs. S. M. Downs, Andover, Mass.

Gilley Cottage—Mrs. E. A. Drummond and family, Chicago.

Hillside Cottage—Dr. Alex. Fulton and Mrs. Fulton, Ellsworth.

Hamor Cottage—Rev. C. H. Dole and family, Jamaica Plains, Mass.

Homestead Cottage—A. W. Bee and family, Boston.

Winter Harbor.

Bourgett Cottage—Taylor Mills, J. Montgomery Mills, Boston.

Homerock Cottage—Thos. F. Baker, E. A. Baker, Dr. A. J. Baker, Boston.

Pendleton Cottage—Edw. J. Hammond and family, Boston.

The Rocks—D. B. Flint and family, Boston; Miss L. C. Clark, Roxbury.

Serene Cottage—Mrs. Dr. French, Mrs. Patterson, Mrs. Marion, Mr. McCallahan, Philadelphia.

COTTAGES ERECTED THE PAST WINTER.

The following is a list of the cottages built since the close of the season of 1887, and which will be occupied the coming season, kindly sent us by Mr. Joseph Wool of the *Herald*:

Malden Hill.

Cottage of Rev. Wm. Lawrence, Cambridge, Mass.

Prospect Avenue.

Cottage of Mrs. King, New York.

Kebo Street.

Cottage of DeGrasse Fox, Philadelphia; two cottages of Clermont Livingston, New York; cottage of Col. E. W. Bass, West Point, N. Y.

Eagle Lake Road.

Cottage of Mrs. M. D. Sanders, Philadelphia; cottage of Mrs. H. C. Wilkins, Philadelphia.

Highbrook Road.

Cottage of Capt. Geo. M. Wheeler, Washington, D. C.; cottage of Mr. C. D. Addison, Washington, D. C.; cottage of De Grasse Fox, Philadelphia, Pa.

Hull's Cove.

Cottage of Mr. M. Yulee, New York; cottage of Mrs. Mary J. Van Doren, New York; cottage of John B. Morris, Chicago, Ill.; cottage of J. Pierpont Edwards, (Eastcote) New York, N. Y.

The Bar Harbor Record

Contains all the news of Mt. Desert Island and vicinity, and is the
LARGEST AND MOST LIBERALLY PATRONIZED
 paper in this section. 90 PER CENT. of all the non-resident cottagers are yearly subscribers. It is just the paper in which to advertise summer resorts, etc. Terms, \$2.00 per year. Sample copies sent free. Advertising rates furnished upon application. Published by the

BAR HARBOR PRESS COMPANY,

Office, Mount Desert Block, - Bar Harbor, Maine.

HOTEL DIRECTORY,

Bar Harbor.

	Capacity.
Rodick, D. Rodick & Sons	600
West End, O. N. Shaw & Son	320
Rockaway, T. L. Roberts	100
Newport, W. M. Roberts	100
Marlborough, Charles Higgins	100
Louisburg, W. E. Richardson	100
Ocean, Samuel Higgins	40
Grand Central, R. Hamor & Sons	350
Hotel Des Isles, A. I. Saunders	75
Lynam Cottages, J. S. Lynam	100
Belmont, J. C. Manchester	75
Lookout, S. S. Salisbury	40
St. Sauveur, Alley Brothers	175
Malvern, De Grasse Fox	
Hamilton, Frank S. Gould	40
Exchange, W. C. Higgins	40
Birch Tree, J. A. Rodick	50
Wayside, Mrs. R. G. Higgins ..	35

Green Mountain.

Summit House.....G. M. Railway Co.

Eagle Lake.

Des Isle.....Brewer & Roberts.

Somesville.

Central House Wm. Fennelly.
 Babson House E. E. Babson.
 Mount Desert House N. H. Higgins.
 Somes House.....Geo. A. Somes.
 Atherton House.....B. T. Atherton.

Northeast Harbor.

Savage Cottages.....A. C. Savage.
 Roberts House.....H. D. Roberts.
 Kimball House.....L. E. Kimball.
 Claremont House C. A. Kimball.
 Rockland House H. L. Savage.

Long Pond.

Seaside House.....James Clement & Sons.
 Harbor House.....Chas. H. Clement.
 Glen Cove House.....Campbell & Lynam.

Southwest Harbor.

Island House H. H. Clark.
 Freeman House.....J. R. Freeman.
 Ocean House.....A. Allen.
 Seawall House D. S. Mooney.
 Stanley House Sands Stanley.
 Claremont House.....Jesse Pease.
 Ocean Cottage.....N. Teague.
 Hotel Dirigo.....C. M. Holden.
 Pemetic House.....H. H. Clark.
 Harbor House.....A. H. Haynes.

Tremont.

Tremont House Benj. Benson.
 West Side Hotel.....F. P. Pray.

ESTABLISHED, 1881.

Mount Desert Herald,

BAR HARBOR, MAINE.

JOSEPH WOOD, Editor and Manager.

A Seaside Journal and Local Newspaper Devoted to the best interests of
 NEW ENGLAND'S MOST FAMOUS WATERING PLACE, HANCOCK
 COUNTY AND EASTERN MAINE.

Everything obtainable relative to the History, present condition and
 future prospects of the Beautiful Island where it is published will find
 place in the HERALD. The HERALD prints complete weekly lists of the
 arrivals at the various Mt. Desert hotels, a carefully prepared cottage list,
 and a very complete record of all the yachts arriving at Bar Harbor.

Terms: **\$1.50** per year, if paid strictly in advance: if not so paid,
\$2.00. For six months, **\$1.00** in advance. Single copies, Five Cents. Ad-
 vertising at Favorable Rates.

Published Every Friday Morning by the

MOUNT DESERT PUBLISHING COMPANY.

THE proprietors of the Hotel Vendome present their compliments to the travelling public, and invite their attention to one of the largest and finest hotel structures in the country. Its elegance, spaciousness, sanitary excellence, and unequalled location make it most desirable for transient visitors and tourists. It is also peculiarly attractive as a residence for ladies and families.

The Hotel is situated in the Back Bay District, one of the grandest architectural sections to be found in any country, and surrounded by noteworthy public buildings,—the Art Museum, Public Library, Trinity, New Old South, First Baptist and other prominent churches; and schools, both public and private.

Commonwealth Avenue (extending from the Public Garden to the new Park), upon which the Vendome has its main front, is acknowledged to be the finest boulevard in America. It is two hundred and forty feet wide, and through its centre is an improved Park, one hundred feet wide, lined with trees and shrubs, while facing it are the most costly and beautiful residences in the city.

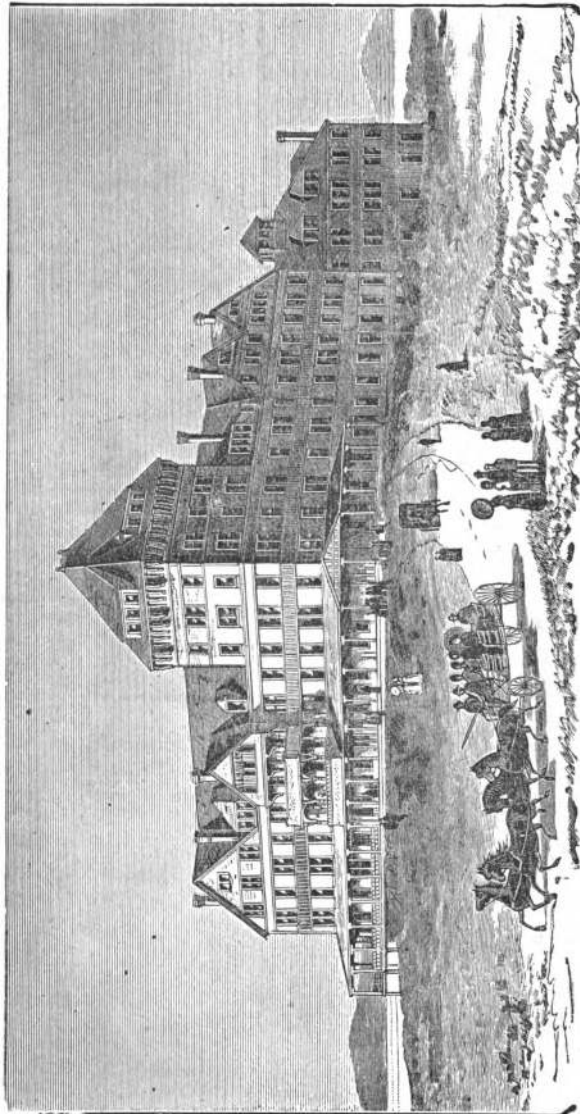


THE Profile House, White Mountains, is well known as one of the grandest and most beautifully located of the leading Summer Resorts. It is situated in the Franconia Notch, on an open plateau nearly two thousand feet above the sea, between two charming lakes, and amid more gems of scenery and points of interest to the guest and tourist than can be found in any other section of New Hampshire.

The Old Man of the Mountain, Profile or Great Stone Face, is near the hotel, and is undoubtedly the most remarkable rock formation in this country, if not in the world.

Excursions, on foot or by carriage, may be made to Bald Mountain, Echo and Profile Lakes, Old Man of the Mountain, through the Franconia Notch, to the Flume (which is the object of a pilgrimage to every White Mountain tourist), the Flume House, Pool, Basin, and several minor points of interest; also by rail to Bethlehem, Maplewood, Jefferson, Fabyan's, Summit of Mt. Washington, or through the White Mountain Notch to North Conway, and return the same day.

THE MOUNT KINEO HOUSE, MOOSEHEAD LAKE, MAINE,



Stands on the Point, just south of Mt Kineo, halfway up Moosehead Lake, a hotel site for more than forty years, in the very centre of the beautiful and picturesque scenery of this region. The Dining-Room is 110x51 feet, seating comfortably 400 people. The house is supplied with the best of modern appliances for securing safety, health and comfort to its guests. Steam, Gas, Electric Bells, Bath-Rooms, Fire Escapes and the best of sanitary arrangements are provided.

The Sleeping Rooms are large, light, all newly furnished, provided with the best of mattresses and springs, and reached by broad stairways or steam elevator. Every room commands an extended view of lake and mountain scenery. Boats, Birch Canoes, Fishing Tackle, and supplies of every kind needed in the woods, also Guides may be obtained at Kineo. The new and elegant steamer "Kineo," belonging to the House, will convey parties to all points on the lake. It's useless to fill page after page describing every part of the Hotel. Parties visiting this Adirondacks of Maine, are sure to find every comfort and convenience that can be found in any first-class hotel. Those suffering with hay fever are sure to find immediate relief. For Descriptive Circulars, or further information, address,

O. A. DENNEN, Manager, Mount Kineo House, Moosehead Lake, Maine.

New Seaside Resort,

OPPOSITE THE EASTERN SLOPE OF
MOUNT DESERT.

The Historic and Charming Town of

LAMOINE, MAINE.

Lamoine is pronounced by tourists and artists to be the most delightful spot on the entire coast line of Maine, and for the beauty of its drives, its favorable location and grandeur of land and marine scenery is unsurpassed. The climate is most salubrious. The fresh and invigorating breezes from sea and shore are health giving, and pulmonary diseases are unknown in this locality.

Hotel Gault, Hotel Des Isles, The Pavillion and Cottages
will be open to guests for the season of 1888,
on the 15th day of June.

THE FACILITIES FOR REACHING LAMOINE

From Boston are of the very best, and rapidity of transportation is assured. The accommodations furnished passengers by the Maine Central Railroad are first-class in every respect. Day trains of the Maine Central Railroad leave Boston at 9.00 A. M., arriving at Mount Desert Ferry at 6.00 P. M. In addition to which the celebrated train known as the "Boston and Mount Desert Limited Express," made up of elegant new Pullman vestibule cars, with dining room car attached, running through from Boston to Mount Desert Ferry without change, leaves Boston daily (Sundays excepted) at 9.15 A. M., arriving at Mount Desert Ferry at 5.00 P. M. The night train with Pullman sleeping and drawing room coaches, leaves Boston daily at 7.00 P. M., arriving at Mount Desert Ferry at 8.00 A. M., the following morning. Passengers for Lamoine can leave the cars at Franklin Station on the Mount Desert Branch, which is less than two miles distant from the town of Lamoine, while a Tally-ho ride of about five miles over a new and level shore road, affording most charming and diversified mountain and marine scenery, taking the visitor direct to the company's wharves, the Pavillion and hotels at East Lamoine, which can also be reached from Mount Desert Ferry. Bar Harbor and other places on Frenchman's Bay by steamboats plying between the various settlements on the Bay; and the visitor will find this a delightful and interesting trip amidst some of the most magnificent scenery to be found on the coast.

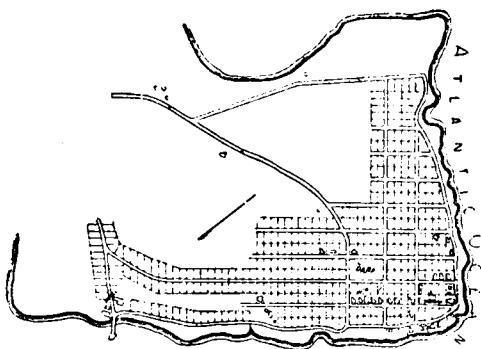
Further information can be had at the office of the

LAMOINE AND MOUNT DESERT LAND COMPANY,
GLOBE BUILDING, BOSTON, MASS.,

Where numerous photographic views of the town and surrounding scenery may be seen, and an exceedingly interesting illustrated history of the township of Lamoine may be obtained.

OCEAN POINT,

As a Summer Resort.



OCEAN POINT, situated in the town of Boothbay, is one of the finest summer resorts in the State. It is a narrow tongue of land, running far into the sea, and in the hottest weather inland, it is always deliciously cool here.

Boothbay Harbor is on the west, Squirrel Island, Damariscove, and other outlying Islands on the south; Pemaquid Point, Monhegan and the open sea on the east, while at north it is joined to the

mainland. On the westerly side is a wharf and Hotel; a good wagon road extends around the Point, and between thirty and forty cottages, owned by parties in Augusta, Portland, Boston, Springfield, &c., are occupied each summer. There is a narrow beach, affording bathing facilities; the sea fishing among the outlying islands, is unsurpassed, and the surf and other sea views are magnificent.

During the season, steamers from Bath make trips twice daily to this and other islands in the vicinity, while grocers from Boothbay visit the Point every morning and deliver their orders at the cottage doors the same evening. While possessing all the advantages of an island in the way of cool and invigorating sea-breezes, a summer house here has an advantage which one upon an island cannot have—that of being connected with the mainland by good carriage roads, without danger of isolation by winds or storms.

Ocean Point has been carefully surveyed and lotted out, and building lots of good size are for sale at prices ranging from \$100 to \$300. The cut at the head of this page is a lot plan of Ocean Point. The hotel and wharf are seen at the left, and the lots are marked to show such as are occupied.

For particulars, enquire of the proprietor,

L. J. CROOKER, M. D., Augusta, Me.

POPHAM BEACH,

MOUTH OF THE KENNEBEC RIVER, MAINE.

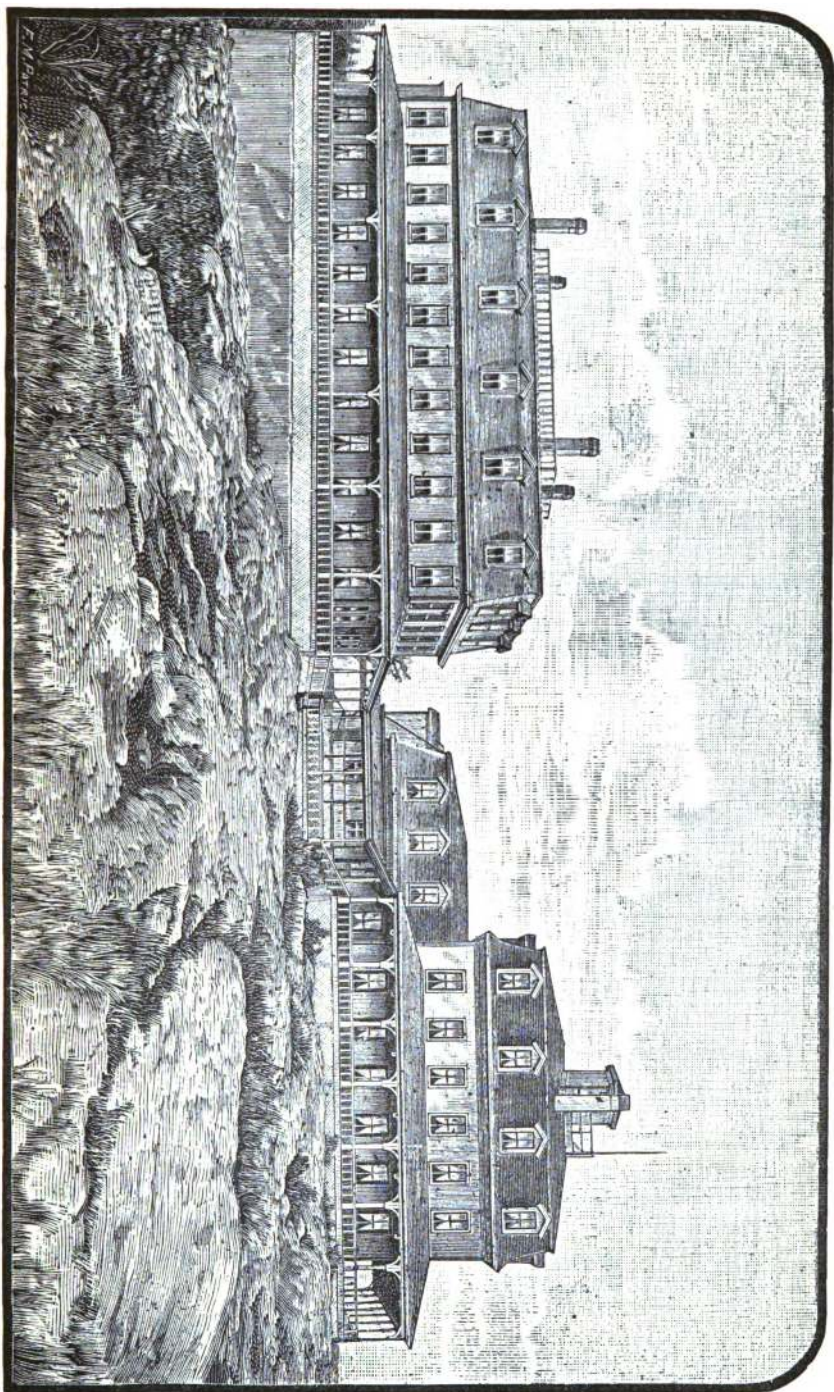
OCEAN VIEW HOUSES----and----EUREKA HOUSE.

Finest Scenery on the New England coast. A three mile beach for walking and riding—finest and hardest on the coast. Best of Surf Bathing, Sailing and Rowing. Good Beach Shooting. Transient rates at Hotels, \$2 to \$3 per day; board by the week, \$8 to \$20; hotels first-class in every respect; families accommodated at lower rates. Address all communications to A. B. PERKINS, Manager, Popham Beach, Maine.

P. O. VICKERY, *Proprietor.*

Send for Illustrated History of Popham Beach. Address the proprietor as above. (See cut on opposite page.)

OCEAN VIEW HOUSE AND "ANNEX," POPHAM BEACH, MAINE. (See opposite page.)



NEW BRUNSWICK RAILWAY,

ALL RAIL LINE BETWEEN THE

Maritime Provinces and the United States,

Forming with its connections a direct route to all parts of
Northern Maine, New Brunswick, Nova Scotia, Cape
Breton, and Prince Edward Island.

The celebrated Hunting and Fishing Grounds of the Maritime
Provinces are reached via this line.

THE DELIGHTFUL SUMMER RESORTS

—OF—

**St. Andrews, St. Stephen, (Calais),
Houlton, Woodstock, Fort Fairfield,**

Caribou, Presque Isle, Grand Falls, Edmundston, Fredericton,
and St. John, are directly on the line of this railway.

Points in Cape Breton, Prince Edward Island, the celebrated An-
napolis Valley, Halifax, and other points in Nova Scotia
are reached directly via this route.

 All trains to and from St. John cross the St. John river by
the Cantilever Bridge, and arrive at and depart from the Passenger
Station of the Intercolonial Railway.

Quick Time. New Cars. Sure Connections. No Transfers.

Pullman Sleeping Cars on night trains, and Parlor Cars on day
trains, run through between St. John and Bangor.

EXCURSION TICKETS for the tourist season, to all important
points East will be on sale at Principal Ticket Offices throughout
the country. **SECURE TICKETS** and have your baggage checked
through via the New Brunswick Railway.

F. W. CRAM, General Manager.

J. F. LEAVITT, General Passenger and Ticket Agent.



BANGOR HOUSE.

**BANGOR,
MAINE.**

The only first-class house in Maine, forming an entire square itself, giving every room a front and pleasant view. A large number of the rooms are connected, large and airy, well furnished and well ventilated. Brick partitions between nearly every room, making it nearly fire-proof. 170 rooms, all easy of access. Carriages at all trains and boats.

M. J. ROACH, Manager.

F. O. BEAL, Proprietor.

GREEN MOUNTAIN RAILWAY.

No person should visit Bar Harbor without ascending Green Mountain by way of Eagle Lake and the Green Mountain Railway. The trip to Eagle Lake, three miles, is made in four-horse barges, which call for passengers at the principal hotels every week day morning during the season. The trip across Eagle Lake to the foot of the mountain is by steamer. The journey up the mountain and the magnificent outlook from the summit, have been fully described in the preceding pages.

A GOOD HOTEL IS AT THE SUMMIT,

where persons desiring it can find pleasant accommodations for a longer or shorter stay. Round trip tickets can be had of the company's agent, on Main Street, Bar Harbor.

F. H. CLERGUE, President.

The MAINE FARMER.

(ESTABLISHED 1833.)

An Agricultural and Family Newspaper.

TERMS, \$2.00 PER YEAR, IN ADVANCE.

THE BEST ADVERTISING MEDIUM IN MAINE.

Published by BADGER & MANLEY,

AUGUSTA, MAINE.

The Portland, Mt. Desert, and Machias Steamboat Company

The Pioneer Line to

Mt. Desert

Is now Operated by the

Maine Central Railroad Company.

THE STEAMER

CITY OF RICHMOND

Captain William E. Dennison,

MAKES

SEMI-WEEKLY TRIPS

BETWEEN

PORTLAND, BAR HARBOR, AND MACHIASPORT,

Every Tuesday and Friday,

Leaving Portland at 11 P.M., or on arrival of train leaving Boston at 7 P.M.

The Route is only three and one-half hours by rail from Boston to **Portland**; thence along the shore and among the islands on the coast, avoiding the long rough passage so often incident to outside lines. The first landing after leaving Portland is **Rockland**; thence across the Bay to ancient **Castine**, which is one of the oldest watering places on this continent, and well may be said to, in contradistinction to its more modern rival, Bar Harbor, that, while Bar Harbor is so new everybody knows all about it, Castine is so very *old* that many have forgotten it. Those who have not had the pleasure of a visit to this quaint old resting retreat, with its old-fashioned houses, its wealth of ancient shade-trees, and above all its cool invigorating sea-breezes, and its magnificent view of sea, bays, and islands, have much in store for them. In the early settlement of our country, this place seems to have had special attractions for people from all parts of the world, for, in the first two hundred years of its history, five different nationalities held it in possession, and scattered over the small peninsula on which it stands are found the ruins of thirty-three fortifications erected for its defence. From Castine the course lies through **Eggemoggin Reach**, touching at **Deer Isle** and **Sedgwick**. After leaving **Sedgwick**, **Blue Hill Bay** is crossed and **Mt. Desert** approached, the first landing being **Southwest Harbor**. Immediately on leaving Southwest Harbor, the remarkable inlet called **Somes'** Sound opens, and, after landing at **Northeast Harbor**, the entrance to **Frenchmen's Bay** is reached and **Bar Harbor** bursts upon the view. From Bar Harbor an easterly course is taken across the bay, and the steamer continues on to **Millbridge**, **Jonesport**, and **Machiasport**.

Returning, the City of Richmond leaves Machiasport at 6 A.M., and Bar Harbor at 11.30 A.M., every Monday and Thursday.

Through Tickets can be obtained at principal ticket-offices throughout the country. Application may be made to Samuel Gray, 306 Washington Street, Boston, for *State Rooms*, or to the General Passenger Agent, at Portland.

F. E. BOOTHBY,
General Passenger Agent.



PAYSON TUCKER,
General Manager.

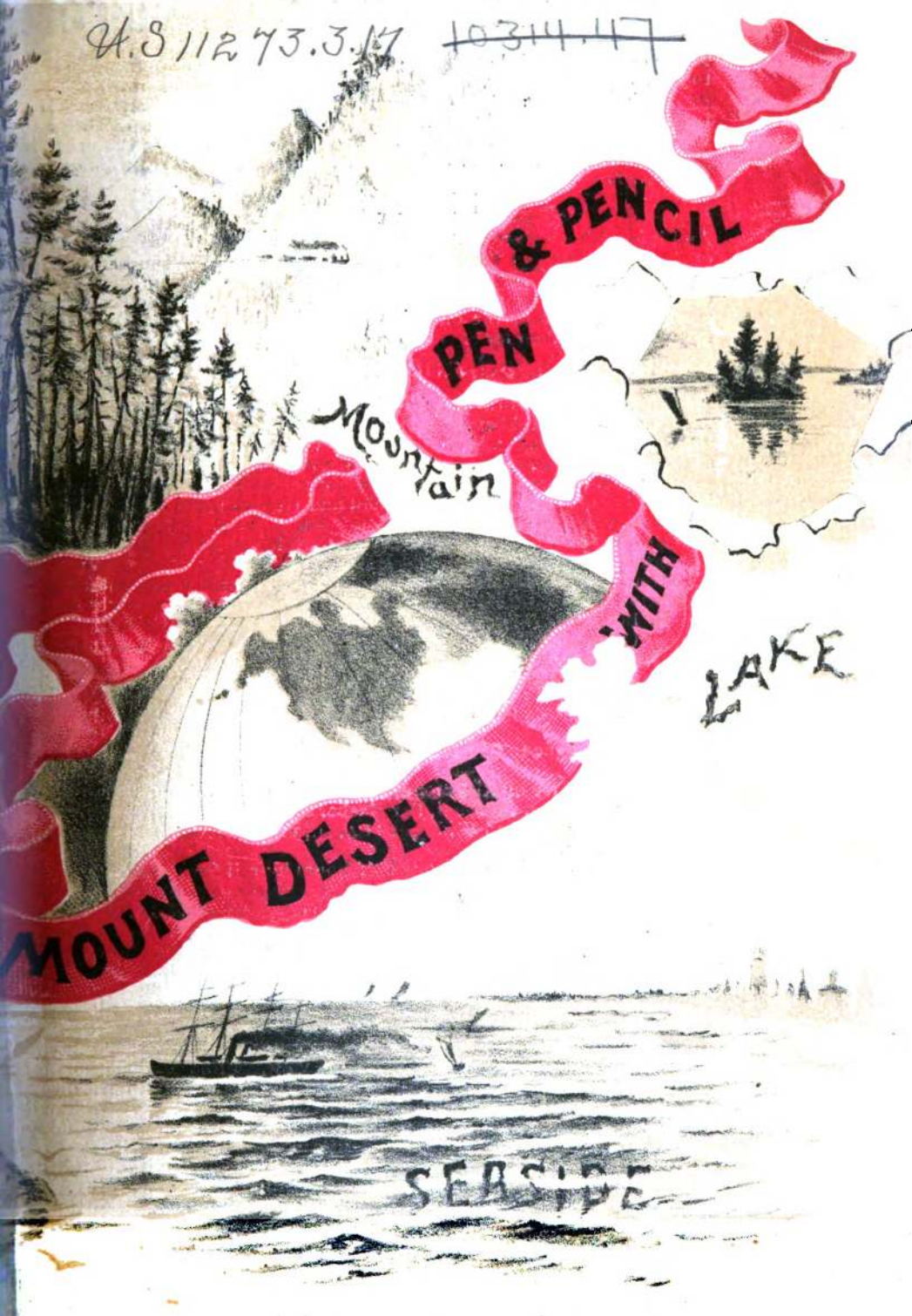


Alman, H. D.

Cover

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The Maine Central Railroad

Is the great railroad thoroughfare of the State, and extends from Portland to and beyond Bangor, to the boundary line between Maine and New Brunswick, uniting, therefore the railroads of the United States and Maritime Provinces. The Main Line and numerous Branches of this road, with its immediate connections *reach every part of the State*, the most important Branch—that from Bangor to Bar Harbor—makes this *the only all-rail route to*

Mount Desert.

And it is with pleasure that the management announce the establishment during the height of the season, in addition to trains usually run, of a Limited Express Train between Boston and Bar Harbor composed entirely of Pullman's Vestibule Cars, with Dining-Car attached. Nor is this famous resort of Bar Harbor the only one to which this road leads, as it is also the route to be taken for

Moosehead, and the Rangeley Lakes.

And all the noted Hunting and Fishing Resorts of Maine and New Brunswick, as well as Boothbay, Camden, Northport and numerous other points along the sea coast and the interior, which, with their invigorating atmosphere, are drawing increased numbers of visitors each year.

Pullman Sleeping Cars are run on night trains between Boston and Bar Harbor, Bangor and St. John, St. John and Halifax; and Pullman Parlor Cars on day trains between Boston and Bar Harbor. The completion of the Cantilever bridge across the St. John River, at St. John, renders through cars between Boston and Halifax a possibility.

Boston & Maine, or Maine Central Folders give fuller particulars as to train service. For further information, write the General Passenger Agent.

F. E. BOOTHBY,

General Passenger Agent.

PAYSON TUCKER,

General Manager.

THE PORTLAND, MT. DESERT & MACHIAS STEAMBOAT CO.

The Pioneer Line to Mt. Desert is now operated by the Maine Central Railway Co.

The steamer City of Richmond, Capt. Wm. E. Dennison, makes semi-weekly trips between Portland, Bar Harbor and Machiasport, leaving Portland every ~~Thursday~~ **Thursday and Friday at 11 A. M.**, or on arrival of train leaving Boston, at 7 P. M. ~~Thursday and Friday 11 P. M.~~

The route is only three and one-half hours by rail from Boston to Portland, thence along the shore and among the islands on the coast, avoiding the long, rough passage so often incident to outside lines. The first landing after leaving Portland is Rockland, thence across the Bay to ancient Castine. From Castine the course lies through Edgemozzin Beach, touching at Dear Isle and Sedgwick. After leaving Sedgwick, Blue Hill Bay is crossed and Mt. Desert approached, the first landing being Southwest Harbor, where passengers for Northeast Harbor and Seal Harbor land.

Immediately on leaving Southwest Harbor the remarkable inlet called Somes' Sound opens, and soon after the entrance to Frenchman's Bay is reached, and Bar Harbor bursts upon the view. From Bar Harbor, an easterly course is taken across the bay, and the steamer continues on to Millbridge, Jonesport and Machiasport. Returning, the City of Richmond leaves Machiasport at 4 A. M., and Bar Harbor at 10 A. M., every Monday and Thursday.

Through tickets can be obtained at principal ticket offices throughout the country. State-rooms secured on application to Samuel Gray, 306 Washington Street, Boston, or the General Passenger Agent at Portland.

F. E. BOOTHBY,

General Passenger Agent.

PAYSON TUCKER,

General Manager.

BAR HARBOR

AND

MOUNT DESERT ISLAND

*"An Island full of hills and dells,
All rumped and uneven."*

William Berry
BY W. B. LAPHAM.

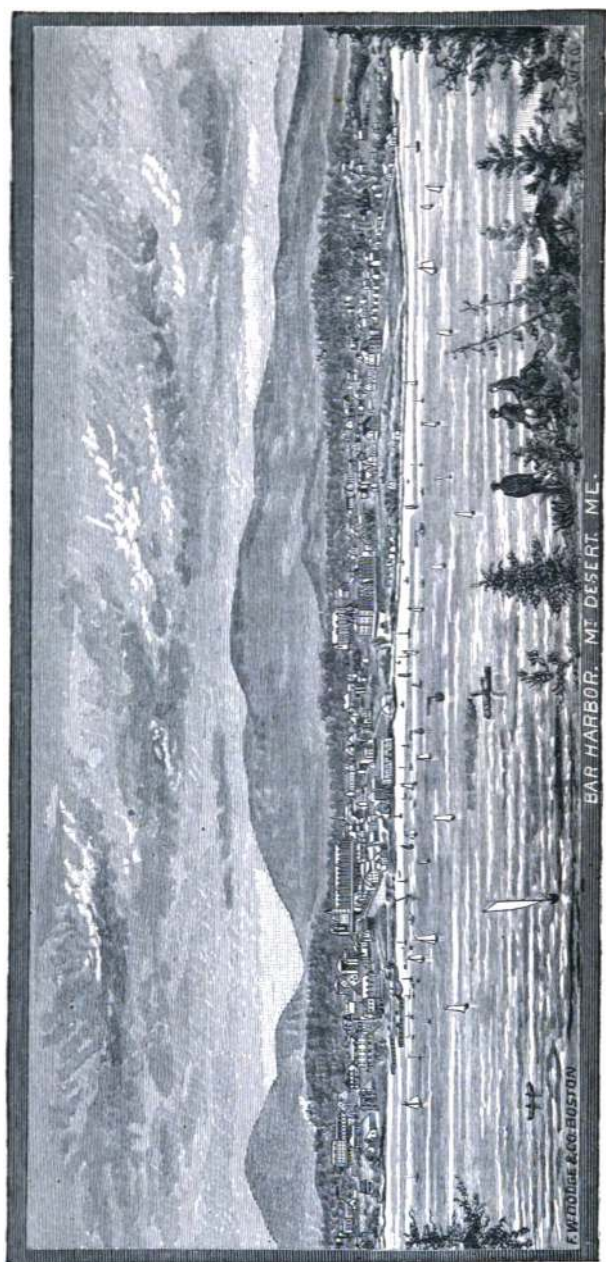
SECOND EDITION, REVISED AND ENLARGED.

BAR HARBOR,
MAINE.
1887.

~~10314.4~~
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Grates

COPYRIGHTED IN 1886,
BY W. B. LAPHAM.



EAR HARBOR. MT. DESERT. ME.

F. WOODHULL & CO. BOSTON

CORRECTIONS.

The compiler was not afforded an opportunity of examining the proof of a portion of this pamphlet, and as a consequence, and much to his regret, there are several typographical errors which are corrected below. Also, that portion of the pamphlet under the head of "Sorrento" was smuggled into it without his knowledge, and he is in no way responsible for the statements made therein. It is an advertisement and should have appeared as such.

On pages 27 and 28 and elsewhere, for "Pelegoet," "Peoegoet," etc., read "Pentagoet."

On page 29, for "Kadesgirt" wherever it occurs, read "Kadesquit."

On pages 28 and 29 for "Astlecon" read "Asticou."

On page 29, first line, read "Motte" for "Matte."

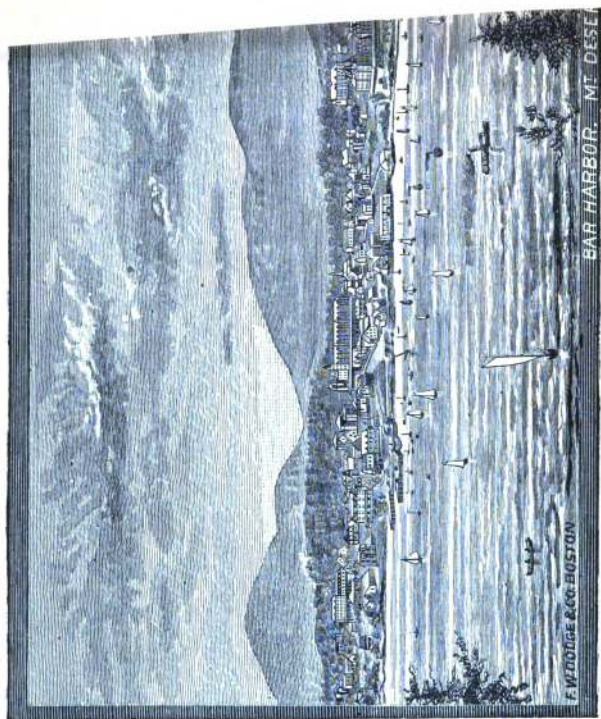
On page 29, 16 lines from bottom, for "a part of the sand" read "a part of the sound."

Other slight errors will readily be corrected by the intelligent reader.

The kindly press notices of the little Bar Harbor and Mount Desert brochure published in 1886, and the popular demand for it, have induced us to prepare a second edition. The correction of a few errors and the addition of new matter and new views, render the present edition more interesting and more valuable than the other, and I trust it may be regarded with the same popular favor by those for whom it is intended.

AUGUSTA, Me., 1887.

W. B. L.



Preface to the Second Edition.

The kindly press notices of the little Bar Harbor and Mount Desert brochure published in 1886, and the popular demand for it, have induced us to prepare a second edition. The correction of a few errors and the addition of new matter and new views, render the present edition more interesting and more valuable than the other, and I trust it may be regarded with the same popular favor by those for whom it is intended.

AUGUSTA, Me., 1887.

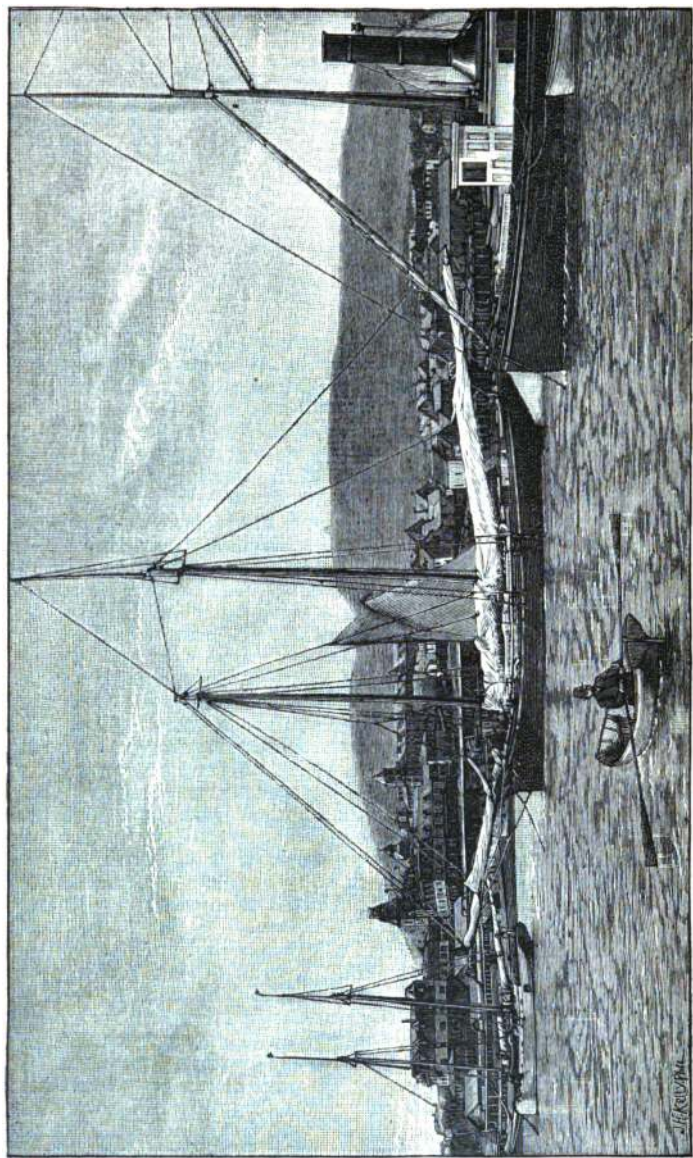
W. B. L.

MT. DESERT.

AS a sea-side resort, the growth and development of Bar Harbor has been truly phenomenal. In the short space of twenty years, from a barren and almost worthless waste, it has become the most popular summer resort on the North Atlantic Coast. Twenty years ago, its name was unknown save in the regions round about; its capabilities were unrecognized, and its future had not even been a matter of speculation. The soil was thin and rugged, ledges cropped out here and there, and for purposes of agriculture, a more unpromising locality it would have been difficult to find. There was a boat landing here, and the few inhabitants along the bay divided their time between farming and fishing without achieving any marked success in either. Hull's Cove situated a little farther up the bay, was a place of more importance, but this was only a small hamlet with a store and post office, a sort of business centre for the small farmers and fishermen residing in the vicinity.

The place had been visited by landscape painters, prior to 1867. Artists had been in the habit of making yearly visits to South West Harbor and to other localities west of Somes Sound, and finally Church, who sketched at Mount Desert a number of summers and who gave the name to Eagle Lake, Harry Brown, and other well known landscape painters found their way across to the easterly side, attracted no doubt by the fine views, more especially of the mountains which are the great distinguishing features, and which they desired to transfer to canvas. It was largely through these views, the result of their labors, that the unique scenery along this wild and rock-bound coast, became somewhat familiar to the dwellers in the great cities, and turned the tide of summer travel in this direction.

Tobias Roberts, now deceased, had a boat landing, and kept a small store near the present steamboat landing, prior to 1867, and appears to have been the pioneer in the marvelous changes which have taken place since that time. Changes which have transformed a barren and desolate waste into the most popular summer resort on the coast, rivalling and even surpassing such old established places as Newport, Nahant and Long Branch. In 1866, Capt. Charles Deering, another pioneer in the movement for developing Bar Harbor as a summer resort, began running the steamer "City of Richmond" from Portland to Machiasport, landing at Rockland, Castine, Deer Isle, and South West Harbor. Capt. Deering was an old steamboat man, and as early as 1854, had commanded the "T. F. Secor" which plied between Bangor and Machiasport. And now there was a popular demand for more direct communication with Bar Harbor than was afforded by the overland route from South West Harbor by the way of Somes Sound, which demand was responded to in the erection of a convenient wharf, and in 1868, Capt. Deering commenced touching at Bar



AT ANCHOR OFF THE WHARF.—Bar Harbor, Maine.

Harbor on each of his semi-weekly trips. The wharf was built by Tobias Roberts, assisted by Capt. Deering.

The same wharf was subsequently purchased by the Eastern Railroad Company, and greatly enlarged; it is the principal wharf there at the present time. Roberts erected a small hotel, the Agamont House, and the first in the place, in 1867. The steamers "Lewiston" and "City of Richmond" are owned and run by the Portland, Mount Desert and Machias Steamboat Company, although in 1884, the line, including all other property of the corporation, was purchased by the Maine Central Railroad Company, who now operate it under the old name and as a separate company.

Bar Harbor took its name from the fact that at low water a bar is exposed between this island and Bar Island, sometimes called Rodick's Island. With improved facilities for reaching here the influx of visitors rapidly increased, and hotel accommodations were correspondingly enlarged. The nucleus of the present Rodick House was built in 1867, by Daniel Rodick, formerly of Rodick's Island, where his ancestor settled prior to 1776. In 1870, 1875, and in 1882, this house was enlarged, until its present capacity is six hundred or more guests. The Bay View House was built in 1869, and after being enlarged several times, was changed to the Grand Central. The Atlantic House was built in 1870, burned and re-built larger in 1873; the Newport was built in 1871, the St. Sauveur was re-built after having been burned, in 1872, the Rockaway in 1873, the Marlborough, formerly the Deering, about the same time, the Ocean House in 1874, the Belmont in 1879, and the West End a little later. Then there are the Des Isle, the Malvern, the Lynam Cottages, several other smaller houses and more to be built whenever they shall be needed.

The following table shows approximately the names and number of the larger hotels, their capacity and the names of proprietors:

Rodick, - - - -	D. Rodick & Sons,	600
West End, - - - -	O. M. Shaw & Son,	420
Rockaway, - - - -	T. L. Roberts,	100
Newport, - - - -	W. M. Roberts,	100
Marlborough, - - - -	Charles Higgins,	100
Atlantic, - - - -	E. T. Hamor,	100
Ocean, - - - -	Samuel Higgins,	40
Grand Central, - - - -	R. Hamor & Sons,	350
Hotel Des Isle, - - - -	A. I. Saunders,	75
Lynam Cottages, - - - -	J. S. Lynam,	100
Belmont, - - - -	J. C. Manchester,	75
Lookout, - - - -	S. S. Salisbury,	40
St. Sauveur, - - - -	Alley Brothers,	175
Malvern, - - - -	De Grasse Fox,	—
Hamilton, - - - -	Frank S. Gould,	40
Exchange, - - - -	W. C. Higgins,	40
Birch Tree - - - -	J. A. Rodick,	50
Wayside, - - - -	Mrs. R. G. Higgins,	35

All these hotels are pleasantly located, and with special reference to sea and harbor views, and besides these hotels there are nearly a hundred cottages rented to visitors.

The first cottage erected as a summer residence was built on Hardy's Point, by Alpheus Hardy of Boston, in 1867, and this is still standing. Since that time a large number of elegant cottages have been built, broad streets and avenues have been laid out and constructed, elegant residences have been built upon the cliffs and bluffs, and the landscape which twenty years ago was a barren waste, and almost worthless, has been transformed into a large and beautiful village. Land has advanced in price a thousand fold, and choice building lots will command almost any sum asked. The following list comprises the names of the streets, and most of the cottages at Bar Harbor and vicinity, with names of the

owners or occupants during the season of 1886. For this list we are indebted to the *Mount Desert Herald*, a weekly paper published at Bar Harbor, and edited by Joseph Wood, by whom it has been revised from last year's report with great care, though he does not claim the list to be complete :

ALBERT MEADOWS.

- "A. Higgins Cottage"—Edward J. Hammond and family, Boston, the Misses Eastman, Boston.
- "Abendruh"—Mrs. M. E. Farnum, Miss Bell, New York.
- "Godwin Cottage"—Parke Godwin and family.
- "Higgins Cottage"—Arthur Ryerson and family, Chicago.
- "Sproul Cottage"—Mr. and Mrs. A. A. Hayes, Washington, D. C. ; Mr. and Mrs. Isaac Lawrence, New York.

ATLANTIC AVENUE.

- "Brewer Cottage"—Mrs. J. D. Wells, and family, Prof. and Mrs. Charles E. Hart, New Brunswick, N. J. ; Miss Kobbe, New York ; Miss Paxton, Philadelphia.
- "John Suminsby Cottage"—Miss La Farge, New York.
- "Powelton"—Dr. S. M. Miller, Philadelphia.
- "Tripp Cottage"—Miss E. C. White, Miss Page, W. G. Reed, Miss J. H. Reed, Philadelphia, Miss Warrington.

BEAR BROOK.

- "Chatwold"—Mrs. George P. Bowler, Miss Louise Bowler, Bar Harbor.

BIRCH POINT AND THE BAY SHORE.

- "Ambrose Higgins Cottage"—Mrs. F. B. Ellison, Miss Mason, Miss Crafts, Boston, Mass.
- "Baltimore Cottage"—Mrs. Buchanan, Miss Buchanan, Baltimore.
- "Birch Point"—Alpheus Hardy and family, Boston.
- "Derby Cottage"—Mrs. H. Derby and family, Boston.
- "Devilstone"—Mrs. W. H. Vanderbilt, Geo. W. Vanderbilt, New York.
- "Edgemere"—T. B. Musgrave and family, New York.
- "Fernerest"—Mr. and Mrs. William F. Cochran, and family, Yonkers, N. Y.
- "Grant Cottage"—H. A. Grant and family, Tarrytown, N. Y.
- "Minot Cottage"—George R. Minot, the Misses Upton and Davis, Boston.
- "Rockaway"—Mr. and Mrs. O. K. Bennett, West Winsted, Conn. ; Mr. and Mrs. Wm. B. Garrett, Miss Bessie M. Garrett, Boston ; Mrs. Chas. Hastings, and the Misses Warren, Newton, Mass.
- "Reef Point"—F. R. Jones and family, New York.
- "Uilikana"—Mrs. January, and the Misses January, St. Louis, Mo.
- "Villa Marevista"—L. del Monte and family, New York.

COTTAGE STREET.

- "Aunt Charlotte's Cottage"—Robert C. Cornell and family, New York.
- "Andrew Rodick Cottage"—Mr. and Mrs. J. M. Price, Philadelphia.
- "Jacquemint Cottage"—Mr. and Mrs. John Harrison, Miss Harrison, Philadelphia.
- "Jordan Cottage"—David C. Leach and family, New York.
- "Longstreth Cottage"—Dr. Morris Longstreth and wife, Phila.
- "Manchester Cottage"—Mrs. Frank Key Howard and family, Baltimore ; Mrs. A. S. Van Duzen, Miss Julia Van Duzen, New York.
- "Rodick Cottage No. 1"—John B. Morris and family, Baltimore.
- "Rodick No. 2"—Mr. and Mrs. F. W. Jackson, Mrs. C. D. Jackson, New York.

"Salisbury Cottage"—J. C. George and family, S. S. Lee and family, Baltimore.

"The Bandbox"—Mr. and Mrs. Wm. Henry Rawle, Philadelphia.

"Wall Cottage"—Mrs. James J. Bowden, New York; Mr. and Mrs. W. Herbert Washington, Miss Washington, Philadelphia; Mr. and Mrs. George Peters, Boston, Mr. and Mrs. Robert Neilson, the Misses Neilson, Philadelphia; Dr. and Mrs. R. R. Heywood, New York.

CLEFTSTONE ROAD.

"Cleftstone"—Mrs. F. E. Kernochan and family, the Misses Green, New York

"Mizzentop"—Mrs. Wm. H. Hunt, the Misses Hunt, Boston.

"Helmuth Cottage"—James Eads and family, Washington, D. C.

DUCK BROOK.

"Brookend"—Richard B. Dixey and family, Boston.

"Baymeath"—John De Coven, Chicago; Mr. and Mrs. Joseph T. Bowen, Chicago.

"Edenfield"—Samuel E. Lyon and family, New York.

"Sonogee"—Mrs. D. H. Haight, H. J. Haight, and family, Mr. and Mrs. E. C. Haight, New York.

EDEN STREET AND VICINITY.

"Burnmouth"—W. P. Walley and family, Misses Marion and Edith Dove, Andover, Mass.; Mr. Jock Blanchard, Boston.

"Bagatelle"—Mr. and Mrs. Edmund Pendleton, Cincinnati.

"Brigham Bungalow"—Wm. T. Brigham, Boston.

"Buena Vista"—Mrs. Lawrence Waterbury, New York.

"Beaudesert"—W. S. Gurnee and family, New York.

"Clovercroft"—Mrs. George Place, Mrs. Livor, Miss Livor, New York.

"Eddy Cottage"—James Eddy and family, Providence, R. I.

"Fabian"—Mrs. R. L. Fabian, the Misses Fabian, Miss Clarina Shumway, New York,

"Fairview Cottage"—Capt. Geo. M. Wheeler, and Mrs. Wheeler, Washington, D. C.

"Guy's Cliff"—E. C. Cushman and family, Newport, R. I.

"Harris Cottage"—Prof. George Harris and family, Andover, Mass.

"Hinch Cottage"—Mr. Chas Payson and family, Washington, D. C.

"Hart Cottage"—H. C. Hart and family, Philadelphia.

"King"—Mrs. Rufus King, Jr., Mrs. S. G. Armor, Miss J. M. Miller, G. T. Miller.

"Lombard Cottage"—The Misses Lombard, Boston.

"Mainstay"—Walter L. Kane, Newport, R. I.

"Nickerson Cottage"—Mr. and Mrs. J. Lawrence Lee, New York.

"Pendleton Cottage"—A. C. Barney and family, Cincinnati, O.

"The Moorings"—John Whittaker and family, St. Louis, Mo.

"The Sea Urchins"—Mr. and Mrs. Burton Harrison, New York.

"Villa Mary"—Rev. F. H. Johnson and family, Andover, Mass.

"Whittaker Cottage"—John Whittaker and wife, St. Louis, Mo.

"Witch Cliff"—Mrs. F. C. Manning, Miss Manning, Boston.

EAGLE LAKE ROAD.

"Homewood"—Mrs. John Sanders and family, Philadelphia.

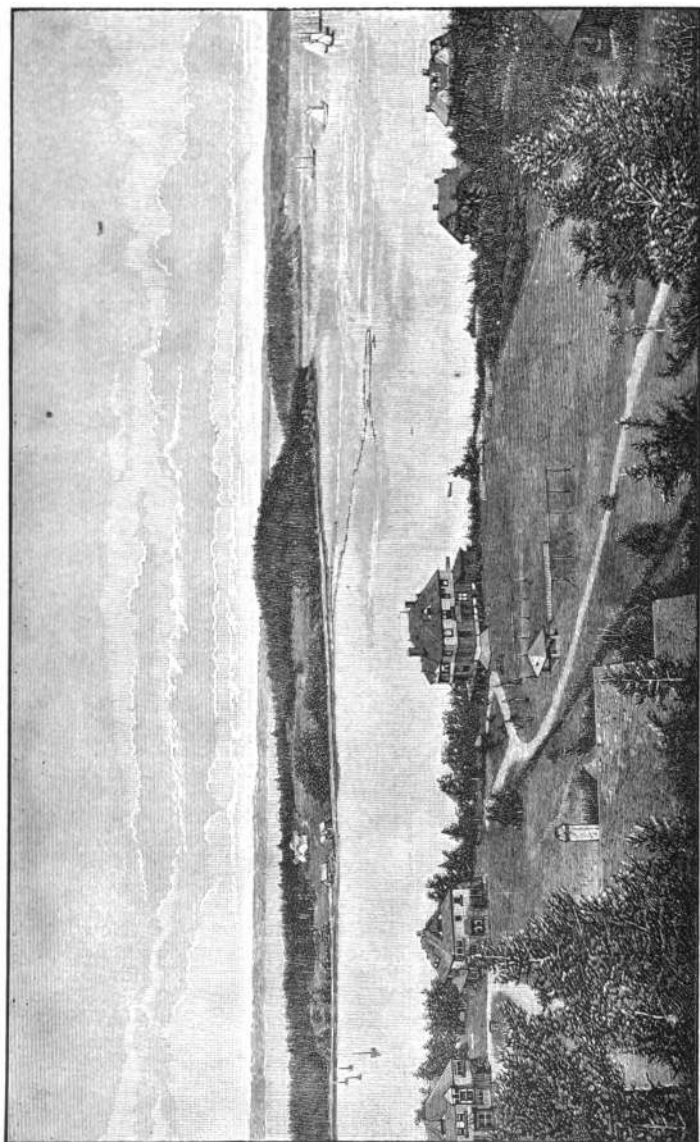
"Mrs. Moncure Robinson Cottage"—Edward C. Sampson and family, Alden Sampson, New York.

"The Knoll"—Mrs. Wilkins, Philadelphia.

HANCOCK STREET.

"Daisy Cottage"—C. Morton Smith and family, Philadelphia.

"Wyandotte"—J. Biddle Porter and family, Philadelphia.



BAR ISLAND FROM ABBY'S RETREAT.

HOLLAND AVENUE.

"Ansel Leland Cottage"—Mrs. A. F. Damon, Miss Damon, Mr. and Mrs. Charles A. Peabody, Jr., New York.

"Elmira Ash Cottage"—W. H. Gaw, Miss E. S. Gaw, Master Gaw, Philadelphia.

"Ells Cottage"—Dr. J. H. Hutchinson and family, New York.

"Eli Bunker Cottage"—Mrs. H. C. Beach, The Misses Beach, Mr. and Mrs. N. A. Prentiss, New York.

HIGHBROOK ROAD.

"Highbrook"—Mrs. James Leeds, H. C. Leeds, Miss F. M. Gibbs Mr. W. Doggett, Boston.

"Mossley Hall"—W. B. Howard and family, Chicago.

"Stanwood Cottage"—James G. Blaine and family, Augusta.

KEBO STREET.

"Canary"—Dr. and Mrs. H. C. Chapman, Rudolph Ellis and family, Philadelphia.

"Livingstone"—Mr. Johnston Livingston, Tivoli, N. Y.

"Jessup"—Morris K. Jessup and family, New York.

"Kebo"—Mrs. Col. Thomas E. Scott and family, Philadelphia.

MOUNT DESERT STREET AND VICINITY.

"Ash Cottage"—Mr. and Mrs. William H. Willis, New York.

"Alcenas Higgins Cottage"—Mrs. M. D. Van Doren, New York ; Mrs. Guy F. Whiting, Washington, D. C.

"Belmont Hotel"—Charles T. How, Boston ; Dr. William Camac, Philadelphia.

"Conner's Cottage"—J. L. Breeze and family, New York.

"Cunningham Cottage"—Miss L. Delafield, Master Richard D. Shipman, New York, Miss Shipman, Chicago.

"Grace Cottage"—H. Lawrence Sheldon and family, West Haven, Conn. ; Mrs. Jonathan Edwards, The Misses Edwards, New York ; Miss A. J. Pierrepont, Brooklyn.

"Lewis Cottage"—Mrs. and Miss Lewis, New York.

"Ledge Lawn"—Miss Mary Shannon, Miss Mary C. Shannon, New-ton.

"Muller Cottage"—Mr. and Mrs. James P. Scott, Philadelphia.

"Nickerson Cottage"—J. Nelson Potter and family, New York.

"Orlando Ash Cottage"—Dr. K. D. Cheney, South Manchester.

"Parker Cottage," No. 1—Mrs. Tillingham, the Misses Tillingham, Miss Clara Norris, Philadelphia ; Mrs. Edward Gardner, Miss Eugenia Gardner, Edward Gray and family, Boston ; Dr. Norris and family, Dr. Hunt and wife, Philadelphia.

"Parker Cottage," No. 2—Mrs. Chas. Gordon, the Misses Gordon, Miss Jessie Sherman, Mrs. Dr. Chadwick and family, Miss Lyman, Boston, Dr. Miller and family, Mrs. Morrill and son, Robt. M. Lewis and daughters, Philadelphia ; Mrs. Johnson and family, New York ; Mrs. G. L. Thorndike, Miss Mary Thorndike, Mr. Harry Thorndike, Boston ; Mrs. Hall Curtis, Mrs. Wm. Pratt, Miss Kimball, Mr. M. Day Kimball, Boston ; Pemberton Hutchinson and family, Philadelphia.

"Primrose Cottage"—Mrs. A. J. Pendleton, Miss Charlotte Pendleton, Philadelphia.

"Shingle Cottage"—E. Rollins Morse and family, Boston.

"Samuel's Cottage"—Mrs. Edward Samuels, the Misses Evans, Philadelphia.

"The Eyrie"—Dr. Robert Amory and family, Brookline, Mass.

"The Craigs"—Mrs. J. S. Amory and family, Boston.

MAIN STREET.

"Dove Cottage"—G. W. Bartholomew and family, Hartford, Conn.

"Brewer Cottage"—Mr. and Mrs. Gustav Stellwag, Miss Florence Angell, New York.

"Conners Cottage"—Mrs. T. F. Dodge and family, Mrs. T. B. Dodge, Boston.

"Mrs. M. I. Higgins Cottage"—Mrs. R. Snowden Andrews, Miss Andrews, Mrs. Tunstall Smith, Baltimore.

"Higgins Cottage"—Mrs. M. G. Evans, Miss Evans, New York : Arthur Ryerson and family, Chicago.

"R. F. Suminsby Cottage"—C. Wyckliffe Yulee, and family, D. L. Yulee, the Misses Yulee, Fernandina, Fla.

MALDEN HILL.

"Thirlstane"—Mrs. R. B. Scott, Owen Scott, Washington, D. C.

"Toppingwold"—F. W. Lawrence, Brookline, Mass.

OGDEN'S POINT AND VICINITY.

"Aldersea"—Edward Coles, Miss Coles, Col. and Mrs. John Markoe, Philadelphia.

"Ellis Cottage"—Mrs. John B. Prince, New York.

"Glengordon"—James T. Woodward, Wm. Woodward, Jr., and family, New York ; Miss Gilmore, Baltimore.

RODERICK STREET.

"Lynam Cottage"—Mrs. Satterthwaite, The Misses Satterthwaite, New York.

"Parker Wood Cottage"—E. P. Willett and family, Brooklyn, N. Y. ; Mrs. Thomas Freborn, Miss K. V. Barnum, New York.

SAUL'S CLIFFS.

"Oldfarm"—Mrs. Charles Dorr, Charles H. Dorr, George Dorr, Boston, Mass.

SCHOONER HEAD.

"Homans' Cottage"—Dr. Charles D. Homans and family, Boston.

"Hale Cottage"—Geo. S. Hale and family, Boston.

SCHOOL STREET.

"Cristie Cottage"—Charles Dension and family, New York.

THE FIELD.

"Field Cottage"—Geo. A. Robbins and family, New York.

"A. Higgins Cottage"—Miss J. S. Bryant, Miss A. R. Fairchild.

"Marigold Cottage"—Prof. H. N. Martin and family, Mrs. J. N. Cary, Miss Cary, The Misses Murdock, Baltimore.

"David Bunker Cottage"—C. William Bergner and family, Philadelphia. C. Preston, Mrs. E. P. Van Voorhis, New York.

"Field Cottage"—Geo. A. Robbins, New York.

"George Higgins Cottage"—J. P. Norris and family, New York

"Geo. Higgins Cottage"—Mrs. Richard Campbell, New York.

"Higgins Cottage"—Mrs. Thomas H. Morris, Mrs. John D. Prince and Mrs. Richard Irving, Jr., New York.

"Ocean Cottage"—Mr. Foster and family, Mrs. Clarence Cary and family, New York.

"Stephen Higgins Cottage"—Mr. Van Buren, Mrs. Van Buren, and the Misses Van Buren, New York.

"Weld"—Rev. Dr. Francis Peabody and family, Cambridge, Mass.

"Yellow House"—Mrs. T. C. A. Linzee and family, Miss Torrey, Boston.

WEST STREET.

"Bay View"—Mr. and Mrs. Calvin Frost, Mrs. A. F. Stout, Peekskill, N. Y.

"Casa Far Niente"—Mr. and Mrs. William B. Rice, Gen. and Mrs. Robert B. Potter, New York.

"Foster Cottage"—L. R. McLane and family, Baltimore.

"Phelps Cottage"—Prof. Austin Phelps and wife, Andover, Mass.

WAYMAN LANE.

- "Crowsnest"—Theodore Chase and family, Boston Mass.
- "Ledge Hollow"—Mrs Rodman Rotch and family, Boston.
- "Redwood"—C. J. Morrill and the Misses Morrill, Boston.
- "The Ledge"—Lucien Carr and family, Boston, Mass.; Mrs. Wayman Crow, St. Louis, Mo.
- "Thayer Cottage"—J. B. Thayer and family, Cambridge, Mass.

GREEN ISLAND.

- "Ellis Cottage"—Mr. and Mrs. John S. Ellis, A. V. H. Ellis, Bortow-on-Sound, N. Y. Post-office address "Indian Point."

OTTER CREEK.

- "Otter Nest"—Aulick Palmer and family, Washington, D. C.

SEAL HARBOR.

- "Meenahga Ledge"—Mr. and Mrs. L. R. Boggs, Harrisburg, Pa.; Samuel F. Barr, Harrisburg, Pa.
- "Stoneleigh"—Rufus R. Thomas and family, Philadelphia; H. B. Snyder, Denver, Col.
- "The Anchorage"—Comptander Crowninshield, U. S. N., and family, Washington, D. C.

NORTHEAST HARBOR.

- "Asticou"—Mr. and Mrs. J. H. Curtis, Boston.
- "Lewis Cottage"—Mrs. and Miss Lewis, New York.
- "Magnum Donum"—Bishop Doane and family, Albany, N. Y.
- "Rockend"—Louis McLane and family, Baltimore, Md.
- "Story Cottage"—Miss Cutts, Miss Wyatt, Brooklyn, Mass.
- "Ye Haven"—James T. Gardiner and family, Albany, N. Y.

SOUTHWEST HARBOR.

- "Homestead Cottage"—Mrs. A. W. Bee and family, Boston; Mrs. S. L. Bee, San Francisco; Mrs. M. M. Clapp, the Misses Clapp, Mrs. M. P. Payson, Dorchester, Mass.
- "J. G. Parker"—Mrs. K. Armstrong, Miss May Armstrong, Mrs. J. A. Wernbery, Mrs. Agnes Reilly, Miss Maggie Reilly, Brooklyn, N. Y.
- "Ross Cottage"—Prof. John E. Sherwood and wife, Mr. and Mrs. G. W. Russell, Prof. Austin Sanford, Dr. Wm. Hailes, Jr., Miss Lillian Stanton, Albany, N. Y.; Mrs. R. D. Bacon, Brooklyn, L. I.; Mrs. E. L. Dewey, South Byron, N. Y.; Prof. Waldo S. Pratt, Hartford, Conn.; Miss Louise Pinkham, Boston, Mass.

SOMESVILLE.

- "Leavitt"—The Rev. H. H. Leavitt, wife, and family, Mrs. M. Merrill, Miss Helen Sargent, North Andover, Mass; The Rev. B. F. Leavitt and son, Chicago, Ill.
- "Pryor Island"—J. W. Pryor, Miss Pryor, New York.

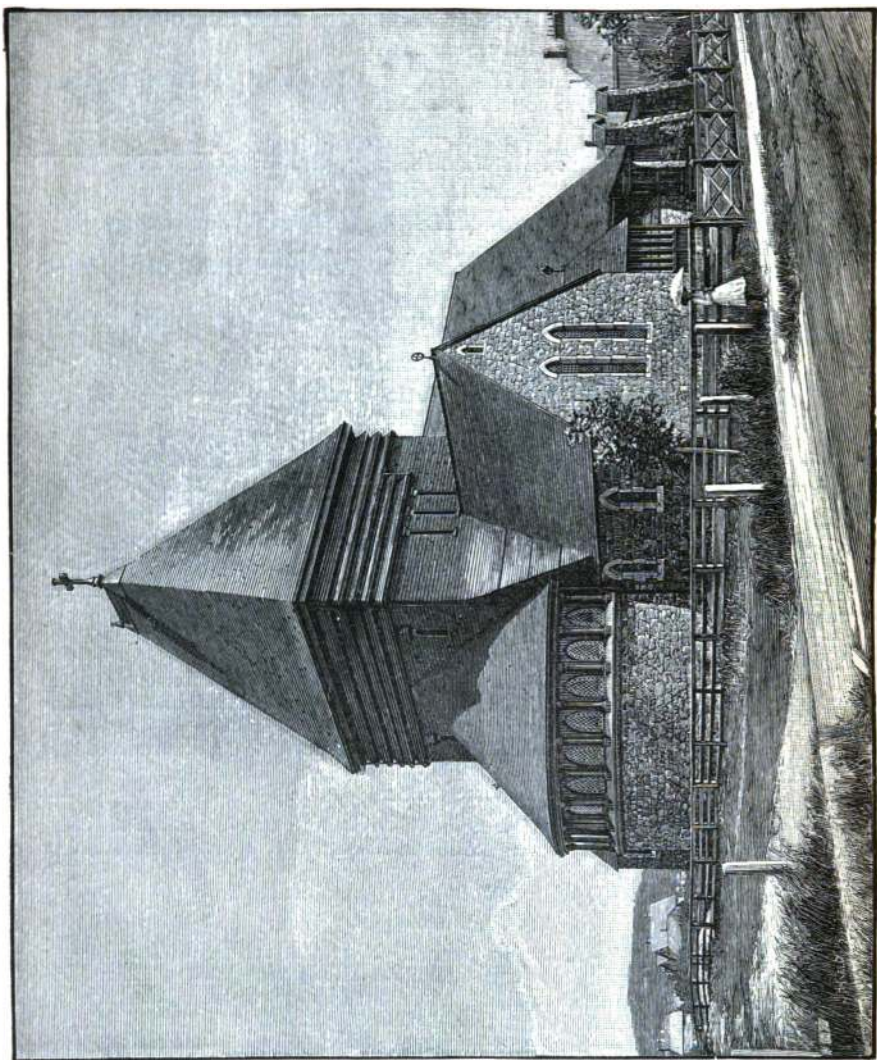
WINTER HARBOR.

- "Serene Cottage"—Mrs. Dr. French, Mrs. Patterson, Philadelphia; Mr. Culbertson, Washington; Mr. Chandler and wife, Chicago; Mr. Lincoln, Boston; Mrs. Harris and daughter, and Miss Hanson, Louisiana.
- "Homerock"—E. A. Baker and Mrs. Dr. A. J. Baker, Boston.
- "Navarino"—Mrs. Smith, Winchester; Mrs. Avery, Cambridge.
- "The Rocks"—D. B. Flint and wife, Boston; Edward Whitney and wife, Belmont; the Misses Fuller, Ellenville.

HANCOCK POINT.

- "Farm Cottage"—Judge L. A. Emery and family, Ellsworth.

It will be noticed that among these who spent the season of 1886 at Bar Harbor, either in their own or in hired cottages, are many who have a national reputation, having distinguished themselves either in finance, politics, literature, science, law or theology. President Eliot of Harvard



THE EPISCOPAL CHURCH,—Bar Harbor Maine.

College, and several other equally distinguished personages have cottages on the island whose names do not appear in this list.

Since the opening of the Mount Desert branch of the Maine Central Railroad, a new impulse has been given to the travel in this direction, and the number of visitors to Bar Harbor has more than quadrupled within the last two years, and is yearly increasing.

Bar Harbor as a summer resort, owes its popularity to its pure bracing air, its romantic and extended driveways, its enchanting ocean views and its grand mountain scenery. The cool currents from the Arctic seas reach these shores modifying the temperature so that the heat rarely, if ever, becomes oppressive. Eagle Lake, embosomed among the mountains, and fed by crystal streams and bubbling springs, supplies the village with the purest of water; this lake is 275 feet above the sea level, and a jet of water from any of the numerous hydrants can be thrown to a perpendicular height of more than seventy-five feet. This affords ample protection against fire, a matter of no small consideration where the large hotels and most of the other buildings are constructed of wood. A thorough system of drainage has been planned, and last season the town of Eden raised fifty thousand dollars, a sum equal to about half its entire valuation twenty years ago, to carry it into effect. A good beginning was made last season, and the work will be pushed to completion before the season of 1887. shall have commenced. This is highly important from a sanitary stand-point, and reflects great credit upon the town.

Main Street is largely devoted to stores and shops, and groceries, dry and fancy goods, boots and shoes, and clothing can be purchased here at as low a price as they can in Bangor or Portland. Electric light has been introduced and all other modern improvements have been made. A first-class weekly paper, the Mount Desert *Herald*, published by Joseph Wood has already been referred to. Another paper, *The Tourist*, is published here during the season of travel. The *Record*, a weekly paper, has also been started.

HOW TO REACH BAR HARBOR.

No longer as in days gone by, is the visitor obliged to cross the Island from Southwest Harbor by the circuitous route, through Somesville nor, as later, to depend upon a single line of steamers, making the trip two or three times a week, to reach Bar Harbor, for since 1884, there is an all-rail route to within eight miles of Bar Harbor wharf, and safe ferry boats always in waiting to convey passengers across the intervening space, known as Frenchman's Bay. The Mount Desert Branch of the Maine Central Railroad is forty-two miles in length. Crossing the Penobscot river at Bangor, it passes through the towns of Brewer, Holden, Dedham, Ellsworth and Hancock to the terminus at Hancock Point. The most remarkable feature along this route is an immense train of boulders which the road crosses diagonally, entering it in the town of Holden and leaving it near Reed's Upper Pond in Dedham. From the car windows these piles of boulders can be seen, varying in weight from a few pounds to hundreds of tons, and crowded together so as to obstruct all vegetation, and resembling a huge dilapidated stone wall. At some points immense blocks of granite are so evenly poised as almost to threaten the safety of the railroad track. None of these rocks are in place, but their appearance here is unquestionably the result of glacial action. They constitute an ancient moraine whose general direction is from Northeast to Southwest. It begins from the point where the railway crosses it, toward Moosehead Lake, and terminates in gravelly deposit in the town of Orland. Ellsworth Falls is a thriving village where power is obtained from Union river and a large lumber business is carried on, and Ellsworth, the next station, is a beautiful little city situated at the head of navigation on the same river. Hancock Village with its neat white cottages is soon passed, and the next and last station is Mount Desert Ferry, situated on the easterly side of Frenchman's Bay.

Two years ago, Bangor parties erected an elegant hotel at this point which will doubtless become a popular resort. It is built upon a bluff near the railway station, and rightly named "the Bluffs," has delightful surroundings, and a fine view of the bay. Here the passengers leave the cars, embark on board the commodious ferry boat which, with steam up, is waiting, and after half an hour's sail, inhaling the cooling and refreshing breeze from the open sea, the bay is crossed and Bar Harbor is reached. Passengers can leave Boston in elegant palace cars at nine o'clock in the morning and before seven the same evening they can be at their hotel or cottage at Bar Harbor. Or they can leave Boston at seven o'clock in the evening by sleeping cars, arrive in Bangor at five-thirty the following morning and at Bar Harbor at eight-thirty. The day train during the excursion season is a fast express, and makes the distance between Boston and Bangor, including all stops, in less than nine hours. The steamer "Sappho," placed upon the route between Hancock Point and Bar Harbor in 1886, is one of the safest, best appointed and commodious ferry boats in the country.

Persons preferring the water route can take the steamers "City of Richmond" at Portland, which makes the round trip between Portland and Machiasport twice a week, stopping at Bar Harbor and all places of importance along the coast. This route has the advantage of enabling one to view the grand scenery which is unfolded from every side from the time Rockland is left until Bar Harbor is reached.

PLACES HISTORIC AND PICTURESQUE.

Many of the summer residents at Bar Harbor content themselves with remaining in the vicinity of the village, and spend the whole season, and season after season, without visiting other points of interest, while others do not like to settle down to the quiet of cottage life until all the mysteries of the Island have been explored. To such as enjoy visiting the outlying nooks and corners, there is every facility for doing so. The roads are magnificent, the gravelly soil of the Island being the best of material for making them. Large sums of money have been expended in road-making, and roads are everywhere excellent. Then there are always teams in waiting, buck-boards, cutaways and carryalls, with one or two horses, as may be desired, and the cupidity of the owner is held in check by municipal authority, the price per diem to each point to be visited being established, and a printed list furnished to those desiring it.

GREEN MOUNTAIN.

The first point of interest is Green Mountain, the highest point on the Island. Some ambitious persons make the ascent on foot, and that can best be done by way of the ruins of the old mill near the foot of Mount Kebo, and then by way of the ravine that separates Green from Dry Mountain. But by far the largest number prefer to go by the regular conveyance furnished by the Green Mountain Railway, which is by carriage to Eagle Lake, thence by steamer up the lake to the base, then by railway to the summit. This gives variety to the trip, which is a most enjoyable one. A clear bright morning should be selected for this excursion, when objects can be seen at a great distance. The railway itself is a marvel of engineering skill, the entire length of the road being six thousand three hundred feet, and the grade averaging one foot to every four feet passed over. There is a good hotel at the summit which will accommodate about thirty guests.

The view from Green Mountain, on a clear morning, is one never to be forgotten. The coast line with its many sinuosities, the numerous smaller islands scattered here and there, Mount Desert spread out like a map, and the inland landscape with its diversity of views, all go to make up a succession of the grandest pictures imaginable. One familiar with the history and legends of this wonderful Island, as he stands upon this

rocky eminence and glances over its sea-cradled islands, its sun-burnished creeks, its mountain lakes and its alp-like ravines, may easily imagine that a savage is about to emerge from some glen, or to see lying at anchor, the rude shallop of two hundred years ago; or still stranger to behold some wanderer from across the sea in the habiliment of his time, with steeple hat, peaked beard, slashed doublet and sword by his side, climbing the sea-wall to seek his rude cabin on the shore.

SCHOONER HEAD.

There is a legend that in the war of 1812 a British frigate ran towards the shore at this point and opened fire upon what was supposed to be a schooner, but which was simply a white formation on a dark ground. Schooner Head is four miles from Bar Harbor, the road being the one nearest the easterly side of the Island. It is a spur of Newport Mountain, and appears as a bare, almost perpendicular headland, about a hundred feet high, on the eastern face of which is still to be seen the large white figure which, out at sea, looks like a schooner with her three lower sails set. In the top of the cliff, at the left, is a deep cleft, with a passage at its bottom worn through the rock to low water mark, through which, during a severe southerly storm, the surf passes upward with a rush and roar, and is driven with great force above the tops of the trees. This is known as "Spouting Horn." Across a little cove, toward the south, is Anemone Cave, a wonderful grotto where each succeeding tide deposits strange creatures from the sea, including the polyp, known as the sea anemone, which remain stranded among rock-weed and mosses when the water recedes.

GREAT HEAD.

A little farther westward is Great Head, which shelters the only beach on the Island, and a very small one at that. Great Head is a prominent object when passing from Bar Harbor to Southwest Harbor by water. "No description can do justice to its savage grandeur. It is not to its height alone that it owes its impressiveness, but to the peculiar massiveness of the rocks, the overhanging of the whole cliff, and the never-ceasing beat and roar of the waves below."

OTTER CLIFFS.

The drive from Bar Harbor to the Otter Cliffs is five miles, and the road, nearly parallel with that to Schooner Head, is through the deep narrow gorge between Newport and Dry Mountains. There is a little hamlet and a red granite quarry on the left side of Otter Creek, and passing these, Mr. Robert Young has closed up the way by a gate, and contends for his right of eminent domain by demanding ten cents for the right to cross his premises to the Cliffs. Otter Creek Point is the southeastern extremity of the Island, and when seen from the eastward, appears as a thickly wooded neck of land arising to a height of about two hundred feet, with a precipitous face over one hundred feet high on its eastern side, which are the "Cliffs." To the north of this point about a mile is a wooded eminence five hundred feet high called Otter Peak. This is a delightful drive, and can be accomplished in a short half day.

HULL'S COVE.

This is a large indentation on the eastern face of the Island about three-eighths of a mile wide and situated some four miles north of Bar Harbor. There is an old settlement here, and a small unfinished vessel was upon the stocks at the time of our visit. An anchorage for small vessels is afforded here, but the place is not of much account. The early settlers were mostly engaged in fishing, but little of this business is carried on here now. A large mansion house here, erected many years ago

by the Hamor family, is constructed of brick burned in the vicinity. It was at Hull's Cove that the French grantees of the Island lived, and here Madame Theresa Gregoire, grand-daughter of Cadillac the grantee, died in 1810. Her husband had previously deceased, and after her death the family returned to France. Hull's Cove took its name from Samuel Hull, an early settler and trader here, who came from Connecticut, and who was a brother of General Hull of the Revolution, and also of the war of 1812.

THE OVENS.

From Hull's Cove to Sand's Point, which is the northeastern extremity of Mount Desert Island, the shore curves gradually around to the northward and thence to the northwestward, forming a large headland or cape, about a mile and three-quarters in diameter, the height varying from eighty to two hundred and twenty feet. Near Sand's Point and just to the south of it are bold perpendicular rocky cliffs, with numerous caves in the eastern face called the "Ovens." When the tide is out a pebbly beach is found at the foot of the cliffs nearly a hundred feet wide, along which are the entrance to these shallow caves, which by the action of the water appear in every variety of form. At one point, a column is left standing which seems to aid in supporting the huge overhanging cliff. The pebbles on the beach are formed by the action of the waves, from the fragments of rock torn from the face of the cliff, and are found in curious forms and shapes. The Ovens are visited by large numbers, but the tide-table should be carefully consulted before visiting them, as in high water, the Ovens are full and inaccessible.

SALISBURY COVE.

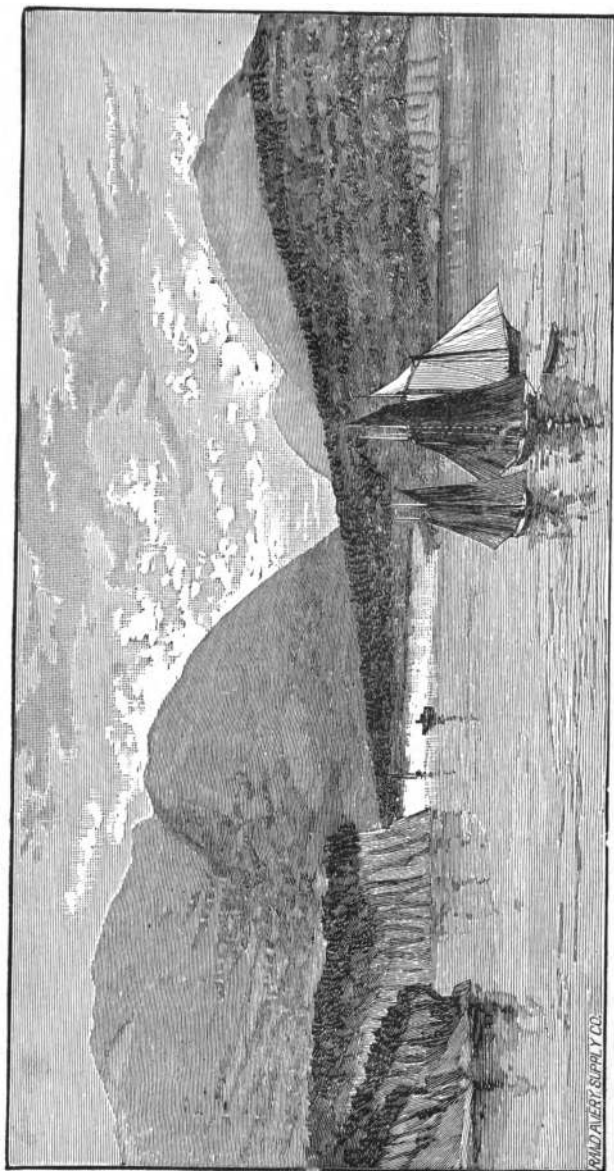
From Sand's Point almost due west, and some two or three miles distant, is Salisbury Cove, so named from an early settler here. This is the harbor of the town of Eden, and has an anchorage for vessels of large draught. There is a town-house here, and the citizens of Bar Harbor and other parts of the town of Eden are obliged to come here to exercise the right of suffrage. It is a pleasant place and one of the best farming localities on the Island. Upon the head-stones at the little cemetery near the town-house are found the names of John Ebenezer and Nathan Salisbury, Abner Young, Capt. Isaac Hopkins, Nicholas Richardson and Jonathan Doane; also Cousins, Harden, Liscomb, and others, showing who were the pioneer settlers of this region. The return is most of the way by a road recently built.

TWENTY-TWO MILE DRIVE.

What is known as the twenty-two mile drive will occupy a good half day when saving of time is an object, but to do full justice to all the points of interest, it should occupy an entire day. Leaving Bar Harbor and travelling westward, Eagle Point is the first point of interest, but this has already been spoken of in connection with the Green Mountain Railway. Leaving this at the left, the road soon bears to the right, toward the head of Somes' Sound. Along this road a fine view of Eagle Lake, Green Mountain, and the railway up its rugged side, can be had. By going a little out of the way around the head of Somes' Sound, the beautiful village of Somesville is reached. Here was where Abraham Somes, Jr., settled in 1762 and where his posterity for four generations have lived or still live. An account of this settlement will appear further along. Returning around the head of the Sound, the road leads down by its easterly side between Brown's and Hadlock's Mountains, by Hadlock's Pond, through beautiful stretches of woodland to

NORTHEAST HARBOR,

The entrance to which is five-eighths of a mile from Gilpatrick's Point. There are good hotels here—the Kimball House, Revere Hotel,



MOUNT DESERT, LOOKING UP SOME'S SOUND.

Harbor Cottage and Robert's House—and near is Bishop Doane's cottage and chapel and President Eliot's cottage. The shores of the harbor are mostly and thickly wooded, and at the eastern point of entrance is a white sand beach, where it joins the higher lands. The cottages referred to are situated on high and commanding ground overlooking the harbor and having a distant view of the open sea.

SEAL HARBOR.

Leaving Northeast Harbor we are on the home stretch and the next point of interest is Seal Harbor, the road leading first southerly and then easterly and passing between Bracy's Cove and the foot of Long Pond, while seaward is seen Bear Island with its light-house and Sutton's Island. Near Long Pond Post Office, a road branches to the left, leading by the "Triads" to Jordan's Pond which is situated at the western base of Pemetic Mountain. Seal Cove is situated a mile and a half to the westward of Otter Creek, is ledgy and has only from two to three fathoms of water. There are low islets at its mouth and a few houses on its shores, the owners of which are engaged more or less in fishing. Summer residents have already begun to gather at the Sea Petite and other Hotels, and like all other points around the Island, it has attractions peculiar to itself. From here the road leads by the Clefts to the head of Otter Creek, and across the line between Mount Desert and Eden, passing the Peak of Otter and intersecting with the Otter Creek road just north of the Beehive.

"AROUND THE ISLAND" TRIP.

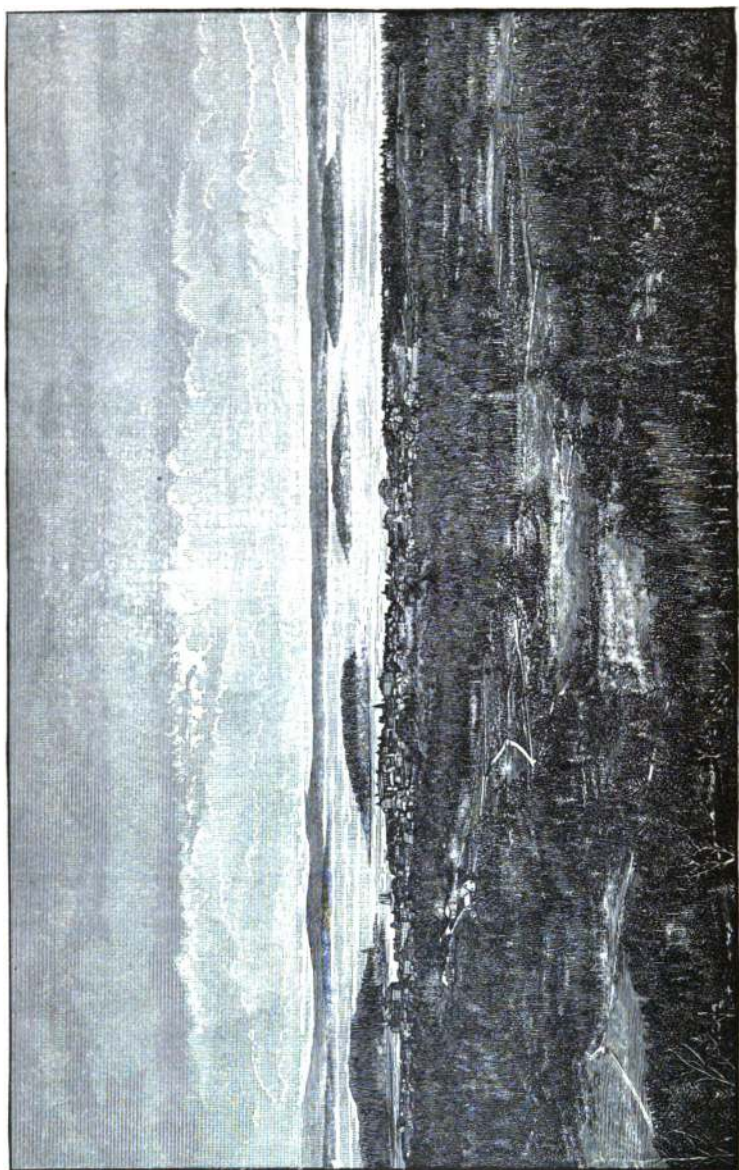
If one is pressed for time, the circuit of the entire Island can be made in two days, and all the points of interest visited. Leaving Bar Harbor in the morning, visiting Hull's Cove, Sand's Point, including the Ovens, Salisbury Cove, Emory's Cove, Hadley's Point Thomas' Bay, Mount Desert Narrows is reached. The narrows is spanned by a bridge 700 feet in length, connecting the Island with Trenton on the mainland. This bridge has a draw for the passage of vessels. Frenchman's Bay terminates at the narrows and Western Bay begins.

PRETTY MARSH HARBOR.

Leaving Clark's Cove, Indian Point, High-head (208 feet) Squid and Mill Coves on the right, the road leads by Pretty Marsh Post Office to the harbor of the same name. This harbor lies between the southern part of Bartlett's Island and Mount Desert, and the place is of no special consequence only as being one of the numerous Post Offices on the Island, and the little village of which it is the centre. It is called Pretty Marsh in the early plantation records.

BASS HARBOR.

From Pretty Marsh Harbor, the road soon passes into the town of Tremont, on the westerly side of Seal Cove Pond, and not following the trend of the shore, passes Sawyer's Cove, Seal Cove and Post Office, and several other minor coves and points, to West Tremont Post Office, thence around by way of Duck Cove to Tremont Post Office, situated near the head of Bass Harbor. This harbor is formed by a long cove of irregular shape penetrating Mount Desert at its southwestern extremity. The upper portion of the Cove is bare at low water. From Tremont Post Office a road runs southerly on the east side of the harbor to Bass Harbor Head where is a light-house, and terminates there. It is thickly settled upon this road, and to visit the light-house, which is a brick tower twenty-six feet high, would make about five miles extra travel down and back.



BAR HARBOR FROM MT. KEBO.

SOUTHWEST HARBOR.

Southwest Harbor has ever been a noted place. The beauty of its situation and surroundings was early recognized, and here was the first summer resort upon Mount Desert Island. While approaching the shore at this place, the most enchanting views appear and disappear, and the tourist, when he reaches his hotel, will discover that Southwest Harbor is not inferior to any other part of the Island, having advantages peculiar to itself, not the least of which is its capacious, safe and beautiful harbor. The steamboat landing is at Clark's Point upon which stands the popular hostelry known as the Island House. Clark's Point forms a shelter to the harbor which is well adapted for safe sailing in boats of almost any description. The chief attractions at this place are within easy reach, and the place is likely to grow upon the visitor who can easily fill up all the spare time of his sojourn upon the Island. One of the accessible places, and one of the most enjoyable sails around the entire island, is *Somes' Sound*, a body of water six or more miles long, extending into the heart of the island and beyond, and nearly bisecting it. Charming views of this sound may be obtained by a five to ten minute's walk from the hotels to the east of Clark's Point, where is a rocky shore.

The ship which conveyed the Jesuit mission was, perhaps, the first that ever ploughed the waters of this harbor, and the description of the harbor and its surroundings, as left by Father Biard, is a fine pen picture and as applicable now as it was in 1613. It was near here at the entrance to the Sound, that Father Biard and his associates established their mission, and it was through this harbor that *Argal* sailed his ship when he came to break up and scatter the little colony.

It was also at Southwest Harbor that a hundred and fifty years later, Governor Bernard caused to be laid out a town, intending to make this his permanent residence. The original plan of this town as laid out by Mr. John Jones, of Dedham, is before me, and the instructions of Governor Bernard relating thereto, in his own handwriting. I copy as follows:

"From the great harbor commonly called Mount Desert Harbor, there is a passage to a smaller harbor called the Southwest Harbor. This is said to be half a mile over, and round this it is proposed to lay out a town. It is proposed that all the lots shall face the bay; that at the head of the bay facing the entrance, if the situation is good, shall be fixed a point, the centre of ten lots, from which, on each side, the lots are to be measured; but this is not necessary if the ground don't favor it. I would have the lots five acres, that is two chains in front to the bay, and twenty-five deep, where the ground will allow it which must not be expected everywhere.

Between every ten lots into which parcels, I would have the lots divided, should be a chain left for a road to (be) laid to the out-lots. Such of these passages as are not likely to be principal roads, may hereafter be contracted, as I propose to do. I propose at present to grant the lots by tens together, leaving an interval of ten lots ungranted between every two sets of ten lots granted. In one of these sets of reserved ten lots, I propose to set out lots for a Meeting house and School; and one of the pleasantest sets (in the centre or otherwise), I shall reserve for a settlement of my own. I would therefore, have a choice spot or about ten lots set out for myself, from whence the other lots may be reckoned in sets of tens, more or less, with a way between each lot. *****It is my intention to see it (the place), if I can, before the surveyor has finished the present work. My intention is to grant to any one of the sixty first settlers, a home lot of five acres, and an outlying lot of fifteen; and also if the quantity of salt meadow is answerable to the report of it, I will add to each settler, five acres of salt meadow to lie in common and to be mowed only and not pastured unless it lies high enough to bear cattle without hurting the land. But this last, I do not promise absolutely until I have had the salt meadow surveyed. Mr. Jones is desired to engage chainmen and assistants to be under his direction."

The plan of the proposed town is finely drawn and colored, and the land laid out into lots extended from Southwest Harbor to Bass Harbor. But fickle fortune did not permit carrying out of the governor's elaborate plans as stated elsewhere. In a survey of the island made the year previous to the laying out of this town, the ruins of an ancient house are referred to as one of the landmarks near Southwest Harbor, showing that settlers had been here of whom history has given no account. It was also at Southwest Harbor that the Russian man-of-war "Cimbria" lay, which so excited interest and curiosity in the state and country. There are several passages leading into this harbor, one on the northern and one on the southern side of Bunker's Ledge, one between Little Cranberry and Sutton's Islands, and one between Great Cranberry and Mount Desert islands. For many years, and until the almost phenomenal rise of Bar Harbor, Southwest Harbor was the best known place on the island, and it still is a popular resort. Southwest Harbor is situated in the town of Tremont, the most westerly of the three island towns; its hotels are the Island House, kept by H. H. Clark; Freeman House, by J. R. Freeman; Ocean House, by Nathaniel Teague; Seawall House, by Elliot N. Benson; Stanley House, by Sands Stanley; Claremont House, by Jesse Pease; Ocean Cottage, by N. Teague; Hotel Dirigo, by C. M. Holden; Pemetic, by H. H. Clark and the Harbor House by A. H. Haynes. There are also several summer cottages situated at eligible points around the harbor.

SOMESVILLE.

Passing northerly by the head of Norwood's Cove, Flying and Dog Mountains are seen on the right and Beach Mountain on the left, when the route is along by the eastern shore of Echo Lake, a beautiful sheet of water something over two miles long. Somesville is soon reached, a pleasant village with neat houses and a few cottages of summer residents. There is a good landing here at high water. Passing round at the head of Somes' Sound, the route by way of Northeast Harbor and Seal Harbor has already been described. The distance to be travelled by this route is not far from sixty miles. About two miles from Somesville on the road to the narrows is "Town Hill," a thriving little village with stores, churches and a post office. A line of telegraph poles is on one side of this road, and of telephone poles on the other, both extending from Bar Harbor to Ellsworth. Excursions to Southwest Harbor can, if preferred, be more direct from Bar Harbor by buck-board or other vehicle, or the team and party may be taken to Southwest Harbor on one of the steamers plying between these points and then be driven back by way of Echo Lake and Somesville. Still another pleasant way is to charter one of the numerous small steamers plying in the bay, and the trip may be made more interesting by taking music and a lunch along.

THE "DESERT MOUNTAINS."

The mountains of Mount Desert Island are deserving of something more than a passing notice. In the scenery along the Atlantic coast, they are unique, and as great natural objects they are indeed wonderful. They cover more than a third part of the entire area of the Island, and have thirteen distinct peaks. They have the peculiarities of the mountains in other portions of the State, of being precipitous at the south and east, and sloping towards the north and west. They also exhibit diluvial markings and other evidence of glacial action. Green Mountain has already been spoken of; it is the largest, broadest and highest of the group, extending from Duck Brook to Otter Creek, a distance of nearly six miles. On the northeast is a bold spur which, though of the same mountain, takes the name of Dry Mountain. The ascent of this mountain affords vigorous and healthful exercise, the distance from Bar Harbor to the summit by way of Mount Kebo, being only about four miles.

NEWPORT MOUNTAIN.

This mountain is the most easterly of the group, and is situated between the Schooner Head and Otter Creek roads. On the summit is a small pond. Its cliffs towards the sea are steep and rugged, rising in grim rampart and solid bastion against the fury of terrific gales that sometimes come from this quarter. The foot of this mountain is only two and a half miles from Bar Harbor, and the ascent is gradual and easy. The top is a long flat ridge, and its nearness to the sea renders the view especially attractive.

MOUNT KEBO.

This little mountain is situated between Bar Harbor and Green Mountain, and its ascent is a favorite walk. To the summit is but little more than two miles from Bar Harbor, and many who would hesitate about climbing the higher elevations, are easily persuaded to undertake this. The site of an old mill at the base is a pleasant and romantic spot, while the view from the top is picturesque rather than grand, it being somewhat limited on account of the higher peaks by which it is partially surrounded.

"BEEHIVE."

This mountain is situated south of Newport and between it and the Peak of Otter. It is near to Great Head, and is over five hundred feet above the sea. The "Bowl," a small pond on its northern slope, is four hundred and ten feet high. The Peak of Otter, which is at the south and near the Beehive, is of about the same height.

PEMETIC MOUNTAIN.

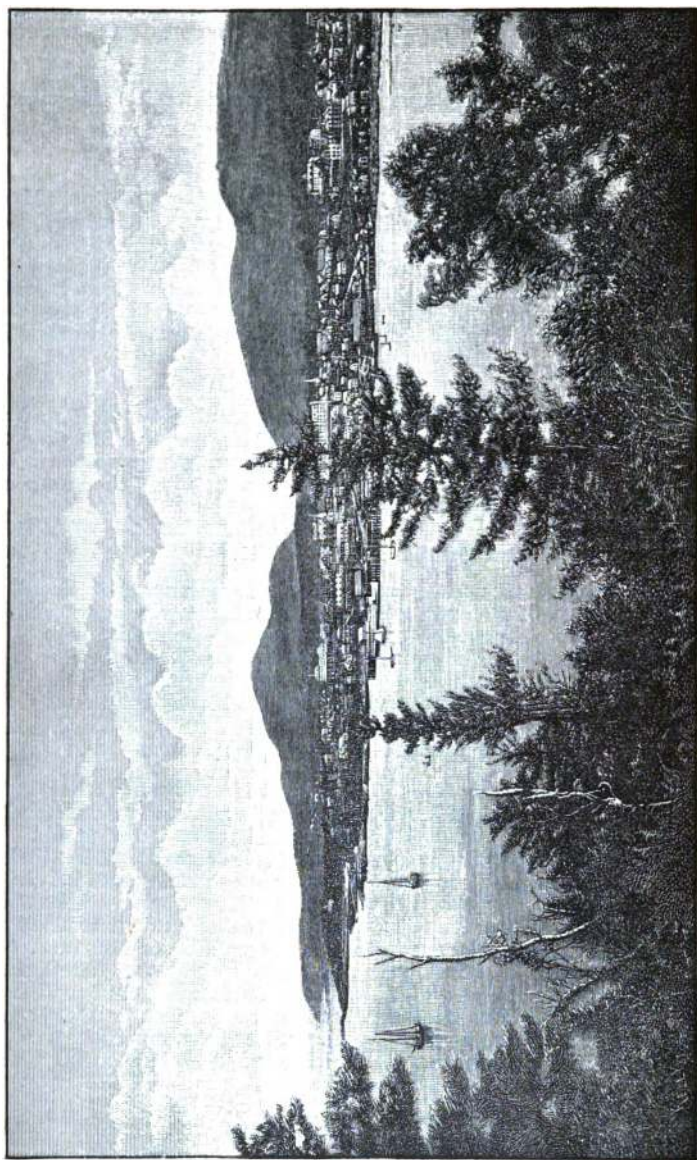
This mountain, whose name perpetuates the Indian name of the Island, is situated southwest of Green Mountain, Turtle Lake, whose waters flow into Eagle Lake, lying between. The best way to reach it is by boat up Eagle Lake to the beach at the head. The ascent from here is quite laborious, and occupies a couple of hours. This mountain affords a finer view of the islands situated at the south and southwest than does Green Mountain itself.

SARGENT'S MOUNTAIN.

This is a long mountain situated more nearly than any other at the centre of Mount Desert Island. The foot of this mountain may be reached either by boat or carriage from Bar Harbor. By the latter method the route is by the Somesville and Northeast Harbor roads. The task of reaching the summit is not an easy one, and none but the vigorous should undertake it. In the ascent ledge rises above ledge, with thickets and tracts of fallen timber intervening, but when the summit is reached the reward is ample. The top occupies a large area full of rifts and deep chasms, showing great disturbance of the rocky formation. The Lake of the Clouds is a little body of water an acre or so in area, and said to be very deep. It is situated in what seems to be an ancient crater, though there are no signs of volcanic rocks. Geologists have noted the resemblance of this to the Swiss mountains which have been shaped by glacial action. At some remote period this entire island and opposite mainland must have been the theatre of active glacial action. The views from many parts of this mountain are very fine. An easier ascent and descent is said to be by way of Jordan's Pond.

OTHER MOUNTAINS.

The mountains already mentioned are the principal ones in the easterly part of the island. Between Mount Kebos and Eagle Lake are Great Hill and White Cap, and north of Eagle Lake are the Interlaken



BAR HARBOR FROM BAR ISLAND.

Hill and McFarland's and Young's Mountains, but none of them are as important as those already mentioned. South of Jordan's Pond are the "Triads" and the Cleft. On the easterly side of Somes' Sound is Brown's Mountain nearly nine hundred feet high, and quite precipitous in several places, and on the westerly side and bordering on the Sound are Robinson's, Dog and Flying Mountains. Beach Mountain is west of Dog Mountain, and Carter's Nubbles are north of the former. On the westerly side of the Island, between Great and Seal Ponds, in the town of Tremont, are the Western Mountains, which overlook Penobscot Bay. The west peak is 1,073 feet high and the eastern 971. Like other mountains in this region, they present ragged and precipitous faces in certain directions, and are prominent objects from the sea. Their summits shut out the views of the western part of the Island and Penobscot Bay, from the top of Green Mountain. The summits of all these mountains as well as their northern slopes, were once covered by a dense growth of wood, but fire and storm have destroyed most of them. Fire and flood have also destroyed and carried away a large part of the shallow soil which supported the forest growths, leaving the sides and summits for the most part bare of vegetation. But to the inward-bound mariner, the aspect of these mountains has ever been a solid wall of granite, precipitous and frowning, perpendicular or beetle-browed, and it is no wonder that when Champlain in his *patache*, coasted along here nearly three centuries ago, and saw these bold peaks rising as it were out of the bosom of the ocean, should name the place the "Isle of the Desert Mountains." And thus they will ever remain; and while the Island may become dotted all over with summer-cottages, while the rough and waste places may be changed to gardens and beautiful lawns, while all around and beneath them may be made to bud and blossom as the rose, these everlasting mountains will remain as they are, wild and weird, yet majestic and grand, enduring monuments of the stupendous forces of nature.

SCRAPS OF MOUNT DESERT HISTORY.

SUCH a wonderful combination of scenery as that found upon the Island of Mount Desert, must have made a deep impression upon the minds of the early navigators as they pursued their way westwardly through the Gulf of Maine. In many respects it is unexcelled by any combination of natural views on the entire North Atlantic coast. Here upon one hundred square miles of territory are found thirteen mountain peaks varying in height from 700 to 1,500 feet above the sea level, seventeen ponds or lakes from a few acres to several square miles in area, deep gorges, and picturesque glens, bold promontories and broad stretches of forest, sparkling streams of water, with bays, harbors, coves and indentations of every variety and form. Besides all these natural objects, there are situated in various parts of the Island, sunny slopes, plateaus more or less broad, rocky ridges and headlands, affording sites for cottages to suit every taste and fancy. Mount Desert is the largest island on the New England coast. Its mountains can be seen sixty miles at sea, and are remarkable as being the first land mark of seamen. The Indians called the Island "Pemetec," a word which signifies "at the head" and which is perpetuated in the name of one of the Island Mountains. It was a favorite resort of the savages, where in the forests, they hunted for fur and food animals, and in the inlets and coves they took fin and shellfish in great quantities.

The discovery of Mount Desert Island, its early settlement as well as its subsequent history, are subjects of absorbing interest. It constituted a part of the ancient Acadia, for the possession of which there was a contest more or less sanguinary between England and France which lasted for more than a hundred and thirty years. The French founded their claim on the discovery of this coast by Verazzano in 1524, on the discovery and occupancy of Canada by Cartier, in 1535, and on the grant to De Monts in 1603. The English claim was based upon the discovery of Cabot in 1497, upon the occupancy of Newfoundland by Gilbert in 1553, by the subsequent voyage and landings of Gosnold, Pring, and Waymouth and others, by the charter to the Popham colony in 1606, and the occupancy of the soil by that colony in 1607. An account of this contest belongs to the domain of general history, and may be found in the various historical works. It must answer for our present purpose to give an account of the early grant, and a brief outline of its subsequent history. There is no doubt that the several navigators who sailed along our coast prior to 1604, were struck with the unique appearance of this Island with its numerous mountain peaks, but their account of the entire coast is very meagre, and but little was written of any given point.



CHAMPLAIN.

It was on the 8th day of November in the year of Grace 1603, that Henry, King of France, granted to his "well-beloved Sieur de Monts, in ordinary of his Bed Chamber, the territory known as Acadia, described as extending from the 40th to the 46th degree of north latitude and within this extent, or any part thereof, as far inland as might be practicable, to establish, extend and make known the king's name, power and authority and thereunto, subject, cause to submit and obey all the people of the said land, etc." This patent having no other boundaries than the degrees of latitude mentioned, embraced the American coast from the Island of Cape Breton to the Hudson river. The following winter De Monts equipped two vessels and accompanied by Samuel Champlain who had explored the St. Lawrence river the preceding year, sailed for his new possessions, March 7, 1604. After various explorations and the discovery of the river which De Monts named St. John, the name it still bears, he came to the waters of Passamaquoddy Bay and ascended the Schoodic River to a small island named by him the "St. Croix," and which he selected for a resting place. It was while stopping at this island that De Monts sent Champlain on an exploring expedition along the coast. Starting the second day of September, 1604, with a *pattache* of seventeen or eighteen tons, twelve sailors, and two savages as guides, Champlain sailed along the coast, "passing by a great quantity of islands, shallows and reefs which extend seaward in places more than four leagues;" again quoting his own language: "This same day we passed quite near an island which is some four or five leagues long, and were nearly lost on a little rock just under water which made a small hole in our bark near the keel." The island is very high and so cleft in places that at sea it appears as if seven or eight mountains were ranged side by side. I have named this island, *L'isle des Monts-deserts* (the isle of the desert mountains), its latitude is 44½°." The place selected by De Monts for his colony was at Port Royal, so named by Champlain, and was opposite Goat Island on the north bank of the river of Port Royal, and six miles distant from the present town of Annapolis, N. S. Without accomplishing much, De Monts returned to France and we hear no more of him.

One of the leading objects had in view by the French in the colonization of Acadia was the conversion of the Indians to the Catholic faith. To that end the colonists were generally accompanied by priests, some of whom were those known as of the Order of Jesus, or Jesuits. De Monts was succeeded in Acadia by his associate in his voyage, Jean de Biencourt, a French baron, who having occasion to revisit France left the affairs of the colony in charge of his son. Meanwhile a French lady of wealth and influence Madame de Guerchville had formed the design of establishing in Acadia a spiritual despotism of which the Jesuits were to be rulers and she the patroness. Henry of France had been assassinated and the queen mother ruled in his stead during the minority of her son. She favored the views of Madame de Guerchville, and rendered material aid. A vessel was fitted out at Honfleur and the command given to M. de la Saussaye who was to be governor of the colony. Among those who embarked in this vessel were two Jesuits named Quantin and Du Thet. They had orders to go to Port Royal and being re-enforced by Fathers Biard and Masse, to proceed to Pentagoet (the Penobscot) and there to found their colony. Arriving at Port Royal, they took on board the two Jesuits, their servant and luggage, and proceed westward along the coast. Father Biard had visited Pentagoet two years previous, and now acted as guide. When off Grand Menan, a thick fog closed in upon them which lasted for two days, and when it lifted they put into a harbor on the "eastern side of Mount Desert" Island.

The place is described as a large and beautiful harbor. To this place they gave the name of St. Sauveur (St. Savior). They remained here only a short time, intending to continue their journey to the Penobscot, but were persuaded to remain upon the island, upon a spot selected for them by the Indians, as described by Biard farther along.

There are many reasons for supposing that the place finally agreed upon was Fernald's Point, near the entrance to Some's Sound. It is as described by Biard, "a beautiful spot, sheltered by Flying Mountain from the base of which

it slopes gently to the water. It has been occupied by the Fernalds as a farm for three generations and the house is one of the oldest in the vicinity. The springs of water spoken of by Biard in his published relation where the Jesuit colony slaked their thirst and with which they performed their ablutions and cooked their food, are still flowing upon Fernald's Point. The harbor for depth of water, capacity and safety fully answers the description given of it by the Jesuits.

It may be as well to let Father Biard tell his own story as found in the Jesuit Relations, a rare and valuable book published in the French language, omitting such portions, for the sake of brevity, as are not essential to an understanding of the location of the colony.

FATHER BIARD'S RELATION.

"We were detained five days at Port Royal by adverse winds, when a favorable northeaster having arisen, we set out with the intention of sailing up Penleget River to a place called Kadesgirt, which had been allotted for our new residence, and which possessed great advantages for that purpose. But God willed it otherwise, for when we had reached the southeastern coast of the Island of Menan the weather changed, and the sea was covered with a fog so dense that we could not distinguish day from night. * * * * * Our tribulation led us to pray to God to deliver us from danger and send us to some place where we might contribute to His glory. He heard us in His mercy, for on the same evening we began to discover the stars, and in the morning the fog had cleared away. We then discovered that we were near the coast of Mount Desert, an island which the savages call Pemetic. The pilot steered towards the eastern shore and landed us in a large and beautiful harbor. We returned thanks to God, elevating the Cross, and singing praises with the holy sacrifice of the Mass. We named the place St. Saviour.

Now, in this port of St. Saviour, a violent quarrel arose between our sailors and crew and the other passengers. The cause of it was that the charter granted and the agreement made in France was to the effect that the said sailors should be bound to put into any port in Acadia that we should designate, and should remain there three months. The sailors maintained that they had arrived in a port in Acadia, and that the said term of three months ought to date from this arrival. To this it was answered that this port was not the one designated, which was Kadesgirt, and therefore that the time they were in St. Saviour was not to be taken into account. The pilot held obstinately to a contrary opinion, maintaining that no vessel had ever landed at Kadesgirt, and that he did not wish to become a discoverer of new routes. There was much argument for and against these views, discussions being carried on incessantly, a bad omen for the future.

While this question was pending the savages made a fire, in order that we might see the smoke. This signal meant that they had observed us, and wished to know if we needed them, which we did. The pilot took the opportunity to tell them that the Fathers from Port Royal were in the ship. The savages replied that they would be very glad to see one whom they had known at Penleget two years before. This was Father Biard, who went immediately to see them, and inquired the route to Kadesgirt, informing them that he had intended to reside there.

'But,' said they, 'if you desire to remain there, why do you not remain instead with us, who have as good a place as Kadesgirt is?' They then began to praise their settlement, assuring him that it was so healthy and pleasant, that when the natives were sick anywhere else, they were brought there and were cured. Their eulogies did not greatly impress Father Biard, because he knew sufficiently well that the savages, like other people, overrated sometimes, their own possessions. Nevertheless, they understood how to induce him to remain, for they said: 'You must come, for our Sagamore Asticon is dangerously sick, and if you do not come, he will die without baptism, and will not go to heaven, and you will be the cause of it, for he wishes to be baptised.' The reason, so naturally given made Father Biard hesitate, and they finally persuaded him to go, since he had but three leagues to travel, and there would be no greater loss of time than a single afternoon.

We embarked in their canoe with *Sieur de la Matte*, and *Simon* the interpreter, and we set out. When we arrived at *Asticon's* wigwam, we found him ill, but not dangerously so, for he was only suffering from rheumatism; and finding this, we decided to pay a visit to the place which the Indians had boasted was so much better than *Kadesgirt* for the residence of Frenchmen. We found that the savages, had in reality reasonable grounds for their eulogies. We felt very well satisfied with it ourselves, and, having brought these tidings to the remainder of the crew, it was unanimously agreed that we should remain there, and not seek further, seeing that God himself seemed to intend it, by the train of happy accidents that had occurred, and by the miraculous cure of a child, which I shall relate elsewhere.

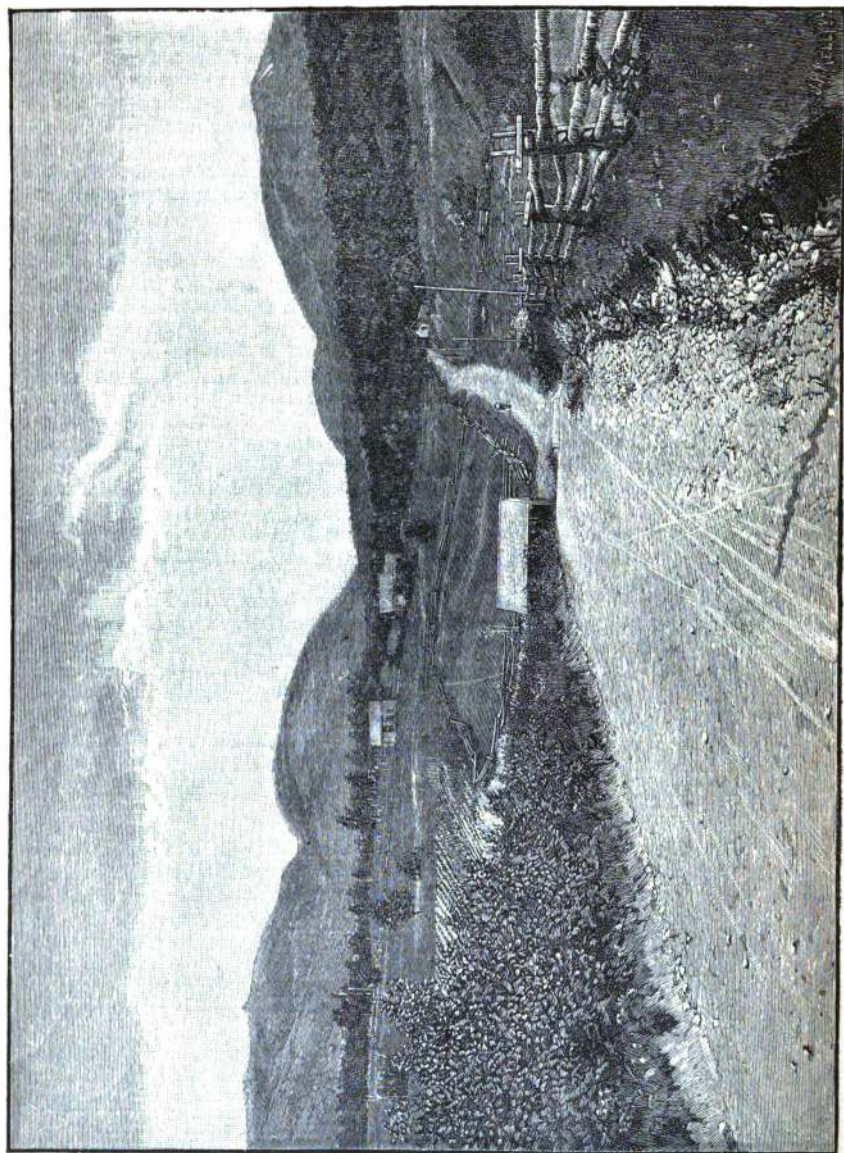
This place is a beautiful hill, sloping gently from the seashore, supplied with water by a spring on each side. The ground comprises from twenty-five to thirty acres, covered with grass, which, in some places, reaches the height of a man. It fronts the south and east, towards *Penlagoet Bay*, into which are discharged the waters of several pretty streams, abounding in fish. The soil is rich and fertile. The port and harbor are the finest possible, in a position commanding the entire coast; the harbor especially is smooth as a pond, being shut in by the large island of *Mount Desert*, besides being surrounded by certain small islands which break the force of the winds and waves, and fortify the entrance. It is large enough to hold any fleet, and is navigable for the largest ships up to a cable's length from the shore. It is in latitude forty-four and one-half degree north, a position more northerly than that of *Bordeaux*.

When we landed in this place, and planted the cross, we began to work, and with the work began our disputes, the omen and origin of our misfortunes. The cause of these disputes was that our Captain, *La Saussaye*, wished to attend to agriculture, and our other leaders besought him not to occupy the workmen in that manner and so delay the erection of dwellings and fortifications. He would not comply with their request, and from these disputes arose others until the English obliged us to make peace in the manner I am about to relate."

Such is the account of the planting of a Jesuit colony on *Mount Desert Island*, by one of the principal actors, and it is presumably correct. When the first landing was made to which the name of *St. Savior* was given, is a matter of some doubt. Some suppose it have been at *North East Harbor*, but *Biard's* account says, "the pilot steered towards the eastern shore and landed us in a large and beautiful harbor." This would point to *Bar Harbor* as the ancient "*St. Sauveur*," and the distance of "three leagues" referred to, would more nearly correspond with the distance to *Fernauld's Point*, lying at the mouth of *Somes' Sound*, which was beyond all doubt, the place selected for the colony, than from *North East Harbor*.

Historians differ as to the time when this colony was planted, and also as to the length of time it existed. *Williamson*, in his "*History of Maine*," says the Jesuits (*Biard* and *Masse*) had trouble with *Biencourt*, the commander at *Port Royal*, who threatened them with corporal punishment, and that they left him at an early day and proceeded to *Mount Desert*, where they selected a place, as is supposed, on the western side of a pool—a part of the sand which stretches from the southeasterly side to the heart of the island. He adds: "Here they constructed and fortified an habitation, planted a garden and dwelt five years, entering with great zeal and untiring perseverance upon the work of converting the natives to Christianity."

The vessel, which conveyed the colony was *La Saussaye*, sailed from *Han-fleur* on the 12th of March, 1613, and reached *Cape La Have*, May 16. It was sometime in the early part of the summer of 1613 therefore, that the colonists landed at *Mount Desert*, and as the colony was broken up by *Argall*,—1613, it follows that its existence was limited to a few months. There is nothing in *Biard's Relation* going to show that he had ever been upon *Mount Desert* island previous to the landing at *St. Savior*, but he had been to *Pentagoet*, and had there made the acquaintance of the Indians inhabiting *Mount Desert*. Perhaps it was at *Costine* instead of *Mount Desert* that *Biard* and *Masse* carried on the work of converting the natives, but they certainly were at *Port Royal* when the colony arrived there in 1613.



AN INLAND ROAD, MT. DESERT ISLAND.

Biard leaves us somewhat in doubt as to whether the Jesuits constructed fortifications, but Charlevoix says "they hastily threw up slight entrenchments. We again quote from Biard's Relation, an account of the breaking up of the colony by Argall :

"The English colonists in Virginia are in the habit of coming every year to the islands of Pencoit, twenty-five leagues from St. Savior, in order to provide food (fish) for the winter. While on their way as usual, in the summer of 1613, they were overtaken out at sea by fogs and mists, which in this region often overspread land and sea, in summer. These lasted some days, during which the tide drifted them gradually farther than they intended. They were about eighty leagues further in New France than they supposed, but did not recognize the place.

Some savages observed their vessel and went to meet them, supposing them to be Frenchmen in search of them. The English understood nothing of what the savages said, but conjectured from their signs that there was a vessel near, and that this vessel was French. They understood the word "Normans" which the savages called us, and in the polite gestures of the natives, they recognized the French ceremonies of courtesy. Then the English who were in need of provisions, and of everything else, ragged, half naked, and in search of plunder, enquire carefully how large our vessel was, how many canoes we had, how many men, etc., and having received a satisfactory answer, uttered cries of joy, demonstrating that they had found what they wanted, and that they intended to attack us. The savages did not interpret it so, for they supposed the English to be our friends, who desired earnestly to see us. Accordingly, one of them guided the English to our vessel. As soon as the English saw us they began to prepare for combat, and their guide then saw that he had made a mistake, and began to weep and cursed those who had deceived him. Many times afterward, he wept and implored pardon for his error of us, and of the other savages, because they wished to avenge our misfortunes on him, believing that he had acted through malice.

On seeing this vessel approach us, we knew not whether we were to see friends or enemies, Frenchmen or foreigners. The pilot therefore went forward in a sloop to reconnoitre, while the rest were arming themselves. Le Saussaye remained ashore, and with him the greater number of the men. Lieutenant La Motte, Ensign Ronfere, Sergeant Jonbert and the rest went on board the ship. The English ship moved quickly as an arrow, having the wind astern. It was hung at the waist with red, the arms of England floated over it, and three trumpets and two drums were ready to sound. Our pilot who had gone forward to reconnoitre, did not return to the ship, fearing, as he said, that he should fall into their hands, to avoid which he rowed himself around the island. Thus the ship did not contain one half its crew, and was defended only by ten men of whom but one Capt. Flory, had had any experience in naval contest. Although not wanting in prudence or courage, the Captain had not time to prepare for a conflict, nor had his crew ; there was not even time to weigh anchor, so as to disengage the ship, which is the first step to be taken in sea fights. It would, however, have been of but little use to weigh anchor, since the sails were fastened ; for, being summer, they had arranged them as an awning to shade the decks. This mishap, however, had a good result, for our men being sheltered during the combat, and the English unable to take aim, fewer of them were killed or wounded.

As soon as they approached, our sailors hailed them but the English only replied by cries of menace, and by discharges of musketry and cannon. They had fourteen pieces of artillery and sixty artillerymen, who ranged themselves along the side of their vessels, firing rapidly without taking aim. The first discharge was terrible ; the whole ship was shrouded in fire and smoke. On our side, the guns remained silent. Captain Flory cried out, 'Put the cannon in position ;' but the gunner was absent. Father Gilbert du Thet, who had never been guilty of cowardice, hearing the Captain's order, and seeing that no one obeyed, took the match and fired the cannon as loudly as the enemy.

The English, after their first attack, prepared to board our vessel, Captain Flory cut the cable, and thus arrested for a time, the progress of the enemy.

They then prepared to fire another volley, and in this du Thet was wounded by a musket and fell across the helm. Captain Flory and three other men were also wounded, and they cried out that they surrendered. The English, on hearing this cry, went into their boat to board our vessels, our men imprudently rushed into theirs in order to put off to shore before the arrival of the victors. The conquerors cried out to them to return or they would fire upon them, and two of our men, in their terror, threw themselves into the water and were drowned, either because they were wounded, or, more probably, were shot while in the water. They were both promising young men, one named Le Moine from Dieppe and the other Neuen from Beauvois. Their bodies were found nine days afterwards and carefully interred.

The victorious English made a landing in the place where we had begun to erect our tents and dwellings and searched our Captain to find his commission, saying that the land was theirs, but that if we could show that we had acted in good faith, and under the authority of our Prince, they would not drive us away. The trouble was, that they did not find Le Saussaye, but they seized his desk, searched it carefully, and having found our commissions and royal letters, siezed them, then putting everything in its place, they closed and locked the desk. On the next day, when they saw La Saussaye, the English captain welcomed him politely, and then asked to see his commission. Le Saussaye replied that his papers were in the desk, which was brought to him, but he found that the papers were missing. The English captain immediately changed his tone, saying 'then sir, you are imposing on us' * * * *. He then granted permission to his soldiers to plunder us, in which work they spent the entire afternoon. We witnessed the destruction of our property from the shore, the English having fastened our vessel to theirs, for we had two, our ship and a boat newly constructed and equipped. We were thus reduced to a miserable condition, and this was not all. The next day, they landed and robbed us of all we still possessed, destroying also our clothing and other things."

Thus the Jesuit Colony of which so much had been expected, was broken up within a short time after it made a landing upon the island. Concerning the character of Argal, various views have been entertained. He was a skillful navigator, and having the track of ancient navigators, he discovered a more direct passage to Virginia. He was an adventurer after the Drake school, and never hesitated to rob and plunder these not of his own country. He became attached to the Jamestown Colony in 1809, and was very useful to it in furnishing supplies at first.

Having destroyed the colony of St. Savior,* fifteen of the colonists including Fathers Biard and Quantin, were taken to Virginia where they were to have the free exercise of their religion with permission to return to France at the end of a year; the remaining fifteen, including La Saussaye and Father Masse, were put in a shallop and directed to go in search of some French vessel which would take them home. On the coast of Nova Scotia they found a vessel which took them to St. Malo. On arriving at Jamestown, the Virginia colonists approved the doings of Argal and resolved to send him to destroy all the French settlements in Acadia. He having fitted out a small fleet, first visited St. Savior where he destroyed the cross erected by the Jesuits and set up another in its place with the name of the King of England inscribed upon it. He also destroyed all the buildings the French had erected and changed the beautiful spot to a desolate waste. Proceeding to St. Croix he destroyed the buildings left there, and then proceeded to invest Port Royal. The people were at work in the fields, and the first knowledge they had that enemies were near was the smoke of their burning homes. The destruction of the place was complete. Most of the French returned to France, but Biencourt refused to go, and spent the remainder of his days in the country, sometimes dwelling with the savages and at others in company with Charles de La Tour near Port Royal, but little is known of his subsequent life. This ends the story of the Jesuit occupancy of Mount Desert Island, and whether they were here five

* It seems that the name given to the place where they first landed, was transferred to the location selected for a settlement, for Biard continues to speak of it as "St. Sauveur."

years, or only a part of a single year, it matters little now. The ashes of Du Thet and of the others killed in the engagement repose at Fernald's Point, which is the ancient St. Savior, and probably other relics of the French mission may be buried beneath the soil, but the description of the harbor, the admirable site for such a settlement, and the boiling springs in the vicinity are the only existing evidence by which we are able to locate the spot. More than two hundred and seventy years have passed since this little band of Christian workers was driven from St. Savior, but there is a glamour about the spot, and an interest attaches to it which is possessed by no other place on the Maine coast. There were never more devoted, self-sacrificing, persistent workers in the missionary field, than the French Jesuits who came to the wilds of America to convert the savages to the Christian faith.

RESETTLEMENT.

The history of Mount Desert Island from the breaking up of the Jesuit colony at St. Sauveur to the end of French domination in Acadia, possesses but few incidents of general interest. It was doubtless occupied more or less by fishermen of both the nationalities involved in the controversy for its possession, but they had no title to the soil and left no record of their occupancy. Its harbors and caves were doubtless also the rendezvous and hiding places of the buccaneers that infested the entire Atlantic coast during the seventeenth century. Meantime the contest for empire continued to be carried on between France and England, and there was no security for settlers upon the disputed territories, of either nationality. In April, 1688, for some consideration not now apparent, the King of France granted to M. la Motte Cadillac,* the whole of Mount Desert with adjacent islands and lands on the mainland. This grant, though made void by the lapse of time and by subsequent events was revived in the person of a granddaughter of Cadillac, and her husband, as will be seen farther along.

In 1762 the General Court of the Massachusetts Bay, in consideration of "extraordinary services," granted Mount Desert Island to the Royal Provincial Governor, Francis Bernard, who had it surveyed, had laid out a town at Southwest Harbor, and intended to settle there. The surveyors were John Jones, of Dedham, and Barachias Mason, of Medfield. They began at the head of Southwest Harbor and travelled in opposite direction, making note of the distances measured, the character and quality of the soil, wood and timber, describing by small drawings the coves, inlets, and other indentations, and giving an account of the outlying islands. Their field-books, bearing their signatures and in a good state of preservation, are still in existence. The "ruins of an ancient house" are spoken of in one place, showing at least one settler of whom we have no account. But nothing came of Governor Bernard's attempt at settlement. Troubles came on between the mother country and the colonies, Governor Bernard was recalled to England, knighted and died before our independence was achieved. His property, including Mount Desert Island, was confiscated. But his son, John Bernard, to whom the island had been bequeathed, on showing that he had been loyal to the colonies during the war, was allowed to retain one-half of the estate.

Meantime the claim of Cadillac was revived in the person of his granddaughter, Madame Maria Theresa Gregoire, and her husband, Monsieur Bar-

* Antoine de la Motte Cadillac is spoken of as "Lord of Bonaguat and Mount Desert in Maine." He was a native of Gascony. In the Paris Document he is spoken of, under date of 1694, as "Sieur Delamotte-Cadillac, Captain of a detachment of Marines, a man of very distinguished merit." In 1694-7, he commanded Michilimackinac. In 1701 he established Fort Ponchartrain, Detroit, remaining with his wife until 1706. The next year he returned to Quebec. In 1712 he was appointed Governor of Louisiana. In company with de Crozet, he controlled the trade and opened a silver mine. He returned to France, March 9, 1717; and it is said by du Pratz (*Histoire de la Louisiane*, vol. 1. p. 23,) that he died within two years afterwards. He is identified with the early history of five or six States. The Paris Documents say that he was well acquainted with the New England coast; but his connection with Mount Desert was nominal. In the petition of the Gregoires, Cadillac is styled "Lord of Donaguac and Mount Desert."

tholomew Gregoire. It was an obsolete claim, but immediately after the close of the Revolutionary war the Government of Massachusetts was especially well disposed toward France and her citizens, and so, in 1787, the Great and General Court first naturalized the petitioners, and then gave them a quit-claim deed of the interest held by Massachusetts in the Island, it being one-half of it, reserving to actual settlers lots of one hundred acres each. The petitioners settled here, and Theresa Gregoire died at Hull's Cove, on the spot now occupied by the large brick mansion house, in 1810. Many of the settlers on the Island hold title deeds based upon this grant.

The contest between England and France for the possession of Acadia prevented the settlement of any part of it by the English until the fall of Quebec in 1759, put an end to French domination over all the disputed territory, and to the bloody Indian wars which had been waged with more or less severity for more than one hundred and thirty years.

The first permanent settlement made upon Mount Desert Island was by Abraham Somes*, of Gloucester, Mass., in 1762†. He gave his name to the Sound, and also to the village of Somesville which sprang up at its head, near where he settled. He had been in the habit of visiting this region, prior to his removal here, in a Chebacco boat (so-called from Chebacco, a town in Massachusetts, now called Essex, where such boats were built), for the purpose of rifting pine into staves, which he took back to Gloucester and manufactured into barrels, etc. In 1762 he took his family along with him, and for the first winter they lived in the boat, near the head of the Sound. The next season he built a house on the shore and moved into it, being the first settler. His numerous progeny are among the most respectable people of the Island.

James Richardson, from Gloucester, was the second settler, and his son George was the first white child born upon the island. He was born August 16, 1763. James Richardson was the first plantation, and also the first town clerk, and served in that capacity for many years.

Abraham Somes lived to be over eighty years of age and was buried at Somesville. His wife was Hannah, the daughter of Samuel Herrick of Gloucester. John Somes, grandson of the patriarch, died in Somesville in 1886, aged over ninety years, born September 4th, 1794. He was the son of John and Judith (Richardson) Somes.

The records of Mount Desert as a municipality begin in 1776 and the first meeting called was for the purpose of choosing a committee of Correspondence, Inspection and Safety. This meeting was held on the 30th day of March, 1776, at the house of Stephen Richardson; Josiah Black was chosen moderator and James Richardson clerk. The committee of Correspondence, Inspection and Safety consisted of Ezra Young, Levi Higgins, Stephen Richardson, Isaac Bunker and Thomas Richardson.

Mount Desert was incorporated as the sixty-eighth town in the State, Feb., 1779, and included Bartlett's, Robinson's, Beach and the Cranberry Islands. At that time, the several places numbered about seven hundred inhabitants. The inhabitants were loyal to the patriot cause during the struggle for independence, almost to a man, and suffered much both from the enemy and for the necessities of life.

The first representative to the General Court was David Wasgatt, in 1805.

The town of Mt. Desert was large in area, and in 1795, the population having largely increased and being scattered all over the island, the inhabitants on Frenchman's Bay petitioned for a division, and an act to that effect having been passed by the General Court, on February 23d, 1796, it was signed by Samuel Adams, Governor. The new town was called Eden and was "bounded south.

* He was the son of Abraham and Martha Emerson Somes, who were married at Gloucester in 1730, and was the fourth in descent from Morris Somes, who was born in 1614, and with his wife, Margerie, was among the early settlers at Gloucester, on Cape Ann. Morris Somes was the common ancestor of all the New England families of this name.

† Williamson gives the date as 1760, but as a child was born to Somes in Gloucester in June, 1761, and another in Mount Desert in December, 1763, it is fair to presume that the removal was between these two dates.

erly by a line beginning at the point north of Goose Marsh Falls, so called, then running an easterly course to the top of the tide at the head of the Sound, and then easterly by a straight course to the top of the tide at Otter Creek so called, being the easterly bound of said town, and containing all that part of Mount Desert north of the line aforesaid, together with the inhabitants therein."

The first town meeting was called by Capt. Ezra Young, and was held at the house of Captain Samuel Hull, at Hull's Cove, on the 4th day April, 1796. Ezra Young was chosen Moderator and Thomas Pain Clerk. The Selectmen were Ezra Young, Levi Higgins and Samuel Hull. Treasurer, David Hamar. It was voted "that Neat Cattel may run at large, and also swine being well yoked." Future meetings were to be held at the house of Ebenezer Salisbury at Salisbury Cove, and here the town house was subsequently built. At an adjourned meeting sixty dollars were raised for schools, sixty for town expenses, and one hundred and sixty-eight dollars for building the bridge over North East Creek, and for repairing roads. The same town in 1886, raised fifty thousand dollars for drainage. In 1850 the valuation of the town was: real estate, \$79,544; personal property, \$32,381; total, \$111,935. Its valuation is now several millions, and Bar Harbor as a summer resort has wrought the change.

The Cranberry Isles were incorporated as a town in 1830, and in 1848 the southerly part of Mount Desert was incorporated by the name of "Mansell,"* and the name changed to Tremont the same year.

PHYSICAL FEATURES.

Mount Deserit Island is very irregular in outline, its shores being everywhere indented with bays, coves, creeks and inlets. Its extreme length from north to south, from Hadley's Point in Eden to Bass Harbor Head Light House in Tremont, is about fifteen and one-half miles, and its greatest width from east to west from Great Head to a point east of Thrumcapp Island, is thirteen miles. Its average length is about twelve miles, and its width nine miles. It is separated from the main land on the north and northeast by Frenchman's Bay, and on the northwest and west, by Union River Bay and Bluehill Bay. Its nearest approach to the mainland is at the narrows where a bridge seven hundred feet in length connects it with the town of Trenton. But for the numerous small islands which intervene, there would be an open sea view toward the southeast and south; at many points along the shore, the view is unobstructed in these directions, and nothing meets the eye but a wide waste of waters. It has thirteen distinct mountain peaks and several other bluffs of lesser height. These mountains are situated in the central part of the Island from east to west, the chain being divided by Somes' Sound and the larger number of peaks being east of this Sound, and between it and the Bar Harbor side. The heights of the elevations on Mount Desert Island, above mean high water, are given in the following table, and are mostly compiled from the coast survey reports:

	FEET.		FEET.
Green Mountain - - -	1527	Robinson's Mountain, - - -	700
Sargent's " - - -	1344	Dog " - - -	670
Dry " - - -	1268	The Beehive, - - -	540
Pemetic " - - -	1262	Great Pond Hill, - - -	540
Newport " - - -	1060	The Cleft, { North, - - -	610
Western " { W. Peak, - - -	1073	{ South, - - -	460
{ E. Peak, - - -	971	Peak of Otter, - - -	506
White Cap, - - -	925	Carter's Nubble, : - - -	480
Brown's Mountain, - - -	860	Interlaken Hill, - - -	462
Bubbles { North, - - -	845	Mt. Kebo, - - -	405
{ South, - - -	780	Jordan's Hill, { North, - - -	340
Beach Mt., - - -	855	{ South, - - -	360
McFarland's Mountain, - - -	761	Flying Mountain, - - -	300
Great Hill, - - -	748	Bald Mountain, - - -	250
The Triads { East, - - -	720	High Head Mountain, - - -	208
{ North, - - -	688	Burnt Mt., - - -	175
{ South, - - -	600	Mt. Gibbon, - - -	160
Young's, - - -	706	Otter Cliff, - - -	112

* Mount Desert was called by the English "Mansell," in honor of a distinguished navigator of that name.

These numerous peaks constitute a vast watershed, and as a consequence there are numerous ponds or lakes situated in various parts of the island. The best known of these is Eagle Lake so named by Church, the artist, situated about three miles west of Bar Harbor. Its principal watersheds are the Green, Dry, Sargent's and Pemetic Mountains, with the Bubbles and White Cap. Its outlet is called Duck Brook, and it supplies the water for the village of Bar Harbor. This lake is $2\frac{1}{2}$ miles long and $\frac{3}{4}$ of a mile wide. It is navigable for steamers and is part of the thoroughfare between Bar Harbor and the Green Mountain Railway. Jordan's Pond is south of Eagle Lake, and separated from it by the Bubbles. Its waters flow into Long Pond which is situated on the southerly side of Mount Desert, near Seal Harbor. The largest pond on the Island situated partly in the western part of the town of Mount Desert and north part of Tremont, is Great Pond which is over four miles long, and has numerous little bays and coves. Echo Lake is situated about equal distance from Great Pond and Somes' Sound, and is two miles long by a half mile wide. It is on the road between Somesville and Southwest Harbor. Hadlock Pond is a small sheet of water on the road between Somesville and Northeast Harbor. Turtle Lake is situated between Green and Pemetic Mountains, and its waters flow into Eagle Lake. Seal Cove Pond is toward the western part of the Island, and flows into Seal Cove. Besides these, there are the Lake Wood, Pond of Witch Hollow, Somes' Pond, The "Bowl" and several others. The summer level of some of these lakes and ponds is as follows:

The Bowl,	-	-	-	410	Echo Lake,	-	-	-	90
Turtle Lake,	-	-	-	375	Long Pond,	-	-	-	58
Eagle Lake,	-	-	-	275	Seal Cove Pond,	-	-	-	30
Jordan's Pond,	-	-	-	195					

Some of these island mountains are joined at their base, while others are so near each other as to leave only a narrow gorge between. The road from Bar Harbor to Otter Creek it between Dry and Newport Mountains whose bases approach each other so nearly as to leave little more than space for a wagon road. Nearly all the roads on the Island running from north to south, have mountains either on one or both sides for much of the way.

Somes' Sound is a remarkable feature in the make up of Mount Desert Island. Beginning near Southwest Harbor, it penetrates northwardly into the land for nearly seven miles, almost bisecting the Island. Its average width is less than a mile, and for much of the way it is overshadowed by mountains. On the westerly side are Flying, Dog and Robinson's Mountains, and on the east Brown's extended summit nearly nine hundred feet high. In sailing up this sound one who did not know to the contrary, could easily persuade himself that he had entered a large river. Many of its features, especially its deep dark waters, and the overhanging and echoing cliffs, recall the Saguenay river of Canada with its grand, almost awful scenery.

A striking feature of Mount Desert Island is its rock-bound shore which extends nearly around it, rising at some points into bluffs with perpendicular or overhanging walls, against which the waves of ocean dash with ceaseless fury. The material of which these rocky bluffs are composed, acted upon by the waves and salt water, falls down in broken fragments which are rolled and pounded, and in some places when the tide is out, the shore under the bluffs is covered with them in every fantastic form. The sea-wall at Southwest Harbor which, after an off the coast storm is frequently fifteen feet high, is one of the most interesting of such embankments found along the coast. At Northeast Harbor, the travelled road is for some distance, over a sea-wall composed of rounded stones from the size of a goose egg and upwards to three or four pounds in weight.

GEOLOGICAL.

The geology of Mount Desert Island is very interesting. As in other portions of the State, the southern brows of the lofty granitic hills, are everywhere crushed and broken into fearful precipices, while their sides turned to the north present plains of greater breadths, and dip at vastly less angles down towards the level country beyond. The great boulders lie at their southern feet, and those specific

ally the same, but of less magnitude, are transported the farthest off, and are more worn and rounded. It seems to have been the special business of the great denuding agent, to cover the barren surface with soils, which soils are the results of local detritus—gravels, clays and sands, crushed and ground out of the detached rocks. In speaking of the geology of this region, Prof. Hitchcock says:

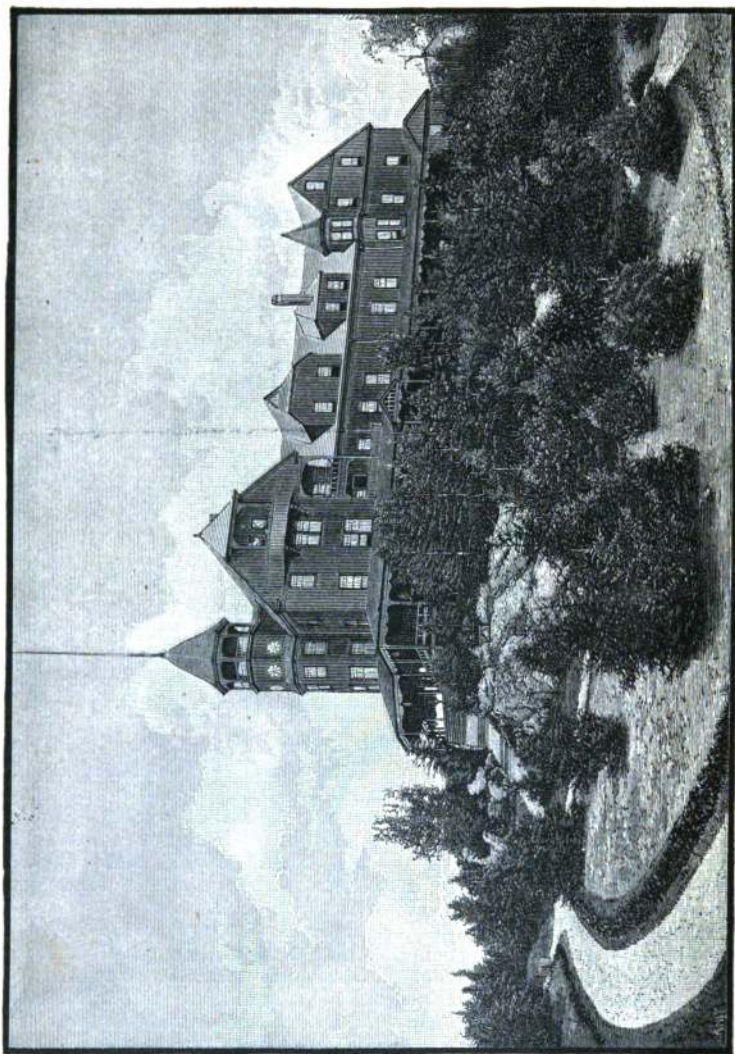
"Another large basin of mica schist is in the southern part of Hancock county, three sides certainly, resting upon granite. This granite is shaped like a great horse-shoe, one end being at Mount Desert Island, running through Sullivan, Franklin, Number Eight, North Ellsworth, Orland, Surry, Bluehill and Sedgwick, to its other end on Deer Isle; and within this curve the mica schist is situated. The character of the rock is gneissoid, and sometimes talcose and again like siliceous slate. The country within this area is low and rolling, while the great granite curve is composed of high mountains. After this depression had been formed by the upheaval of the granitic ranges around the lowlands, the schists were deposited in it, though in this case the schist failed to reach anywhere near to the top of the ridge or basin. The rocks in this great valley belong to one formation, and were formed during the same geological period."

Prof. Hitchcock found that Mount Desert Island is composed chiefly of granitic, unstratified rocks, though an occasional mass of an obscure siliceous slate appears. An interesting quartz vein is found along the shore at Bar Harbor, opposite Bar Island, extending for a mile and a half. Going back from the shore, it is much acted upon by the weather and would hardly be recognized as the same rock. There is a dike of trap at Hull's Cove containing limestone. Green Mountain is a mass of red granite, or at least, it appears so at the summit and on its sides. It is of the variety known as protogine in which a talcose mineral takes the place of mica in the ordinary granite, and it is probably that nearly all the so-called granite of the Island is protogine. The dip of large plates of this rock on the top of Green Mountain is 60° N. W., while near Eagle Lake, they are nearly perpendicular. Occasionally a dike of trap is found on this mountain, and what is true of the structure of Green Mountain is probably true of others. Near Otter Creek at the base of the "Beehive," a quarry of red granite is being successfully worked. Paving stones for New York City are being quarried in great quantity on the westerly side of Somes' Sound; from the deck of the steamer, these quarries appeared to be of ordinary granite. Syenite, a form of granite in which hornblende is substituted for mica, is found in some places and a company lost a large sum in attempting to open a quarry of it.

Green Mountain, which was once a United States Coast Survey Station, is 1527 feet above the surrounding ocean, the highest point on the Atlantic Coast, between Lubec and the Rio Grande, and is the first land sighted by mariners when approaching this coast. From the summit the scene is grand—almost overwhelming. Here one gets a birds' eye view of more than three-fourths of the entire Island, including its harbors, bays, coves, sounds, lakes, ponds, mountains, forest, farms and villages; also of several towns on the mainland, numerous islands along the coast line, and a broad expanse of ocean. The Schoodic Mountains, Bluehill and the Camden Hills are seen in the distance, while in the opposite direction white sail gleaming in the sunlight glide smoothly over the azure sea. Language is inadequate to express the beauty and variety of the scenes here opened to view, and the emotions they awaken cannot be told in words; the impressions they make upon the mind are indelible and remain as an unfading memorial of a most delightful and enjoyable occasion. The two grandest objects in nature, high mountains and a boundless ocean, here occupy the same horizon, and no earthly view can be more absorbing.

AGRICULTURAL RESOURCES.

The agriculture of Mount Desert Island is necessarily poor. The soil, as a rule, is thin and lacking in the elements of fertility. Formed of the detritus of the rocks composing the skeleton of the Island, its constituent elements are few and mostly of a siliceous kind. There is not much level surface and what there is is either sandy, or marshy and wet. Nature never intended this as an



"THE BLUFFS," Mt. Desert Ferry, Maine.

agricultural region. The climate also, is unsuited to high farming. Not so much on account of its high latitude as its nearness to the Atlantic and Arctic currents which strike the coast at this point. The water of the ocean here is nearly thirty degrees colder than it is west of the mouth of the Kennebec. The change from winter to summer and from summer to winter is very gradual, and the period of uncertain weather is long, much longer than at other points in the same latitude away from the coast where farming is made a success. This period of irregular alternating of summer and winter days is the ruin of agricultural prosperity.* "Agriculture has always received some attention here, but the employment of the early settlers was chiefly lumbering and fishing. The ice business, granite quarrying, and catering to the wants of summer residents are the chief employments of the inhabitants of this island to-day, and will be in the future."

THE REAL NAME.

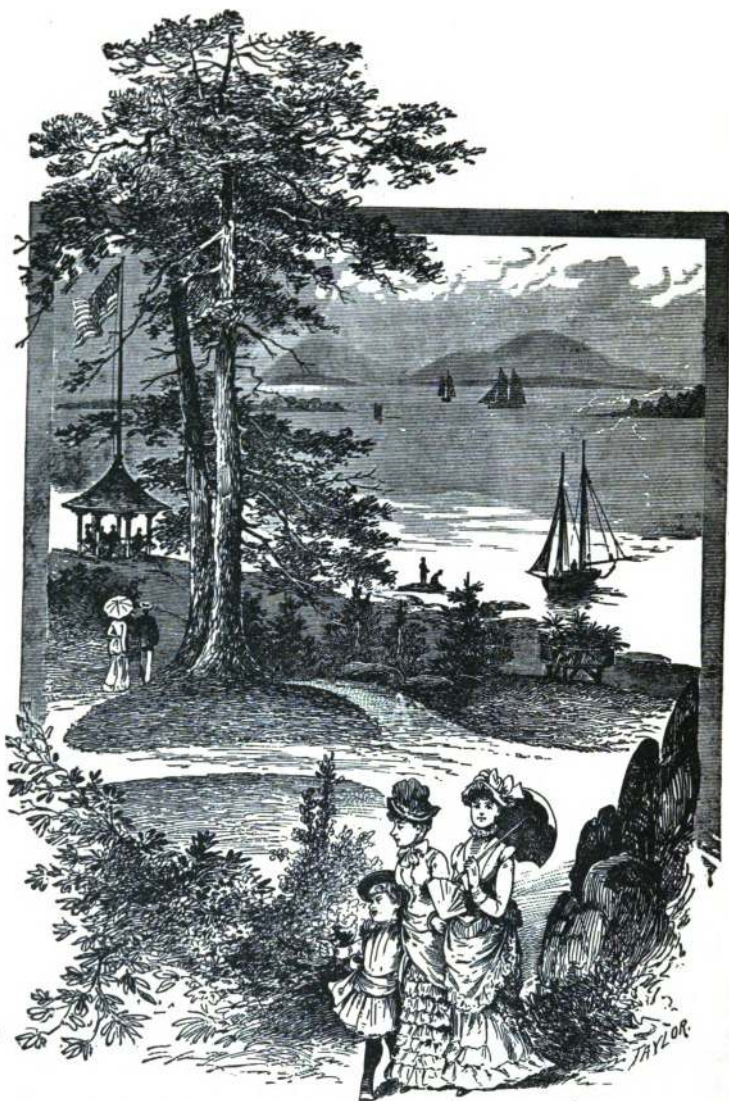
It would hardly seem necessary after quoting Champlain's statement with regard to the name of this Island and his reasons for so naming it, to call attention to the proper accentuation of the word "Desert," but there are still many who place the accent on the last syllable, a practice which has a tendency to obscure its meaning. We have seen that Champlain called the place the "Isle of the Desert Mountains," and from this, doubtless, it came to be called Mount Desert. The French words for this name are *Mont Desert* the last word pronounced as though written "*deser*." Now, since we have substituted Mount for the French "*Mont*," why should we not give the word *Desert*, which is written alike in French and English, the English accent? It is true Champlain did not call the Island a desert, only its mountains, but the words "Mount Desert" or "Desert Mount," convey the meaning intended by him, and the word Desert with the accent on the first syllable used in its ordinary sense of solitary, untilled, uninhabited, is part of the name. The fact that many of the natives of the Island accent the word differently and give a different significance to the terms employed by Champlain, proves nothing. We have Champlain's own statement that the name was intended to describe an island filled with solitary, uninhabited mountain wastes, and no words better described such a place than those used by him.

AS A SUMMER RESORT.

That Mount Desert Island with Bar Harbor as a rallying point and business centre is to become an immense summer resort, no one who has become acquainted with its peculiar adaption to that purpose, can for a moment doubt.

For fifty years it has been a summer resort in a certain degree, but its temporary residents had, up to twenty years ago, dwelt for the most part at Southwest Harbor. Somes' Sound, then as now, possessed peculiar attractions for water excursions, the scenery along its indented shores being grand and beautiful. The harbor here was excellent and easily accessible, and this was the part of the Island first settled. Among the temporary residents at Southwest Harbor were several artists who made this their favorite sketching ground. Later on, when the part of the Island had been transferred to canvas, F. E. Church and others found their way around the head of Somers' Sound to Eagle Lake, which Church thus named, to Bar Harbor. Finding the scenery here especially attractive, they engaged board and rooms with the farmers, and remained here through the season. This bold scenery transferred to canvas by Church, Brown, Morton, Hart and others, soon made the locality familiar to the residents of the large cities, and summer travel soon began to gravitate toward the eastern part of the Island. This was the beginning of Bar Harbor as a sea-side resort, and was less than twenty years ago. Now the palatial hotels, the millions of dollars invested in cottages, the almost fabulous prices at which real estate is sold in and around Bar Harbor, and the distinguished names such as Gould, Vanderbilt, Blaine, Howells, Goodwin, Warner, and

* Survey of Hancock County, 1878.



MT. DESERT ISLAND FROM "THE BLUFFS."

scores of others registered here during the past summer, indicate that this is to be *par excellence*, the fashionable quarter of the Island.

But other points have their peculiar attractions, and while Southwest Harbor more than holds its own, Northeast Harbor, Seal Cove, Somesville and many other places have their summer hotels, their cottages and more or less temporary residents. The Island is being surrounded by a cordon of invaders, and the time will come when all the land bordering on or near the sea will be cut up into house-lots for their use.

As before stated, the extension of the Maine Central R. R. to Mount Desert has given a new impetus to travel to this great resort. From the 27th day of July, 1885, to the 10th day of October, 1885, the ferryboat of that company landed at Bar Harbor 6,939 people, and during the same time took away 8,304, the difference between those arriving and those leaving being accounted for by the arrivals previous to time of keeping record. It will thus be seen that this company handled over 15,000 passengers during the season, and the Portland, Bangor, Mount Desert and Machias Steamboat Company over 3,000 more. Already is Mount Desert Ferry a port of entry, and during the year 1884 steamers were run to and from Digby and Annapolis, N. S., touching at Eastport and connecting with trains of the Maine Central and Windsor & Annapolis Railways, a service which is likely to be renewed any day, and now large numbers of tourists travel between Bar Harbor and Campobello via steamers to and from Machiasport, thence by Lubec stages. At the height of the season the large numbers of little steamers plying between various points of the bay, and others engaged in excursion business, together with the large steamers running to and from Bar Harbor, create quite a lively appearance; and then, too, Bar Harbor is situated at just the right distance from New York, Boston or Portland to make a yachting cruise desirable, and hence may be seen here the most celebrated yachts of the country, conveying hither their well-known owners and friends. At times also United States naval vessels are to be found here, making the social element of the place of the most delightful character. A grand yacht race is in contemplation as one of the attractions of Mount Desert another season. Enterprising parties at Bar Harbor have also had a steamer built to run during the summer months between Bar Harbor and Isle au Haut, touching at Northeast and Southwest Harbors and other points en route, leaving Bar Harbor in the morning after the arrival of night train from Boston and returning to connect with night train from Bar Harbor to Boston, thus opening up another desirable locality as a resort and enabling visitors at Southwest and Northwest Harbors to connect with the trains without any trouble on their part; a fact they will undoubtedly appreciate.

SORRENTO.

Sorrento is one of the most picturesque peninsulas jutting out from the irregular coast of Maine, and forms the northern middle boundary of Frenchman's Bay. Its northern shore is washed by this bay and Sullivan's Harbor, while Long Cove gives a water-line to the northern middle boundary. The eastern shore is made by Frenchman's and Flanders Bays and Bass Cove, leading only a small, narrow strip of land, about a quarter of a mile wide, in the northeastern corner, which connects the neck with the mainland. Its length north and south is nearly three miles, with an average width of about one mile.

In no part of Sorrento are the mountain-sides so steep as to be inaccessible: in the northern part, a dashing mountain stream winds its merry way among the rocks, and flows into Long Cove. The southern part has two streams which are never dry,—one emptying to the westward into Sullivan Harbor, and the other to the eastward into Flanders' Bay.

The generally accepted theory advanced by physical geographers, claims for the peculiarly irregular formation of this portion of the Maine coast a volcanic origin; and Sorrento is supposed to have been one of the fingers of lava which flowed from the main body out into the sea, gradually cooling by water contact. Alluvial soil was then washed down over the lava formation, until to-day the peninsula is a fertile and attractive piece of land.

History shows that it was early settled by emigrants who readily appreciated its fertile qualities and advantageous situation, and particularly its beautiful building-sites. A heavy growth of hardwood timber demonstrates the rich character of the soil. From the shore-lines the land rises gradually in natural terraces to the middle of the neck, where a ridge elevation of two hundred and twenty-six feet above the level of the sea, at its highest point is attained. This ridge, or backbone, runs nearly north and south through half of the middle of the neck, and slopes easily towards the north, and more gradually towards the south, shore lines. Such formation gives the best naturally attainable building-sites, and for small expenditure Nature lends both a grateful and graceful return. Near the ridge described as running north and south through the neck, fresh-water ponds have formed, of such capacity as to guarantee a water-supply adequate for all demands. With little trouble or expense, water could be led to any part of the Neck, and supply all residences; since these ponds have an elevation of over one hundred feet, giving water-power sufficient for all purposes.

The erection of water-works is already in contemplation by the landowners. A good country road runs around the Neck, keeping close to the shore, winding its way at times prettily through the hills, and forms over half its length a beautiful water-drive. The length of this road is over six miles on the Neck, and then crosses the narrow connecting strip to the mainland, where it joins other good roads running in all directions. The northern road runs along the shore to Sullivan, Hancock County, the nearest large town, which boasts of one of the most beautiful situations of the entire State of Maine. The country immediately surrounding this neighborhood is covered with dense woods, and Maine State authorities point with pardonable pride to the natural beauties of this locality. Sullivan is a flourishing town of fishermen, who pursue their vocation in the abundantly stocked waters of this neighborhood. Here is located the popular Waukeag House situated upon high ground, commanding a view unsurpassed on the Maine coast. A ferry from this point crosses the harbor to the Maine Central Station several times a day, upon the arrival and departure of trains to and from Boston. The trip across this land-locked harbor is safe at all times and in all weathers, and is made in less than ten minutes. Residents of Sorrento enjoy therefore all advantages which islanders claim, and none of the disadvantages, since the connection with railroad communication is never interrupted, but always quick and easy,—conditions which all know cannot well be overestimated.

During five months in the year the climate of Sorrento is most beautiful and pleasant. The weather is always cool during the day-time, and blankets are found comfortable on the warmest nights.

The average height of the thermometer for the months of June, July, August, and September, is only 70° Fah. during the warmest hours, while at night it is not above 64°. This data is taken from records of Government observations.

Immediately off the west coast of the Neck, are found Ingall's and Bean's Islands, two rocky, bluff, and picturesquely-wooded islands, each containing about one hundred acres. The southwestern end of the Neck runs out abruptly into Bean's Point, offering by its shape and varying elevation handsome building-sites with lovely water-views. Along the southern shore are Preble's and Calf Islands, and on the western side, Seward's, with numerous small islands. These are all high, bluff, and densely wooded.

Along the shores of Sorrento safe anchorages in all winds and weathers are found for crafts of all sizes. This advantage cannot be misunderstood by any one seeking water pleasures, either boating or sailing. On the north shore is Long Cove; on the western side, Sullivan Harbor, with Back Cove; on the south, between Calf and Preble Islands and the mainland, is Eastern Harbor; and on the east side are Flander's Bay and Bass Cove. The Government Coast Pilot describes these bays and coves as the most frequented anchorages for crafts in all seasons, due to their absolute safety in all weathers. With such a shore, and natural harbors at all points, yachting is necessarily easy, safe, and comfortable.

The upper half of Frenchman's Bay is circular in its general outline, with an average diameter of four miles. This sheet of water, lying just South of Sorrento, is almost entirely free from fog; a fact greatly appreciated by yachtsmen. Its freedom from fog is attributed to its land-locked condition, the surrounding shores being high, rocky, and covered with large trees; forming, besides picturesque shore-lines, a natural barrier to the northward march of the fog coming up Frenchman's Bay from the sea. In fact, nowhere can a body of water of such size be found which is more favorably adapted to the pleasures of sailing. Freedom from fogs, cool climate, small, almost imperceptible, tidal currents, bold shores without sandbars, daily regular and steady breezes without squalls, form a combination which tends so much to make sailing a genuine pleasure, and deprive it of the annoying delays and uncertainties which often make it more an irritating labor than a comfortable amusement. In comparing the records kept by two government surveying parties, one in the northern half of Frenchman's Bay, Sorrento, and the other in the southern half of the same bay, off Mount Desert, Bar Harbor, the following contrast during a whole season was most conspicuous,—the northern party did over twice as much work as the southern. This was readily ascribed to the fog which came into the southern half of Frenchman's Bay, but rarely passed the natural barrier formed by Bar, Sheep and Porcupine, Burnt Porcupine, Long Porcupine, and Iron-bound Islands; which belt of islands protects perfectly the northern part of Frenchman's Bay, and leaves entirely exposed to all southerly weather the southern part of the bay. From these natural conditions Sorrento derives many of its advantages.

"THE BLUFFS."

Mt. Desert Ferry, Maine. This hotel is one of the most modern on the coast of Maine, and surpasses all in location and scenery, overlooking Bar Harbor, Frenchman's Bay and having a beautiful view of the mountains of Mount Desert Island. It has one hundred rooms and several cottages connected, with all modern improvements, gas, electric bells, steam laundry, fire escapes, etc. The Cuisine, a special feature, is unsurpassed, and the table supplied with all market delicacies in season. Telegraph, Telephone and Post-Office. Six trains daily to and from Boston. Address Mt. Desert Hotel Company, Bangor, Me.

THE GREEN MOUNTAIN RAILWAY

will continue to be one of the chief attractions at Bar Harbor. Green Mountain is the highest elevation on the United States coast, the view being one of the finest in the world, as thousands who have made the ascent will attest. The Railway is a marvel of engineering skill, and for upwards of six thousand feet is securely bolted to the solid mountain ledge. Eagle Lake is 275 feet above the sea-level, and is annually visited by thousands of tourists.

The Summit House is commodious and attractive, has accommodations for 100 guests and all modern improvements. The Cuisine is unsurpassed, and the table is supplied with all marketable delicacies in their season. Four trains daily to and from Bar Harbor. Address Green Mountain Railway Bangor, Me.

MOUNT DESERT DIRECTORY.

THE MARLBOROUGH AND COTTAGES, BAR HARBOR, ME.,—S. N. Higgins, Proprietor.

HARBOR COTTAGES, NORTH EAST HARBOR, MOUNT DESERT ISLAND, ME. A. C. Savage, Proprietor.

STETSON FOSTER, 436 WASHINGTON STREER, BOSTON, BAR HARBOR' MAINE.—Designs and estimates made for furnishing houses in all parts of the country. Open at Bar Harbor all the year.

OCEAN HOUSE, SOUTHWEST HARBOR, MT. DESERT, ME.,—A. Allen, Proprietor. The hotel is one of the largest and best constructed at Southwest Harbor and the tables are unexcelled. The situation is higher than that of any other, and from the verandas the guest have magnificent views of mountains, islands and bays, including Green Mountain and Somes Sound, and other points of interest. The house having been recently purchased by Western parties has been enlarged, newly furnished and improved. It contains a large music-room, parlor and drawing-room, and the sleeping-rooms, single or ensuite are large and airy. It has a large and tastefully graded lawn with tennis court for the use of its guests. The house is supplied with pure water and good drainage. An excellent stable connected with the house furnishes means for driving to all parts of the Island, including the interesting seawall only a short distance from the house.

Daily connections made with Boston and Portland by steamer or by rail, via Bar Harbor. Telegraph and telephone in the house.

HOTEL HAMILTON, BAR HARBOR, MT. DESERT, ME.,—Frank S. Gould Proprietor. This hotel is one of the finest constructed hotels in Bar Harbor, having a fine view of the mountains and harbor.

The rooms are as fine as any in Bar Harbor and the house is furnished with all modern improvements. Hot and cold water and bath rooms. First-class cooks and tables furnished with the very best the market affords. Rooms provided with large brick fire-places for wood fires. House thoroughly renovated this spring and under new management.

Tennis Court constructed for the amusement of the guests. Parties desiring a quiet home for the summer would do well to correspond with the proprietor. Fine rooms to let for the coming season. Stable in connection with house.

BOATS TO LET, CONNERS BROTHERS, BAR HARBOR.—Cat boats, row boats and canoes, to let at all hours. Rowers furnished if desired, boats to let by the season. Lessons in paddling and rowing a specialty, Steam Yachts Silver Star, Creedmoor & Tethys, and Sailing Yachts, Bay Queen and Nettie always in readiness to carry parties either sailing or fishing. Wharf foot of Main Street. Excursions may be made around Mount Desert Island in either of these yachts. Telephone connection. Visitors will always find a first class fleet of Row boats, Sail boats, of all description, Canoes and Steamers for Excursion parties at the old stand foot of Main St. Also for the season of 1887 we shall run the Steamer Silver Star to Seal Harbor, N. E. Harbor and S. W. Harbor, on arrival of morning train, Connors Brother Proprietors.

GRANT, LYMAN & Co., GEO. H. GRANT, FRED. C. LYMAN, BANKERS, MOUNT DESERT BLOCK, BAR HARBOR, MT. DESERT, ME.,—Deposits received subject to Check—Checks, Drafts and letters of credit cashed money transferred to and from the principal cities by telegraph. We should be pleased to have you correspond with, or call on us relative to such business as you may see fit to entrust us with; "best of references furnished".

KIMBALL HOTEL, NORTH EAST HARBOR, ME.,—D. Kimball & Son, Proprietors. The hotel is four stories high, with a large basement. It is shaped like the letter L with a large octagon tower on the corner, and has a frontage of about 100 feet on one side and 90 feet on the other. The rooms on the first floor are the dining-hall, 40 by 57 feet, the music-room, 40 by 45 feet, parlor, 24 by 24 feet, office and entrance hall, 20 by 40 feet, and a private dining-room, 18 by 24 feet. On the second floor are twenty-one bedrooms and two large parlors with open fire-places, and the third and fourth floors have each twenty-three bedrooms. The chambers are all large and command a fine view. In the basement are a smoking-room, barbershop and store-rooms.

GRANT, BARBOUR & LADD, BOOT AND SHOE DEALERS, MOUNT DESERT BLOCK, MAIN STREET, BAR HARBOR, ME.—Make a speciality of Tennis and Rubber Goods and have put in a very large assortment of all the novelties for the coming season.

CAMPOBELLO ISLAND.

This beautiful island, now famous as one of the most attractive Summer resorts on the Eastern coast, lies in Passamaquoddy Bay, off the coast of Maine, between the main land and Grand Manan.

It has a shore frontage of thirty-five miles, deeply indented by numerous bays, chasms, and inlets, while the interior abounds in lofty and densely wooded hills that offer rare charms to lovers of the picturesque.

The cliffs that overhang the sea for many miles are truly grand. The view of these mighty and awe inspiring rocks, towering straight up out of the sea, will alone repay the visitor for the journey there.

THE HOTELS TO BE OPENED JULY 1st are the finest to be found East of Boston. They are beautifully furnished and appointed throughout, and in both interior and exterior have an air of homelike comfort and refinement seldom to be found.

There are some forty miles of roads on the island, and the drives are varied and interesting. The stables are well equipped with well trained saddle and driving horses.

The boating and fishing are excellent and canoes, with Indian guides, are always at hand.

HOW TO GET TO CAMPOBELLO. Take the steamers of the International line, leaving Boston Monday, Wednesday and Friday at 8.30 A. M., arriving at Eastport the following morning at 8 o'clock.

An annex steamer connects with all steamers at Eastport for Campollo, two miles distant.

The steamers of the international line are new and are the finest coastwise steamers sailing from Boston.

By rail, go via Boston and Maine or Eastern R. R. to Calais; thence by steamer down the beautiful St. Croix River, or by carriage to Eastport (28 miles).

By either route baggage may be checked through to Campobello.

FROM BAR HARBOR TO CAMPOBELLO. Take steamer at Bar Harbor for Machias, where carriages may always be found in readiness. Drive to Lubec, 28 miles; thence by ferry to Campobello (10 minutes).

The drive is easy and delightful.

Application for rooms may be made to T. A. BARKER, Hotel Manager, at the office of the undersigned.

Illustrated books, with Railroad and Steamer Timetables, and plans of hotels and map of the Island may be had, as well as full information regarding the property, on application to

ALEX. S. PORTER,

GEN. MANAGER CAMPOBELLO ISLAND CO.

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United States Hotel, Boston.

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OLD COLONY and FALL RIVER LINES, three blocks only from the **NEW YORK and NEW ENGLAND, and PROVIDENCE and STONINGTON STATIONS,** and connecting directly by **HORSE CARS every 5 minutes** with all the **Northern and Eastern Railroads and Steamboats,** giving guests every possible facility and convenience of rapid and economical transfer from all points.

UNEQUALED BY ANY HOTEL IN BOSTON

Passengers to or from all Southern or Western Points, by either Boat or Rail,

MAY SAVE ALL CARRIAGE FARES,

While **Sixteen Hundred Horse Cars,** passing three sides of the Hotel, bring it in direct and close connection with every **RAILWAY STATION AND STEAMBOAT**

AND THE THOUSAND ATTRACTIONS OF CITY, SEASHORE AND SUBURBS.

Thus making a most convenient point to stop at on arriving in the city, saving all carriage fares, and for those who desire to spend a day or week in shopping or visiting the thousand objects of art and interest, a most central, desirable, and convenient location, being only two minutes' walk from all the

Great Retail Stores, Theatres, Objects of Interest and Places of Amusement.

Regular Transient Charges will be, for full

	Day's Board		\$2.50 and upwards,	{ According to size, location, and convenience, and whether occupied by one or more persons.
Rooms only	- - - - -		1.00 " "	
Single Meals	- - - - -		.75 " "	

For Special Rates, full particulars will be given, with maps, circulars, etc., on application to

TILLY HAYNES, United States Hotel, BOSTON.

THE MALVERN HOTEL AND COTTAGES,

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GEO. H. CARTER, MANAGER.

QUEEN'S HOTEL, HALIFAX, N. S.

Visitors to Halifax will find the QUEEN HOTEL the best house in the City, being fitted throughout with all modern improvements and furnished with new and handsome furniture. The Cuisine is the best of any hotel in the Maritime Provinces.

SAMPLE ROOMS A SPECIALTY; private and public parlors; Gents' writing and reading rooms.

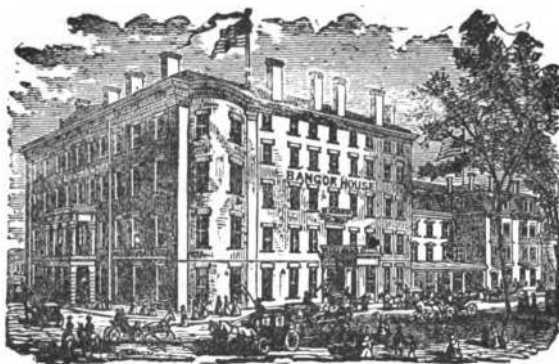
Building of solid brick and stone, with improved patent fire escapes.

The location is convenient to Post-Office, Telegraph Office, Parliament Buildings and the principal business houses of the City.

A fine view of the harbor is obtained from its windows.

A. B. SHERATON, Manager.

BANGOR



HOUSE.

BANGOR, MAINE.

The only first-class house in Maine, forming an entire square itself, giving every room a front and pleasant view. A large number of the rooms are connected, large and airy, well furnished and well ventilated. Brick partitions between nearly every room, making it nearly fire-proof. 170 rooms, all easy of access. Carriages at all trains and boats.

M. J. ROACH, Manager.

F. O. BEAL, Proprietor.

FALMOUTH HOTEL, PORTLAND, MAINE.

J. K. MARTIN, PROPRIETOR.

"The Falmouth" is one of the most elegant and perfect Hotels in the United States. Its location being near the public buildings, banks and principal stores, is the finest and most desirable in the city. Every improvement known to modern ingenuity and skill will be found at "The Falmouth," while its CUISINE and service is unexceptionable. The hotel is furnished in elegant and costly style; rooms single or *en suite*; private drawing-rooms and dining-rooms. Rates are graded at \$2.00, \$2.50, \$3.00, \$3.50 and \$4.50 per day, according to size and location of rooms.

THE proprietors of the Hotel Vendome present their compliments to the travelling public, and invite their attention to one of the largest and finest hotel structures in the country. Its elegance, spaciousness, sanitary excellence, and unequalled location make it most desirable for transient visitors and tourists. It is also peculiarly attractive as a residence for ladies and families.

The Hotel is situated in the Back Bay District, one of the grandest architectural sections to be found in any country, and surrounded by noteworthy public buildings,—the Art Museum, Public Library, Trinity, New Old South, First Baptist and other prominent churches; and schools, both public and private.

Commonwealth Avenue (extending from the Public Garden to the new Park), upon which the Vendome has its main front, is acknowledged to be the finest boulevard in America. It is two hundred and forty feet wide, and through its centre is an improved Park, one hundred feet wide, lined with trees and shrubs, while facing it are the most costly and beautiful residences in the city.



THE Profile House, White Mountains, is well known as one of the grandest and most beautifully located of the leading Summer Resorts. It is situated in the Franconia Notch, on an open plateau nearly two thousand feet above the sea, between two charming lakes, and amid more gems of scenery and points of interest to the guest and tourist than can be found in any other section of New Hampshire.

The Old Man of the Mountain, Profile or Great Stone Face, is near the hotel, and is undoubtedly the most remarkable rock formation in this country, if not in the world.

Excursions, on foot or by carriage, may be made to Bald Mountain, Echo and Profile Lakes, Old Man of the Mountain, through the Franconia Notch to the Flume (which is the object of a pilgrimage to every White Mountain tourist), the Flume House, Pool, Basin, and several minor points of interest; also by rail to Bethlehem, Maplewood, Jefferson, Fabyan's, Summit of Mount Washington, or through the White Mountain Notch to North Conway, and return the same day.

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Having through car service between Boston and the West, over the Great New York Central and Michigan Central, and Lake Shore and Michigan Southern Railways.

Send for time tables, giving detailed information, and Book of Summer Resorts, a complete guide for tourists, to

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Boston, Mass.

NEW YORK AND NEW ENGLAND RAILROAD.

—FOR MT. DESERT.—

The BOSTON and WASHINGTON Through Line. Steamer Maryland Route.

NORTHBOUND.—Leave Washington at 2 P. M., daily, Baltimore, 3.10 P. M.; Philadelphia, 6.35 P. M. Due at Bar Harbor afternoon of the following day.

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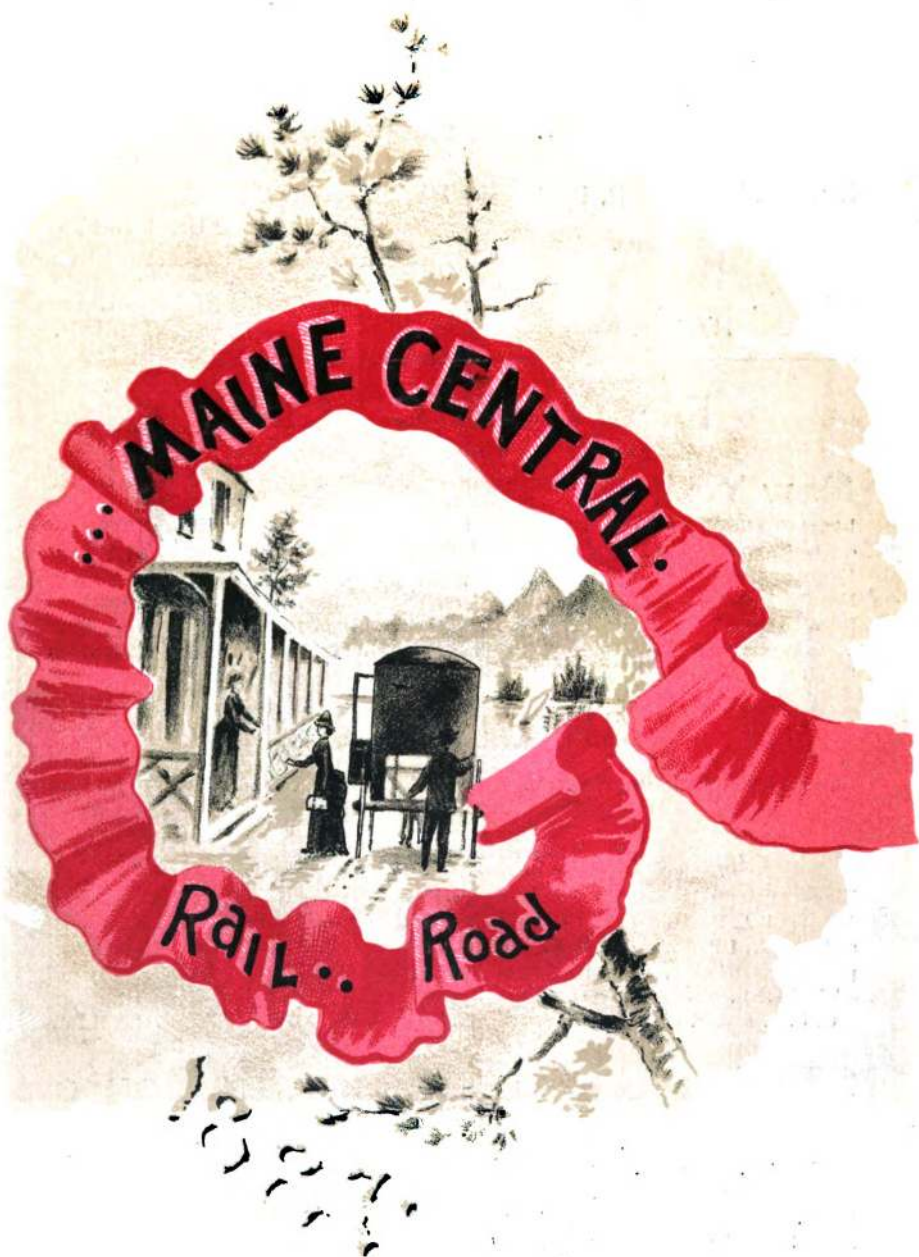
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