

Camden Was Key Stop For

by Barbara Dyer

One delightful way to travel between Boston and Bangor (or other coastal places along the way) was a trip on the "Boston Boat." The travelers included salesmen, tourists, children going to camp, ordinary people or even the "Gibson Girls" summering on Seven Hundred Acre Island. There were smaller boats that met the steamers to carry people to Maine islands in the bay.

in 1912 Eastern S.S. Corp., (E.S. Corp.) and in 1917 until 1935 it was known as the Eastern S.S. Lines, Inc., (E.S.L. Inc.).

The sister ships *City of Rockland* and *City of Bangor*, both sidewheelers, were replaced in 1909 by the *Camden* and the *Belfast*. The *Camden* was built and launched at Bath Iron Works on February 14, 1907 and was a steel turbine steamer. Her twin, *Belfast*, was launched from there in 1909, both being approximately 320 feet at the wa-

were successively passed and darkness set in just after the twin lights on Cape Ann were rounded. Early risers could see some beautiful views of the rockbound coast of Maine between the Kennebec and Penobscot Rivers. After that distance, the waters were smoother due to the numerous islands, which acted as breakwaters. About 3 a.m. it passed Monhegan, Mosquito Island and Tenants Harbor before passing Whitehead Island light. It then made its way through either of two channels to Owls Head and the Rockland breakwater. A stop was made in Rockland for 20 minutes or so in order to load freight. It was there that the lime kilns lit up the coast. As did people in most ports, folks from Camden would gather at the end of Sea Street, at the steamboat wharf, around 7:30 a.m., when the "Boston Boat," was to arrive. As one collected his baggage, the porter would say, "All those passengers what intended stopping at the beautiful village of the Penobscot [meaning Camden], please land on the upper deck stepping forward." The most vivid memories I had as a young child were of the pretty bright red carpet running down the 12-foot passenger gangway and all the shiny brass spittoons. When the passengers, baggage and freight were unloaded and others reloaded aboard it would leave for Northport, Belfast, Bucksport and on to Bangor.



Steamboat Wharf, Camden, Maine

The first steamboat that ever entered Penobscot Bay (and Camden) arrived in 1823, according to Robinson's "History of Camden and Rockport." "Tradition says that it was with a good deal of trepidation that some people learned of her proposed trips into our harbor and some thought that she ought not be allowed to come here lest she frighten away all the fish, but as has happened many times since, when objections have been made to some proposed innovation looking toward progress, the steamboat came just the same. Her name was the *Maine*, and she was commanded by Capt. Daniel Lunt of Lincolnville. She connected at Bath with the steamer *Patent*, plying between that port and Boston. From Bath to Camden the fare was \$2. When the *Maine* first arrived in Camden, a salute from a cannon announced that fact, and a great multitude assembled at the shore to witness the approach of the new 'Fultonian' craft, and many visited the vessel during its stay here."

The first line from Boston to Bangor was the Sanford Steamship Co., (S.S.Co.), which started in 1833 and ran for 49 years. In 1882 it was the Boston & Bangor S.S. Co., (B&BS.); in 1902 the Eastern S.S. Co., (E.S.Co.);

terline.

The steamers left Foster's Wharf in Boston promptly as the whistle blew at 5 o'clock in the afternoon and that gave three hours of daylight to enjoy sailing along the Massachusetts coast. Nahant, Salem, Marblehead and Gloucester



1914

No. 8 B

EASTERN STEAMSHIP CORPORATION

EASTERN DIVISION

PASS Mr. & Mrs. C. S. Nash,

ACCOUNT Camden Agency.

ON STEAMERS OF LINES EAST OF BOSTON
UNTIL DECEMBER 31st 1914 UNLESS OTHERWISE ORDERED AND
SUBJECT TO CONDITIONS ON BACK

(Stateroom & Meals)
VALID WHEN COUNTERSIGNED
BY M. E. SMITH

Calvin Austin
PRESIDENT

- over -