

square miles, a territory nearly equal in extent to all the rest of the New England States, one twentieth of which is covered with water.

POPULATION. — The population in 1790, was 96,540 ; in 1800, 151,719 ; in 1810, 228,705 ; in 1820, 298,335 ; in 1830, 399,995 ; in 1840, 501,793 ; in 1850, 583,235.

We give below some general facts relating to the industrial interests of the State.

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## LUMBER.

Under this heading will be found in our work, the Operator, the Manufacturer, (of boards, laths, shingles, clapboards, sugar boxes, deals, scantlings, square timber, building frames, lime and nail casks, and barrel staves, ship frames, ships' knees, and top timbers, masts, spars, &c., &c.,) the Lumber Dealer, and Lumber Exporter. The raw materials of all of these are to be found in the swamps and forests of our back country. On the banks of our large streams, the contiguity of our lake shores, the spruce thickets, the cedar groves, and hackmatack swamps, on the mountains' top, and the rolling swales of our extensive domain, almost every township and every range is annually visited by the energy of our hardy lumberman and persevering artisan, and that, too, at the cold and inclement season of the year, when the streams are frozen up, the swamps congealed, and the face of the earth covered with heavy masses of ice and snow. Still, under all these apparent disadvantages of season and climate, through the long winter months, amid bears and wolves, and other animals of the forest, far removed from the peaceful residences of our hardy yeomanry, may be heard the busy hum and honest laugh of the adventurous pioneers of one of the most important interests of the *Pine Tree State*.

After the winter months are spent in cutting and hauling to the banks of the streams, and spring showers and vernal suns dissolve the snows from the mountains, and break up the icy fetters of running streams, the logs are rolled into the water and driven from the stream into the lakes, rafted, and towed to the outlets or rivers, and thence driven over cataracts and falls, to the place of manufacturing. "*River driving*" is considered to be the most arduous, daring, exciting, and dangerous avocation that is performed through the whole routine of the business, from the forest to the final port of exportation, for consumption. To form anything like an adequate idea of the great sources of the lumbering business, the reader must, in imagination, visit the tributaries of the Ossipees, the Oquossak, the Moaseelukmaquntik, the Umbagog,

the Moosehead, (and its tributary lakes,) the Chesuncook, the Bam-edumcook, the Millnokett, the Wassataquoik, the Saboois, the North, the Grand, the Chiputnecticook, and the great range of the Schoodic lakes, besides more than three hundred smaller lakes, all of which subserve the interest of the State and benefit its inhabitants. Large quantities are taken from the west branch of the St. John river, the Allagash, the Aroostook, the Fish, the Little Madawaska, the Presque Isle, and the Meduxnekeag rivers, and driven down to be manufactured at, and exported from the city of St. Johns, N. B.

The principal rivers for the manufacture of lumber, of any considerable extent, are the Saco, the Androscoggin, the Kennebec, the Penobscot, the Union, the Narraguagus, the Pleasant, the Kowapskichwoe, the Mecheses, the Pennamaquan, and St. Croix rivers, and their numerous tributaries, and many others, having a water power sufficient to support a manufacturing population of more than ten millions of inhabitants.

The various ports of exportation are—

Saco, (long and short lumber,) -	8,000,000
Portland, - - - - -	10,000,000
Brunswick, } - - - - -	25,000,000
Topsham, } - - - - -	
Bath, } - - - - -	
Augusta, (and the river,) -	
Bangor, (long and short,) -	200,000,000
Ellsworth, - - - - -	30,000,000
Cherryfield and Millbridge, -	30,000,000
Columbia and Addison, -	10,000,000
Machias, - - - - -	20,000,000
Machiasport, - - - - -	10,000,000
East Machias, - - - - -	12,000,000
Cutler, - - - - -	2,500,000
Calais, <i>over one hundred millions</i> <i>various kinds per annum,</i>	100,000,000
All other ports supposed to amount to at least - - -	60,000,000

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617,500,000

Exporting annually more than six hundred millions of long and short lumber, amounting to more than seven millions of dollars in a single year,—a larger amount than the entire banking capital chartered by the State.

A great improvement has been made, within a few years past, in many places in the State, in the manufacture of lumber. The *Gang Mill* is now in operation, which saws an entire log into boards almost as quick as a common saw-mill can saw a single

board. There is also another, for preparing dimension stuff; timber is sawed to proper dimensions for frames of buildings of every kind, style and description, with the utmost facility and despatch; instead of the old, and now almost obsolete custom of hewing with the broad-axe, after it has been effectually scored and beat off with a narrow axe, by what is technically called a *light hand*.

LATHS. — There is manufactured from the slabs, that were formerly thrown into the river, or used for fuel, no less than six hundred and fifty millions of laths per annum, which supply almost the entire consumption of our Atlantic coast, from New Brunswick to Texas.

SUGAR BOXES were first manufactured on the Presumpscot river, at Saccarappa, seven miles west of Portland, and were productive of the origin of the sailor's blessing over his meats, when coasting between Portland and the West Indies, with an outward bound cargo of sugar boxes, hogsheads, hoops, &c., and a return cargo of sugar, molasses, *rum*, (in those days,) tropical fruits, &c., the first stanza of which reads thus:—

“OLD HORSE, *old horse*,  
How came you here?  
All the way from *Saccarappa*,  
Down to *Portland Pier*.”

The manufacture has uniformly and constantly increased; now there are, at least, three hundred cargoes shipped to the West Indies and other ports, annually. During this rapid and successful progression, the demand has not fallen behind the supply, at remunerating prices to the manufacturer and shipper, and beneficial to the consumer.

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## SHIP BUILDING.

This State ranks first among the States in this important branch in mechanism.

In 1842 the entire tonnage built in the United States, was 129,083 tons, of which Maine built 38,941 tons, nearly double the amount built in that year by both Massachusetts and New York. In 1843 she exceeded the amount of any other State by 1,922 tons. The annual cost of new vessels at that time was estimated at two and a half millions of dollars. In 1854, the entire amount of tonnage built in the State was more than 275,000 tons, at a cost of upwards of twelve millions of dollars. Bath alone contributed over forty thousand tons, at a cost of one million six hundred thousand dollars. Richmond, about