

CITY OF BANGOR had a straight stem and a handsome counter stern. She had a full forecastle, with a closed rail for most of its length, and the ship's name appeared in an elaborate nameboard on the rail. (In later years, an additional upper section was added to the forward end of this closed rail.) There was a tall steering pole, with a large decorative ball on it, which was set right at the bow. Atop the forecastle was located the texas cabin, containing the master's quarters and office, and forward of this was set the small, rounded pilothouse, which had seven windows in its front. There was an open navigation bridge located on the monkey's island atop the pilothouse, protected from the elements only by a closed, wooden rail and by canvas awnings and weathercloth. The heavily-raked foremast rose out of the texas.

The steamer's spar deck showed a rather pleasing sheer. There was a short section of closed rail immediately abaft the break of the forecastle, and then an open rail which ran aft past the numerous hatches. The mainmast was stepped about two-thirds of the way down the spar deck. It does not appear that the steamer ever carried "doghouses" on deck such as the three which were sported by PENOBSCOT.

CITY OF BANGOR had a large after cabin, with a prominent overhang of the boat deck and a closed taffrail around the fantail to provide shelter. The cabin sat on a flush quarterdeck, and there were large windows and a prominent clerestory to admit daylight. There were two lifeboats, one on either side of the aft cabin roof, and the mizzen mast rose up close abaft the tall and heavy stack, which was well raked to match all of the masts. A very tall flagstaff was placed right aft.

Like many of the early steel-hulled steamers, CITY OF BANGOR originally carried large wooden fenders to protect her hull from damage while docking or canalling. Down each side she sported at least six of these heavy timber fenders, which were hung from the forecastle and spar deck rails.

CITY OF BANGOR was painted in the usual colours of the Eddy-Shaw Transit Company. Her hull was black (we believe), while her cabins and the fore-castle (above the level of the spar deck rail) were white. Her stack was all black. She flew a dark blue houseflag, on which appeared 'E-S' in large, white letters.

CITY OF BANGOR did not have any real sisterships (lakers were often built in "classes" in those days, with a number of sisterships making up any one particular class), but she was one of six generally similar vessels turned out by the Wheeler yard. The JOHN J. McWILLIAMS and, of course, PENOBSCOT, were a bit smaller, while somewhat larger than CITY OF BANGOR were E. W. OGLEBAY and LAGONDA (375 feet) and L. C. WALDO (387 feet).

The BANGOR entered service during the spring of 1896 and operated very successfully. She did, however, encounter trouble late in her first season, as an early onset of winter weather brought ice to interfere with shipping. After loading her last cargo of the season at Ashland, Wisconsin, CITY OF BANGOR found herself frozen in at the dock, and her crew had to use dynamite to free the ship.

Downbound below Sault Ste. Marie, CITY OF BANGOR encountered an ice bridge which had formed across the Neebish Channel (now known as Middle Neebish and then used for two-way traffic). The BANGOR ran full-length into the obstruction and became stuck fast, with SELWYN EDDY and PENOBSCOT close behind her. Several other ships soon joined the blockade as all traffic on the river came to a halt. Captain Howard L. Shaw, manager of the Eddy-Shaw fleet, arranged for the wrecking tug C. L. BOYNTON to be sent down from the Soo, and called the ice-breaking ferry ALGOMAH up from the Straits of Mackinac. They got traffic moving again, but after the BOYNTON left the scene, the ships once again became trapped, and ALGOMAH with them. The ice jam finally was broken by the tug M. F. MERICK, which came down from the Soo on December 8, 1896, with Shaw aboard, and rammed the ice at 20 miles an hour (running with the current). CITY OF BANGOR, ALGOMAH, and all the