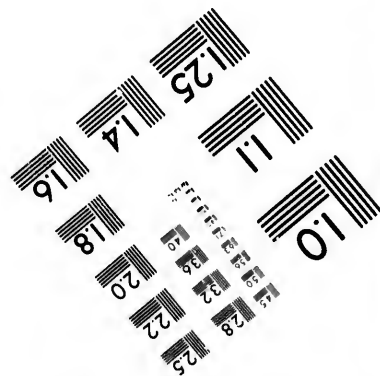
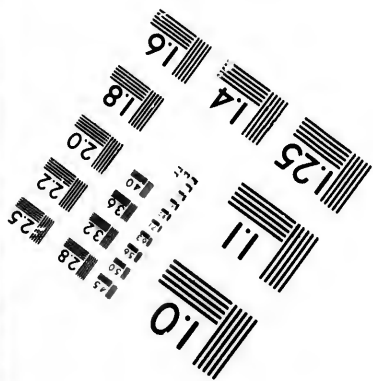
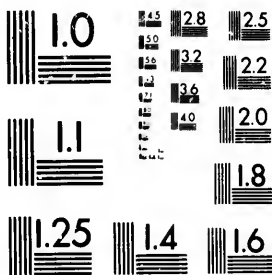


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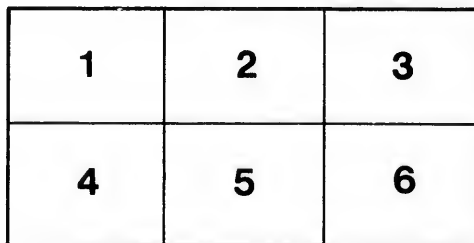
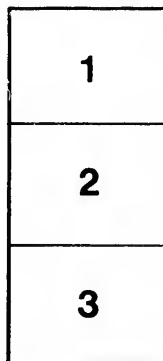
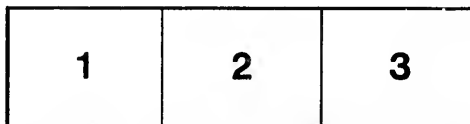
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THE STORY

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Father,

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ASSOCIATES TO THE PRESENT TIME

ALSO,

ANNOUNCEMENTS OF ALL THE PROMINENT MER-
CHANTS AND MANUFACTURING INTERESTS.

HOULTON, MAINE

WILL H. SMITH, PUBLISHER AND PRINTER.

1889.

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...

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HOULTON.

CHAPTER I.—ITS LOCATION AND GEOGRAPHY.

DEED OF NEW SALEM ACADEMY LANDS.

To all People to whom these presents shall come, Greeting:

WHEREAS, the Legislature of the Commonwealth of Massachusetts did, on the 23d day of June, in the year of our Lord, one thousand seven hundred and ninety-nine, by their resolve of that date, grant to the Trustees of New Salem Academy a half Township of land in the words following, that is to say: “Resolved that, in pursuance of a Report of a Joint Committee, which has been accepted by both houses of the Legislature, there be and is hereby granted to the Trustees of the Academy of New Salem in the County of Hampshire, and their successors, forever, one half of a township of land of six miles square, for and to, the use of said Academy, to be laid out and assigned by the Committee for the sale of Eastern lands in some of the unappropriated lands in the District of Maine belonging to this Commonwealth, excepting all Lands within six miles of the Penobscot River, * * * which said tract of land the said Trustees are hereby empowered and authorised to use, improve, sell or dispose of as they may think most for the advantage of the said institution, and whereas the Legislature aforesaid did, on the nineteenth day of June, eighteen hundred and one, by their resolve of that date, authorise and empower the agents therein named to fulfil and perform all the bargains made by the aforesaid Committee, * * * and whereas the said John Bead and Peleg Coffin, (said agents) did, on the twenty-first day of February, in the year of our Lord eighteen hundred and five, in pursuance of the foregoing resolve, convey and confirm unto the said Trustees and their successors, to be by them holden, in their corporate capacity, for the use of said Academy, half a Township of Land lying in County of Washington, containing eleven thousand, five hundred and twenty acres, equal to half a Township of the contents of six miles square, as the same

was surveyed by Park Holland, Esquire, in the year eighteen hundred and one, bounded as follows, viz. : Beginning at the Northeast corner of Groten Academy lands, and running from thence North three miles to a stake and stones, * * * and whereas the said Trustees did on the sixteenth day of October, in the year of our Lord eighteen hundred and four, at their Annual Meeting appoint Ebenezer Mattoon, Samuel C. Allen, and Samuel F. Dickinson, whose names are hereto subscribed and seals affixed, a Committee to receive the Deed, * * * Now know ye that Ebenezer Mattoon, Samuel C. Allen, and Samuel F. Dickinson, the Committee above-named, in pursuance of the authority aforesaid by the said Trustees in us vested, for a valuable consideration paid said Trustees, * * * do hereby grant, bargain, sell, convey and confirm unto them, the said grantees in this deed, their heirs and assigns, the respective shares, in common and undivided, in the said half Township granted to said Trustees and conveyed as aforesaid, that is to say, to the said Aaron Putnam, one eighth part thereof; to the said Varney Peirce, one eighth part thereof; to the said Joseph Houlton, one fifth part thereof; to the said John Putnam, one tenth part thereof; to the said Joshua Putnam, one tenth part thereof; to the said Rufus Cowles, one tenth part thereof; to the said John Chamberlain, one tenth part thereof; to the said William Bowman, one twentieth part thereof; to the said Consider Hastings, one twentieth part thereof; and to the said Thomas Powers, one twentieth part thereof, with the appurtenances, * * * we do hereby convey to them all the rights in, and title to the premises which the said Trustees ever had therein.

In testimony whereof we have hereunto set our hands, and affixed our seals, this first day of June, in the year of our Lord, eighteen hundred and ten.

Signed, sealed, and delivered by the Comm., in presence of three witnesses.

Recorded, Mass., Hampshire, ss.—February 11th, 1811.”

So runs the reading of the first recorded document which names the territory, specifically, upon the face of the earth, of what now constitutes the Southern half of our beautiful town.

This Deed is recorded, in our Registry of Deeds, in Vol. One of Records of Washington County, in the District of Maine; and this record begins at the time when this section was made a registration district for the North part of that County.

The Deed is found on Page 73, and, though now the ink is faded, and the leaves yellowed, it claims careful attention, for it suggests in many ways the interesting story of the founding of our

community. The document is too voluminous to be reprinted in full, but enough is reproduced to show clearly the nature of the transaction and the parties concerned.

By the terms of the Legislative act a portion of land was to be donated to the Trustees of the Academy in New Salem, Hampshire County, Mass., and unlimited choice of location was allowed, after passing a six mile belt along the Penobscot river. No documents are within reach to show what guided the authorities in selecting this particular half town, and tradition is dumb on the same point. A careful sifting and research among the archives of the State libraries might reveal material testimony upon that subject, but for the present we are left to conjecture. To the thoughtful mind the interest around this point deepens when we reflect upon the exact situation of this section of the State of Massachusetts, at the opening of the present century.

No Anglo Saxon settlement, of any consequence, existed anywhere within its borders, away from the coast line. It was all a wild, unknown region, still in the possession of the Indians, except the Acadian refugee settlement of Madawaska. And not merely was it physically unknown and remote, but, all along its Eastern parts hung the clouds of doubt and disquiet developed in the conflict of jurisdiction about the National Boundary. The Empire of Great Britain and the infant United States did not know where the line of division between them, at the Northeast lay. In addition to this the political situation was obscure and depressing. General Washington had just died. We were upon the point of a war with the French, our old allies; and the British power had not a particle of respect for the new nation, much less fear of anything we could do.

In the midst of this gathering gloom we find the Legislature of Massachusetts alive to the needs of higher education, and also the names of ten men upon record who were willing to take the chances of the situation, and turn the bounty of the State land into the means to uplift the school.

Some advancement had been made in the adjustment of the Boundary dispute, but, for the most part, only in surrender of the claims of the United States. Under the interpretation of the treaty of 1783 the St. Croix river was fixed upon as the Eastern bound, but there at once came up the question, which is the St. Croix?

The French explorers had left the name applied both to the present stream of that name, and to what is now known as the Maguadavic. Had this latter stream retained the name, the District of Maine would have included all the adjacent territory of the Province of New Brunswick for a width of some fifteen miles.

After this matter was settled, and the true St. Croix river was located, then the British claim was asserted that from the Devil's Head point, below what is now the city of Calais, a line should be drawn, Southwesterly, across that corner of the land and over the Atlantic ocean till its straight course should reach the Northwestern limit of Florida. This claim cut off all of the present Washington County from Machais, Eastward.

This assumption was abandoned after a good deal of bickering, and then the British claim was from an unknown point at the head of the St. Croix stream, Northward, to about Mars Hill, where their line would turn to the West, and follow the divide between the Penobscot and St. John rivers. The United States claim was from the same undefined point, Northward, far above Mars Hill, and over the St. John river, up into the high lands between that river and the St. Lawrence.

Thus matters stood when the ten signers of the compact agreed to buy this land. Apparently, without their knowledge or consent, the location was made where there was no agreed Eastern Bound of the Nation. They could take the land if they chose, and await the chance to be in the United States or the British territory as the lot of arms a diplomacy should eventuate for them.

Leaving, for the present, the personality of the first proprietors, attention may well be given to the particular geography and geology of the land. It is a most marked feature of this locating of the grant that it should have been made on the first half of that one of these later six mile towns which lay wholly within the valley of the St. John river, as the distance is measured from the coast inland. In one sense of the word the New Salem Academy grant was, politically, nowhere as to settled jurisdiction, but geographically, upon the water of the St. John, and geologically, upon the commencement of the calcareous slate formation of the middle section of that great stream. As known to-day the town of Houlton is the first six mile town wholly upon the slate lands of this section. It is doubtful if the persons locating the grant knew of the fact, but the result of their work was to put the beginning of the settlement of this part of the State on to the edge of these fertile limestone lands, whereon could become possible the onward march of thrift and prosperity which so forcibly mark the characteristics of this St. John river portion of the County.

The records do not show any reference to a fixed point of starting in definition of bounds of these half towns. No allusion occurs to either National or State lines. Each grant begins at a corner of a grant lower down, and the lines run around the portion in question, according to the compass of the accidental surveyor,

for the time being. The New Salem grant begins its line at the Northeast corner of Groten Academy grant, according to the survey of Park Holland, Esq., and this point was about ten and a half miles above the head of the St. Croix.

The North half of the present Houlton was in a tract granted to Williams College, in Williamstown, Mass. This grant and conveyance occurred a few years later. The name of Nathaniel Ingersoll of New Gloucester, in this State, is early found in connection with that portion of the land, also the name of Joseph E. Foxcroft of same town. There is a record of considerable conveyancing back and forth with reference to that grant. It might be inferred that Foxcroft was an agent of the Committee, and that the sale was entrusted to his care. He first deeded the twenty-three thousand acres to Richard Tobie, Jr., of New Gloucester, on the 26th of September, 1815. April 2d, 1820, he takes the deed back again of the whole grant, settles up a number of tax sales that have occurred, and, of same date, transfers a complete title to President and Trustees of Williams College. The name of this former owner of the tract is still found in the designation of the settlement in the Eastern part as "Foxcroft."

The geography of the town is well studied in the bird s-eye-view which is obtained from the top of the high ridge of ground where the first clearing was made. This high land extends from the South line of the town, and within about one and a half miles of the Eastern line, up some two miles and a half, where it drops off abruptly to admit of the passage of the brook, known in the old deeds as "Mr. Houlton's Mill Stream." To-day it is called Cook's Brook. From the hill top in the summer season the observer can look upon as fair a prospect as any town in the county can show. The Meduxnekeag river enters the town at the Southwest corner, and flows Northeasterly through it, dividing the territory into two nearly equal sections. A branch entering at the Northwest corner joins the main stream near the centre of the town, at the head of the mill pond. Across the whole length, in the Western part, extends the great horseback, through which the streams forced their way centuries ago, and in which the building of the highways has made deep excavations. In every direction the broad smooth fields extend, and the woods still stands as a fringe about the clearings. The soil is the bright yellow loam which overlies all this calcareous formation and, for the most part, the ground is free from surface stone. Competent persons have pronounced the town, both in its original condition, and now, in later years, in its agricultural capabilities, the equal of any similar extent of land in this river valley.

GRANDMOTHER'S STORY.

CHAPTER II.

GRANDMOTHER'S life work draws near its close. The years of greatest activity are already far past. The children whom she nursed and cared for are now old men and women. The number of her years is but little less than that of this century. She can busy herself with her knitting and trilling matters around her, but her mind dwells upon the vanished youth and motherhood.

From her home on the hill she has watched the whole transformation of this section, out of an untrodden wilderness into its present condition as the home of thousands. Herself and one or two others are the only remaining links to connect us with the events and actors in the founding of our town.

As she sits in the rocking chair with her white apron on, the white kerchief about her neck, and the silvered hair smoothly pressed back under the cap, she tells her story to curious grand children and great grand children, who come in to see her, and beg for the tale of the buried past.

"I was born in Alfred, York County, March 25th, 1804. My Father had learned the trade of a cabinet maker in Saco, and also was used to carpenter work. My Mother was born and brought up in Saco. She was a good singer, and was one of the choir who sang at the funeral services which took place after the death of General Washington.

Father left home to work at the carpenters' trade when I was seven years old. He came as far as Bangor where he heard of the new settlement on the border, one hundred and ten miles off through the trackless forrest. While making inquires about the way to this point he found an Oldtown Indian who said he knew

the track through the woods. The Indian did not know much English, and after they left the river at Mattawamkeag, father thought the fellow did not know much about the way.

At a carrying place there was a kind of a path which father understood the guide to try to say led to Houlton, and it was but a mile or so through. With this idea in his mind, he sent the Indian back and started alone. He soon found out his mistake; the path disappeared; he lost the right course, and wandered about for eight days. His provisions had given out which he had carried in his saddle-bags over his shoulders, and at this time he became so weak he had to leave them on a knoll in the woods. He continued to drag himself along, another day, though his strength was fast failing him; when, at last, he came into a small clearing near the log house of Dr. Rice, which stood on the corner of the square where Mrs. Mansur now lives. Dr. Rice was out when father first got there, and Mrs. Rice, seeing how famished he was, gave him a little hearty food. It was too much for his weak stomach and made him very sick.

The Dr. then came in, and watched over him all the rest of the day. A swallow or two of coffee, at a time, was all the nourishment he could bear. After his strength was restored he took a man with him and went out into what is now Hodgdon and found the saddle-bags. Father must have done his first work over in the Province for there was but one frame building in Houlton when I first got here. It was a year and a half after he left home before he sent for his family. Mr. Samuel Cook, with a young fellow named Jo. Goodenough, were going down to the western part of Maine and father made a bargain with him to bring us up. Mr. Cook left Jo at Oldtown, and hired a horse and wagon to carry him to Alfred. It was the first day of September, 1813, that we started on the long journey. It was now the war time and the enemy's vessels were off the coast so that no one could go by vessel to the St. John river, as the first people who went to Houlton did. This was the reason why Mr. Cook came away across the country with the horse and wagon. Mother had a little girl, three years old, named Sally, and myself at this time. She had buried two children in Alfred before this. Mr. Cook carried us down to Saco where we saw mother's people, and Uncle John Pattison went with us to Portland. We staid one day, at the Elm House, and I stood on the steps and saw the funeral of the Captains who were killed the day before. I can never forget that procession with its muffled drums, its reversed arms, and the strange looking uniforms of the British soldiers. Mr. Cook went down on board of the two ships in the afternoon.

Leaving Portland September 7th, we drove as far as Winthrop, where we rested one day. Then out to the Kennebec river, and, after passing through Albion, the turnpike came to an end. The rest of the way to Oldtown was simply a rough road, grubbed out in the woods. As mother was walking at one time we met a carriage with two women. They said they had seen enough and did not want to go any farther East. We stayed in Oldtown one night and half a day, at the tavern kept by Jackson Davis, who was a Quaker. A boy was sent for the cows, and came in soon to say he could not find them. "Thee go again" said Mrs. Davis, "and pluck thine eyes open."

In the morning two canoes were ready, and mother and us children went in one with a man by the name of Wm. Spencer, and Mr. Cook and Jo in the other. The last house was at Sunkhaze stream, where we thought of spending the night, but the family seemed so poor with so many dirty, half-naked children that mother told Mr. Cook she would rather camp on the shore. A tent of quilts and rugs was made for us, and we passed eleven nights in that way. When we came to a carrying place Mr. Cook would take Sally in his arms, and I walked with mother. At one of these places, on a frosty morning, I was so tired I sat down and refused to go on. I said we should die any way, for we should never get out of the dreadful woods.

When we got up the river to what is now Danforth everything had to be carried over to the Grand Lake; then we went through the Thoroughfare, and across to the East side of North Lake. On the Thoroughfare we overtook a party of six men who had started sooner than we did to cross North Lake. When we got across we found their camp and some fish already cooked, with a note attached, stating they were left for "Mother and the little ones."

From the North Lake a carry was made to the nearest Eel River Lake, and then down through that stream to the St. John river, twelve miles below Woodstock. After we had gone up that river six miles, father met us with horses, for the men, whom we had seen, had got out two days before we did and brought him word. A Mr. Wolverton was with him, and he took us to his home where we spent the night. The next morning, October 10th, we came with the same horses, through the woods, by the spotted line, to the long looked for end of the journey. The first clearing we came to was that of Mr. Cook, at just about the spot where the Cook house still stands. A log house was in the centre of the opening. On the other side of the track was the log house and clearing of Joshua Putnam. We spent one night with the Cook family, and once again set out for our own house. We went up

through a piece of maple woods to Joseph Houlton's log house. Next, down the hill, near where the extract works are, was the log house of James Houlton, oldest son of Joseph. Across the track his brother Samuel had a house but did not live in it. There was nothing more in the way of a clearing, or house, till we got to the log house of Dr. Rice, where father was cared for after his hard journey. Then we crossed the stream and went up to Aaron Putnam's new frame house which father had just built, and in which he had secured rooms for our family. Mr. Putnam had, besides his house, a log barn and a saw mill on the East side of the stream, about where the grist mill is to-day.

Father bought thirty acres of land of Mr. Putnam and it was what is now called the Washburn place. Here he built a house, making the second frame house in the settlement. We moved into this as soon as it was ready.

The people who lived here when we came were Mr. Cook, wife, and four children; Mr. Joshua Putnam, wife, and five children; Joseph Houlton, wife, and three children; James Houlton, wife, and child; Ebenezer Warner, who had married Polly Houlton, and one child, and they lived in Sam Houlton's log house; Dr. Samuel Rice, wife, and two children; Aaron Putnam, wife, mother, and four children. With him also lived Joseph Good-enough, whom he took to bring up, before he left Massachusetts, and his own mother whose maiden name was Lydia Trašk; Putnam Shaw, and his sister Hannah Shaw lived at Dr. Rice's, for they were cousins to Mrs. Rice and Joshua Putnam; Greenleaf Kendall with his brother Samuel, and sister Sally were living here, and were nephews and neice of Mrs. Rice.

In this summer they told us that the officer in command of the British troops at Fredericton sent a sergeant and squad of men to disarm the settlers and so keep the peace on the border. There were no fire-arms in the settlement except a fowling piece belonging to James Houlton. The sergeant stated his orders and Mr. Houlton said in his peculiar way, 'Yes, yes, by jolly, you can't have that!' He did not get it." 187

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Try a barrel. It won't cost you anything if it is not just as we recommend it. We are selling heaps of it. In regard to

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We are selling an immense quantity, and think that **PRICE** and **QUALITY** does the work.

If you have not tried a pound of our Buffalo Chop Formosa Oolong Tea, or a pound of our Standard Java Coffee, you ought to at once. You can have it on the same conditions as our Silver Leaf Flour.

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* * * * *

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I hope to continue in this line of duty, and thank
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Respectfully,

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HOULTON, MAINE.

THE PROPRIETORS AND FIRST SETTLERS.

CHAPTER III.

THERE is a distinction to be noted here, in that, while the first settlers were all proprietors, the proprietors of the New Salem Grant were not all settlers on the lands. Some who bought in, at the first, soon sold out, while others who continued to own the lands during their lifetime never came to the Grant, and one or two merely made brief visits.

To set this matter in order it will be well to reprint again from the County Records. In Volume 2, Page 7, of the old Records is found the copy of the transactions of the purchasers of the New Salem Grant. These transactions cover quite a space of time and include various endeavors to get a survey of the lands, and also the accounts connected with assessments on the owners. The important entries are the following :

NEW SALEM, Mass., May 14th, 1779.

The Purchasers of the New Salem Grant, Joel Foster, Abraham Pearce, Benjamin Hascall, John Chamberlin, Samuel Kendall, Samuel Pearce, 3d, Varney Pearce, Joseph Houlton, John Putnam, Aaron Putnam, Consider Hastings met and chose Samuel Kendall, Moderator, Joel Foster, Clerk. Voted to choose two men agents to locate the lands. Choice was made of Varney Pearce and Joseph Houlton.

January 1st, 1800. Purchasers met and voted \$30.00 to each man, in full for services.

April 17, 1800. Again voted to choose two agents to go and locate the half township of land. Joseph Houlton and John Putnam were selected, and voted to raise \$300 to meet the expense.

June 1st, 1801. Voted to raise \$200 for the purpose of surveying the half township. Voted that Joseph Houlton be agent to

survey said township, and to give him \$1.00 per day for his services while employed in the business. Voted that the agent may lay out the half township into square lots of 160 acres each, and divide it, by lots and half lots, into 20 equal shares according to the quality of the land, at his discretion, reserving two lots from the whole for public uses.

November 18th, 1801. Voted to accept the division of the half township made by Joseph Houlton, agent, and to draw for the rights or shares as he has reported, viz.: two lots and three half lots to each share. Voted to choose an agent to prepare a petition in behalf of the proprietors, and in conjunction with any others, to the legislature for aid from the government to make a road from the Penobscot river to the St. John. Rev. Joel Foster was chosen agent.

The record of the original drawing then occurs, and resulted as below. The numbers represent the respective shares. "Abraham Pearce, 11, 2.; Benjamin Hascall, 5, 3; Varney Pearce, 8, 15; John Chamberlain, 20, 16; Geo. Shephard, 10; Samuel Pearce, 3d, 4; Thomas Powers, 9; John Putnam, 1, 19; Joel Foster, 13; Consider Hastings, 6; Joseph Houlton, 14, 12; Joshua Putnam, 17, 18; Aaron Putnam, 7." Geo. Shephard, in same meeting, transferred his share to Aaron Putnam; Joel Foster his to Varney Pearce and Aaron Putnam, and Abraham Pearce his shares, also, to Aaron Putnam.

The number of shareholders at the close of that meeting was ten, but before the giving of the deed already reproduced in Chapter I, the names of Hascall and Pearce, 3d, have disappeared, and those of Wm. Bowman and Rufus Cowles have taken their places. The ten men who undertook the settlement of the Grant, and thus became the founders of our town were, as described in the formal and stately language of the olden time:

"Aaron Putnam on the premises, Yeoman.

Varney Pearce of New Salem, Esquire.

Joseph Houlton on the premises, Esquire.

John Putnam of New Salem, Gentleman.

Joshua Putnam of New Salem, Yeoman.

Rufus Cowles of Amherst, Physician.

John Chamberlain of New Salem, Yeoman.

Wm. Bowman of Hadley, Yeoman.

Consider Hastings of New Salem, Gentleman.

Thomas Powers of Greenwich, Esquire."

Of these proprietors two had already become settlers and a third, Joshua Putnam, moved on to the Grant just after the deed was drawn. None of the others became settlers. Varney Pearce vis-

ited the Grant in the summer of 1810, for his name, with that of Joseph Houlton, are the witnesses on one of the oldest deeds. John Putnam may possibly have made a visit to the Grant. After his death three of his children moved to the Houlton Plantation. Dr. Cowles deeded all of his land except two half lots to Amherst Academy as a part of the original endowment of \$50,000.00. Of the two half lots, the North half of 34 was deeded to Amos Pearce, August 8th, 1820. This is the lot still known as the Pearce homestead. Joshua Putnam bought the other half lot a few years later,—the Jno. Green farm.

The heirs of John Chamberlain deeded all their rights and titles to Nathan Holden of New Salem, on January 19th, 1807. Eleazar Packard of New Salem married Lucinda Holden, daughter of Nathan, as his second wife, and moved onto the Holden lands in the year 1816. Out of one of the Holden lots was sold the land for the Hancock Barracks, and another became the Green Kendall homestead, now the property of A. W. Ingersol.

Varney Pearce deeded some of his lots to different parties, and after his death, about 1822, his executor, Samuel Pearce, conveyed the balance to Abraham Pearce, who became a settler on them.

Wm. Bowman had bought the share of Samuel Pearce, 3d, though the deed is not on record, and the fact can be known by the allusions in the Bowman conveyances. These were to Samuel Rice of New Salem, by deed of June 21st, 1807, witnessed before Varney Pearce, Esq., which conveyed Lot 48, and the South half of 32, or the Tenney farm so-called; and to Varney Pearce the remainder of the share, February 28th, 1821. Consider Hastings conveyed to Samuel Pearce, 2d, but the records do not show details. Samuel Kendall eventually bought the share. Thomas Powers deeded the North half of Lot 35 to Amos Putnam, February 11th, 1826. This is the farm of Mr. David Hanagan. The record of his other conveyances is not at hand. The shares of Benjamin Hascall were sold to Rufus Cowles of Amherst, though here again there is no record of the transaction.

This array of detail is needed to set forth carefully the beginning of this settlement, and to show who and what manner of people had put themselves to the task of causing "the wilderness to blossom as the rose." To rightly estimate these men and women whom Grandmother found here, in the woods, we must revert again to the conditions of the country at large, and of the legislative grant.

It was the gloomy uncertain period before the war of 1812, when commercial enterprise and speculation were at the lowest ebb. The act of the Legislature required that six families should

be settled on the lands within five years or the conveyance would be void. This Grant had no value as timber land, for it had not become possible to operate so far inland. The men who at first came forward and drew the shares no doubt expected soon to sell them at an advance, but the buyers did not come. The rumors of war, the long distance through the dreary wilderness, and the already westward movement to Ohio checked any attempt at speculative use of the land. It began to seem as though the legislative aid to the New Salem Academy would be bootless from lack of any possibility of complying with the requirements. The records show some steps taken toward development of the land; and the one step out of which all the future course became possible was the appointment of Joseph Houlton as surveyor of the Grant.

The New Salem Academy and the purchasers of the Grant had common reason to think well of their townsman and associate, and the people of the Town of Houlton, to-day, can revere the memory of their large view'd, large hearted founder. When his name first appears in these transactions Mr. Houlton was in the prime of his life, in the possession of a good farm in New Salem, and of other property besides. He held the office of Justice of the Peace and his judgment was relied upon by his neighbors. He had a knowledge of surveying, was skilful in the use of tools, and of the versatile ability to adapt himself to the needs of his situation wherever he might be placed. A fine and true specimen of that New England stock which has made the United States. In all those early transactions he figures, now with one associate, then with another, to locate the Grant, and finally, when there was apparently but little hope apart from him, he was selected, single and alone, to survey and lot the Grant, with the additional duty of assigning the shares according to the quality of the land, "at his discretion." When thus put to the point of this work he had not thought of emigrating to this section, for he had bought a farm on the Susquehanna River and was looking in that direction for the new home of his growing family.

Record is silent on all the points involved in the location of this Grant, but it is evident that in the summer of 1801 Mr. Houlton must have visited this region, for in the fall of that year his allotment of the land was accepted, the shares were drawn, and the first effort made towards getting a road from the Penobscot river. After this date the strait of the Academy and of its friends became the greatest. No money had been realized on absolute sales. The purchasers were friends of the school who wished to save the State aid if they could, but the settlers were not forthcoming. One year after another passed and the crisis was at hand, for the grant would

soon lapse if something was not done. In whose mind the suggestion first arose which solved the situation, saved the Grant to the Academy, and made the Town of Houlton we now do not know, but it is more than likely that it came, almost as an intuition, to that heroic woman, and "Mother in Israel," Lydia Trask Putnam, who with her horse and saddlebags became such a chivalric figure on the stage of events in the, now, shadowy years of the infant settlement. She was the fitting daughter of a hero, for her father died with Wolfe in the Old French War, and her first born son, whom she was nursing on her lap when the tidings of her father's death came home, imbibed the spirit of his grandsire to the degree that, when the rally was made around Boston after the battle of Lexington, though a mere stripling, he rushed toward the fray only to fall and die by the way through imprudent exposure.

At the time of the Academy Grant she was a widow with five children living. Aaron, her youngest son, with whom she lived, was one of the purchasers. Hannah, her oldest daughter, was the wife of Varney Pearce, another owner; and Sarah, her second daughter, was the wife of Joseph Houlton. We can well conceive the mother as saying to her sons and daughters: "This plan must not fail. If the men connected with you are faint hearted, buy them out, or get some other friends of the school to take their places, who can provide means to pay for those shares. Then let us turn over these farms, here, to the Academy, and ourselves go and fulfil the terms of the Grant. The Academy can sell these lands and we can live on those. I have seen that done. I have already made one home out of the forrest and can do it again." Such suggestions of such a mother to her children were not unheeded. Joseph Houlton and Aaron Putnam said, "It shall be done." Mr. Houlton had admired the forest when here, and had concluded that the soil underneath must be strong and fertile. He even preferred this location to the Pennsylvania Valley, and drew back from that venture to try his career at the eastward. Mr. John Putnam was an uncle to Aaron and Mrs. Houlton, and brother of Joshua Putnam. These two Putnam households furnished the necessary families to hold the Grant, and they and their associates named in the deed, made up the sum of \$5,000.00 which was passed to the credit of the Institution.

Lydia Trask Putnam, her son Aaron, her two sons-in-law, Joseph Houlton and Varney Pearce, her nephews John and Joshua Putnam, and their sister Betsey with her husband Dr. Samuel Rice, were the family group from which came the name and character of our town.

Of Mr. Houlton's family connections the materials in hand give

very little information except that when a boy he did chores at the home of his Grandfather who was away in the army of the Revolution. He needs no ancestry to hold him up. His career through life showed him to be a well balanced sagacious man, a natural leader. The Putnam family to which he was allied by marriage was of the Old Salem stock which counted illustrious names in the early annals of the country. Of the immediate family under consideration, three brothers, Uzziel, Amos and Joshua, were the pioneers out of Old Salem into New Salem, Massachusetts. Uzziel was the oldest and was Deacon of the Congregational Church in that place. His grandson, Putnam Shaw, was the only member of his family who came to Houlton to live. Mr. Shaw himself became Deacon of the Congregational Church in Houlton, and spent the later years of his life on his farm in Hodgdon.

Amos Putnam was the husband of Lydia Trask, and died before the year 1800. His oldest son and namesake, Amos, fell in the War as stated. His second son, Jacob, remained in New Salem, and the youngest son, Aaron, with wife and mother came to the new settlement. Aaron had married Miss Isa Patrick of Weston, a lady of good family, who had taught school.

Joshua Putnam had two sons, John and Joshua, Jr., and two daughters, Betsey who married Samuel Rice, and Eunice who married Samuel Kendall.

Mr. John Putnam had two sons, Joshua and John Varnum, who came to Houlton some ten years after the settlement, and two daughters, Eunice who married James Ballard and came with her brothers to Houlton; and Sally who married a Mr. Sawin of Cambridge, Mass.

Mr. Joshua Putnam, brother of John, with his family joined in the migration to Houlton. His wife was Miss Betsey Baker of Bakersfield, Mass., and she had seen the whole pioneer life of that settlement before coming this way. She too, doubtless, helped in the solution of the settlement question, for she said to all, "I am not afraid to go into the woods, I know all about it." In this family there were six sons and two daughters. The oldest daughter, Fanny, died at the age of twenty-two, and at the time was engaged to be married to Amos Pearce. Harriet was the name of the other daughter, who never married, and died in Houlton. Of the boys, John died when at school at Limerick; Joseph died in Houlton, and is buried by the side of his father; Franklin married Mary Rice, and moved to the West; James married Clymena Stanley of Monticello, and moved away; Sterne married Hannah Townsend of New Salem, whose acquaintance he formed while at school there. Romaine, the oldest son, never married. He entered Bow-

doin College in the class of 1829, but did not join his class. He subsequently went to Australia where he died. Sterne Putnam made the clearing on Lot 47, on the Military Road in Houlton, but more than forty years ago moved back with his family and his mother to Massachusetts, and then again to Minnesota, where he died.

Dr. Samuel Rice had married Miss Elizabeth Putnam. He was a physician in good practice in New Salem when he bought into the Bowman share in 1807. Their children were four. Mary who married her cousin Franklin; Elizabeth who married in Eastport; Charles who became a physician in the Province; and Samuel who entered the ministry and went to Canada. Dr. Rice moved with his family to Woodstock in 1823.

January 21st, 1809, John Putnam conveyed to Phineas Stevens of New Salem, the North half of Lot 35. This Stevens was a young man who was brought up in Mr. Putnam's family and came to Houlton with his aunt Mrs. Rice. April 10th, 1814, Joshua Putnam deeded to him the South half of the same lot. After a few years he married Charity Gray, a young woman from Wakefield, N. B., who came over and worked in the family of Dr. Rice. April 17th, 1818, Stevens sold the South half of 35 to E. Packard, and shortly afterwards moved over to the Province. This lot was bought of Packard the same year by Green Kendall, and now forms a part of the Ingersol property.

THE FIRST MOVES.

CHAPTER IV.

THE way is now clear to put in order the movements of the first comers to the Grant. To appreciate these removals in their full significance it must be born in mind that the end of the journey was one hundred miles beyond Oldtown, with not a mile of road above that point, or even a spotted line. From the Passamaquoddy Bay it was more than eighty miles, through equally trackless wilds, and the only feasible access was via the St. John river. Sea-going crafts could reach Fredericton, and thence to Woodstock recourse could be had to canoes, or boats towed by horses. This was a journey of sixty miles, and from Woodstock, due West, the

distance of twelve miles intervened before the East line of the Grant was found.

By vote of the purchasers of the Grant, Mr. Houlton was directed to survey and lot the lands, but it appears, in all the records, that the work in this Grant, as well as others near by, was done by Park Holland, Esq. Of the subsequent career of Esquire Holland nothing comes into the history of the town, but it is worthy of note that he died in Bangor in 1844, at the age of ninety-two. On his monument in Mount Hope Cemetery, is this inscription:

"He served in the War of the Revolution as Lieutenant in the Fifth Regiment of Massachusetts; and in grateful memory of that service the Massachusetts Society of the Cincinnati has caused this stone to be erected, A. D. 1888."

Lieutenant Holland was one of the original members of that Branch of the Cincinnati.

In the summer of 1805 Mr. Aaron Putnam made his plans to move out and find the new home. The land was not yet deeded to the proprietors, for it is uncertain whether the ten final buyers, at this time, had made their compact. But the Grant was made, the Committee of the Trustees to convey to the proprietors had been appointed the October preceding, and the Committee of the Legislature had conveyed the lands to the Trustees' Committee on February 21st, 1805. The Legislative Act was passed June 19th, 1801, and but one year remained in which to make valid the possession.

Why Mr. Putnam and his family went first does not appear, but such was the fact. From Boston they sailed to the mouth of the St. John, and then up to Fredericton. Here they embarked in a small craft, and after a tedious passage landed at Woodstock. This point of the landing was some few miles below the present town. At this place the goods and effects were housed, and the family remained while the young men of the company went on through the woods and took possession of certain lots by felling trees. Mr. Putnam now varied from his first plan, and instead of beginning life in the woods, as soon as the camps could be built, he began storekeeping on the bank of the river. At this time his oldest son, Amos, was nine years of age, and the second, Jay Stillman, three. The trading operation continued four years, and tradition hands down the report that it was not a success. There was other and better work for Aaron Putnam than the petty life of a small trader. A third son, Lysander, was born in their house September 21st, 1806.

It may not be amiss in passing from the Putnam family to the next pioneer group, to recall the experience of both the leading men in the summer of 1804, when they made a trip to the Acade-

22.
my lands. It was an experience very similar to that of Mr. Wormwood's, a few years later, and is a second illustration of the hardships surrounding the efforts to locate and peop. the new region. Messrs. Putnam and Houlton, with a third man in company, hired an Indian with his canoe to take them through the wilderness to the St. John river. It would almost appear that it was the same doubtful guide who misled Mr. Wormwood so badly, for at the head of the Barkahegan stream he wanted to leave them after telling them the way. The men were incautious enough to let him go and trust to their own skill, but it was almost a fatal mistake. After making the carry to the Schoodic Lake, and striking into the woods on the East side, they were soon lost. They wandered about for a number of days and soon got out of food. In this extremity, at the crossing of a brook, they made a dip net of a shirt and managed to scoop up a few fish which saved them from starvation. For miles and miles they wandered, but managed, by some good chance, to work in an Easterly direction, and when very much exhausted they at last came into the settlement on the St. John, thirty-five miles below Woodstock. They came to the house of the parents of Mrs. Stephen Pullen who was a little girl at the time. She said the men looked so badly that she was terribly frightened by them,—clothes torn, faces and hands scratched and bruised, and eyes sunken. The good woman fed them sparingly on some fresh salmon, and they began to rally at once.

There was good reason why, in the next year, the family removal was by sea and river.

In April, 1807, occurred the migration of the Houlton family. As this was the leading family in numbers and influence, it deserves particular mention in detail. The peculiar traits of Mr. Houlton have been alluded to, and it is already seen how fitted in personal characteristics he was for the position of leader in the new colony. His wife, as stated, was Sarah, sister of Aaron Putnam, and they had a family of eight children at the time of the departure. The oldest child, also named Sarah, had married Samuel Cook who lived for a time in Monmouth, Maine. They and their two children, Polly and William, went to Boston to join the rest of the family. James Houlton, the second child, was married on the day of their leaving New Salem, to Sarah Haskell. The other children were Polly, Lydia, Louisa, Samuel, Joseph Jr., and Henry. Mr. Houlton was a man of property, and the arrangements for the new life were very complete. They brought not only the ordinary outfit of common housekeeping, but china and silverware; wheat to sow in the field, flower seeds, peony bulbs, and all sorts of medicinal herbs were also packed up and brought along.

23.

At Boston they embarked upon a schooner, chartered for the purpose, and after battling with adverse elements for six weeks, they reached Fredericton in the middle of May. When they arrived at Woodstock Mr. Houlton left his wife and younger children there, and with one or two of the older boys pushed right on to put in a crop for that season. The chosen spot was on Lot 14, just across the Cook Brook, and near the present highway. With his accustomed energy and directness of effort he got in quite a piece of wheat and planted a patch of potatoes, the forerunners of the immense yield of to-day.

In the latter part of August Mrs. Houlton told her daughter Lydia, then fourteen years old, that she was tired of staying there in Woodstock alone, and they too would go to the clearing and see her husband and the boys. Mrs. Houlton rode horseback carrying a basket on her arm which contained the china tea set, and had a feather pillow strapped to the saddle. Her nephew, Amos Putnam, came with them to act as guide through the devious bridle path, for about ten miles. Then they were obliged to leave the horse and go the rest of the way on foot. The father and his boys knew nothing of this visit and while busy cutting the wheat suddenly heard the sound of voices. In the little clearing in the midst of the dense forest, the unexpected sound was at first startling, but after a moment's listening Mr. Houlton said, "That is Sarah's voice; your mother has come," and they all rushed into the woods to meet them.

Tradition, which may not be fully verified, says that they induced "mother" to push on up the hill, quite a little distance, where there was a fine spring, and after yielding to their solicitations as long as she could, at last she said she could go no farther and sat down. A camp of shelter was made, and eventually, on that spot the log house was built. Upon the completion of this the family all came over, and it is probable that James built his own house the same season. Mrs. Houlton was a notable house keeper, her husband was a good mechanic, and the house, though of rough logs without, was finished and furnished in excellent method inside. The Houlton house, with the log structure and later, the frame house which still stands, became famed for good cheer and inviting hospitality. This house stood on Lot 21, and Mr. Cook settled upon 14, where the first wheat was grown. That lot still is the home of the family. Mr. William Cook, whose life antedates the settlement, still lives at his home in the corner of 20. Of this family the daughter Fanny was born while they tarried at Woodstock, and seven more children were born in Houlton.

Mr. James Houlton's first house undoubtedly stood just about

where now is the house of Supt. Martin of the Extract Works. In that household their eldest daughter, Caroline, was the first child born in the settlement. She died at the age of sixteen. There were eight children in all in this family. Polly Houlton married Ebenezer Warner and lived at first in the log house of her brother Samuel. This house was on the site of the N. B. R'y Station. Lydia, who was her mother's attendant on that first trip to the new home, married Isaac Smith of Woodstock. For some years their abode was in the Parish of Richmond, but, as Mrs. Smith had a strong wish to live near her parents, Mr. Smith sold that farm to Charles Wolhaupter, and bought the farm where he subsequently died. Louisa married a New Salem man by the name of Thompson and removed to that town. Samuel Houlton married Sally Kendall, and their family numbered five or six. This whole household moved away from the town seven years ago. Joseph Jr. married Almira Ray. She died here, but the rest of the family moved to the West. Henry Houlton, the youngest child, was engaged to Miss Ellen White, but she died before they were married. Henry became a successful and enterprising business man and soon accumulated quite a property. He was stricken with paralysis at the early age of thirty-five and remained an invalid to the time of his death in 1856.

In the second year of the settlement Mr. Houlton built a rude sort of a grist mill where anyone could grind that chose to. Aside from this their dependence was upon hand mills, or by tedious journey to Fredericton.

In the same year, or 1808, Mr. Houlton was appointed Register of Deeds for the Northern District of Washington County, by Governor Sullivan. This position he held till the time of his death.

September 5th, 1809, a petition was drawn up and signed asking the Legislature of Massachusetts to incorporate the signers into a town, to be called Houlton. There is a sort of grim humor that runs through the prayer. At one place it reads, "We are sensible that we have the priviledge of going to the next Incorporated Town, but when your honors turn your attention for a moment to our local situation, being one hundred and ten miles from any Incorporated Town, and that through a wilderness without a road, our advantage dwindles into nothing." Again, "We are sensible that it is the usual custom to require an 'Order of Notice' before an Act of Incorporation is passed, but when our situation is taken into view, that our being Incorporated or not being Incorporated concerns none but ourselves, we hope the usual custom of notifikation will be dispensed with, and the Act of Incorporation granted."

Seven signers joined in the petition and a postscript at the bot-

tom of the sheet recorded the fact, "Four families, Aaron Putnam moved since the Petition was drawn." Notwithstanding the Petitioners' seemed to have so strong a case, the Committee, next February reported that the Petitioners' have leave to withdraw.

It was in this year that Mr. John Putnam, as well as Aaron, moved to Houlton. The location of this family at the first was on the Lot 15, just across from the Cook clearing. They afterwards lived, for a time, on 40, or the Trueworthy farm. Aaron Putnam pushed on through all these clearings, down the hill, across the thick cedar swamp where is now the square, and over the stream, before he located. His first log house was built about half way from the present bridge up to the site of his large frame house now the property of B. H. Putnam.

In the summer of 1810 he built the first mill dam, and it was washed away and rebuilt a number of times before it became fixed permanently.

In July the house caught fire from a chopping of fifty acres near by, and with all its contents was soon consumed. It was a hard blow and a great loss, but the settlement rallied the next day and out of the green trees of the morning, Mrs. Putnam had a furnished house at night.

Dr. Rice came with his family in 1811 and settled on the Southwest corner of 32, or near that corner of the Brick Block. Three of the children of Dea. Samuel Kendall came with Mrs. Rice, for she was their aunt.

In the autumn of 1812 Mr. Wormwood reached the settlement, after his perilous wanderings. He began at once to build good houses for the settlers, and in the next year his own family reached the place, as Grandmother has told.

September 7th, 1814, Dea. Kendall and the rest of his family left New Salem for Houlton. Mr. Edwin Townsend was in company with them. Their first log house was on 39, just across the street from the Foundry. This soon after gave place to a better frame house. In this family were three sons, Joshua G., commonly spoken of as Green Kendell, Samuel Jr., and Joseph; and three daughters, Sarah who married Samuel Houlton, Eliza who married Leonard Pierce, Esq., and Nancy who married Samuel Bennett.

Into Aaron Putnam's household now came the fourth and last child. The oldest son, Amos, married Miss Christiana Wormwood. The second, Jay, married Miss Betsey Broad. Lysander married Mrs. Ruth L. Fall, and Aaron R. married Maria Burleigh.

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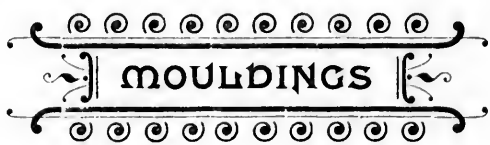
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THE INFANT SETTLEMENT.

CHAPTER V.

The founding of the town is now accomplished; the leading families are in their places, and the work of development goes on. Even at these earliest years, the emigration from the Provinces began. The first family from that direction which is usually spoken of is that of Mr. Wm. Williams, who settled on Lot 20, North of what became the Garrison land. The movement of settlers from the Maritime Provinces and from the Old Countries through the Provinces has been kept up constantly to the present time. Many of the best and most successful men and families in Houlton, today, are descendants of that emigration, and it is possible that the larger part of the present population are of that origin rather than of the American stock.

Dr. Rice was the first man to get out of the log house into the new frame residence, for he employed Mr. Wormwood as soon as he got here, to do the work. This first frame building is remembered as the Tenney mansion, which stood where Mrs. West's house now is, and was burned in the fire of 1879. The next house built by Mr. Wormwood was the Aaron Putnam mansion, which still stands in its renewed shape, across the bridge; Capt. J. V. Putnam bought it, many years ago, and rebuilt it a short time before his death. Mr. Wormwood built but one other house before he removed to Woodstock, and that stood upon the site of the house now owned by E. S. F. Nickerson, the Washburn place.

Woodstock began to build up rather faster than Houlton, and Mr. Wormwood deemed it better for his interests to go out there. He left the town in the fall of 1814, and settled at Upper Woodstock. Here his wife died in April, 1817, and two of the children, Christiana and Priscilla, came back to Houlton and lived with Aaron Putnam's family.

The first regular minister to visit the place was Rev. Edmund East-

man of Limerick, who organized the First Congregational Church in the Plantation, October 13th, 1811. This man made one or two visits to the place, and on his way home was taken sick and died in Portland. Visits were made occasionally by peddlers and traders from Bangor, who brought their goods upon their backs. Prices necessarily were high in the settlement, and the settlers in the Provinces, also, were ready to buy all that could be brought to them.

In 1816 began the first of those "cold years" which are still referred to as so severe and disastrous to all this Eastern country. Nothing planted could grow and ripen, for the frosts were constant and severe. In the Madawaska region snow fell in June to the depth of nine inches, and at Houlton the ground was covered white with it. The little birds which came up from the South with the advent of the summer months, were chilled and died in large numbers. After the harvest time, and no grain had ripened, the price of flour went up to an alarming height. It became impossible for the common people to get any bread at all. The Government of New Brunswick had to come to the relief of the people, for rye flour was held at Fredericton at \$17.00 per barrel. The Government supply was mostly the Southern corn brought by vessel to St. John.

In the second cold year the straits were severe. The family of Mr. Joshua Putnam were six weeks without a mouthful of bread of any kind in their house. The cows were able to live and gave their milk; the maple trees gave the syrup and sugar; and the stream was alive with the salmon. Had it not been for these most excellent fish, in such profusion, the settlers might have starved, in some cases. Mr. Houlton had some ready money about him all the time, and was able to provide for his household. The eldest son of Aaron Putnam was clerk in the Hotel at Fredericton and thus was able to get hold of and forward supplies to his father and family. It was the exceeding good fortune of this settlement that the two leading households were such as they proved to be.

They always had a sympathy for the needy; and shared heart and hand for their relief. They were generous, unselfish men and women who lived not to themselves alone. Had they come here merely wrapped up in themselves and their own plans the settlement undoubtedly would have come to naught in those dreary, frozen seasons.

But, "We are here together, for common purposes of life, and we will share the lot together. Do all you can to help yourselves, and we will see that the wives and children do not suffer." This was the watchword of those families as long as their households

lasted. In after years, when the emigrants from the Old Country reached here, and nothing to help themselves with, they found work, help and encouragement from Esquire Houlton and Mr. Putnam.

When Mrs. Aaron Putnam died, old men and women from the outer settlements, whom the most of the persons present at the funeral hardly knew at all, came and looked upon her features and stood there quite a time with the tears running down their furrowed cheeks. They were those whom she had befriended in long years ago, in their hours of extremity.

It was through all these years of experiment, uncertainty, frost and weakness that Mrs. Lydia Putnam did her work of charity and benediction. She had unusual skill in the compounding of medicines from the roots and herbs, and lent herself to every call for assistance. She had a natural faculty for nursing, and of steady hand, and discriminating skill in the occasion of childbirth and dangerous crises of disease she was sought for from far and wide.

She always rode on horseback with the saddlebags filled with remedies and appliances for the case of need. She was a woman of slight frame and slighter build, and her children would take her in their arms to place on the horse as she went, or carry into the house on her return.

She kept to this work till past 80 years of age, and, on the first of April, 1820, in response to a summons from the house of Isaac Smith in Woodstock, she mounted her horse and went over. She was present at the birth of our townsman, Mr. J. H. Smith, and on the way back to her home was too weary to go further than her daughter's home on the hill. She was taken down with fatal disease that night, and in seven days passed away. She died at 87 years of age, after a life of exceeding usefulness. Everyone who could get out to the funeral was present, and after the close of the services at the grave her son, Mr. Aaron Putnam, with much feeling in his voice thanked all the people for their great kindness to the dead and the living.

In the height of the hardships of the cold years, Mr. Houlton determined to build his new house. The house is still standing though somewhat modernized in the main part. It is an historic building on more accounts than one, and it is to be hoped that fire or improvements will let it alone for many years to come. It would seem that Mr. Houlton was his own carpenter and took quite a time to complete the building. Even in its unfinished condition it became the scene of notable events. Most prominent of these in the minds of the oldest people was the "Linemen's Ball," on the fourth of July 1817. The opportunity for such an unwonted scene

of festivity grew out of the presence of the large party of Commissioners, Surveyors and Workmen, who at this time were at work upon the Boundary Line between the United States and New Brunswick. Sir Archibald Campbell and Mr. Bouchette—the latter a French Canadian—represented the British Government, and Colonel Turner of Vermont, and Mr. Johnson of Massachusetts, appeared for the States. The party numbered some sixty in all, and made Houlton their headquarters. On the adjoining height of Park's Hill was their principal observatory, and, as it is now understood, their Line ran near the foot of that hill, in the main, identical with the local Eastern bounds of these land grants as laid out by Esquire Holland sixteen years before.

An old chronicler thus enumerated the superior advantages of Houlton for the rendezvous of such a distinguished party: "There was an excellent violinist in the place, and the choicest of liquors, which at that time seemed indispensable to festive occasions, and the strangers, now and then, met the citizens of Houlton in friendly; social pastime." The sage historian here shows that "One touch of nature which makes the world akin."

As the July days drew near the Commissioners of the survey and the Engineering staff gave notice of their purpose to celebrate the anniversary of Independence, and issued invitations to the residents of Houlton to meet them in Esquire Houlton's new house. The house at that date was finished outside, but within the whole lower floor was available for the festivities. Such a prospect set the hearts of the Houlton dames and damsels in a flutter, and as elaborate toilets were prepared as were possible. The young ladies dressed in white, and youngest of the young was "Grandmother" then hardly fourteen years old.

The observance of the day began with the dinner in the new house, in preparation of which the cooks of the Commissioners did themselves credit and gave satisfaction to all. It is spoken of as "a most excellent dinner," but, unfortunately, the Bill of Fare has perished. Finally the evening drew on, and the house was ablaze with about all the available lighting apparatus of the town. The high officers shone in their uniforms, and the civilians were in full dress. Mr. Sam. Kendall rosined up his bow and thrummed his violin to make things right, and for the special occasion had imported "Old Billy Upham," as the girls styled him, from Woodstock to lend his aid in keeping up the music. It had been rather quietly arranged that Miss Louisa Houlton should have the honor of leading in the first dance with Sir Archibald, but as the dance was called he stepped quickly across the floor to where "Grandma" was sitting, and to her intense delight said, "I will dance first with the little

girl." The next time he gallantly escorted Miss Houlton to the floor, but soon sprained his foot which compelled his retiring from the festivities.

The work on the survey did not continue much longer for they were working under too vague instructions. That question of the "highlands" was to them a cause of dispute and destined to remain so a quarter of a century longer. Mr. Bouchette was quick tempered and easily flew into a passion. At length in the end of one dispute he challenged Col. Turner to a duel, and this appeal to mortal combat broke up the party. The cedar post marked with the names of these Commissioners, and dates, still stands, or at least was standing a few years ago, at the head of the Monument Stream, close by the side of which was placed the iron pillar of the treaty of 1842.

In the next year a petition was drawn up and signed by sixteen persons asking the Legislature that they might be incorporated into a Town by the name of Houlton, and that the Groton Academy Grant be included within the bounds of the new town. This Grant was the North half of the present town of Hodgdon. This petition like the similar one of eight years before, proved ineffectual.

During the Fall of 1818 the Houlton house was used again for public purposes. Rev. Seth E. Winslow had come to Houlton from Barre, Mass., to labor in the Plantation for a time, and the new house was the most suitable place for the meetings. He called together the few members of the church instituted by Rev. Mr. Eastman, and caused the addition of quite a number more. At a general meeting of the inhabitants of the place, October 10th, it was voted to invite Mr. Winslow to remain with them, and to raise and pay to him \$400.00 annually, as his salary.

At the close of Divine service on Sunday, November 1st, in the presence of the congregation, Mr. Amos Putnam and Miss Christiana J. Wormwood were married. Mr. Winslow did not deem it his duty to remain longer in the settlement and declined the call. Grandmother and her husband began housekeeping in the log house vacated by Dr. Rice, and after a short stay moved over into her father's house above Aaron Putnam's. The house and place Amos bought of Mr. Wormwood, and they lived there till after their first child was born. Then he began a clearing on the South half of 35 which had been given to him by his Grandmother, and the farm remained the home of the family for sixty-six years. The Wormwood place was eventually sold to Jonah Dunn, Esq., who moved with his family into the town from Cornish, in 1826.

The story of the infant settlement fittingly closes with the account of the coming of the Morrison family, for that household had bought

in the Limerick Academy lands, and then settling upon them gave the Houlton company neighbors of another town. From one point of view the close of the infant days might well be put on the burial of Lydia Trask Putnam. She had been, in the use of a strong figure, "the nursing mother" of the whole community, and was taken from them like a shock of corn fully ripe, when they no longer was so closely dependent upon her untiring watch care.

Mr. Samuel Morrison it is presumed was born in Wells, York County, Maine, and when but a stripling enlisted in the Revolutionary Army. It was his fortune to serve through the campaign against Burgoyne, and he told with much pride, in after life, how he stood in the ranks on the eventful morning of the surrender at Saratoga. "We knew he must fight or surrender; and we would have whipped him if he had not surrendered." After he was discharged from the service he settled in Limerick, remaining there for many years. In the year 1810 as the records show he bought some land in what is now New Limerick.

There is a story afloat in regard to this transaction that he received something in the way of bounty from the Government with which he bought the land. It was part of a Grant to the Trustees of Philips Limerick Academy, and the old deed is a quaint piece of composition. It furnishes a curious illustration of methods of lotting land before there was an Eastern Boundary of the State, and there were no cabalistic letters "W. E. L. S." which could be used. The two half towns West of Houlton were laid out in ranges running from East to West and lettered in Limerick, A, B, C, D, E, F, beginning at the Northeast corner of the Grant, and South on the East line. The Belfast Grant was laid out in seven ranges and numbered on the East line from the Limerick corner, North. The lots in each range were numbered and increased from East to West. The important portions of the Morrison Deed are here given:

"Know all men by these presents, that I, William Swasey, of Limerick, County of York and Commonwealth of Massachusetts, Physician, in the capacity of Secretary for and in behalf of the Trustees in the legislation of this State granting liberty to said Trustees to deed and convey by their Secretary certain lands granted them for the use of an Academy, in consideration of four hundred and eighty dollars to said Trustees paid by Morrison of Limerick, in the County and State aforesaid, husbandman * * * * do hereby sell and convey unto the said Samuel three lots of land situated in the County of Washington, between the Schoodock waters and the River St. Johns, being lot No. 1, in F Range, No. 2, in A Range, and No. 7, in E. Range, containing 480 acres more

or less, as laid down on the Plan of Sale; this being the same which was granted by the general court to the Trustees of Philips Limerick Academy and located by Maj. James Irish."

It is most likely that it was in the fall of 1817 when the Morrisons reached Houlton. There were nine children in all, the older sons married, but two of them did not come with the rest. They came with their own teams through the rough roads, then just partly grubbed out. They were quite forehanded, for they carried a supply of meats and provisions to last them till crops could grow again. The family stopped in Houlton for a time, and the older girls worked in the Houlton and Putnam families, While thus tarrying in town, Joseph Goodenough, adopted son of Aaron Putnam, to whom allusion has been made, became smitten with the charms of Miss Dolly Morrison, and they were soon after married. "Jo," as the Putnam family always called him, followed the Morrisons to New Limerick and subsequently died there.

Grandmother's memory failed her in trying to recall the exact time when the Morrisons came, but she was able to approximate pretty well to the date, to use her own language, "Jo Goodenough and Dolly Morrison were married before my husband and I were; and we know he never set eyes upon Dolly till after they came to Houlton, and that must have been some time before the first day of November, 1818."

At the close of this period of infancy in the settlement, Mr. Houlton had his flour mill on the Cook Brook; Aaron Putnam had a saw and grist mill at the bridge, and Ebenezer Warner had a saw mill at the West Houlton Falls.

IN AFTER YEARS.

CAPTEHR VI.

IN the opening of the new career of the town, after 1820, it will be well to allude to two more families from New Salem. And first, the Pearce heirs for, at about this time, Varney Pearce, Esq., the Proprietor, died and his children, Amos, Abraham, Sally and Hannah came here. Amos was killed by a fall from his house. Abraham married Polly Cook who died shortly after. He then married her sister Fanny, who outlived him for many years. "Aunt Sally" remained single, and Hannah married John Tenney from Belfast.

The second family which came at this time, really had come at the first, in the person of Mrs. James Houlton who, as Sarah Haskell, was married to James on the very morning the Houlton migration began. A brother, Jacob Haskell, had come down in May 1810, from New Salem, in company with a number of others, and among them was E. Warner of Springfield, Mass., who soon married Polly Houlton. Jacob Haskell worked on Mr. Houlton's flour mill at the Brook, then went to hunting and trapping, and, two years later, started back with two other men to sell the furs they had collected. His Grandfather Haskell fought in the Continental ranks at Bunker Hill. Mrs. Houlton's only sister, Catherine, married Wm. H. Cary of New Salem, and in 1822 the Carys came to Houlton. They had three sons, Haskell, Shephard, Wm. Holman, Jr., and one daughter, Kate. Mr. Holman Cary, as he was always spoken of, was the fifth generation in descent from John Cary of Bristol, England, who joined the Plymouth Colony in 1634, and made final settlement in Bridgewater in 1644.

Soon after Mr. Cary reached Houlton he bought a portion of Lot 21 and built the Cary Mansion upon it. The building still stands

above the Depot, although it has been sold out of the family. While the work on the house went on the Cary family lived in the tavern kept by James Houlton. Of this family the second son, Shephard, is the only member who calls for particular notice, and this is on account both of the marked characteristics of the man, and the very important part he took in the development of the town and the county, at large.

He was born July 3d, 1805, in the town of New Salem, and was, therefore, seventeen years old when he arrived in Houlton. His first occupation was as a carpenter, with his father, in the family home. The young man showed to everyone about him a marked originality of purpose and strong will to execute plans or surmount obstacles. He soon left the "pent up Utica" of Houlton, as it then was, and went into the Province for work. It would seem that he proceeded as far as Fredericton, working with his tools and saving wages. It was not many years before he came back to Houlton with some means, considerable experience, and a determination to do more than had been done by any one, hitherto, in this section. In 1826 he opened his first store, in one of the rooms of the house, and soon associated with himself, in the business of trade and lumbering, Mr. Collins Whitaker, also of New Salem, whose sister, Susamah, Shephard had married. The firm of S. Cary & Co. continued in business for twenty-five years, and conducted operations on a scale colossal for those days. The lumbering which was done by the first settlers, up to this time, had been the small kind of work involved in the making of shingles and the sawing of some boards and dimension, to be rafted down the stream and sold at Woodstock. A curious incident occurred in connection with this rafting, in November, which was most notable of its kind. It was a necessity to break up these rafts at the Jackson Falls and haul the lumber round them, to be rafted again for Woodstock.

In the month alluded to Amos Putnam had taken a young dark brown mare down on a raft of shingles to haul them by the Falls. After this was done he allowed a friend to retain the mare to do the same work for him. One night, when turned out to water, she suddenly disappeared, and though search was made that night, and again in the morning, no trace of her could be found. On the 12th of the next February some men went down on the ice with a team to recover some lost millstones, when they discovered the track of a horse upon the shore and, following it up a little distance, soon found the poor brute alive but reduced to a mere skeleton. She was hauled up to the village on the sled, and by careful nursing restored to good condition.

The lumbering which engaged the attention of Cary & Co. was

that of cutting, hewing, and driving to Fredericton the pine timber of the forests above Houlton. At about the same time Zebulon Ingersoll became interested in the lumber business, both as an operator and as local agent for the State. Henry Houlton, also, engaged in the work and soon accumulated a good property.

The scene of the largest of Mr. Cary's operations was in the Northwest part of the County on the Allegash river. At that time he owned two townships of land, and on the Seven Islands there was an immense depot farm and headquarters for the operations. The crews remained there through the whole year. The men who were not needed on the timber in the summer were kept at work on the farms. At these Islands and other farms all the hay and oats which were required for his own operations were raised, and there was generally a surplus to sell to the other operators of that section. It is said that in some seasons, 10,000 bushels of oats were grown on these farms, and the amount of hay was correspondingly large. It is most likely that in these years as many as 300 men and 200 horses were in the employ of the farm. Holman Cary, Jr. was the local manager in the woods, and Mr. Silas T. Plummer tended the Houlton store. The supplies were taken in boats up the St. John river, during the open season, and across the country, by way of Ashland, in the winter. At times a portion of the supplies would come through Canada from the St. Lawrence river.

The usual style of teams was eight horses together, in the summer, and six in the winter. With such a team about thirty men were constantly needed. Mr. A. G. Putnam drove one of those teams in 1849. He began with them in July and hauled constantly till the driving time of the next spring. In his camp were 120 men and 32 horses. The pine trees were roughly squared up with the narrow axe, and sometimes the stick of timber was large enough to test the full strength of the eight horses to get it to the landing. When these timbers reached St. John they were again dressed all over with the broad axe before being shipped to England.

Mr. Whitaker spent most of the time after 1848 on the lower river and in St. John to look after the shipments of all this great amount of timber. It is difficult to make much estimate of the amount hauled in any given year, but one statement has been made that the eight horse team could possibly haul 1000 tons of the lumber in that time.

Mr. Wm. H. Cunliffe of Fort Kent, now an extensive operator in spruce in that same section, began his career by working for this firm. He hired by the month to drive a pair of horses between Houlton and Woodstock, and then became the foreman of the hew-

ing crews on the Allegash. Mr. Cary's ambition and business capacity both could not rest with that which would have sufficed for a common man, but he busied himself all through his life with many other kinds of work. While thus occupied in trade and kindred matters, he was prominent in the Plantation and Town affairs, and became representative to the Legislature, first in 1832.

He served thirteen terms both in House and Senate at Augusta, and the last was in the Legislature of 1862, where he was known as a Union member, and actively interested in the early work of the war. He, in particular, took up the case of the volunteers in the inadequately furnished camp at Augusta, and secured for them more clothing and comfort.

In 1840, in company with Henry Houlton, he built the large Grist Mill, on the excellent water power two miles above the village, and thus founded the thrifty settlement of Cary's Mills, as it was known for thirty years. This mill was built in the most thorough manner and fitted up with four runs of stone, to do the best of work. Mr. Houlton contributed \$6,000.00 as his share of the enterprise. When completed it was, and remained for years, the one good mill in a very large section of country. Mr. Houlton soon sold out and Mr. Cary remained the only proprietor for quite a time. Twelve years later he determined to build a foundry and machine shop, and with him, to will was to do. The water was taken in a lofty flume for many rods down across the road, to the wheel house of the machine shop. The wheel was similar to the mammoth one at the Grist Mill. They were immense over-shot wheels, more than thirty feet in diameter. The machine shop was filled up with the best of tools, and the foundry was prepared with equal care. A large charcoal furnace was made, and most creditable work was done in all the departments. This foundry remained the property of the Cary family till 1875, when it was bought by the firm of J. S. Getchell & Son, who came to Houlton from Machias. They removed the tools and appliances to the village, the next year, and the old foundry buildings are falling to pieces. The Grist Mill was finally sold by Mr. Cary to Henry Sincock, an Englishman, and was burned down in December 1872. Besides these two industries Mr. Cary set others in operation on the same dam. An establishment was fitted up for the making of furniture, and for the planing and seasoning of lumber. Into this shop was put the first board planer brought into the County. The large tools and heavy supplies of coal and iron were brought by water to Woodstock, and hauled over by his own teams.

At about the time of the building of these shops he bought Lots 52 and 53 which were on the stream and a little below. A mile

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below the foundry he built another dam and saw mill upon it, for the purpose, mainly, of sawing his own lumber. This mill was well built and equipped for all kinds of work. Into this was put the first clapboard machine ever used in this section, and in his machine shop was built the first planer for clapboards.

The saw mill was supplied with logs from the large tracts of land he had bought upon both branches of the stream.

A marked illustration of the fertility of his resources was shown soon after the building of the Grist Mill. The crop of wheat on these new lands had been good for years, and furnished the principal work for the mills. When the weevil struck this section it destroyed the wheat crop for some years, and it was thought it could never be again grown successfully. To furnish something for the mill to do he caused a large oat kiln to be built for the purpose of drying oats in order that they might be ground into meal. By the time this was finished the wheat began to be better, and the growing of buckwheat set in on a large scale, so that the mill had all it could do without oats, and the kiln never was used. Aaron Putnam had one at the village, where the drying of the oats was carried on for a long time.

Prominent features of Mr. Cary's career will be brought out in other chapters, for, while he lived, he was a great part of all that went to make the material prosperity of the place. In 1843 he was elected to Congress and served one term. In 1854 he became the candidate for Governor on the ticket of the Liberty Party, and took the stump, that season, in the interests of the party. He spoke in the old City Hall, in Portland, and the impression carried away from that meeting was of a man of great native force of character.

The first four wheeled, covered carriage, ever owned and driven in the town, was one he brought here. The first mowing machine was used on the sand hill farm, in 1857.

In 1859 he began the erection of the large store on Court St. and when completed, in the next season, it was as well fitted up and arranged for the easy conduct of a great business as could well be conceived of. When questioned as to cost he said he did not know what it cost: his single purpose was to construct what he wanted regardless of the investment.

When Mr. Cary's business career began Houlton was an unorganized plantation with a mere struggling settlement from the hill down to the stream, in the Northern part of the County of Washington, and without roads in any direction. At the close of that career, which terminated with his life, August 9th, 1866, the change had been wonderful. The country was settled thickly in all directions; the roads had pushed out toward all points; and the

railway station was but five miles away. The Town of Houlton was the County seat for Aroostook County, already had a population of 2000 inhabitants, and was beginning to feel the impulse of the new life inspired by the railway traffic.

The settlement became organized as a Plantation April 21st, 1826. The volume of these oldest records bears the marks of much wear, and the first few leaves are loose and frayed on the edges to such an extent that the whole reading cannot be made out. It would appear that Elias Thomas of Portland, Treasurer of the State of Maine, empowered Samuel Cook, Esq., to take the necessary steps toward the organization. He thereupon issued a mandate to E. Packard, "a principal inhabitant of the plantation called Houlton" directing him to post a warrant summoning the people to their first meeting. This instrument is dated April 14th, 1826.

The powers and privileges of the Plantation did not long suffice, and in 1831, by virtue of authority of an Act of the Legislature, Samuel Cook, Esq., issued a warrant to Jas. Lander, Constable, directing him to notify and warn a meeting of the inhabitants to accept the Act of Incorporation and make an election of officers. This document is dated April 4th, 1831. In one week the meeting was called together by Esq. Cook, and James Lander was chosen Moderator; S. Cook, Clerk; S. Cook, E. Packard and L. Pierce, Selectmen; Joseph Houlton, Jr., Treasurer; S. Cook, L. Pierce, Joshua Putnam, Superintending School Committee.

The Registry of the Deeds shows that Mr. Houlton remained Register until August 8th, 1832, and then was succeeded by Timothy Frisbie, Esq. The last Washington County Deed was recorded June 7th, 1839, and the first Aroostook County Deed June 15th, 1839.

The first conveyance of the Town of Houlton was of date of April 11th, 1836, by Shepard Cary, Treasurer.

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17.

ROADS AND MAILS.

CHAPTER VII.

BEFORE going further with the story of the Town a proper notice should be made of the means of communication with the rest of the State. It has been shown how the explorers, pioneers, and their families came to the Academy Grant by means of the water way of sea and river to Woodstock, and also by road to Bangor, thence to pursue a devious way of river, portage, lake, portage, and river again, to the same point. It has been noted that about 1823 a change was made in this latter route, in that the stream was left at the Baskahegan carry to the Schoodic Lake, and a direct Northerly trail up through the woods to the Grant was followed. The tramp of thirty-six miles through the forest shortened the mileage fully one-half.

Over this foot-path came a number of men, at different times, with their packs on their backs. The name of a Mr. Bradbury is one of the first that occurs on that route. The inducement to such enterprise was not alone to peddle nick-nacks in the Grant, but also to take the venturesome chances of traffic over the disputed border. When once this track was spotted out it soon became the regular line of communication, and the old round about portage, via Lake and the Eel River, was given up.

It is difficult to fix the exact time when the improvement of this road began. The first step was to cut out sufficient of the forest to let the sleds pass in the winter. The foot trail had been worked upon enough to admit of the passage of horses as well as men at the time Zebulon Ingersoll and Moses White first came up. Ingersoll as a lumber operator, and the latter as a general trader and speculator. The opening of the winter road over the horseback in

No. 9, was undoubtedly about the time of the beginning of the operations of Cary & Co. From the settlement a rough road had been constructed, Southward, to the Groton Grant, now Hodgdon, and was substantially the same as the present Calais road in Houlton. In the Groton Grant and through Nos. 11 and 10, this old pioneer road did not coincide at all with the existing County road of those towns, but was cut out farther to the Eastward. In fact it kept in a due Southerly course and passed over the highest part of the Westford Hill. In No. 10, now Amity, the road was some sixty or eighty rods back in the woods and bushes from the highway where it passes the Meeting House. This road was better than no road of course, but did not reach the South line of No. 10.

An octogenarian friend relates some characteristic experiences of life on that road and neighborhoods during those years. "When I was about twenty years old I hired with old Abner and Stephen Hill, of St. Stephen, to work for them in the first lumbering ever done on the North Lake. We came up and camped on the East side of the Lake, and our business was the felling of the pine trees on the shore, and hewing them into square timber. The trees were so plenty and near the shore that we merely felled them toward the water, some times into it, and then after hewing them turned them over into the Lake.

The man in charge of us was Geo. Hill, a son of old Abner. He was a first-class man in the woods and excellent as a foreman of a crew, but his love for drink was very strong, and when out of the woods he was the slave of his appetite. So long as he stayed in the woods there was no better man than Geo. Hill. I worked for the firm two years steadily. In the summer time the crew was small, sometimes only three or four men besides George.

In the latter part of June George made the proposition to us that we all go to Houlton to spend the Fourth of July. That idea suited the men exactly, though not all of us cared to go for the reason which was spurring on George. A couple of days before the anniversary we broke camp and went through the thick woods to the old road in No. 10, and then followed that on foot down to Houlton, to Lander's tavern. I had eleven dollars with me, and it was about all the money there was in the whole company.

On the next day George came to me and wanted to borrow my money. Of course I let him have it and we kept right on having a good time. After we had been in Houlton a week, George concluded we had better go back. So the next morning he hired a dog cart to take us and our traps out as far as the road ran, added to the load three gallons of N. E. rum, gave Lander a draft on St. Stephen for \$100.00, and then set out for the woods again. The firm al-

ways honored George's drafts, and kept him at work as long as possible. That was my first visit to Houlton. I did not see the place again for more than forty years."

In 1821 Amos Putnam had settled on the South half of Lot 35, which lies next East of this Calais Road. His oldest son remembered that his father, somewhere about 1827, went late in the fall of the year down the road with a two horse sled loaded with oats. It is quite likely that, at that time, the road was passable to the Baskahegan.

The road from Houlton to Woodstock had, in these same years, gone through a similar changing of condition. The pioneer came in on the spotted line. Mrs. Houlton came in 1807, on horseback within two miles of the clearings, and the rest of the way on foot. Some few years after Mr. Edmund Cone came down from New Salem, and as he was an expert with cattle he went on to the route between Houlton and Woodstock with a pair of oxen and a two wheeled cart, the Express team for the settlers. By his own account, when he began there was really no road, and his cattle clambered over logs, stones, and brush as best they could. These obstructions were gradually removed and a fair route was made. In the Plantation, this road was South of the present one, and crossed the Cook brook some twenty rods higher up. The traces of that construction are still seen in that locality. Mr. Cone was a successful and popular teamster, and not only did good service to the settlers, but found favor in the eyes of Miss Barbara Shephard of the Parish of Richmond. The favorable opinion was reciprocated, and after a few years the express business was abandoned. Mr. Cone with his wife went out onto a new farm in No. 10, where they spent a lengthy, honored, and useful life.

It follows as a matter of course that with such roads the opportunities for mail service were few, and of the most primitive methods. The first letters went to and fro in the sailing vessels by way of St. John. After the war broke out the only way was by chance passers through the woods, who would take from the settlement whatever letters were ready at the time of their departure. So, in the return, if a peddler was leaving Bangor for the settlement he would look about to find whatever might be waiting for a chance to open. It will be remembered that the route above Bangor was by canoe for the one or two men with light packs, or by heavy boats with weighty goods, which were laboriously poled up the streams. It was not possible therefore to reckon with any degree of certainty as to the possible time of an answer to a letter started on its way by this kind of post route.

It is generally stated that Mr. James Lander, who had married

Hannah Shaw, and kept the tavern, was the first man to make a business of taking the mail through: When he began on the route he went a good part of the way on foot, then, after a time, could go some of the distance on horseback, and, as the track was made passable for wheels, he rode all the way. His route seems to have been limited to the Baskahegan stream and back again.

By picking up and putting together the threads of the narrative, thus far, it will be seen that after twenty years of settlement there was a rough corduroy road from Woodstock out twelve miles to Houlton; then the same sort of a track continued off Southerly about sixteen miles. The settlers were literally in the woods, and far removed from their own countrymen. Not only so, but they were living in a kind of "No Man's Land," for the disputed Boundary question was right upon them all the time. The British Military power hardly recognized the existence of a Boundary. In the war of 1812 they imposed an armed neutrality, with Uncle Jimmy Houlton grimly refusing to part with his fowling piece, and the Garrison at Fredericton watching all that was going on.

Quite a number of retired, half-pay officers of the British army, who had served in the war of the Revolution, had taken up land grants along the St. John river, and in their declining years had a contemptuous and bitter feeling for the "Yankees," as they thought of Dorchester Heights, Saratoga, and Yorktown. This feeling was shared by the younger army men and under strappers, and it pleased them to annoy the settlers over on the contested border. Occasions for friction were constantly arising; at one time, by the sudden appearance of a deserter from Fredericton coming to their houses and begging for food and shelter, and again by the successful enticing away of American citizens and obliging them to enter the ranks of the garrison. The settlers never refused to aid the deserters, but would secrete them in one place, and another, where the pursuing squads could not find them. These corporals' guards, which were sent after deserters, never paid any attention to such a thing as a Boundary Line, but pounced right in upon the settlement, at any moment, to catch the runaways. These poor fellows were kept out of sight until some one was ready to go through the woods to Bangor, and then they were sent off. It is a matter of tradition that no one who asked the settlers' succor was ever recaptured. The standing reward for the arrest of deserters kept some of the Woodstock men on the look out, and a few were retaken between the river and Houlton. It is to the credit of the Commander at Fredericton, during these years, that he never was glad to see a deserter brought back, for the army punishment was a very severe flogging. A weakly man could not endure the shock, and when

an over zealous man of Woodstock brought in a deserter who died under the punishment he was told that if ever he came again with a man they would give him the flogging. His zeal for the honor of the crown soon abated to the zero point.

The usual method to entrap men was to invite them to Woodstock, and after getting them to drinking to give them another glass of spirits "in the King's name," as they would say. At the same time, a piece of money was slipped into their hand, also "in the King's name." This was claimed to be a valid enlistment in the King's army, and the next morning the poor fellow would awake in the guard house. Such high handed work incensed all the people. One case in particular occurred in 1813. A man by the name of James Lyon came to Houlton from Winthrop. He would drink with others, and one day found himself in Woodstock in the designing crowd. They got him to drinking, and went through the jugglery of "the King's name." Lyon was carried to Fredericton, and soon found opportunity to desert. He came to Houlton to the house of Aaron Putnam. His pursuers followed right on and rapped insolently at the door. Lyon was rocking the cradle where Mrs. Isa Putnam's youngest child was sleeping. She answered the noisy pounding in person, and asked their wants.

They said they wanted Lyon to come out that they might speak with him. She knew their mission, and quietly but firmly said he was rocking the cradle for her, and she could not spare him. They saw by the look of her eye and the tone of her voice that she would make trouble for them if they undertook extreme measures with her, and beat a retreat. After that, Lyon was secreted for some days near a spring in the pasture, and when Mrs. Putnam went over to milk the cows she carried him food. Before long some one started for Bangor and Lyon went on with him.

The personal relation of the settlers on both sides remained pleasant, in many cases, through the whole of this unsatisfactory period. Our people still went and came, via the river, persons moved over to Houlton from the Province, and Lydia Houlton married into one of the British half-pay families. But as regarded the sections, or settlements, one was that of a beaten adversary, who was strong and felt his power, and the other was the victorious party, but, in itself, this little settlement was weak, isolated, and almost unknown to the Federal Government. The settlers carried the doctrine of passive resistance to the last degree. They sheltered the deserters, sped them on their way, answered jeer or taunt with a reminder of Yorktown, and whistled Yankee Doodle. They believed right would yet be might, but the way to bring it about was shut up from them.

“With the hour comes the man,” and when the time was ripe to end this state of things it was through a new man, of Quaker faith; the non-resisting adherent, that the settlement was freed from the dominant hand of foreign soldiery. In 1826, Jonah Dunn, Esq., of Cornish, York County, Me., moved with his family to Houlton, and bought, as has been stated, the place over the river where Amos Putnam had been living. Esquire Dunn was a man of good education, with a clear head, and keen power of discernment. He always spoke in the terms of “Thou” and “thee,” and like his successor in the person of Phinehas Fletcher, of Uncle Tom’s Cabin, he could see where non-resistance gave place to self-respect and self-defence. In the spirit in which Phinehas addressed Tom Loker and said: “Friend, thee isn’t wanted here,” coupling his words with the energetic pushing of the bully down the precipice, so Jonah Dunn looked on at this defenceless “No Man’s Land,” and saw the drifts of things until the flagrant Baker case in the upper part of the County brought him to the front. “This state of things must not and shall not continue. The Federal Power we will invoke, and it shall be known that the United States of America can protect its subjects and territory.”

Mr. Dunn wrote several communications to the State papers rehearsing the situation, and calling upon the people to give expression to the feeling upon the subject. In the settlement he first mentioned the subject to John Hodgdon, in his office and wished a petition drawn up to Congress asking that Houlton be constituted a Military Post, and an appropriation be made for the support of the same. Col. Hodgdon drew up the petition, and it was numerously signed. In the absence of the actual papers it may be safely assumed that the petition was drawn up in 1827, and presented to Congress that next winter.

Public sentiment had so advanced the matter, that the prayer was heard. A Military Post was created in the Plantation of Houlton, the appropriation for its support was made, and thus, it may be said, the curtain falls upon these days of weakness caused by smallness of population, remoteness of location and indifference on the part of the Nation at large to the condition of the Northeastern Frontier.

A careful distinction must be made, here, between the act of the General Government in constituting this Military Post, and that frantic excitement through the State of ten years later.

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Dr. H. Miles Corbhan,

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THE STAR SPANGLED BANNER.

CHAPTER VIII.

THE faded records, in their quaint handwriting, show on certain pages the following transactions :

“Know all men by these presents that I, Joseph Houlton, Jr., of Houlton Plantation, County of Washington, and State of Maine, yeoman, for and in consideration of \$609.27 paid to me, this day, by Lieutenant Joseph S. Gallagher, Acting Assistant Commissary and Acting Assistant Quartermaster in the service of the United States of America, for and in behalf of the said United States of America, do hereby give, grant, bargain, sell and convey to the said United States a portion of land situated in the S. W. half of the South half of Lot No. 20 in said Plantation, bounded as follows * * * and containing 25 acres more or less. * * * I will warrant and defend the same to the said United States and their assigns forever.”

For obvious reasons the usual word “heirs” is conspicuously absent in this last sentence. This most important document bears date of July 25th, 1828. Two more transcriptions may as well be made here, although in the interval between the dates of the instruments much was done.

Again, Joseph Houlton, Jr., of Houlton, etc., conveys to “James Thomas, of State and City of New York, Gentleman,” a certain portion of Lot 21, and bounded as follows: “Beginning 8 rods West, of the centre of the North line of said Lot No. 21, at a stake and stones; thence South 14° West, 6 rods more or less to the North side of the road leading to the River St. John; thence Easterly on said road to the South line of Lot No. 20; thence Westerly on said South line, to the first mentioned bounds.”

This deed is dated October 31st, 1828, and conveyed a three sided piece of land whereon now stand the buildings of Mr. Hackett.

Once more Joseph Houlton, Jr., sells, and conveys, warrants and defends "to Lieutenant J. R. Smith, Assistant Commissary and Assistant Quartermaster of the United States Army, in behalf of said United States of America a certain portion of Lot 21."

Briefly stated, this conveyance was of the narrow strip of land which became the street into the Garrison grounds from "the road leading to the River St. John."

These documents show the presence of the Federal Government in Houlton, and the opening of the new day for the settlers. It would be of great interest could the exact time of the first arrival of the bearer of the National power be fixed, but the minute data are wanting. The best informed of the oldest people say that in the month of June, 1828, Company C. of the 2d Regiment of Infantry of the army of the United States, under the immediate command of First Lieutenant Joseph S. Gallagher, and accompanied by Surgeon Robert Kerr of the U. S. Army, marched up over the Baskahegan trail, down over the rough road of the Groton Grant, then, through the street of the struggling village, to the music of the fife and drum on up to the height of the land behind Joseph Houlton's house, there grounded arms, pitched their tents, and the next morning, at sunrise, threw out the Stars and Stripes to the breeze.

This significant act of the military power plainly said to all concerned: "The disputed territory is altogether beyond this point. Venture behind our line only at your peril." All of the reckless marauding ceased. The settlers were never again harrassed with the visits and mandates of the corporal guards. They rested, at last, under the protection of the Flag, and could pursue their avocations in peace.

Three other Companies of the 2d Infantry,—E. under command of Lieutenant Bloodgood; F. under command of Captain T. Staniford; K. commanded by Lieutenant A. B. Eaton, had left Bangor with Company C. but were instructed to accompany the military stores and supplies which a firm of contractors had agreed to forward to the Post at Houlton. The purpose of this assignment of troops was to aid in repairing a road which was said to extend from a point on the East Branch of the Mattawamkeag river.

This whole detachment was under the command of Major N. S. Clarke. Brev. Brig. Gen. Brady was Colonel of the Regiment. Lieut. Col. Cumming's was in command at the Headquarters in Madison Barracks, Sacketts Harbor, New York, and Lieutenant John Clitz was the Adjutant. Major Clarke had appointed Lieut.

Gallagher Assistant Quartermaster, and sent him forward, as has been stated, with his Company to select and purchase the site for the Post. Lieut. Eaton was appointed Adjutant of the Post.

From the Letter Book of Major Clarke the best account can be had of the doings of the United States Forces in that summer of 1828. These letters are all dated, "Headquarters, Hancock Barracks," and are those of Major Clarke himself unless the name is given. To avoid needless repetition the place will not be named unless it is elsewhere than at the Barracks.

The first letter at hand is dated August 25th, and is addressed to Gen. Geo. Gibson, Commissary General of Subsistence, at Washington. The first paragraph states that in obedience to orders he has relieved Lieut. Gallagher of duty at this Post, and ordered him to repair to Bangor. Lieut. Gallagher became the Acting Comm. of Subsistence at the Depot and Recruiting Station in Bangor. He does not appear again at the Post, but in the short time he remained here he made a reputation for himself, not only as a soldier, but as a preacher, and persons living in the town remember him on Sunday in the desk of the school-house preaching to the assembly of people. Lieut. J. R. Smith took his place as Quartermaster and Commissary, and held the position for some time.

The second paragraph unfolds to the superior officer the difficulties of Maj. Clarke's position, and gives a suggestion for relief.

"The idea has suggested itself that the residue of the annual supply of subsistence stores now on its way to Bangor from New York, intended for this command, might be delivered at once at the post by contract, if the contractors should ship them immediately at Bangor to St. John, in the Province of New Brunswick, provided the Revenue Laws of that Province did not interpose too great obstacles. I very much fear, so dilatory and inefficient have been the arrangement of the contractors for transportation upon the Mattawamkeag, that a partial failure in the delivery of the stores, already on the way to Houlton, may take place. Besides they have been so badly handled, and so much exposed to the unusual rains of the present season that I also fear that much of the flour will be found to be damaged. Under these circumstances, in order to meet any unfortunate contingency, I respectfully suggest to you the propriety of furnishing Lt. Smith with authority and funds to make purchases in case of need."

Under date of next day Adj. Eaton writes Capt. Staniford,

Commanding on Beaver Brook Road :

“I am directed by Maj. Clarke to inform you that he will muster and inspect the troops under your command at 5 o'clock, P. M. of the 31st inst, if no circumstances occur to prevent it, in which case you are directed to perform that duty.”

It would appear that this first official visit to the troops of the commanding officer since he left them on the month of June, came about as appointed, for there follow several letters evidently inspired by the condition of things he found existing at that inspection.

On the same day of the letter of Major Clarke to General Gibson, Lieut. J. B. Russell, Assist. Quartermaster at Bangor, wrote to the Major, making inquiries about supplies and stores, as though all had gone forward easily and expeditiously. After waiting a week to try and learn of the actual situation of things about those luckless stores the answer is as follows :

“It would seem by the statement contained in your letter of the 25th ult. that you are misinformed on the subject of the subsistence stores and clothing for this command. They are not all at Thompson's Camp. A portion of the former is now at Sluguway, and of the latter the greater part is still at Piscataquis. I hope however that you may yet arouse the contractors to a sense of the importance of increasing their means of transportation and of pushing on these supplies.”

It seems to have become no small task to pole up and carry around two successive falls in the rivers, all the outfit and supplies of a new Post and four Companies of Infantry. Before taking up the story of the work of those three Companies it will be well to state that the task of building the Barracks and appurtenances for a Military Post had been actively carried on, all the summer, by the men of Co. C, and many hired men and mechanics of Houlton. There was a pressing need upon the commander to have winter quarters in readiness and also his supplies on hand for the cold weather.

It seems to have been decided by the military authorities that a new and better route than the Baskahegan trail could be opened up from a point on the Mattawamkeag, and during the whole season these three other companies were busied with that work. The road they thus built was always known as the Soldier Road. It began at the Soldier Landing, two miles below the mouth of Beaver Brook, and followed up the Brook, thence took an Easterly course

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over the rising ground where J. D. Gove lives and after that, followed somewhere near the line of the present Military Road, but was very crooked, and hastily built on the hard land. It crossed the line of the present road near P. P. Burleigh's house and skirted round to the Eastward of his clearing, and again crossed the present road near Mr. Hersey's place. Traces of this old road are still seen in different parts of Linneus, also on the farm of Mr. John Stewart, and again on the McGinley farm in Houlton. Here is quite a piece of the old corduroy work, in the run, East of the house. On the Ingersoll place it curved round the swale, now crossed directly by the road, and kept well up toward the house. That swale was a bad mire-hole and many of the horses were extricated with difficulty as they, at first, attempted to go straight across it. The idea of getting supplies by way of the St. John river never appears again, and the next letter of September 8th, to Lt. Gallagher, at Bangor, shows the new purpose of Major Clarke to meet the necessities of his situation :

“Should the Comm’y Gen. of Subsistence be of the opinion that the public interest requires the Subsistence Stores now at Bangor to be transported to this Post upon the Mattawamkeag whenever transportation by sleds becomes practicable, it will be proper in order to provide against every possible contingency that one month’s portion of those supplies be sent up to Thompson’s camp in all the next month. I therefore request, in the event of his so deciding, that you consider this letter as a requisition upon you for that month’s supply of Subsistence for this Command.”

Thompson’s Camp appears to have been a large lumber camp about four miles above the mouth of Beaver Brook. The revelation of this letter is that the expectation of the early summer is altogether frustrated, and a large part of the work must go over till the winter sets in.

Of same date is a letter to the Act. Assist. Adjt. Gen’l, Headquarters, E. Depart, 218 Fulton St., New York :

“I hoped to have the satisfaction before this to announce to Dept. Headquarters the arrival at this Post of the three Companies of the 2d Infantry destined for it which are yet behind. The progress of these Companies in the ascent of the Rivers behind us was slower than I anticipated when I made my last report to Headquarters of the Dept. Having arrived on the 22d of last month at Thompson’s Camp, Capt. Staniford, in obedience to orders which he

had received from me, put them at work upon the road, in repairing which they still continue to be employed. On a visit to them I directed the Capt. to build a Store House, and place in it for shelter from the rains the Ordnance Stores with which he has been burthened, and which may remain there without detriment to the public until transportation by sleds becomes practicable. This work together with a storm of rain of nearly one week's continuance has retarded the Captain's progress upon the road.

I have the satisfaction of being able now to state that the contractor has increased his means of transportation to an extent that in all probability may enable him to bring in all the subsistence and gr. masters' stores before winter."

Again of same date to Capt. Staniford :

"The public interest essentially requires that the repairs of the road upon which the detachment is now employed should be effected in the least possible time. You will therefore report to me, as an opportunity may present itself, your progress and the kind of repairs you may have effected, and in the removal of your camp from place to place you will encumber yourself with as little baggage as possible."

September 15 to Staniford again :

"I am sorry your report presents so great a sick list, in as much as it was my intention to draw from your detachment most if not all of your carpenters. We are expending here from fifteen to eighteen hundred dollars per month for hire of citizen mechanics. I am, on this account, glad that the period of your arrival so nearly approaches."

September 20 there is occasion to write of a circumstance which is aside from this tedious one of supplies, but nevertheless interesting to all as the first appearance of the other party in this North-eastern question. This letter ts to Department Headquarters :

"Sir Howard Douglass, the Governor of the adjacent Province, presented himself at the Line on the evening of the 15 inst., having looked at us through a glass on the same evening, and having entered his carriage on the morning of the 16th in order to retrace his steps he caused Mr. Parks, with whom he tarried overnight, to repair to

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Houlton with a verbal message stating that he regretted very much that his late arrival on the evening before at Parks, having understood that the road from thence to H. to be very bad, and the morning too then being rainy did not allow him the 'pleasure' of calling to see me; and besides that he was under the necessity of returning to Woodstock in order to prolong his journey to Madawasca.

The message by Parks being the first intelligence I had of Sir Howard being in the vicinity I deemed it a compliment due to his civil message and to the occasion to dispatch a note intending the contents for the ear of the Governor, to an acquaintance in Woodstock, a pensioner of the British Government, expressing my regret that earlier information had not reached me, in order that I might have been able to pay my respects to him. I have thought it my duty to make this occurrence known at Dept. H'd Quarters, leaving it to judge whether the visit had for object a mere civility or other views."

To Capt. Staniford, Comd'g B. B. Road, September 23 :

"The services of all the carpenters in your detachment are absolutely necessary on the public buildings here and can no longer be dispensed with. You will therefore on the receipt of this letter order every one of that description of mechanic in the companies, including Hanson of the Band, to repair to Houlton without delay and report to the Act. Assist. Qr. Master.

I understand that the four 6 pdrs. have been removed from Thompson's Camp; if so, you have misconceived my views. You will, after having raised them up, if necessary, on skids, leave them where they now are until further orders."

It would seem that Capt. Staniford attempted some excuse for the unauthorized moving of the guns, for, under date of September 25th, the following epistle was sent to him, which clearly shows the spirit of both a soldier and commander :

"In as much as the four 6 pdrs. have been brought on so far, (your present camp) you will, so soon as the road shall have been completed to Neal's, order them to that place and leave them there. Such instructions, relative to a proper care of them as you may think it proper to give, I request you to give to Mr. Neal or such person as may be in charge of the property there.

The present occasion may not be an inappropriate one to say that in a matter clearly of duty and responsibility I am not in the habit of allowing the 'opinions and reports of others' to influence my public conduct, neither in a matter of 'judgement' am I disposed to lose sight entirely of my own."

Mr. Daniel Neal was the first settler on the township of Linneus, and his farm is now the north part of that of P. P. Burleigh. The old barn stood on the East side of the road, and was pulled down some fifteen years ago.

The same day a letter was sent to Mr. Towle of the firm of Towle, Parsons & Co., the contractors to move the supplies :

"I have instructed Capt. Staniford to leave the cannon at Neals. As soon as all the public property deposited at Neal's shall have been brought in I request you to forward on those cannon, and not before. I respectfully request that you will hasten on the public clothing with all possible industry and dispatch as the period is fast approaching when the comfort and health of the men require the issue of winter clothing."

On September 29 the long looked for Companies arrived at the Post and according to the Army Regulations three notifications of this event were made. One to Col. R. Jones, Adjt. Gen. U. S. Army at Washington. The second to regimental Headquarters, at Sacketts Harbor, and the third to Dept. Headquarters, 218 Fulton St., New York.

The last letter given is the most important of them :

"I have the honor to report that the Companies employed on the Beaver Brook Road in repairing it arrived, this day, at this Post. Although more time has been employed in this duty than I estimated in a former report to the Head Quarters of the Department, the amount of labor bestowed will not be lost to the public, and the road in consequence thereof will probably be found in a better condition for use another year than if less labor had now been put upon it.

Mechanics were drawn in the meantime from these Companies to aid in the erection of the Quarters here: the masons on their arrival at Beaver Brook, and the carpenters subsequently as the sick list, at one time containing considerable numbers diminished. I respectfully

state that Military Supplies of every description intended for this Post should always leave Bangor early in May of every year in order to reach the head of navigation before the fall of water. Luckily the present season has been unusually rainy; otherwise the command must have been obliged to fall back upon its supplies and winter perhaps at Baskahegan. Even now a portion of the supplies and most of the public clothing, owing to a want of water, are at this moment deposited upon the bank of the Mattawamkeag, six miles below Thompson's Camp. A fall of rain, which at this moment we have a prospect of soon having, will enable the Contractors to bring it up. Should the present state of the water, however, continue any considerable length of time I shall be obliged to send the Companies in succession to the place of deposit in order to clothe them for the winter."

These letters clearly show the general outline of the course of things in that eventful summer for Houlton. The Company which reached the place in June were set to work, with all dispatch, to make a Military Post with its parade ground, quarters for soldiers and officers, hospital, magazine, and stockade around all. The privates were quartered in tents and rude huts. The Commanding Officer, Surgeon, and Staff boarded in the house of Joseph Houlton. It would appear that the movement to Houlton was undertaken with most inadequate conceptions, on the part of all the authorities, as to the nature of the communications between Bangor and Houlton, and the facilities for doing the work of constructing a Post.

Major Clarke found himself surrounded with difficulties from the time he left Capt. Staniford at the Mattawamkeag River. But with a soldier's resolution he faced the situation and did all he could. The well-known site selected by Lieut. Gallagher for the Barracks could not have been better chosen, and after it was made into the complete Post, always excited the admiration of all the officers of the Army who came here. When work began upon the ground, in the latter part of June, it was a very rough piece of ground. A large projection of ledge occupied the central part of that portion assigned for the parade ground. This was removed after a lengthy and laborious job of blasting; the refuse was used to fill the hollows, and much more material hauled up to make the surface of the parade ground up to the standard of smoothness. The soldiers with their own labor and horses, cut, hauled, shaped, and set up the picket fence or stockade. A few of these still stand

where put by the Infantry, and many more have been taken down and piled into the fences.

To hasten on the construction of the buildings, Maj. Clarke employed everyone he could get to work for him. Mr. W. H. Cary served him as master carpenter, Mr. Warner as framer, and Mr. Isaac Smith burned lime, and furnished teams all summer long. Even with this help the work could not progress as needed, and besides this pay roll of nearly two thousand dollars a month to citizens, the Commander was obliged to draw from Capt. Staniford's detachment every skilled laborer he had, and leave the work on the road to the men who could furnish their two hands and nothing more. The scheme of the building was to surround the parade ground with structures on the West, North and East, with the flag-staff near the entrance way at the South end. The magazine was located some distance off, beyond the N. W. angle, and Hospital back from the line of the other buildings, in the S. E. section of the enclosure. The quarters for the privates extended round two sides of the quadrangle, and larger and more commodious houses for the officers were built along the East side.

In spite of all the endeavor of Commander and men, so great were the difficulties of the situation, the Barracks were not completed enough to shelter all the troops, and some of them wintered in their tents. The officers remained at Mr. Houlton's, and, indeed, did not get moved into their own quarters till the close of the second season.

Words fail to express the change in the situation, and in the feelings of the settlers which the domialing of this large body of troops among them made. Our older people can merely say, "It made such a change. The marauders from the Province not only kept away, but the calls for work of every description fairly waked up every person in the Plantation. There was something for every one to do, even down to the boys of seven to eight years of age, and pay was prompt in the gold coins of the Nation."

Like the bounty of Joseph Houlton and Aaron Putnam to the starving people, in the cold years of the infant settlement, this bounty of the National Power came at a time of need, and gave full expansion to the best endeavors of the entire community.

THE MILITARY ROADS.

CHAPTER IX.

THE plan to make a demonstration in force on the disputed Frontier of the Northeast, as has been stated, was entered upon by the War Department with most limited and even erroneous knowledge as to the possibilities of reaching any particular point, or the inevitable hardships of the route, when entered upon. It would appear from the letters of Major Clarke that he was led to believe there was an easily navigable waterway to within a few miles of the selected spot for the Post, and that a road already was made from the landing at the head of navigation to the village of Houlton, which merely needed a little repairing to make it passable for the troops with their heavy train of guns, ammunition, and supplies. With this preconceived idea of quite excellent opportunity for communication, he came up, in the early part of June, on the swollen streams, saw one or two rapids that might make some little trouble, and actually pushed up Beaver Brook, four miles, before he thought he had reached the end of easy navigation.

Then, without making a personal survey of the route over that road which he had been informed of, he set Capt. Staniford, with the three companies, to the task of repairing the way, and of bringing the long train to Houlton. He himself turned about, retraced his steps to the mouth of the Baskahegan, and came up over that trail, whither Lieut. Gallagher and Company C has just passed. How he was disappointed at the delays on the Beaver Brook road, became anxious about his supplies, lost his temper a little when the Subordinate tried to say he had done the best he could under the circumstances, all these things have been stated in the interest-

ing letters. The full extent of the vexatious delays is more fully made known by a later letter, wherein is set forth the consequences of so much delay and exposure to the weather as was the lot of the ordnance stores.

The letter is addressed to Captain Ripley, Ord. Corps, Kennebec Arsenal, Augusta, Me., and is dated October 27th, 1834:

“I enclose herewith an extract from the remarks made upon my Inventory of Ordnance Stores, affording you all the information in my power to give in answer to your inquiry in your letter of the 4th inst. ; except at General Wool’s inspection, made on the 7th of July, 1831, it was stated to him that the fixed ammunition was damaged on its way to this Post in 1828, by reason of having been exposed, during the wet season of that year by transportation in light boats on the Penobscot and Mattawamkeag Rivers, at which period there was no road from Bangor to this Post, except what was then made by the troops in their progress, which was exceedingly slow ; the stores being in consequence thereof exposed to the weather for several weeks.”

A further evidence of incompleteness of knowledge of the actual situation on the part of the War Department is shown by the revelation of the plan, through additional letters, not merely to “repair the Beaver Brook Road,” but also, in the same season, to construct a prolongation of the Military Road up to Mars Hill, or to the Southern-most point of the British claim.

On September 2d, 1828, before Maj. Clarke had received any of his supplies, and the three companies were apparently lost in the woods below, he writes to Lieut J. B. Russell, A. Q. M., at Bangor :

“I am in receipt of your two letters of the 24th and 25th ult., and also the requisition and copy of instructions to Samuel Cook, Esq. As soon as Mr. Cook shall set out upon the duty assigned him, I shall furnish him with men agreeably to your requisition. He states to me that he cannot possibly leave here before Tuesday next.

Taking into consideration the period of your departure from Bangor, on your exploring expedition, and the fact that no one here so suitable as Mr. Cook can be procured in his stead, I have concluded to assure him that his services will be accepted on the day specified by him.”

The actual nature of the instructions to Mr. Cook are plainly inferred in a later letter to Lieut. Russell, who had himself mean-

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time come to Houlton to investigate the situation. October 23d, 1828, the Commander addressed him at the Barracks:

“I do not see, under the circumstances of the case, as you have stated them to me, but that you are compelled to postpone the survey of the route for a Military Road from Houlton Plantation to Mars Hill, unless Mr. Cook's health, which is improbable, should be so far restored as to enable him to act under your instructions to him in all this month, or early in the next. In this event you could make a supplemental Report to the Qr. Master General.

I would mention to you, however, as an additional reason for the postponement of the survey that the services of the number of men you would require of this command to aid Mr. Cook are essentially necessary here in the preparations for the winter. Your own personal observations of what is going on at the Post, and what must necessarily be done before winter, will enable you to explain this subject satisfactorily to Gen. Jessup.”

It is now time to give heed to the third extract made from the Registry of Deeds, which was reprinted at the head of the last chapter. The purchaser was “James Thomas, of the City and State of New York, Gentleman.” He was the most important and influential person, outside of the Army Officers, who came to Houlton in the Garrison years. He is described by our older people as being, at that time, about sixty years of age, stout built, of a light sandy complexion, and of a very gentlemanly deportment. He complimented Grandmother upon her personal appearance when he first saw her, and in his last call at the house before he left the town, some years later, he said, “I hope when I see you again you will be looking as well as you do now.” He died shortly after he went away.

He came to Houlton in the summer of 1828, bearing the commission of Sutler to the Garrison. His first store was opened in a room of the house of Isaac Smith. The Sutler's store was afterwards built within the enclosure of the Barracks, and stood at the right of the entrance. In addition to this duty he had the mail contract between Bangor and the Post, over the Soldier Road. He hired a man by the name of James Nowland to carry the mail on horseback over the Road to the Landing; then he would take a boat and float down to Bangor. On the return, he would pole up to the Landing where the horse was awaiting him, and thence to Houlton on horseback. J. H. Smith, though hardly nine years old, would go down to meet him taking two horses. Col. Thomas,

as every one called him, was pleasant to each one he came in contact with, and would joke with the boy about being frightened in that lonesome ride in the woods to the twelve mile tree. He paid Smith generally about half a dollar a trip.

The matter of getting the military supplies to the Post gave constant occupation to the energetic men among the settlers. Mr. James Taylor is always spoken of when any work of that nature was called for. His skill with an ox team was more than ordinary, and he soon took up the task of hauling the stores from the Landing. Hugh Alexander of Linneus was another of the army teamsters, and told many anecdotes of life on the road and river of those days. The river and Beaver Brook route became the line of travel for all who turned their steps this way. It was not much of an improvement over the former ways except that there were fewer changes from water to land and land to water again. There could be no association of pleasure connected with the journey. All men, women and children, embarked at Oldtown in the flat bottomed boats, which also carried all the freight they would hold; and then began a tedious poling of the boat up to the first falls at Piscataquis. Here the carry was made, afterwards overcome in steamboat days, by the canal and lock. When this was passed and everything put back on to the boat the slow poling was resumed. Four miles above the Mattawamkeag ocean the rapids of Slugway, as Major Clark styled them, commonly styled, Slugundy. Here and at Piscataquis it will be remembered the luckless stores of the Garrison lay a long time, and the delay gave cause to so much trouble. When this latter rough water was passed the boat route continued uninterruptedly till the Soldier Landing was reached if there was water enough. At this place the passengers must take what conveyance there might be over the rough corduroy and unturnpiked miles of the Soldier Road. The women and little ones perhaps could ride, but for the rest it was merely a fair chance to walk through the woods.

It was inevitable that on such a route there should arise occasion of great discomfort, when accident or delay overtook the party. It was but a protracted exposure to storm and wind, with the chances of freshet added. The story runs that a small party were working their way up, at one time, and two of the men had their wives with them. Delays were met with, and the progress was exceedingly slow. While yet a good ways below the Landing, one of the women found herself overtaken by the pangs of travail and a halt of the whole company was made. The boat was unloaded, drawn on shore, turned upside down, and covered with the canvass which was usually spread over the freight. This seem-

ed as a shelter for the women, and the men built a rough camp a short distance off. In these quarters the company remained for a number of days, till the little stranger and the mother could take up the tiresome journey. Those of us who have come, in later years, whether over the finished stage road with its hospitable taverns, or yet more recently, in the fast running cars, can form but slight opinion of those cheerless days and hours in that first period of direct travel to Bangor.

The experience which Major Clarke had with the difficulties of this way, in the summer and fall of 1828, showed plainly to him that no matter whose interest it may have served to give to the War Department the idea that the water way up to Beaver Brook was to the advantage of the Government, it was of no use to continue to be tied up to so roundabout a course. The letter book again becomes of interest, and the plan of extrication is developed, though no clue is afforded as to whether he had explicit orders for the step or took the responsibility himself. If it was the latter he was most clearly justified in his course.

December 7, 1828, he writes to Mr. Ellis, Agent for Towle, Parsons & Co., Thompson's Camp :

“You are requested to deliver to Sergt. Pike, for the use of his party, as much provisions as will subsist his party for twenty days; that is to say, twenty complete rations for fourteen men, and twenty rations of extra whiskey for the same period and same number of men, for which the Sergeant is directed to give you a receipt.”

Next to Mr. Cook, who seems to have won the confidence and esteem of the Commanding Officer from the very first, and to have been of very great service to him all the time, he writes on the same day :

“To SAMUEL COOK, ESQ.,

Sir :— You are requested to accompany the party of men commanded by Sergeant Pike, and aid him with your counsel and advice in the prosecution of the service in which he is sent. The Sergeant is directed to follow your opinions implicitly, as to the mode of opening and completing the road from the Crotch of the Mattawamkeag to the point where your line, run with a view to this road, touches the route from Houlton to Thompson's Camp.

Should you, on further examination, find that the route laid down by you can be improved, or rather straightened, you are authorized to run and mark it accordingly. You are requested also to instruct the Sergeant in the mode of

making winter roads in this section of country, and give him such advice connected with the project of completing this road, generally, and such bridges and other improvements as may be necessary.

I shall immediately communicate with the Assistant Quarter Master at Bangor relative to your employment in this business, and the compensation you ought to receive for your services."

This very complimentary letter of instructions plainly implies the fact that Mr. Cook had already been sent over the route to run the lines of a road which would take the straight course from that camp to the Forks. It must have been, in its course, identical with the permanent road of four years later, for a large part of the way.

Having instructed Mr. Cook as to the nature of his work the next step was to provide his food, and the letter to the contractors follows :

"You will be good enough to deliver to Mr. Cook such amount of Subsistence Stores as he may need while employed with Sergeant Pike's party, and take his receipt for the same, specifying each article as well as the number of pounds. I will make similar arrangement with respect to this quantity of Subsistence to that respecting the rations delivered to Sergeant Pike and *his* party."

The Orders to Sergeant Pike follow, and the main directions, after telling him to present the letter to the contractors and receive his supplies, go on to say :

"One Corporal and twelve privates are placed under the Sergeant's command, with whom he will proceed, after establishing a comfortable and convenient camp for the use of his party, to open a road from the Crotch of the Mattawamkeag, on a line run by Mr. Cook, to the road recently made by the Troops from Thompson's Camp to Houlton. As Mr. Cook will accompany Sergt. Pike, the Sergeant will receive advice from him as to the mode of opening the road and completing it for immediate use and will follow such advice implicitly.

Should Mr. Cook, after due inspection, be of the opinion that the road can be straightened with benefit to the United States, the Sergeant will put the necessary labor upon the new line which Mr. Cook may mark out. * * *

P. S.—The Sergeant will report, as an opportunity

may occur, his progress in this service, and apply for any assistance he may need."

In a letter to Headquarters, E. Department, New York, under date of January 14th, 1829, Major Clarke writes of the completion of Sergeant Pike's work, and also of the work of another detachment which had been put to the task of cutting out the winter road to Mars Hill, which, at first, was to be done in the summer. He then goes on to give his settlers conclusions about building these long roads through a heavily wooded country with only soldier labor:

"The labor of making roads in this country, owing to the nature of the soil and the growth upon it, will be found to be very great if it is intended to work it after the manner of a turnpike. I therefore very much doubt whether the troops can possibly, during the ensuing season, make more than that portion of it leading from this Point to the Mattawamkeag. As the Post is incomplete it will be necessary to retain, during that season, all the mechanics of every description, and a considerable number of men for laborers, and also a sufficient number fit for duty to perform the tours of a small guard for security of prisoners in confinement.

In this view of the probable operations at this Post I respectfully suggest, if it be deemed of importance to hasten the completion of the Military Road, that hired laborers might be put upon that part of it leading from the West bank of the Mattawamkeag to its confluence with the Penobscot, and thus, probably, complete in one season the whole line of road from this latter point to Houlton, leaving the residue of the line from hence to Mars Hill for operation in future years."

The effect of this letter upon the minds of the authorities seems to have been to bring about an entire change of plan, and no more work was done by soldier labor West of the Barracks, and, after, about a year and a half, the plans were matured to build, under contract, a first-class, turnpiked way from the North of the Mattawamkeag straight through to the Barracks, and have no reference, necessarily, to any of this half complete work which the soldiers had been able to do.

After this lapse of time, a full sixty years, there are not many of our townspeople remaining who were personally familiar with this work of building that Road. Mr. John H. Clough was born in the town of Phillips, then in Somerset Co., February 14th, 1811.

In the winter of 1830 he worked in the woods on the Molunkus stream for the firm of Jones & Dwinal of Stillwater. He was expert as an ox teamster, and for three weeks, while the men went further up to make the camp, he tarried with the oxen at the stream where now the bridge of the Military Road crosses it. He saw then, on the trees about him, the three lines to mark out the Road which had been run the summer before. One line for the centre of the highway and the others, three rods distant, on each side. His concern made their winter's work, then went out, and, at driving time, came back to their landings walking up through the winter road which had been cut out since he took care of his oxen at the bridge. Col. Eben Webster of Orono and his brother Elijah had taken a contract to cut out that road, and had done so. The supplies for the Post had been hauled through that new channel during the greater part of the season.

In the course of the next summer, Parker P. Burleigh made his first trip into this county. He walked from six miles below Mattawankeag Point through this winter road to Linneus.

Mr. Clough did not return to this section of the State until the month of June, 1832. He had been down to the Province for a time among friends and at that date started on foot for Bangor, over the Military Road. The whole Road then was under contract, but work was most active on the lower portion, just at that time. The contractors were, Col. Charles Jarvis of Ellsworth for the lower portion, and Col. Thomas of Houlton for the portion above the Forks. The crew of Col. Jarvis were busy on the Caribea bog in Glenwood, and places near by. Just as Mr. Clough reached them their large camp caught fire and he helped with the rest, to put out the flames. In three weeks time he returned on horseback, and found the work progressing, but faster below than at this end. The force of Col. Thomas did not work above Cary's Mills. Joseph Houlton, Jr., took a sub-contract of one mile from the Post, and Jonah Dunn built the two miles between his contract and the Mills.

The greater part of the work was finished in that season so that, as winter came on, it was thought to be a fine road. On the 16th of December a party of people left Freeman, Somerset County, and drove through in four days to Houlton. In that company was Mrs. Susan Hiscock who is still living with her sons on their farm. She was unmarried then, and was accompanied by her brother Freeman Gilkey. The only hardship experienced by these travellers was the utter lack of decent hotel accommodations this side of Bangor.

The Road as first turnpiked did not prove to be wide enough to

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suit the Government, and the whole road bed was widened out four feet, presumably by the contractors on their several portions. Four years later the work of building from the Barracks toward the Province was undertaken by soldier labor, except in the case of teams and teamsters. Mr. James Taylor came into note here with a six ox team, and during part of the work two yoke of oxen belonging to Mr. Smith were added for plowing and scraping.

The whole road bed was made to conform to the requirements of the Government Engineers, and the work of repairing, in each spring, was done in the most systematic manner. For some time this repairing was in the hands of another Ellsworth man.

As soon as the way was passable in the summer season, Col. Thomas transferred the mail carrying onto it, and had a stage drawn by two horses at first. Soon after he put on four horse stages.

Since this Road was surrendered by the United States to the State and towns it has steadily deteriorated in condition. None of the towns had ambition to keep it up to the high standard and in the Plantation it has been altogether neglected. The building of the railways took off the travel, and it is now for the most part a back route but little used.

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Baskets, Berry Dishes, Fruit Stands, Butter Coolers,
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* HOW NEAR AND YET SO FAR *

How near has a Suit of Clothes got to fit before you can make it go? I say, in this County, you have got to have a PERFECT FITTING SUIT in order to make the Custom Tailoring a success.

Now I have got a Cutter that every Man can Safely rely upon, and if he does not give you a Perfect Fit, in every way, it will not cost you a cent. I also have the only JERR TAILOR in the County. He has served several years in the Old Country, making Coats, and

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IS THAT ANY OBJECT TO THE BUYER?**

IN THE GARRISON YEARS.

CHAPTER X.

THE establishment of the Garrison and the construction of the Military Road are worthy of the space bestowed upon their story, for the results arising there from were to be of greatest moment to the town.

The presence of the Military force in the Hancock Barracks was an immediate cause of strength, but rather more in its effect upon the minds of the inhabitants than from the fact of the strength which a fortified Post might be assumed to give to a place. The Post at Houlton was not fortified in any sense of the term. The grounds were enclosed by a stockade or picket fence, but no earthworks were thrown up or guns for defensive purposes put in position.

After the completion of the Barracks the officers brought their families here and as they all were men of education, experience, and tact, their intercourse with the settlers was most beneficial, and mutually agreeable. Major Clarke brought his wife and two children, a son, Frank, and daughter, Louisa. Capt. B. A. Boynton of Co. E was unmarried, but had a sister who lived with him for a time. Capt. G. Dearborn of Co. K, afterwards promoted to the rank of Major, did not come to the Post until into the following winter after his company had helped make the Soldier Road. From private letters of his it would appear that he came with part of the company, or with a squad of recruits, and came up over Sergeant Pike's new road which was very rough. The thermometer was at 22° below zero, and the soldiers suffered very much on the route. Greenleaf Dearborn was born in Hallowell, Me., and entered the army July 2d, 1812, he was married in the City of Boston, to Miss Pamela A. S. Gilman, daughter of Allen Gilman, Esq., of Bangor, who was the first Mayor of that city. Another daughter of Mr. Allen married Joseph Carr, Jr., and lived some years in Houlton. A third daughter was the mother of Mrs. J.

Donnell. Mrs. Dearborn soon followed her husband to Houlton, and remained here all the seven years of his stay. She told her friends they were the seven happiest years of her life. Two daughters were born to them during their sojourn at the Barracks. The elder married Lieut. R. B. Ayers, afterwards Brig. Gen. of Volunteers, and she died in 1868. The younger daughter married Major C. H. Boyd of Portland, and they still reside there.

Capt. Dearborn was ranking officer next to Major Clarke, and twice, in his absence, took command of the Post. The longer period was from May 15th, 1835, until February 6th, 1836, and at this time he had received the Brevet and Title of Major.

After his command left Houlton, he served in the Indian wars until 1841, when he was assigned to duty in the Northwest and rose to the rank of Lt. Col. In the spring of 1846 he was granted sick leave, and died the next September.

Mrs. Dearborn always afterwards made her home in Portland, where she died about 1865.

Lieutenant G. W. Patten, who came here in 1831, married Miss Sarah Smith, second daughter of Isaac B. and Lydia (Houlton) Smith. He remained at the Post about five years. Two children were born to them before he was ordered to Florida. By these statements it can be readily seen that the Garrison and the community were on a footing of equality and confidence.

Col. Thomas, the Sutler and Mail Contractor, did a good deal during his stay here to stimulate the business of the place. He had already bought the piece of land East of the Barracks street, as has been noted¹ and in a short time bought considerable more of others, in that vicinity. His largest real estate transactions however were the purchase of Lot No. 8, of Stephen Peabody of Sunbury County, N. B., and of Lot 2, from Amos Putnam.

Lot No. 8 lies just East of the Cook Brook, and still retains the name, in the "Thomas pasture," which all know about. When Mr. Clough first came by there, in the spring of 1832, Col. Thomas had a large crew of men planting potatoes on the new land. Nathaniel J. Treat, of Bangor, came to Houlton to clerk for Col. Thomas, and remained here for a number of years. After the latter gave up the Sutlership, Mr. Treat received the appointment. When he in turn made way for a successor, he built a store on the Road, at the entrance to the Garrison, and carried on business on that spot till he moved away. His brother John Treat, who now lives at Enfield, clerked for him in 1840. This Treat store in later years was moved by Charles Smith down in town, next to the old stage stable, on Main street, and, about 1867, was destroyed by fire.

Deaths had already occurred in the ranks of the settlers, for Mr. Joshua Putnam had died before the advent of the soldiers, as also Caroline, the first born child of James and Sarah (Haskell) Houlton, who had died September 24th, 1825, at the age of seventeen. On Sunday afternoon of August 12th, 1832, Mr. Joseph Houlton sat in the chair by the window of his house and saw the soldiers file down by, on their way to the afternoon meeting; then in a few moments, without any apparent interval of suffering, drew his last breath. He was seventy-six years of age, and has been a resident in the place twenty-five years, both as its founder and leader. His sudden death startled the community. Henry Smith distinctly remembers that Miss Boynton ran in and told his mother of the fact. At the hour of the funeral, Major Clarke paraded the troops and gave the dead leader of the town a Military funeral, the soldiers firing the final salute as though an officer had been carried to the tomb.

For the first two years of the Garrison the troops could not parade and drill in their own grounds as the work of making the parade ground was so difficult, and proceeded so slowly. For the purposes of drill they used the flat piece of ground at the corner of the White Settlement road, near the graveyard, where now the Gillin building stands.

By the letter book, Major Clarke had a furlough in the summer of 1829, and Capt. Dearborn first appears as commander. In a letter of July 29th, of that summer, he writes to R. Lowndes, Esq., Assist. Adj't. General E. Mil. Dept. :

“To graduate the parade ground at this Post a ton of Gunpowder, with what has already been used for this purpose, will probably be required. A Requisition on the Q. Master for this powder has been partially complied with, and much of it expended: but he has just informed me that his account for this expenditure has not been allowed at the Treasury Department. Of course he can issue no more.

As this powder is absolutely necessary to prepare the parade (which is a ledge of rocks) in any reasonable time, and until it is levelled, we have no ground where we can drill a battallion, or even a full company. I beg leave to call the Commanding General's attention to the subject and ask him to make a representation of the matter to the proper authority at Washington, that we may receive the powder to enable us to prosecute the work commenced.”

It would appear that this most unreasonable interference with the

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progress of preparing the parade ground was speedily done away with, and, in due time, the work was finished. So well was that work done that the ground has defied the effects of time since, and but little work would be needed to restore it to its former perfection. It was noted, during all the years of the occupation, as being the finest parade ground in the service.

December 2d, 1828, the commander writes to his Headquarters of the enticement away of two of the soldiers and forwards affidavits to prove by whom the work was done. In the closing paragraph he continues :

“I am endeavoring to bring to light the testimony which may serve to convict the individual who had the insolence to entice, and the audacity to effect, the abduction of the two men above mentioned. Should I be so fortunate as to obtain the requisite information to enable me to go upon sure grounds, I shall bring him to justice, through the action of our civil authorities whenever he shall be so bold as to come within our jurisdiction.”

The result of his endeavors appears in the letter of December 5th :

“*To Joshua Putnam, Esq., Houlton Plantation, Me.,*

SIR:—I deem it my duty to make known to you that one, Thomas G. Cunliffe, calling himself a Captain of Militia, in the Province of New Brunswick, did attempt on the 27th of November, 1828, at Houlton Plantation, to procure the desertion of Priv. John Rompote, a soldier in the 2d Reg. U. S. Inf’y, by recommending him to desert that same day, and promising to transport him immediately to Woodstock in that Province, and that, at the same time and place, did endeavor to entice Priv. Norman Robinson, a soldier in the same Regiment, to desert by saying that if the said Robinson was taken short and disliked the service, to come to him and he would assist him. With the reference to this statement and the enclosed copy of affidavits, I make formal complaint to you as a Magistrate, and request that you proceed against the said Cunliffe according to law.”

The result of this appeal to the civil arm of the law is alluded to in another lengthy letter of date of March 9th, 1829, to the Headquarters, in which the Major states :

“In referring to the letter of the 2d December, last, I

have the satisfaction to state that the civil authorities here at my solicitation, issued a warrant for the apprehension of the individual alluded to in that letter, who, taking counsel of his guilt, has not dared to repeat his visit to Houlton."

The Magistrate Putnam was the oldest son of Proprietor John Putnam, and made his first visit to the Grant with Edmund Cone and Edwin Townsend in 1815. He did not tarry long then in the settlement, but returned to New Salem, and in about eight years thereafter married Miss Lucia Clark, a niece of Mrs. Aaron Putnam. With a wife and three children he returned to Houlton, by way of St. John river, at about the time of the coming of the soldiers. He settled upon the South half of Lot 36, where now A. K. Bradford lives. A year or two later, the father being dead, the second son, John Varnum, came to Houlton, and brought his mother and sister Eunice. The two brothers always remained in this section after that date, although at the time of the death of their mother they were living in the Plantation of No. 11, R. 1. Three of Joshua Putnam's boys married daughters of Edmund Cone. His wife died in May, 1870, and he died in June, 1873. His sister Eunice married James Ballard of Amherst, Mass., and they lived a few years in No. 10, where she died. John Varnum was not married till after quite a number of years residence in Houlton. His wife was Elizabeth Jenkins, who was born in the town of York, York Co., and she had two boys, Black Hawk and Oscola. The latter died at two years of age, the older boy has become our respected townsman and ex-sheriff, as his father before him. The mother died not long after the younger boy, and Capt. Varnum in May, 1879.

One of the most profitable opportunities connected with the Garrison supplies was that of the beef contract for the year. J. V. Putnam had this contract for some years, and would make periodical trips to the Western part of the State to buy up a sufficient number of cattle to answer his purpose, and drive them through the woods to Houlton. The necessity to do this lasted for nearly ten years after the arrival of the troops, and only disappeared with the fuller settlement of the County and the raising of beef near by.

The contract for wood was another profitable opening for the inhabitants of the Plantation. A great deal of wood was used in the year, and as the pay was in the shining gold it was worth striving after. The greater part of the smooth hardwood was cut off the Houlton farms and hauled to the Garrison. Before the second winter of the occupation, taught sufficiently by one winters ex-

perience. the Commander wrote to Headquarters for an adequate supply of fuel to meet their wants :

“The allowance of wood in this climate, the degree of latitude being 46 deg. 13 min. is not equal to the quantity necessary to a due comfort during the severity of the winter. I deem it a duty therefore to recommend an increase of allowance in favor of this Post of one half at least during the months of December, January, February and March. When the fact that the Post, with a single exception, is the most Northern of all the Military Posts in the United States, and that it is not situated like the expected one and others nearly as high in latitude, in the midst of a public domain to which resort might be had for an adequate supply of fuel, is taken into consideration it will not, I believe, be deemed a presumption on my part to recommend the increase in favor of this Post.

The fuel here is furnished on a contract; the Commanders of Companies, therefore, in order to keep up a due degree of comfort for the men during the winter months, which in this climate may be said to include November, have no other resource, in the absence of a wood lot belonging to the Government than to purchase on behalf of the men, or consume during the winter the allowance for the summer months.”

In the depth of the winter of 1836 orders were received from Headquarters of the Army to detach Companies F and R, under the command of Major Dearborn, from the Post, and that they should proceed forthwith to Boston. Under date of February 6th, 1836, Major Clarke directs Lieut. J. M. Hill the Act. Assistant Quartermaster of the Barracks to prepare the transportation for the battalion, in these terms :

“By reference to the Gen'l Order, No. 9, you will perceive that you are required to furnish the necessary transportation to F and K Companies under the command of Major Dearborn, to enable them to prosecute the march to Boston Harbor. In this case I consider an amount of transportation equal to the transportation of the whole command, including the authorized number of women, is necessary in consideration of the season at which it is required to move it. It is now mid winter, the snow is deep, the roads are unbeaten and will continue to grow worse by every new fall of snow. The degree of cold is great, the thermometer having been for several days a

number of degrees below zero. A march of Maj. Dearborn's detachment, with barely an allowance of transportation sufficient to transport its provisions and stores, would not only be a tedious one, but by the hardships and exposures to which it would subject the whole body, its health and efficiency would be greatly impaired. In this view I entertain of the matter you will perceive that I am of the opinion that a sufficient number of sleds to transport every member of the detachment is proper and necessary."

Such an undertaking in the dullness of the winter season was a help again to the settlers, for it was by their teams and sleds that the movement could be made. Just who of the townspeople took hold of this work the record does not show but Maj. Clarke announced to Headquarters, three days later, that the arrangements for the march having been completed, the detachment was to have moved that day but was detained by a severe snow storm, and would doubtless move away the day after. This removal terminated Maj. Dearborn's connection with Houlton.

Lieut. Patten of Co. F was also detached from service at the Post, at the same time, and removed with his family to Hartford, Conn. In the winter of 1837 he had occasion to return to the Post, for a time, and then went away again, early in February.

Lieut. Patten was a native of Rhode Island and a Graduate of Brown University. He had a fine literary taste, and unusual skill in versification. His comrades always declared that if he had devoted himself to literary pursuits he would have taken high ranks among our scholars. His natural aptness for song and poem found expression in all the fields of his professional career. A collection of these pieces was made in 1867, and published by Hurd & Houghton of New York. The volume is entitled "Voices of the Border." Among them are some most familiar pieces, which are usually published as anonymous.

The "Seminole's Reply" has been on the tongue of every school boy for nearly a generation. To Col. Patten belongs the authorship of that beautifully pathetic song, "The Return."

"Joys that were tasted
May sometimes return ;
But the torch when once wasted,
Ah ! how may it burn !"

The Merry Sleigh is another of the nameless songs which has kept its hold upon the hearts of the younger readers :

“ Jingle! Jingle! clear the way,
’Tis the merry, merry sleigh!”

Perhaps no better single illustration of his power as a composer can better be given than “ The Soldier’s Dirge.”

“ Oh! toll no bell
 When I am gone
Let not a bugle swell
The mournful tale to tell;
 But let the drum
With hollow roll
 Tell when the angels come
To take my soul:
 And let the banner borne before me,
Wave in azure glory o’er me,
 When I am gone.

Oh! shed no tear
 When I am gone.
Unmanly ’tis to hear
Sobs at a soldier’s bier;
 But let the peal
Solemn and slow,
 From minute gun reveal,
That I am low:
 And with no costly pomp deride me,
But lean on arms reversed beside me,
 When I am gone.”

He went from Houlton to the Seminole war in Florida, afterwards served through the Campaign in Mexico, and also in the late War. He rose through successive grades until he reached the rank of Lieutenant Colonel of his Regiment, and was at last placed on the retired list of the army. When this had taken place he chose to come back to the early home of his wife and of his first experience as an Officer.

He bought the farm which had always been the home of the Smith family, and had all preparations made to erect a fine mansion when he suddenly died in April, 1883. He was buried in our Cemetery and in three and a half years, or in October 1886, the mortal remains of his wife were placed by his side. On Memorial Day the flag floats above his honored grave.

In the year 1836 the attention of the people of the town was turned to the matter of building a Meeting House, and in the course of three years two Houses were built, The division which had

taken place in the Congregational body in New England made itself felt in Houlton at this time. The first movement was made towards building the Unitarian Meeting House. To aid in this purpose Aaron Putnam donated the land, and his sons, together with the Pearce family and a portion of the Houlton connection, contributed the necessary funds.

This House was built in 1837 and is still standing in a ruined condition on North St. It was much damaged by fire in January 1888 and the Society decided to abandon it and build anew on the other side of the stream. The building was ready for dedication in March 1838, and Rev. Alpheus Harding of New Salem, who was a boy at school in the Academy there before Aaron Putnam moved away and had boarded at his house, came to visit his old friends and while here aided in the Dedication Services.

The movement which culminated in the building of this first Meeting House seems to have been a withdrawal out of the fold of the old church which was organized in the Plantation, twenty-five years before, and shortly after that took place, steps were taken to build a House for the Congregational Church.

Rev. Chas. C. Beaman from Ipswich, Mass., came to labor with that Church on Dec. 17th, 1837. He had no family at that time, and brought his mother with him. The Kendall family was the foremost in this body, and with them were associated some of the Houltons and newer families. Besides this company the officers of the Garrison were ready to aid them in their undertakings. Accordingly, on March 27th, 1838, a meeting was called to devise measures to build a House of Worship. Success crowned their efforts, sufficient funds were promised to warrant a forward step and, on July 20th of that season, the frame was raised. The building was near the Eastern line of Lot 33, which was in the possession of the Kendalls. The spot was a sightly one, on the high point of ledge where the Main street unites with the Military Road. The dedication services for the House was held June 19th, 1839. Mr. Beaman remained in Houlton until October, 1840, when he returned to Massachusetts. He was a man who was successful in the best sense of the term, and enjoyed the distinction of being appointed Chaplain to the Garrison. The correspondence in the case is most creditable to all the parties. The first letter is dated October 20th, 1838 :

“To the REV. CHAS. C. BEAMAN,

Sir:—The following resolve of the Council of Administration, convened at this Post, this day by my order, has been adopted by the Council and approved by me, viz. :

Resolved, 3rd, That the Rev. Chas. C. Beaman of Houlton be employed to officiate as Chaplain at this Post, and that the maximum allowance authorized by law be allowed him for his services.

(Signed) W. W. MACKALL,

Lieut. and President of the Council.

(Signed) J. HOOKER,

Lieut. and Secretary.

I have the honor to request the expression of your acceptance of the appointment that, in the former event, it may be submitted to the Secretary of War, in conformity with the Army Regulations.

I am, sir, with great respect,

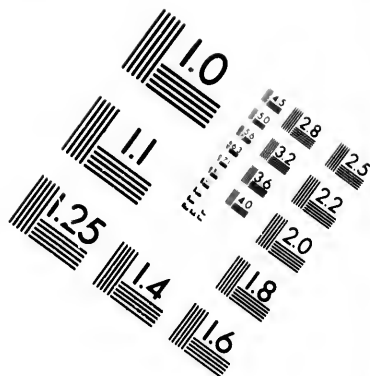
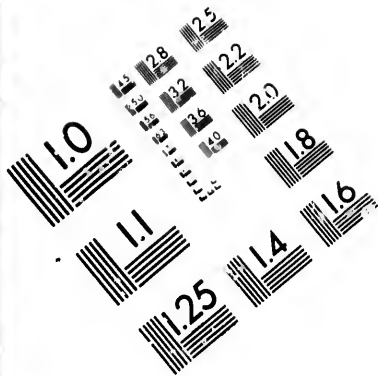
Your most ob't servant.

R. M. KIRBY, Major Commanding.

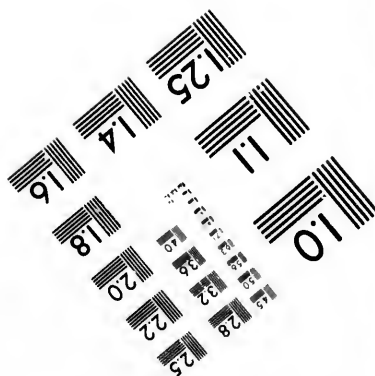
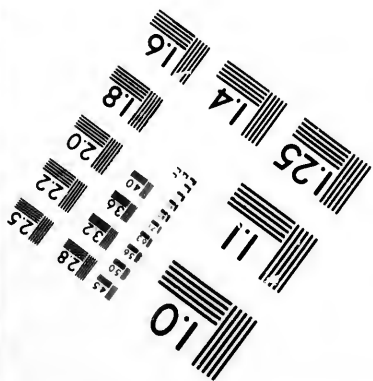
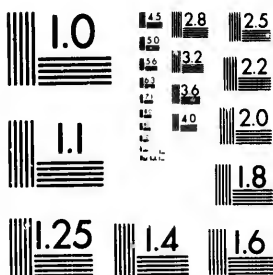
The changes which have occurred in the officers of the Post will be alluded to in the next chapter. On the 30th of November 1838, Maj. Kirby writes to the Adjutant General of the Army, stating the fact of this resolve of the Council, and goes on to say:

“As the regulations of the 18th of August last require the approval of the Secretary of War of the appointment, I respectfully solicit his attention to the subject. It is due to the Rev. Mr. Beaman that I should state that he is an educated gentleman, of the Congregational Order, and the regular settled Pastor of that Church, in this place. His scientific acquirements and gentlemanly deportment, well qualify him for an instructor, as well as for the religious duties of his office.”

Mr. Beaman's connection with the Garrison proved most beneficial to the troops. He was active in promoting the cause of temperance, as well as religion, and interesting rewards followed his ministrations.



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10

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Which is Unsurpassed in this Town for
QUALITY, * QUANTITY * or * PRICE.

We are glad to welcome visitors and pleased to show our goods, and feel confident with our long experience and increasing business we can satisfy all who favor us with their patronage.

Thanking our customers for their patronage in the past, and by strict attention to business we hope to merit a continuance of same.

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Is always prepared to do all kinds of REPAIR WORK,
as follows:

SEWING MACHINES }
GUNS and REVOLVERS } Cleaned and Repaired.

Saws Gummed and Filed; Scissors, Knives, and all Edged Tools Ground and Sharpened with care; Locks of all kinds repaired, and Keys fitted; Trunks repaired; Umbrellas mended.

All kinds of SMALL LATHE WORK done, such as Turning Brass, Copper, Iron, etc., in small dimensions, and in Wood, such as Handles, Rolling Pins, etc.

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Times Block, Court Street, - Houlton, Maine.

THE AROOSTOOK WAR.

CHAPTER XI.

The Houlton view of the Aroostook War will be found to vary somewhat in detail and idea from that which has quite generally been entertained, for this view is seen through the medium, very largely, of the trained soldier's vision of the able men at the Garrison, and the contact of our citizens with the militia forces did not inspire them with over much respect for their powers as against the regulars of the British Army.

On the 3d of August 1838, Major Clarke forwarded his last return of the Detachment of the 2d Infantry at this Post; for the purpose had been formed to remove the Infantry and replace them with the 1st Artillery Regiment which had long been on duty in Florida. On the 12th of August he was relieved of the command and allowed a furlough.

The command of Hancock Barracks devolved on Capt. I. I. Kingsbury, who made his last return October 4th, 1838.

Under date of October 14th is recorded the arrival of the new force in the report of the fact to Brig. Gen. R. Jones, Adjt. Gen. Washington City.

“GENERAL :

I have the honor to report that Companies C, E and F of the 1st Regt. Art'y arrived at this Post, on the 11th inst., from Plattsburg, New York, and relieved two Companies of the 2d Regt. of Infantry.

By the orders of Brig. Gen. Eustis I was assigned to the command of this Detachment.

I am with much respect,

Your most obedient servant,

R. M. KIRBY,

Brevt Major, 1st Art'y, Comd'g.

Major Reynold M. Kirby, like his predecessor was born in Connecticut, but appointed from Massachusetts. He, too, joined the army in 1812, as 3d Lieut. 3d Art'y, and, passing through the various grades, reached that of Brevet Major in 1st Artillery, September, 1824. Our people remember him as an older man than Maj. Clarke, possibly ten years or more. His letters will appear in the story of the war without comment, and, at the conclusion, a few inferences will be drawn.

October 29th he wrote to the Ordnance Department, in answer to inquiries from there, drawn out by a letter of Maj. Clarke, in which he had asked for more supplies :

“On taking command of this Post and District, the officer whom I relieved turned over a letter from the Ordnance Office, dated the 6th of July, requesting to be informed what Ordnance supplies might probably be required within the limits of this command during the ensuing winter. In reply I have the honor to state that there exists, at this time, no ground to suppose that there will be any attempt on this frontier to disturb the public tranquility.”

The next letter from which an extract is pertinent is of date, February 1st, 1839, to Lt. J. H. Prentiss. A. A. G., N. Dept. :

“I have the honor to acknowledge your letter of the 19th ult., returning my requisitions for Ordnance stores for the current year, for ‘further explanations.’ * * * In conclusion I think it proper that at least ten barrels of cannon powder should be constantly in magazine, subject to such exigency as may occur, on this Frontier, at this isolated station.”

And but few days after this letter, the exigencies on the Frontier claimed Major Kirby's closest attention, and his letters are of the deepest interest. February 6th he hastily pens the following to Adg't Gen. Jones :

“ I have just received information upon which it is believed that full dependence may be placed, that three bodies of militia have been organized since the 2nd inst., one at Bangor, one at Oldtown, 14 miles this side of Bangor, and one at Lincoln, 35 miles this side of Bangor, all under the authority of the Government of the State of Maine and their destination is the River Aroostook, within the limits of the disputed territory; and there to make prisoners of all British Subjects who may

be found employed in cutting and carrying away timber to the adjoining Province of New Brunswick * * * The force assembled, I understand, amounts to 2,000 men. The first division was to move on yesterday morning from Lincoln via Sebois, and will be upon the upper waters of the Aroostook this evening. The other divisions were also to follow, commencing the route at the same time. From the state of feeling existing in the Province of New Brunswick upon the boundary question there can be no doubt that this demonstration on the part of Maine will be viewed as an overt act of hostility, and I am apprehensive will lead to retaliatory measures of a like nature * * * There are at this moment no regular troops in the Province of New Brunswick, and if force should be employed in any retaliatory measures it will be composed of the militia, who from their excited feelings, will be liable to commit excesses not contemplated by the British Authorities."

Eight days thereafter appears this communication :

" To His Excellency, John Fairfield, Gov. of Maine,

SIR :— An Express is about to be sent by the inhabitants of this place, and I avail myself of it to inform your excy of the fact that the Land Agent of Maine, Mr. McIntyre, Gustavus G. Cushman, and Thomas Bartlett, Esquires, Magistrates of Penobscot County, were on yesterday, made prisoners by a party of armed men within the claimed limits of the State of Maine, under the Treaty of 1783.

I have further to state for your information that the aggressions in this act of violation of the Sovereignty of the United States, and of the State of Maine, were perpetrated upon the gentlemen above named by a party of armed men, acting as I have reason to believe, without authority, civil or military, from the Province of New Brunswick, and I am inclined to think against the wishes of either.

I was myself, accidentally, to-day in Woodstock, twelve miles from this Post, within the limits of the Province, and there saw the gentlemen above named, prisoners under an armed guard, and witnessed their ignominious removal to Fredericton, the seat of the Government of the Province. My object in making this communication is that you may be early apprised of these

events, and especially that your Excellency may believe, upon such assurance as is in my power to give, that the acts of outrage upon the persons named, as well as those committed upon the persons of Ebenezer Webster and John H. Pilsbury, Esquires, citizens of Maine, made prisoners by the same armed party, are, in my opinion, totally without any legal authority from the Provincial Government.

Whatever may be the result of the operations of the party sent to the disputed territory under the authority of the State of Maine, I take the liberty to represent to your Excellency, with all deference to you, and a full sense of my own humble position in regard to the important question of Sovereignty, that any hasty measure of retaliation for the outrage committed would compromise the interests of the State, and complicate those matters which are now subjects of negotiation between the two General Governments.

The haste in which I make this communication is my apology for these crude suggestions, offered only with a view to prevent premature hostilities."

Next is a communication to the Adj't Gen., Washington, February 15th :

"On the 6th inst. I had the honor to report to you that an armed force of two hundred men under the authority of the State of Maine had proceeded to the disputed territory, on the Northern boundary of this State. * * * This party was not, as at first supposed, an organized body of militia, but was led by the Land Agent of the State and the Sheriff of Penobscot County, and was directed to proceed by *civil* process against the intruders. On the approach of the party the intruders retired to the Province of New Brunswick, where they armed themselves by plundering some hundred stand of arms from the Government arsenal at Woodstock, and then returned to the disputed territory on the Aroostook, where on the 13th inst., they seized and made prisoners * * * This outrage was made without the color of either civil or military authority. The same force by which this outrage was perpetrated, when last heard from, was advancing against the party under the command of the Sheriff with the avowed intent and purpose of attacking it; and from the inferior number of the lat-

ter, it is to be apprehended that it has been defeated, probably with bloodshed.

A Regiment from the West Indies landed about the 7th inst., at Halifax and may be momentarily expected at Fredericton. * * * I presume it will be moved to the Aroostook, and perhaps within the bounds of the disputed territory. This I understand would be a violation of the arrangement which has heretofore existed between the two Governments. * * * In the meantime I feel it my duty, in no way to compromise the General Government either by furnishing supplies to the militia, or making any movement in concert with them, but the command will be held in readiness to meet any violation on the part of our neighbors of the *acknowledged* territory of the State of Maine."

February 18th, to His Excellency John Fairfield Gov. of Maine:

* * * In reply to that portion of your Excellency's letter in which you do me the favor to state that you have ordered out a Military force of one thousand Volunteers and drafted militia to proceed to sustain the Land Agent's party, and trust that I shall deem it my duty, with the troops under my command to co-operate with the forces of the State in repelling the invasion of our soil, I have to say, that the three Companies constituting this Garrison barely suffice to protect this position, and guard the Government Supplies. I am fully impressed with the obligation imposed upon me to aid the civil and military authorities of the State in repelling any invasion of our Territory. + + + These limited means at my disposal must necessarily confine my operations to this immediate neighborhood. The movements + + + within the limits of the disputed territory over which, for the past year, British troops have been constantly and habitually passing without objection from the State of Maine, are such as must tend to produce a collision with the forces of the British Government, provided the Lt. Gov. of New Brunswick executes the determination expressed in his proclamation.

It will not be my duty to compromise the Gen'l Government in the question of Jurisdiction + + + until I am ordered to do so by my Superiors of that Government. + + + The 36th Reg. from the West India

Stations has arrived in the Province. On the 16th, one Company of that Reg. passed Woodstock destined to the North of the Aroostook. This morning another Company followed, the whole under the command of Lt. Col. Maxwell. I will add, as a rumor, that one of the Regiments which recently passed through to Canada, is ordered back, and that two more Regiments are daily expected from the West Indies.

It is understood that Land Agent McIntire and the gentlemen arrested with him were placed in prison on their arrival at Fredericton, but that they have since been lodged in private quarters, and will have an examination this day.

Of same date, to Col. Chas. Jarvis, Land Agent of Maine, on the Aroostook :

Sir :—I have the honor to acknowledge your letter of this day by Mr. Pollard. I have just received a communication from the Governor of Maine on the subject of the present controversy, to which I have replied that it was my duty not to compromise the General Governments on the question of Jurisdiction of that portion of Maine, now in dispute between the two Countries, by any Military act of occupation by troops of the United States, until otherwise ordered by my Superiors of that Government.

In reply to your request for a flag, I think it my duty to say that I shall violate the principals above laid down by furnishing one to the party, acting under your authority."

Again to Headquarters of the Army, February 20th :

"Since my letter of the 15th inst., I have received a letter from the Governor of Maine requesting me, with the troops under my command, to co-operate with the forces of the State + + + I declined compromising the Government of the United States by any act which would be in furtherance of the measures adopted by the Government of this State. + + +

Mr. McIntire + + + arrived here last evening. It is their opinion that the militia which have been ordered into service by the Governor will not be marched to the disputed territory, as it is believed that the Governor of New Brunswick will not follow up the intima-

tion given in his proclamation by crossing the line with a regular force."

One more letter to Col. W. J. Worth, 8th Infantry, Com'd'g Northern Department, reviews the events since the start of the Land Agent's aid, and closes with the following paragraph:

"I have reason to believe that the Governor will countermand his order for the march of the militia, as it is now understood that the Gov. of New Brunswick will not march a military force to the Disputed Territory, as intimated in his proclamation, a copy of which I have the honor also to enclose herewith."

It seems that no attention was paid to Major Kirby's suggestion, for soon after this date the companies of the militia began to arrive in Houlton. One of the first to put in their appearance was the Dexter Rifles, quarters were assigned them at the house of Aaron Putnam, and they remained in the village two weeks before going North.

Other Companies continued to arrive, till twelve in all had come up the Military Road. One of them was quartered at Shephard Cary's. Another in an empty house on the Bradford farm. A third at the Ingersoll place, and a fourth at the Washburn place. Major Clarke's soldier schoolmaster appeared in town again, in command of the Bangor Company. Mr. James Drew had the contract for supplies for these troops and employed many men and teams to transport the r.

Notification is received of the appointment of Leonard Pierce, Esq., as the confidential agent of the State Government, at Houlton, and under date of the 25th an answer was sent to Augusta:

"I have had an interview with Leonard Pierce, Esq., + + + and we shall act in concert in putting you in possession of such information as may be important.

The regular force now in the Province consists of four companies of the 36th Regt., and a detachment of Royal Artillery, with seven fully equipped field pieces. Two of the former and all of the Artillery are at Woodstock, under command of Lt. Col. A. M. Maxwell.

Two Companies of fort, and three Companies of Militia, say two hundred and fifty men in all, are at Tobique, a few miles below the mouth of the Aroostook. It is certain that the 42nd and 52nd Regt's, and the remaining Companies of the 36th, recently known to be at Halifax, may be daily expected in the Province of New

Brunswick, and I have no doubt will be pushed forward to this frontier without delays."

The beginning of the end of this warlike parade appears in the following, of March 12th, 1839 :

"To Col. A. M. Maxwell, 36 Regt. Com'd'g H. B. M. Troops, in Co. of Carleton, Woodstock :

I enclose you a letter for Sir John Harvey which I have just received by the Express riders from Major General Scott, commanding the Eastern Division of the U. S. Army, and which despatch I am directed to forward by Express. I deem it sufficient to put you in possession of it with the above advice.

Lieut. McDowell, Adjutant of this Battallion will have the honor of handing you this."

The next letter was written to General Scott at Augusta, under date of March 12th, and gives the military view of the situation at the crisis of the "War."

"Your letter of the 10th and the despatch for Sir John Harvey were delivered to me this morning at 10 o'clock. As I am on courteous terms of communication with Lt. Col. Maxwell of the 36th Regt., commanding the Military District across the Frontier, I forwarded to him without delay your despatch, which the officer who bore it reports to me was instantly sent forward without delay to Fredericton, by a line of Dragoon messengers, and will undoubtedly reach its destination to-night. I have the honor to report that nothing has occurred here that you are not fully possessed of at Augusta.

The 69th Regt. has arrived at Woodstock and is now quartered in that village (which is 11 miles from the Line) and in the houses between that place and the Line. A Detachment of the 36th Regt. is also at Woodstock, and a party of Royal and Militia Artillery with seven pieces. It is probably a fact that the 11th Regt. from Canada is on its route to Madawaska, and that the leading division is taking position there.

I have to represent the indefensible condition of this Post by the present command which consists of three skeleton Companies only. There are no works, and the Enclosure of Pickets is only calculated to define the limits of the Garrison. There are about twenty days rations for five thousand men, and four 6 pdrs., partially

equipped for service, but without horses or caissons.

There is a British Picket one mile from this, and their whole force might be advanced to it in four hours without discovery. I enclose for your information a return of this Garrison for the month of February."

To General Scott, Augusta, March 24th :

"I have the honor to enclose herewith an answer from Sir John Harvey to your despatch, which I forwarded on yesterday morning. I am desirous to say that your reply will reach him at Woodstock, where he proposes to be on Monday evening.

I am gratified that the course I have pursued, in this command during the excitement which has prevailed on this frontier, meets your approbation. We all much regret that we shall not have the pleasure of receiving you here before your return from New York. I had arranged quarters within the Garrison for yourself and Staff, and in that score you would not have been put to the inconvenience of taking them up in the village."

To the Act. Assist. Adj't Gen'l Northern Department, Ogdensburg, New York, March 31st :

"* * * Since that period the armed demonstrations of Maine and New Brunswick, and the concentration in this immediate neighborhood of large bodies of troops on either side of the frontier and, in hostile attitude toward each other has jeopardized the peaceable relations of the two countries. * * *

Sir John Harvey, upon the conclusion of the arrangement negotiated by Gen. Scott, promptly ordered all the British troops out of the disputed territory. On yesterday, there had been no corresponding movement by the Maine troops on the Aroostook, where there are upwards of 2,000 men under command of Gen. Hodsdon."

To Major Brooks, 69th Reg't Com'd'g at Woodstock, N. B., April 21st :

"I have received a despatch from Major General Scott for His Excellency Sir J. Harvey with directions to forward it to him, or to the nearest Post. I commit it to your care."

April 21st to Major Gen. Sir J. Harvey, Fredericton :

"The enclosed private letter from Major Gen. Scott

came to my hand accompanied by a note directing me to forward it by a safe conveyance. Should you wish to communicate with General Scott it will be a pleasure and a duty for me to send on your despatches which will be a speedier mode than by mail, as his Headquarters on the Canada frontier will be daily changing."

April 24th to Major General Scott :

"I had the honor to receive your note of the 12th from Philadelphia enclosing a letter from Sir John Harvey, which I forwarded by the line of Expresses on the other side of the frontier. I have this moment received the enclosed reply from Sir J. Harvey with a line requesting me to send it forward. + + + I offer the most sincere congratulations upon the present aspect of our British relations, and more especially upon the happy influence your presence at Augusta and negotiations has had in this momentous national affairs."

From this story of these eight weeks excitement, as seen from the Garrison in Houlton, it becomes evident that the whole affair, so far as Maine was concerned, was contrary to the wishes and plans of the Federal Government, and in direct contravention with its distinct agreement with the British Government, in other words, it was incipient rebellion.

Major Kirby's first letter to Gov. Fairfield, of February 14th, showed plainly the mere lawlessness of the mob who arrested McIntire. This assurance of the U. S. officer, near the ground, takes away the excuse for the hasty steps.

When the Land Agent and others reached Houlton, on their return from Fredericton, they believed that all occasion to call out the Maine Militia had disappeared, as is seen in the letter to Gen. Jones of February 20th.

It is also evident that the Governor and his advisers were altogether disappointed on the refusal of Major Kirby to rush to their assistance, and commit the United States to the scheme of invasion.

Major Kirby's course met the unqualified approval of his superiors, and Gen. Scott's presence and authority at Augusta, brought the opposition to the purposes of the Federal Power to a speedy collapse.

There was a "method in the madness" of that raid of said Agent McIntire, and the corresponding retaliation of the mob, and the most interesting question, to-day, about the whole affair

s-

B.,

is, Whose personal interests were all this commotion and excitement made to serve?

An unwritten Chapter remains for some one to set in order, which should show the whole transaction in its proper light.

Major Kirby was relieved of the command at the Hancock Barracks on August 28th, 1839, and allowed a furlough of 3 months. He then took command of the Posts at Plattsburg and Rouses Point, N. Y., successively, until May 1840, when he returned to Houlton to command his own company for four months; and then received the appointment of Post Commander at Fort Sullivan in Eastport, where he remained until his death which occurred October 7th, 1840.

Captain L. B. Webster of Company C took command of the Post after the departure of Major Kirby, and retained the position till the April following, when Lt. Col. B. K. Pierce himself came to the Barracks. Col. Pierce was appointed from New Hampshire, and was a brother of President Franklin Pierce.

Eben Woodbury, who was born in the town of Durham, then in Cumberland County, was also in Bangor on the way to Houlton, at the same time with Col. Pierce. He had hired with Reuben Ordway of that city to come to Houlton and drive the mail stage.

Lieut's Hooker, Magruder, and Ricketts came to the Post at this time, and Capt. Van Ness, probably. The largest number of troops that were ever here were in the Barracks, for the next year or two. The armament of the Garrison now was 6 new 6 pdrs., and one 12 lb. Howitzer. The presence of so large a force, with the residence of the Lt. Colonel in the Post, made an exceedingly lively state of things, both for business and diversion.

After the final disposal of the Boundary question the breaking up of the Garrison began. The outbreak of the Mexican War brought the existence of the Barracks to a close. Capt. Van Ness was in command then. On the hour of the departure the citizens all turned out to see the troops march away. They filed down through the village and hauled the guns with them. The march was kept up to Bangor, where they took ship for Boston Harbor, and thence to Pensacola.

The departure of the troops cast a gloom over the community, and their absence was long regretted by all classes. The withdrawal of so much ready money out of the place produced very hard times. Money was scarce to the degree that many could not get enough together to meet their taxes.

Mr. Woodbury has been one of the most successful of our merchants and business men in all these intervening years.

After two years service with Ordway, he clerked with E. & J. Moulton four years, then traded on his own account one year. In 1847 he formed the well known partnership with Ira Bailey of Woodbury & Bailey, and took the Mail contract on the Military Road. This line they run uninterruptedly for nineteen years, and made it one of the best equipped and best managed lines in the State. The Eastern Express Co., under management of Mr. Woodbury took the contract in 1869, and ran it till the railway superceded such service in 1872.

Mr. Woodbury has served eight terms as Representative at Augusta, one term as Senator, one also as Councillor, and was on the Valuation Committee of 1880. During the War he was Deputy Prov. Marshal for 4th District of Maine. He has been recently appointed by the President to his fourth term as Postmaster. In all these years, the grocery business has been carried along, latterly under the immediate supervision of his son-in-law Mr. J. C. McIntyre.

THE RAILWAYS.

CHAPTER XII.

IN the face of the difficulties and uncertainties of the situation about the town, after the removal of the troops in 1845, there was a slow growth of the settlement, but the valuation of all property was low. A general description of the village at the outbreak of the war of the rebellion would be of interest, if space allowed, for it would show by contrast with to-day the wonderful change from that date to this.

The Boundary Line was the first cause of the prosperity of Houlton. Some point, necessarily, would be the metropolis of the frontier. The Garrison and the Military Road made Houlton that trade centre. The second cause of the town of to-day is the railway connection. By this connection, coming from over the Border, the commercial supremacy of Houlton has been incontestable. This line was built by British capital, and when opened from St. Andrews to Canterbury in 1858, it first competed with the Military Road as an outlet for this section. The Company

was known as the New Brunswick & Canada, and funds furnished by Bondholders sufficed to complete the line to the Woodstock Road, 5 miles from Houlton, in Aug. 1862. In the next ten years various plans were wrought out, through the means of capital held in St. Stephen, Calais and Bangor. The old St. Andrews line was tapped by the St. Stephen Branch in 1866. The Woodstock Branch was built in 1868, and that to Houlton in 1870. The European & North American Railway was begun in 1868, opened to Mattawamkeag in 1869, and finally to Vanceboro in November 1871. Six miles east of that point, at McAdam Junction, the connection was made for Houlton and Woodstock.

The completed line from Houlton to Bangor at once took all the traffic of this section, and gave a wonderful impulse to the business of Houlton. The joint line was managed and run as well as circumstances would admit of, but both Companies were hampered for want of means. In June 1875, the E. & N. A. M. Co. failed and the line was taken possession of by the Bondholders.

The road beds were rough and the rolling stock scanty and inefficient, because the means were so limited. There were good executive officers in each management, but they were hampered by insurmountable difficulties. Extrication was possible only through new combinations which began to be developed in the summer of 1880, and culminated two years later.

During this formative period of the new interests, Houlton was not called upon to take any active part in them, but merely looked on, and daily reaped their benefit of increasing facilities of transportation.

The first New Brunswick Railway Company was organized to construct a narrow gauge line from St. Marys opposite Fredericton, up the valley of the St. John toward the Grand Falls and the St. Lawrence. Isaac and E. R. Burpee of St. John were the first actively interested in carrying out the plan, and very soon associated with themselves Mr. Alexander Gibson. By the united energy of these able men the work was pushed along, and in the month of December 1873 the rails were laid on a branch to Traf-ton opposite Woodstock. In November 1875 the line was completed to the village of Fort Fairfield, and in October 1878 the rails were laid to Edmunston, 40 miles above the Grand Falls. A charter was obtained for a line to be known as the Aroostook River Railroad and under authority conferred by that Act the line was shortly carried up the river to Caribou. The large bridge for both railway and carriages at Woodstock was opened for use in 1876, and then began a passible railway connection between Ban-

gor, Houlton and the upper part of the County.

Mr. Gibson having signified his intention to withdraw from the Company, his associates proceeded to make new combinations and enlist capitalists from other directions to take hold with them. As the result of much deliberation and negotiation a new organization was formed to enter upon all the rights and privileges of the narrow line. This company retained the name of the former, and held its first annual meeting at Gibson, N. B., in the month of October 1881. Samuel Thorne, Esq., of New York was elected President, Hon. Isaac Burpee, Vice President. Among the Directors were Sir Geo. Stephen and Sir Donald A. Smith of Montreal, also largely interested in the Canadian Pacific Railway, and E. R. Burpee, who also became the Managing Director. At this time it was determined to widen the gauge to the standard width and contract a new line from Woodstock by way of Upper Woodstock to Hartland. Near the close of the next summer the rebuilding was completed and the operation of a new line was entered upon.

In the Fall of 1882 the New Brunswick Company leased the New Brunswick and Canada Company's line from Woodstock and Houlton to Vanceboro, St. Stephen and St. Andrews. By these acts of consolidation, great improvements were manifest in all departments of the service. In this same season the Me. Central R. R. Co. leased the line from Bangor to Vanceboro and in that portion of the route like improvements became possible.

After two years of experiment in running the new Road, a change was made in the Managing Staff of the Company, and the result of that step was of the highest benefit to the Railway and its patrons. F. W. Cram of Bangor was chosen General Manager.

The New Brunswick Railway has now become by ownership and management closely allied to the great system of the Canadian Pacific Railway. As the result of this management, Houlton has direct daily communication with Montreal and the far West, and three trains, daily, except in the depth of winter, for all New England and Southern points.

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THE BIRD'S EYE VIEW.

CHAPTER XIII.

A description of Houlton in 1889 can most readily be undertaken in connection with the engraving on the cover, and can thereby be made more intelligible than otherwise. The point of view is perhaps the first thing to be considered. The current of the Meduxnekeag river flows from right to left. The street extending from the bridge toward the left is North street, and the cross street reaching toward the point of view is named on the View, Putnam street. The building in the right hand corner, at the intersection of these streets and surrounded with trees, is the Aaron Putnam mansion. The point of view then may be very fairly said to be from his house, and the look is to the Southeast, in the direction of the stand pipe of the Houlton Water Co., the short, tower like structure, with the dark shadow at one side. Directly across the stream is the West end of the Square as it is termed, but actually a rectangular space. At this East end Main street begins and continues on in a curving course till it passes off the side of the picture. The street intersecting this junction of Main and the Square is called Water street, from the bank of the stream up to that intersection, and from thence toward Court street, or colloquially Calais street. That tends in the direction of the old Baskahegan trail, and over that way came the Infantry under Lieut. Gallagher. Court and Water streets extend in the due North and South direction, and are on a range line. The Square and a portion of main street are on a similar tier line of the Lots. Presumably in the central spot of those intersecting ways lies buried a bellows pipe which is the starting point of all deeds of village property. It is singular that so important a point has no permanent monument, and it is the occasion of many a smile when the local surveyors more often fail to find it, in the first attempt, than otherwise.

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When Grandmother came to the place there was no clearing in all this field of vision over the stream, except a small one made by Dr. Rice, in the Southeast corner of 32, where the Merritt store now is. The level and lower parts of the picture were a dense cedar swamp. On this side the stream Mr. Putnam had quite a portion of the river bank all cleared and seeded down. The dam where he built his first saw and grist mill is denoted by a dotted line, a little way below the bridge.

The one straight street which crosses from left to right is the Military Road, and Main street joins it just at the margin of the picture. This portion of the Road was built by Joseph Houlton, Jr. At about the joining of Main street and Military Road comes the range line of Lots 26 and 27, on which James and Samuel Houlton settled. Crossing them a half a mile, the range line of Lots 20 and 21 is reached. In as much as the Road, all the way, is thickly settled and the historic ground of the Houlton mansion, the Barracks and the Cary store is all in these two last lots, it will at once be evident that a large part of the village is shut out of the field of view.

By this general outlining of the situation it will be easy to follow a somewhat detailed account of the streets, buildings, and life of our beautiful village. The trees are none too thickly marked on the view, and the claim of a beautiful place is conceded to Houlton by all strangers who come here. The white space above the bridge represents the mill pond, and along its edge is Bangor street. Along this way, at this end of the bridge, around the Square and in contiguous parts of Water, Main, and Court Streets, are found the leading business establishments of the town. On Bangor street are Titcomb's powerful steam saw mill, the Grieves & Shea foundry and machine shop, Sleeper's Tavern, Brown's Starch Factory, and Monson's large and wellappointed meat market and grocery. At the Southwest corner of the Square in the fine lofty building of Putnam and Mansur. Stores are in two stories, and the Masonic Order lease the two upper floors. Next to this is seen the extensive Frisbie block, containing Music Hall, and numerous stores. A row of stores continues from that to the corner of Court street, and thence down that street to the new Opera House, which is the great Cary store of 1860 rebuilt, with stores below, and the neat and commodious Hall above. The other site on that side devoted to business is the *Times* building, erected a few years ago, and rented to various parties, except the printing office. Across the street is the three story *Pioneer* building, also largely rented to many occupants. Next stands the spacious Exchange Hotel which is a favorite resort for the travelling public. Back to the corner of

the Square shows the large Union Block. Three stores below and offices with Odd Fellows' Hall above. Going up Main street the Nickerson and Burnham three story building comes next. Stores and tenements fill this. Directly across from this point, Mechanic street runs Northerly, down to the river. This short street is a busy hive of industry, for the Express office, a livery stable, and many blacksmiths shops are the occasion of much stir and traffic. Above Mechanic street on Main street, is first, the block of Fogg & Co., containing the store and warehouses of the firm, also apartments for the Custom House, Post Office, and Telegraph. Next again, comes the building of Gillin and Slipp, wholly devoted to business purposes and beyond that the lofty Flagg block containing four stores and numerous tenements.

Below Mechanic street is the Brick Block, covering the whole space to Water street. This contains eight very fine stores, and in the second story are offices and one tenement. This block is a cause of peculiar and proper pride on the part of all the people of Houlton. It has taken the place of the frail buildings swept off in the great conflagration of December 1884, and is now so well and carefully built as to be called fire proof. The whole structure is heated by steam from the basement of one of the stores. These stores are devoted to all departments of trade, are large, lofty, highly finished, with plate glass windows of single panes, and when gleaming with the electric light are a most attractive spectacle.

On the North side of the Square is the Rufus Mansur house, the First National Bank, a number of stores, and the old-time, yet ever up to the time, Snell House. The new piazza and fresh paint have made the building very attractive. At the West end is the brick building of Mr. John Bradford, where is the office of the Savings Bank. Two wooden stores occupy the rest of the space to Bridge street. On the bank, behind these last named buildings, is a large grist mill, plaster mill and one of the electric light powers. This property was used as a saw mill in all the early years under different owners, till about twelve years ago, when it was put to its present use. On this side the bridge the first buildings, at the right are the Houlton Steam Dye House and Laundry, and the Woolen Mill; then comes a sash and door factory, next the old Putnam Grist Mill, refitted and modernized to do the best of work, and yet further on a very large starch factory belonging to Mr. John Watson. Back to the other side the first cross street above Bangor street is Kendall street, where is Clark's large Hotel, and a number of blacksmith shops, stores, and boarding houses. The first jail for this County, an old log block house, stood for many years on the site of this Hotel.

This description to this point includes all the business structures in the view, but mention must be made of the other centre of activity, three fourths of a mile above, toward the Garrison ground. This activity clusters about the Station of the New Brunswick Railway. The existing station building is the old one of the New Brunswick and Can. Co., and is altogether inadequate to the needs of the place. As soon as the N. B. Co. can perfect their plans it is the intention to put up a fine, commodious building. About this station yard are the numerous, and well arranged, frost proof potato houses containing every facility for the quick and safe handling of the foremost potato in the country. Across the road and some rods away, yet connected by convenient sidings are two very important industries of the town. The bark extract works, and the slaughter house of the Fresh Meat Co. Both of these establishments do a good business in their respective lines, and add much to the prosperity of the place. They are on the James Houlton farm, the South half of Lot 26.

Between the station and the junction of Main street and Military Road is first, the old Catholic chapel, and, just a little beyond, the fine, new, costly church built two years ago. Its lofty slated roof and spire make it a most conspicuous landmark. A ride about the streets of the central part of the town will give the observer a view of the numerous and costly private residences, and the many public buildings which have been built from time to time. It will be well to state, before viewing the buildings in detail, that, in 1860, when the Square and Main street had the few buildings upon them as stated in the former chapter, Main street and Court streets, with the Military Road, were all that were laid out. On neither of these were there any houses as thickly placed as now, and the whole length contained but two or three structures. On Court street they did not extend but little beyond the first right hand street, now laid down, and all the rest of the territory was fields and pastures.

It may be supposed that the observer is now ready to start down Main street from its junction with the Military Road. On the left hand side, just on the top of the knoll the Congregational Meeting House was built in the year 1838. This site was a kind of compromise between the first settlement, half a mile above, and the growing settlement half a mile below. The lower settlement finally had the controlling influence, and in 1878 the Meeting House was moved down onto Court street. The lot on which the House stood is now included in the spacious and elegant grounds of the Madigan Estate. The fine house fronts both streets as it might be said for no buildings intervene between it and Main street.

It is easily seen in the view surrounded by many trees. This mansion was built by James C. Madigan, Esq., in 1868. He moved to this town about forty years ago, and was partner in the law business with John Hodgdon until the latter's removal to the West. By this connection with Hodgdon, Mr. Madigan became interested in timber lands, and at the time of his death, in 1879, was in possession of a large property. Just below this place and between the two streets is the new Queen Anne house of Mr. C. H. Pierce, on a portion of the Lot deeded by his maternal great uncle, John Putnam, to his own uncle, Samuel Kendall, Jr. Mr. Pierce has built up a most attractive home. Over to the right across the open field is seen, on Pleasant street, the large white house of A. A. Burleigh, Collector of Customs for the Aroostook District. In the progress down Main street, the home of Mrs. Eliza Doyle Powers is reached. This house was built twenty years ago, and is one of the best finished and most pleasing houses to look upon in the town. Next to this is the residence of Theo. Cary, Esq., Editor and Publisher of the *Aroostook Times*. Just across the way is the house of Mr. A. B. Page, another of the nice houses of the street. All along this part of Main street the shade trees are in vigorous growth and add much to the desirableness of the location for residences. Through Elm street, onto Pleasant street again, we get a glimpse of the new houses of Geo. H. Gilman, of the *Aroostook Pioneer*, and of Maj. R. B. Ketchum, of the large lumbering firm of Sharp & Ketchum. Below this, on Main street on the right, is the new Episcopal Church and Parsonage, recently built. The interior of this Church is finished in the natural woods, and gives a most pleasing impression to all who enter the building. Opposite this are the fine grounds and new houses of Messrs. G. B. Page, Powers, Fogg, and Woodbury. On the other side again, near the business part of the street, are the attractive places owned by the Perks Bros. and Mrs. West.

The stores between here and Water street have already been alluded to, but at the bellows pipe a good view may be had of the large and thoroughly built residence of Walter Mansur, Esq., President of the First National Bank.

This triangular piece of ground between Water street, the Square and the stream, is a corner part of Lot 38, and was deeded by Aaron Putnam to his son Amos, in payment of supplies furnished him and his family in the cold years. If that portion of the village real estate were now to be sold for such a purpose the proceeds would certainly support one family a good while. From here a turn may be made onto Court street, and after passing the business structures on the right, the new location of the Congregational

Church is found. The old house, after its removal, was rebuilt and refitted into a first-class modern place of worship. The addition of a vestry building has just been made. Opposite to this, although it fronts on the Military Road, is the County Court House. This brick structure with French roof, town clock, cupola and bell, was erected thirty years ago, at a cost of about \$35,000.00. The clock, however, is of recent addition, the gift of generous individuals to the Town. On the opposite corner of the Road and Court street is the residence of H. T. Frisbie, Esq., and it is the first of the elegant mansions which have been erected in the place. The grounds about the house are laid out in a tasty manner, and kept in perfect order. On Court street after passing two residences, the Meeting House and vestry of the First Baptist Church come to view. The house was built in 1866, and the vestry in 1871.

To resume at the Military Road the observer will note above the Court House the new County Jail, neatly finished, at a cost of \$27,000.00. This is a building for use and not ornament, still it is due to the Commissioners and Designer to admit that it is a fine looking structure and an addition to the looks of the place. Over the way stands the long wooden building known as the Grammar School-house. This was the successor of the old Central District house of fifty years ago, and now, having served its time, will soon be demolished to reveal the fine proportions and lofty stories of the new brick Grammar School-house, which, even now, overtops the old one with its lofty roof. The new structure fronts on School street, but will have entrance as well from the Road. The town was in the most urgent need of more and better school facilities, and voted \$15,000.00 for this building. When completed it will be like Wording Hall, the equal of anything in its class in the State. Next beyond the Jail is the new Unitarian Meeting House. The old structure, across the bridge, and above the Putnam mansion, was damaged by fire two years ago, and the Society have begun the new house on this spot. The exterior and vestry are finished but the audience room is not yet in shape for occupancy. The Methodist House is across the Road, just above. This modest house was built in the fall of 1862, and now, after serving well the needs of its owners, is soon to give place for a new and modern church building.

Still above this, on the corner of the cross street which spans the whole view, is the cottage house of Mr. A. Lovejoy. The fine grounds of this place join those of Mr. Fogg on Main street, and without dividing fence the smooth lawns are most attractive in the growing season.

Mr. L. B. Johnson has a very handsome, white, two story house

on the Road beyond Mr. Lovejoy. The grounds are adorned with a fountain and kept in a most excellent order.

The Free Will Baptist Meeting House with its tall, light colored spire is the next in the view. This house was built in 1867 and is a commodious and comfortable place of worship for the large church and congregation which gather here.

Next come the grounds of the Institute, somewhat narrow on the Road, but extending along High street for quite a distance. A large part of the Institute land is behind the Meeting House lot and the Johnson place. The new dormitory fronts upon High street. Upon this and Wording Hall there have been spent, in the last two years, something over \$35,000.00.

Across High street in the corner stands the Presbyterian vestry, and next above is the new Manse built by the church and the Pastor jointly. The vacant space in the exact corner of the lot is intended for the Meeting House to be built at some future day. Two more residences are on the Road just West of the Madigan property and facing each other, that of Mr. Geo. Dunn, who came to Houlton from Ashland, and the other belonging to Mrs. Bedford Hume. Mr. Dunn is extensively engaged in lumbering on the Aroostook river. On all these streets are the comfortable homes of our busy people, and space would fail to enumerate them singly.

By its connection of population, wealth and business, Houlton has become one of the most desirable places for residence in all this Eastern portion of Maine. Constant accessions to the population are made by emigration from the Lower Provinces. Houlton stands as the gateway to the States in the eyes of the emigrants, and they tarry with us, to settle in some cases, and in others only to start again for a longer journey into "the promised land."

The round tower of the Stand Pipe, fifty feet high, gives suggestion of a word about the Water Company. The pumping station is at the head of the mill pond and at the end of Putnam street. It is a two story brick structure, thoroughly fitted up for the purpose, with large boilers and powerful pumps. The dynamo for the arc light system is owned by the Water Co., and has a circuit equal to its full capacity. The pipe service reaches all the thickly settled parts of the village and gives abundant satisfaction.

"It costs as much to get the water out of the town as to bring it in," and a Sewerage Company is at work upon that problem. So far they have succeeded in taking the waste away to the extent they have laid their mains, but it is very incomplete as yet.

APPENDIX.

It is desired, in a few pages in this work, to call particular attention to the Advertisers in the SOUVENIR; and, while these persons and firms who have thus advertised are not all who trade in Houlton, yet in them are included many and by far the larger proportion of the wide awake, intelligent and successful business men of Houlton. Our town has arrogated to herself the appellation of Metropolis of this section, and the number of persons who do the business and the widely different nationalities represented among them, show plainly the centering of business interests in this "Mother Settlement" of all this County.

A few words with reference to our Advertisers and their places of business will more fully introduce them to all our readers. As good a place to start from as any is, undoubtedly, the First National Bank Building, so conspicuous on the North side of the Square. Mr. Wm. C. Donnell is the Cashier, the oldest son of our respected townsman, Dr. J. Donnell, so recently deceased. Before the banking business arose, Mr. Donnell had been in the Insurance work, and for a time partner with L. Pierce, Esq. He still continues the same work in an adjacent office, under the care of Wm. F. Braden. Good insurance in sound companies will always be written here.

Next door is the Book and Art Store of Frank L. Cook, recently opened. Mr. Cook was born in Vienna, Kennebec Co., and has had a large experience in mercantile life. In addition to his lines of books and stationery supplies, he has laid in a large stock of mouldings for picture framing, and will do as good work in this line as can be done anywhere. He carries one of the largest and finest stocks of curtains, room papers and borders to be found in this county. A special feature of his work is the filling of individual orders for anything in his line which may not be in stock. In-

tending purchasers may rely upon the utmost promptness in this matter, and prices as low as if the articles were on the shelves.

The successful firm of Smith J. . ., both Houlton boys, is found in the next store. They began in the stove and tinware business, for themselves, five years ago, after a faithful service as apprentices and journeymen. They now have a spacious, well lighted store, and a fine stock of materials and manufactured articles.

I. M. Hill & Co., successors to J. M. Rice, have all the spacious warerooms of the store at the West end of the Square filled with the best and most modern styles of furniture, at prices suited to the wants of the purchasers. Mr. H. A. Webber is with them, and has special charge of the undertaking department.

From here we cross the Square to the Jewelry Store of E. B. White, who came to Houlton from Rockland, his native place, about ten years ago. Mr. White has unusual skill as a watch repairer, and will warrant his work. With a sportsman's tastes he carries a choice line of goods suited to the hunter and fisherman.

Next East of him is the Dry Goods House of Lane & Pearce. Mr. Samuel Lane, the senior partner, was born in Sangerville, Piscataquis Co., and first came to this town as a high school teacher. Mr. Varney Pearce, is the youngest son of Abraham and Fanny (Cook) Pearce, Grandson of the old Proprietor whose namesake he is. This firm do a large business in staple and fancy dry goods, and also boots and shoes. They are very popular with their friends.

In the next door C. H. Wilson, who came to Houlton from Haynesville many years ago, greets all customers who seek shelf and heavy groceries. He has had a long experience in this kind of trade, and will sell satisfactory goods at proper prices.

F. F. Frisbie, Houlton born and bred, has a boot and shoe store in the large Frisbie Block, which was built by his brother, H. T. Frisbie, some eighteen years ago. Fred's stock is always of the best.

Mr. H. T. Frisbie, the head of the family in our town, carries on his remarkably successful Dry Goods and Ladies' and Gents' Furnishing Goods business in the other large store in this block. Mr. Frisbie began his career, in a humble manner, before the late War, at Lewey's Island, but, on the death of his father, returned to his Houlton home and made the foundation of his fortune in the store of the old Dr. French building, next to his present store, which is the oldest building now standing on the Square. The stock of goods carried is very large, and fill all the spacious store below, and large rooms of the second story.

Between the two stores of Fred Frisbie is the Hardware and

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Cutlery Store of John Watson, who came to Houlton more than twenty years ago, from his home in Andover, Victoria Co., N. B. Mr. Watson in the exercise of great business sagacity has built up a very large and prosperous business, and though this store, with cellars and outbuildings is full of all nameable articles in his line, yet the survey of these gives but a small idea of the full extent of his operations. Two large starch factories and the most complete carriage making and wood working shop in this section are parts of his work. He handles fertilizers on a most extensive scale. In the store is always found a fine line of choice shelf hardware in large amount. Silverware, of all sorts of styles and prices, always on hand. Sportsmens' outfits are found always complete and desirable.

Along Main street a few steps we come to the Blue Store of Mr. J. H. Wingate, who came to us from Hallowell ten years ago. He offers good bargains in Furnishing Goods and Gents' Small Wares, and Ladies' Shoes. He is bound to satisfy his customers, and those who seek his lines can be assured of fair prices, and "no trouble to show goods."

Around the corner, upon Court street we find the fashionable, well supplied Barber Shop of Mr. J. R. Varney, who came from Calais a year ago. The shop is most conveniently located, and patrons can depend upon skilled workmen and most prompt attention.

Two doors below we meet J. A. Millar in his well filled, finely arranged, and most attractive grocery, fruit, and confectionery store. John was born in Gagetown, York Co., N. B., and after attempting one or two other ventures became satisfied with the opening Houlton afforded for a first-class grocery store. Experience has taught him to lead rather than follow, and to him belongs the credit of putting the fine fruits and confectionery of the large markets before our own people. His success has been most gratifying to his friends and himself too. All the lines which make first-class grocery stock are in his store; and in flour, in particular, whether it is quality or price, the customer seeks, John can satisfy him in either.

C. F. Ross, who was born in Littleton, and learned the ways of trade with Mr. Frisbie, has the large tailor shop under the Opera House. Mr. Ross employes a large number of experienced hands and gives good satisfaction to his customers. He makes quite a successful part of his work by traveling through the upper part of the County.

In the *Times* Block we find the repair shop of D. F. Champeon, who is foreman of the electric light circuit of the Water Co. Forrest

does all small lathe and machine work and will be glad to aid any who need such appliances.

On Main street, as one passes up the sidewalk, in the Nickerson Block, we find J. K. Osgood with clocks, watches, and silverware. Bargains in all his offers present themselves to every one.

W. A. Nickerson, a Hodgdon boy, has beyond the Osgood store, one of the best stocked and most complete dry goods stores of the town. In fur coats for men, and cloaks and wraps for women, Mr. Nickerson carries a large stock, and makes very large sales, in their season. The stock is all bought on the best possible terms, and can therefore be sold at correspondingly good prices. The amount of sales in good days shows the satisfaction of the buying community with Mr. Nickerson and his wares.

A little above is the Meat Market of W. G. Somerville, who was born in Wickham, Queen's Co., N. B., and since he began in trade for himself has developed good business capacity.

Some doors beyond is the custom made boot and shoe store of T. W. Ebbett, whose early home was Wicklow, Carleton Co., N. B. Mr. Ebbett has had long experience at the trade and does the best of work. His fine French kip driving boots are unexcelled. Some of them have been in constant use through two seasons work. Ladies fine wear also is a specialty with Mr. Ebbett. Such makes wear to satisfaction and more than pay the cost.

Across the street is the store of S. H. Powers. Sam has tried many things in his business career, since he left his native town of Bluehill, in Hancock Co., but has lived for the most part in Houlton, since the War. He now is dealing largely in second-hand household furnishings, as well as in the making of picture frames. He has a good word for all who call and if no trade is made it is no fault of his. He has helped us in the story of the town in a large degree.

The first store in the next block is the millinery establishment of Slipp & Sincock. These ladies have had remarkable success in the few years they have been in the business, in supplying the wants of the gentler sex, in all those arrangements of ribbon and color which go to heighten their charms.

Opening the next door we meet the Gillin Boys, whose home has always been with us. They do an excellent business in groceries and meats, wholesale and retail. They have hosts of friends and keep them too. Their investments in cheese are heavy, each season, and they doubtless handle more than any other firm in the County. Their front store is attractively arranged, and the goods are fresh and of the best. Next to their meat lines they would call

especial attention to the brands of flour, teas, coffees and tobacco, all of which they keep large stocks.

A. H. Fogg & Co. always give a cordial greeting to every one who comes to see them. The firm is, Almon H. Fogg, born and trained in Bangor, and Clarence H. Pierce, whose mother was niece of Proprietor John Putnam, and his father L. Pierce, Esq., so long and honorably known, in the middle years of the town's history. The firm was established in trade before the War, and has kept on the even term of its way as a general hardware, iron and steel, paints and oils, agricultural machinery, and wholesale groceries to the trade. At this time of the year they are exceedingly busy with the work of furnishing supplies for the lumbermen. They have had from the first the agency of the Buckeye Mower, the one unrivalled mower of the country.

Down on Mechanic street is found the large two story building of the Taber industries. Below, A. P. M. Taber gives his whole attention to horse shoeing, and has, as his customers, our best and most critical horse owners. That he satisfies them is the proof of his work. Up-stairs, Geo. M. Taber has devoted himself to the special work of carriage trimming, being the first establishment of the kind ever set up in this town, and has begun to develop a good trade. Geo. will show to all who favor him that in making and trimming of tops, seats and thills he can do better than others who do not have the special facilities and handicraft.

On the return to Main street, of the stores in the Brick Block, notice is called to the first at the Easterly end, occupied by the extensive clothing firm of Wm. Fox & Sons. The senior member has been in the same business in Bucksport for more than thirty years and still carries on the store there. Two sons, Theodore J. and Calvin L., who were born there, conduct the business in this town and have taken to themselves a good share of patronage. Their store is large, and well lighted by the windows on Mechanic street. Their shelves, counters and drawers are full of all the best kinds of goods for men's wear. Their single wish is to sell the best in their lines to all whom they can possibly reach.

Up-stairs just over this store is the tasty and well arranged office of Dr. H. M. Cochran, Dental Surgeon. Dr. Cochran has had remarkable success, and wins many friends. Along the hall a few steps is the printing office of W. H. Smith. As it would not sound well to "puff" one's own business, we invite all to call and see for themselves.

The second store of the Block is occupied by Mr. Maurice Schmuckler, who was born in Breslaw, Prussia, and who came to this continent twenty years ago. In 1875 he moved to this town

and opened the first exclusively ready made clothing store in Aroostook County. With his long experience, and first establishment in the trade, Mr. Schmuckler has had good success in building up a trade in his line. His stock is well selected, well made and put at the best possible prices. It is worth one's while to visit his store, and learn the opportunities for profitable use of the money.

H. J. Hatheway, a native of Eastport, with his large and well selected stock of drugs, chemicals and fancy goods, occupies a very handsome store about the centre of the row. The second story is finished and furnished as his residence. Besides taking great pains with all physicians prescriptions, Mr. Hatheway puts up and sells most carefully compounded standard prescriptions. Among these is the now widely known Standard Liniment, which is firmly established among our people.

Next door is the dry goods store of Chas. P. Tenney, another grandson of Proprietor Varney Pearce of New Salem. Mr. Tenney occupies both stories of the store, and the arrangement is such for light, and for convenient showing of goods, that the store is a most popular ladies' resort. Mr. Tenney's goods are the very best and most fashionable in the market. In ladies' boots and shoes, gents' hats and caps, and in robes and skin coats his stock is very large, well selected, and sold at living prices. The store is worth a visit, merely to look at.

Next to the Tenney stores is the extra fine, well lighted, tasteful and well stocked hardware store of Waldo G. Brown. His stock of shelf goods is unusually large, filling both sides of the lofty front store. In the cellar he has the boiler which heats the whole block, and in the line of steam fitting does a large business. At the present time Mr. Brown is just receiving and opening the finest line of silver plated ware ever brought to this town. This includes all the common and uncommon articles of such service, and for Christmas presents will present to purchasers uncommonly fine chances for selection. Also at the same time he is in receipt of specialties in brass goods for fireplae service. These are unusual in style and quality and well deserve careful examination.

The Westerly corner store is filled with the large and ample stock of groceries, meats and crockery of the firm of E. Merritt & Sons. The active partners, C. D. and L. F. Merritt, were born in Mansfield, Mass., and began business on this spot about twenty years ago.

By reference to the view it will be seen that below the Square towards the bridge there is another open space formed by the meet-

ing of three or four streets. Around this are now placed some of our enterprising firms who add much to the sum of the industry of the town.


In the basement of the Spooner building, just at the corner of the Square and Bridge street, is the meat and grocery store of J. C. Harrigan, who came from Littleton, and has built up a good reputation for himself. On the first of March he will open a new store and stock in his own building, on Court street, next North of the Exchange.

The next building to the great Putnam building is just newly finished by the firm of Hiram Smith & Co. They do a large and increasing business in Flour, Grain and Mill Feeds, and in jobbing and retailing of Groceries. Their new store is well arranged and very conveniently located. They have taken the agency for the Bowker Fertilizers, and will be prepared to sell these choice makes to all who want quick returns on well developed crops.

The Bowker Fertilizer Co. have made to themselves a well deserved reputation for the manufacture of the best of fertilizers. They have been in the work some fifteen years and the output now is about 40,000 tons annually. They have two large factories, one in Massachusetts and the other in New Jersey. Headquarters are in Boston, and the Manager and Head is Mr. Wm. H. Bowker, a gentleman of great business sagacity, and clear comprehension of the elements which make success in a given line. He first took up the making of the Stockbridge Special Complete Manures, and in them our farmers find the best returns for their investments.

Next door South of the Smith building is the Harness Shop of Jas. H. Sinclair. He has succeeded to the work of one of our oldest and widely known harness makers, the late J. C. Spooner. Mr. Sinclair carries a large stock of material, and keeps a good assortment of made up goods and shelf saddlery hardware.

In the point of the Heater of the two streets, is the large grocery and meat shop of L. Monson & Son, both natives of this town. Here is cut up the best of meat, and the offerings of poultry, fish, and general supplies are of the best. In connection with this store they carry on the Bakery, and supply a very large circuit of customers with beans, brown and white bread. Also cakes and pastry are constantly on hand fresh from the oven.

LANE  PEARCE,
Dry  Fancy Goods.

LADIES,' MISSES' ^{AND} CHILDREN'S GARMENTS,
IN PLUSH, ASTRACHAN, BEAVER AND STRIPES.

ALWAYS ON HAND:—

Ladies', Gents' and Children's Underwear of
all kinds. Also, Kid Gloves, Corsets,
Hosiery; Silk, Linen and Cambric
Handkerchiefs and Mufflers.

White and Colored Table
Damask and Napkins.

BOOTS, SHOES AND OVERSHOES.

— WE MAKE A SPECIALTY OF —

Fine Dress Goods and Trimmings,

Ladies', Gents' and Children's

FINE BOOTS, SHOES  SLIPPERS.

PLEASE CALL.

LANE & PEARCE,

Red Store, - - Houlton, Maine.

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