

extensive improvements upon the farm and buildings. He represented his district in the Legislature of 1891.

As we approach the town of Ashland from Presque Isle we first come to the large farm of Mr. Hazen Walker, situated upon a beautiful ridge of land and consisting of a succession of fine smooth fields extending away back to the forest growth.

After a careful examination of the town and its agricultural capabilities, we do not hesitate to say that were the same general attention paid to farming as in towns not so largely engaged in the lumbering interest, Ashland would be one of the best farming towns in the county. The town was incorporated under the name of Ashland in 1862. In 1869 the name was changed to Dalton, in honor of its pioneer settler, but in 1876 it was changed back again to its original name. The population of the town by the census of 1890 was 568, and the valuation was \$136,433. The survey of the branch of the Bangor & Aroostook Railroad has been completed to Ashland, and when this road is constructed it will largely increase the business of the town and increase the population.

HAYNESVILLE

About twenty-five miles southwest of Houlton, on the old Military road, is the village of Haynesville, situated near the "Forks" of the Mattawamkeag, or the point where the east and west branches of that river unite and form the main Mattawamkeag River which flows in a southwesterly direction and empties into the Penobscot at Mattawamkeag Point. The establishment of the military post at Houlton in 1828 and the consequent transportation of large quantities of supplies for the garrison at Hancock barracks attracted settlers to the line of the route over which these stores were carried. The Forks, or as it was spoken of by Major Clark, the officer in command at Houlton, "the crotch of the Mattawamkeag," was an important point upon the route from the beginning of these operations and the handling of large quantities of supplies at times brought quite a number of men to this point. It is pretty well settled that the first permanent settler in what is now the town of Haynesville was Mr. William Wilson who came from Somerset County in 1828 and settled a short distance east of the forks. His father, Mr. Jona-

than Wilson, came soon after and together they took up the land now included in the farms of Mr. Wm. F. Wilson, Mr. H. G. Tuck and Mr. Charles Irish. They cleared a farm and built the house in which Mr. Wm. F. Wilson now lives. Jonathan Willson died many years ago, and his son, William Wilson, continued to live upon the farm until his death in 1882.

Immediately upon settling at the Forks the Wilsons opened a house of entertainment, or a stopping place for those whose business called them to this wilderness region. It was probably a very primitive style of hotel, but was without doubt the first public house opened at the Forks. No road had at that time been built in all this region, and the work of forwarding supplies to the garrison was one of much difficulty. Work was at once commenced with the view of cutting a road through to Houlton and was at first carried on by the soldiers. This finally resulted in the construction of the Military road, which was completed in the winter of 1832.

The opening of this road induced other settlers to establish themselves along its line and to engage in farming and in supplying the wants of those whom this new enterprise attracted thither. Mr. Albion Haynes was one of the earliest settlers who came to the Forks, and for him the town was afterwards named. Mr. Haynes settled a short distance below the Forks, near where the Pollard store now stands, and here he kept a hotel for a number of years. Mr. Asa Smith afterwards kept the hotel, but subsequently moved to Mattawamkeag. In 1832 Messrs Hall and Leighton built a hotel on the hill about two miles below the Forks. They afterwards built a hotel near where the Military road crosses the Mattawamkeag river, on the lot where Mr. Wm. H. Chambers now lives. About the year 1840, Mr. Daniel Cummings came from Cape Elizabeth and took the hotel on the hill below the Forks which he kept for many years. In 1853, Mr. R. B. Campbell came from Boston and took the Cummings' hotel and Mr. Cummings built a house nearby, where he lived until his death some ten or twelve years ago. Mr. Campbell also carried on a large farm in connection with the hotel. He was a man of much energy and force of character and was withal an intense Union man during the war. So strong were his sentiments in this respect that he has been known to order guests from his house during the time of the war for uttering disloyal sentiments and even to threaten them with forcible ejection if they did not depart at once. Mr. Campbell continued to keep the hotel until his death some

twenty years ago. Mr. Jeremiah Blaisdell was in Mr. Campbell's employ for many years and was well known to all patrons of the house. After Mr. Campbell's death his son, Frank Campbell, continued in the house for a number of years, when it was sold to Mr. E. F. Hillman, who died some five years ago. Mr. L. L. Wiers now has the house.

In the olden time, before the era of the railroad, the old Military road was the principal route for communication with Aroostook County, and nearly all the supplies for this upper country were hauled over this road. Large lumbering operations were carried on in its vicinity and great quantities of supplies for the camps were hauled from Bangor. The road was also the mail route from Houlton to Bangor and passenger coaches, always well loaded, ran upon the line. This large amount of travel gave business to many hotels along the line and for many years no better houses of entertainment could be found in the State than were kept along the old Military road.

Mr. Reuben Ordway of Bangor was an early proprietor of the mail route from Houlton to Mattawamkeag and in 1840 Mr. Eben Woodbury came to Houlton and took charge of the line. In 1847, the firm of Woodbury and Bailey was formed and this firm owned the route until 1868, doing a large business, especially during the years of the war. In 1868 the route was sold to Mr. Asa Smith of Mattawamkeag, who in 1870 sold to the Eastern Express Co. This company put on a fine line of coaches, each drawn by four fleet horses, frequent changes being made, and the running time being ten miles an hour. Upon the extension of the railroad to Houlton in 1872, the mails were transferred to the N. B. R. R. Co. Freight and passengers also sought the same route and the glory departed from the old Military road. Most of the hotels along the road have now been abandoned and a way mail is now carried with one horse from Haynesville to Kingman every other day. The road is now but comparatively little used and a generation has grown up, to which the busy scenes and immense traffic on this old highway are now but matters of history and tradition.

Mr. L. D. Wyatt took the hotel at the Forks many years ago and kept it for some time and afterwards built a new hotel on the corner near Mr. John H. Brown's. This house was afterwards burned. In 1853, Mr. Wyatt built the hotel now kept by Mr. L. H. Whittier, and after carrying on the business for a number of years sold to Mr. Gorham Rollins. This house afterwards passed through a number of hands and in 1880 was

purchased by Mr. Whittier, the present proprietor. Mr. Richard Smith took the hotel near the bridge after Mr. Wyatt left it and in 1865 sold to Wm. H. Chambers, who still owns the property, but does not now keep the house open to the public.

Mr. Isaac Bradbury was one of the early settlers of the town. He came from Saco and settled on the line of the Military road a mile north of the bridge. He cleared a farm and lived on it until his death some thirty years ago. Mr. J. C. Patchell now lives on a part of this farm and Mr. Simeon Irish has the remainder.

Mr. Samuel Tuck came to Haynesville from Norridgewock in the early days of the settlement. He first settled on the Military road some two miles north of the bridge, on the farm upon which Mr. Edwin Bedel now lives. He afterwards moved to a lot a mile and a half from the corner on the ferry road, where he lived until his death some twenty-five years ago. Judge Tuck was a prominent man here for many years and was well known throughout southern Aroostook. He was a land surveyor and also justice of the peace, and was for some time judge of probate of Aroostook County. Mr. Albert Mitchell now lives upon the old Tuck homestead.

Mr. Andrew Calkins was also an early settler who lived for some time on the ferry road north of Judge Tuck's, but moved away many years ago. Mr. Abner B. Hall was one of the pioneers of the town and first settled on the lot where Mr. John H. Brown now lives. He lived upon this farm until 1847, when he moved to a lot on the Military road, half a mile south of the corner, where he lived a number of years and then moved to a lot a mile and a half north of the bridge, where he lived until his death some twenty years ago.

Mr. John H. Brown, now one of the leading citizens of Haynesville, came when a boy with his father from China and lived in Linneus for a number of years. In 1847, he came to Haynesville, being employed by the firm of Woodbury and Bailey, of Houlton, proprietors of the stage line, to take charge of their horses at the Forks. In 1852 Mr. Brown purchased the Abner B. Hall farm, upon which he has since resided. When Mr. Brown bought the farm there was but little cleared upon it. He has since greatly extended the clearings and improved the buildings and now has a fine, smooth and well cultivated farm and a neat and convenient set of buildings. The soil is of an alluvial character, is free from stones and produces well. Mr.

Brown has been town clerk and treasurer since 1858, and postmaster since 1878.

Mr. Charles E. Gilman took the hotel at the Forks in 1847 and kept it for three years, when he moved to a farm on the ferry road. He remained there a few years and then removed to Houlton.

Mr. Watson D. Bean came from Bancroft in 1848 and built a store opposite the Chambers' Hotel and was engaged in trade a number of years. He afterwards moved to Passadumkeag, where he died. Mr. Levi Ricker of Bangor took the Bean store in 1853 and after trading there three or four years, returned to Bangor.

Mr. Levi B. Pollard came to Haynesville about 1855, having formerly kept the Ramsdell Hotel in Macwahoc. He afterwards bought of Mr. Asa Smith the Albion Haynes place at the Forks. Mr. Pollard was largely engaged in farming, trading and lumbering and was a prominent business man for a number of years. He died at Haynesville some six years ago.

Mr. Samuel Hodgdon was at one time one of the leading business men of the town. He came from Brewer about 1860 and built a store near the hotel. He carried on a large business in lumbering and trading for a number of years and afterwards returned to Brewer.

Mr. William H. Chambers came from Chester about 1865 and bought the hotel of Mr. Richard Smith. The house was burned in 1870 and Mr. Chambers at once rebuilt. He died four years ago and his son, Mr. Alfred G. Chambers, now has the property, but does not now keep a public house.

Haynesville formerly included Leavitt Plantation (No. 3, R. 2) which lies immediately north, but this township was set off in 1877 and now has no organization. The Military road enters Haynesville near its northwest corner and runs in a southeasterly direction parallel to and a short distance east of the east branch of the Mattawamkeag. A short distance below the Forks the road turns at a right angle to the southwest, and, crossing the Mattawamkeag, continues on in that direction across the town. Above the Forks are some very good farms along the Military road. In the northern part of the town the land is somewhat rough and broken and difficult of cultivation, but nearer the Forks it is much better adapted to agricultural purposes.

The village of Haynesville is a neat and pleasant village with a number of very handsome residences, and is very pret-

tily located near the bank of the Mattawamkeag. The transfer of the large carrying trade and extensive travel from the Military road to the railroad has very much interfered with the business of the town. The population of the town in 1890 was 280, and its valuation was \$68,684.

FORT FAIRFIELD

Fort Fairfield is one of the historic towns of the County of Aroostook and its history dates away back to the stirring and exciting times of the Aroostook War. Indeed what may be called the "ancient history" of the town antedates that bloodless struggle by many years. The town as now organized includes what was formerly Township D, Range 2, and also the township immediately north of it known in the ancient annals as Plymouth Grant. The earliest history of the present town of Fort Fairfield has to do with this last named township. In the year 1806 the good people of the town of Plymouth, Mass., wishing to build a breakwater to protect their harbor from the surging waves of old ocean, applied to the General Court of that good old Commonwealth for aid in their undertaking. The State thereupon granted them a township of land to contain 36 square miles in the far-off wilderness of the District of Maine.

The resolve making this grant to the town of Plymouth was passed on March 4th, 1806, and the deed was executed by the authorized agents of the State of Massachusetts on December 19, 1807. In this deed the grant is described as "a certain tract of land lying in the County of Washington, equal to the contents of six miles square as the same was surveyed by Charles Turner, Junior, Esquire, in the year eighteen hundred and seven. Bounded as follows, viz.:—Beginning at a beech tree marked S. E. C. P., standing on the eastern boundary of the District of Maine, fifty five miles north of the source of the Schoodic Waters, and running north, thirteen degrees east, six miles to a fir tree marked sixty one miles, thence running west, thirteen degrees north, six miles to a stake, thence running south thirteen degrees west six miles to a maple tree marked S. W. C. P., thence running east, thirteen degrees south, six miles to the beech tree first mentioned, together with all the islands in those parts of the Aroostook River which are included within the