

alive to the effect that the building that this road would have, in robbing their line of traffic in an important part of their territory. The result, as all know, was that the Bangor & Aroostook Railroad, to protect its interests, built extensive additions to its line, through which additions such towns as Washburn, Mapleton, Perham, Woodland, part of New Sweden, Wade, Castle Hill and Chapman, have been afforded much needed rail facilities to connect them with the outside world. This is a large and very fertile portion of Aroostook, and up to the time of the building of the railroad into it, its people had been suffering many inconveniences for lack of a railroad, and progress in increase of wealth and population was practically at a standstill. This whole territory is now as well supplied with railroad facilities as any portion of the County, and its people have this great benefit and advantage as the result of the electric railroad built by Mr. Gould, which forced the hand of the Bangor & Aroostook Railroad, and resulted in giving them, not only one, but two lines of railroad.

Since the coming of the steam and electric railroad transportation, the change in these different towns amounts to a veritable transformation in the way of increased prosperity.

The town of Washburn may be taken as a fair representative of the group of towns affected by the building of the railroad extensions referred to. In Washburn the record shows that in 1909, the year when the town first acquired railroad facilities, there was appropriated \$900 for free high school. In 1921, the appropriation was \$9983.66, a little over ten times as much. In 1909 the record shows that the total valuation of the town was \$299,613. In 1921 it had grown to \$831,675. It is estimated that since the coming of the railroad to Washburn, the increase in the potato acreage has been six fold, and that the same ratio of increase could be applied to the growth of the village, and to the increase in the volume of business done in the town.

---

## CHAPTER IX.

### *Other Developments In Gould's Career.*

The Gould Electric Line or the Aroostook Valley Railroad, as it is called, after being built through to Washburn, was subsequently extended to New Sweden, and still later a branch line was built to Caribou. It has been a great success as an agency of development in the section of country it has opened up, and

has also been an important feeder for the Canadian Pacific Railroad, with which it connects at Presque Isle.

It is a standard gauge, finely constructed and thoroughly up-to-date road, equipped with ample rolling stock of the best type, and after important changes in grades, which are at present being made, are carried out, will have a maximum capacity for handling all present and prospective traffic on its line. Essentially a freight carrying proposition, and thoroughly equipped for that purpose, with abundance of power, it is also well equipped for meeting all the demands of the passenger service in its field, and furnishes its patrons excellent accommodation in that direction.

What this road has done as an adjunct to the Canadian Pacific road the record of increase of traffic on the Canadian Pacific branch since 1910, when this feeder was added to the spur line running into Presque Isle, well illustrates. Eleven years ago the record shows that the volume of business done at the C. P. Station in this village was about \$50,000 per annum. The past year, 1921, there was handled almost \$1,000,000 of business at this station. This enormous increase is almost entirely due to the added business which the Aroostook Valley Railroad has brought to the Canadian Pacific.

If Mr. Gould lives, the same energy and ability which have accomplished thus far in his career such surprising results, will supplement the present development he has succeeded in making in electric railroad transportation, with a much more ambitious and more important addition to the existing line.

After extending the line to its present limits, the idea was conceived by Mr. Gould of pushing it still further. Desiring to strengthen what he had built by additional freight traffic, it occurred to him that this might be done by an extension of the line into the great forest domain which lies between Washburn and the western boundary of the State. Promptly following out this suggestion, Mr. Gould for the past ten years has been tirelessly and persistently at work upon the development of a plan to push through a line of railroad, familiarly known to the public as the "Quebec Extension."

Beginning at a junction with the present Aroostook Valley line at Washburn, this projected line would extend westward to the boundary between Maine and the Province of Quebec, a distance of 111 miles. A final survey has been completed, which shows a good route, with many water powers along the line, easy of development, which would afford ample and cheap power

for its operation. At the western boundary of the State, connection will be made with the Quebec Central Railroad, and thus a short line from the western Provinces of Canada, and from the Western States will be afforded. Such a line would not only develop a territory of immense timber and agricultural resources, but would give Aroostook an additional outlet for reaching the markets of the world with her products, and would enable our County to bring in freight from the West much more cheaply than the same commodities can be handled under existing conditions of freight transportation.

The region to be thus penetrated by railroad is one of the most interesting sections of undeveloped country in the United States. It is probably the largest remaining area of virgin forest to be found in the East, and is a region of enormous richness in its timber resources.



WINTER SCENE IN GREAT WESTERN  
AROOSTOOK FOREST

After a point perhaps thirty miles west of Ashland is reached, the wilderness is in its absolutely virgin state, and the old-time logging road by which it is now traversed, runs through a forest with countless millions of feet of the very finest spruce, hemlock, cedar, fir and all varieties of hard wood indigenous to forest growth of this latitude.

It is a somewhat curious fact that in traveling from Ashland westward, when one reaches the divide between the waters of the Aroostook River and the Allegash, there is noticeable a marked change in the timber growth. Immediately one has crossed this divide the forest growth becomes thicker, the trees of all kinds taller, and the timber growth generally more heavy.

For miles upon miles on the Allegash side of the divide, the spruce and pine trees stand in thick ranks, many of the pines rising to the height of a hundred and fifty feet, and spruce a hundred feet high. Ridge after ridge of the very finest hardwood abounds and hundreds of million of feet of cedar trees which have apparently never been touched by the axe. It is estimated that there are many townships in that wonderful region, which have growing upon them not less than two hundred million feet of timber.

During all the years that Aroostook has been settled, or has been sought by lumber operators, this vast region has been growing, and annually the waste from decay of trees of all kinds has been enormous. The building of a railroad would prevent all this process of waste, and would conserve the great resources of this region for commercial and economic uses. With the advent of a railroad there should go the adoption of some wise policy of protecting this magnificent forest from being despoiled and converted, as too many other once great forests of the country have been, into a barren waste.

One unused to forest life and forest scenery can add to his store of observation of what is interesting and beautiful, one of the most vivid experiences of his life, by taking a trip through this great wilderness either in the winter or in the summer. Besides its impressive evidence of vast forest resources, its natural beauty and its novel and wonderful scenery are things that furnish a revelation to eyes which are unused to them, and which appeal to one with ever renewed freshness and inspiration.

Besides the vast timber resources the configuration of the country and the character of the soil are such in this wilderness domain of Western Aroostook as to invite agricultural development, so far as it is possible under existing conditions to promote such development in that region. We have heretofore called attention to the obstacles now in the way of such development, growing out of the fact that all these forest lands are locked up in the hands of private owners, who are averse to having their timber lands broken into by settlers, and to the further fact that there is no class available in these days, of the right

material to undertake the task of hewing farms out of the raw wilderness, as it was done by the pioneer settlers of Aroostook.

Millions of acres are comprised in this western wilderness of Aroostook, and if a railroad were built to make its wealth of timber accessible, under proper and economical methods of operation, this great forest would yield an indefinite harvest.

Long before this, but for the interruption and derangement to all enterprises and industries caused by the war, this proposed Quebec Extension Railroad would have been built and would now be adding its contribution to the prosperity of the County and the State.

Before leaving this branch of the subject, it may be worth while to speak generally of the course of industrial activity which has been carried on in the forested region of Northern Maine.

This vast timber tract was what first called attention to Northern Maine. It attracted lumbermen from Maine and New Brunswick, which were rival claimants to ownership of this disputed territory. This led to frequent clashes and quarrels, and finally precipitated the so-called Aroostook War.

The first stage of the lumber industry in Northern Maine was the stripping away of the enormous wealth of virgin pine which then existed. For some time after the pine was gone comparatively little value was attached to spruce and other kinds of soft wood timber, and it was during this period of ignorance and indifference to the present and prospective value of these timber lands that the State was led to squander them, and thus part with the priceless heritage of wealth in them which rightly belonged to the common people and should have been preserved for their use and benefit.

In due time spruce and other forms of softwood lumber came to be recognized as valuable timber for building purposes, and with the growing recognition of the commercial value of spruce, a great lumbering industry sprang up, and was carried on for many years, the product of the Northern Maine forest finding an outlet to market by the St. John River and its tributaries, on which they were floated to St. John city and there manufactured and finally marketed in various parts of the United States.

With the advent of the railroad this lumber manufacturing industry was entirely revolutionized, large mills being planted at various points on the Bangor & Aroostook Railroad, the manufactured lumber finding an outlet to market by rail.



ARTHUR R. GOULD



From the time that this change began, with the exception of some periods of depression, such as occurred in the panic era of 1893—97, timberland values have gradually and constantly increased. Within a comparatively recent date the introduction of the pulp industry has still further revolutionized conditions in the lumber industry, and caused very rapid and very great appreciation of values in timber land. This change has been so marked that in the course of thirty years past the value of timbered land in Northern Maine has been increased upon an average perhaps twenty-five fold.



Great Stand of Virgin Spruce, and Giant  
Pine Tree 150 Feet High

The great forest domain very largely within the borders of Aroostook, which the State parted with for a song, so unwisely many years ago, now constitutes the greatest single item of the State's wealth, and great solicitude is had for its protection, chiefly against its greatest enemy, which is fire. To provide against this there is now a very elaborate system of patrolling the forests in operation, and also scores of look-out stations, which are



located on the summit on every considerable elevation or eminence in the forest region. These observation towers have charts upon which the surrounding forest area is duplicated, and by means of which the fire warden can immediately locate any fire which springs up within the range of his observation.

These look-out stations are also connected together by a network of telephones, and all in all they furnish a very remarkable demonstration of what ingenuity has been able to devise in carrying out such an important work as forest fire protection.

Reverting to the career of Mr. A. R. Gould, which it is worth while to complete in a record of this kind. A chapter in Mr. Gould's active life is pertinent to relate in this connection, although it is not strictly a part of the development of Aroostook. It has reference to the part he has played in giving to the Province of New Brunswick an important extension to its railroad mileage. This was in the course of promoting the building of what is known as the St. John Valley Railroad, a line which at present extends from Centreville, Carleton County, to Gagetown, Queen's County, a distance of 120 miles. A Woodstock to Centreville road had been under agitation for many years, as also a larger enterprise, including the Woodstock to Centreville proposition, of building a railroad to serve the needs of that section of New Brunswick lying west of the St. John River, a rich country agriculturally, and inhabited by a thrifty and industrious class of people.

In promoting this enterprise Mr. Gould had in view the building of a road, to be operated electrically, which should work into a comprehensive scheme which included his proposed Quebec Extension road, and which, as a whole, would form a through line from connection with the C. P. Railroad system at the western boundary of the State to tidewater at St. John. It was a bold project, full of big possibilities in a railroad transportation way, and after some five years of very hard work, it was partially carried out by the promotion and building of the 120 miles of railroad referred to. The capital for this was supplied in part by subsidies granted by the Dominion Parliament, and the New Brunswick government, and in part was supplied by capitalists whom Mr. Gould induced to invest their money in the enterprise, on the strength of securities guaranteed by New Brunswick and the Dominion government.

This chapter in Mr. Gould's railroad career added to his experience, broadened very largely his circle of acquaintance with big men in the world of railroad finance, thus increasing

his reputation and influence, but its benefits to him personally, were only indirect. The direct result was that he put in five of his best and most productive years wrestling with the crooks and curves of New Brunswick politicians, who finally succeeded in stacking the cards against him, and robbing him on purely technical grounds of the just reward he was entitled to for the great work he had accomplished.

Many minor enterprises and activities highly beneficial to the community in which he has lived so long, stand to his credit as a citizen. Early in his residence in Presque Isle, he acquired by purchase an undeveloped tract of land on the west side of the Presque Isle Stream, and mostly within the village limits. This tract of 100 acres he bought for a few thousand dollars, added to its value by improvements which he himself made, and by what was done by others to whom he sold lots for homes. The result is that this property now represents a valuation of probably half a million dollars. This is what is known as the "Gouldville Addition," or as more commonly referred to, Gouldville, and it has been an important addition to the growth and prosperity of the village of Presque Isle.

Mr. Gould's interests and activities have been almost wholly in the world of business, and in this field he has demonstrated great energy, far-sightedness, business courage and resourcefulness, so that today his reputation is not confined to the limit of his town and county, but he is recognized as a man of business weight and character, far beyond local limits, among big business men.

Though he was induced to serve for one term in the State Senate, where, during the short time he was at the State Capital he became recognized as a positive force in legislative counsels, he is in no sense of the word a politician, and finds the ways of politics and the means of exerting influence and bringing about results that are demanded in that sphere of activity distasteful to him.

It would have been surprising, however short was the time he was in politics, if Mr. Gould had not accomplished something of permanent and substantial value to stand as a memorial to the importance to the State of his legislative service.

When he began his career as a Senator, in the session of 1920, among the committees upon which he was appointed, was that on State Homes and Schools for boys and girls. As chairman of that committee, he was brought into contact with conditions of life as they exist in the homes which it was the duty of

this committee to investigate. Among these institutions was the Home for Boys at South Portland. This home he found without proper school facilities, and he found its superintendent, Mr. Charles Dunn, a large-hearted, faithful, and highly capable man for the place he filled, very much handicapped by the lack of these needed facilities.

As a result of the investigation made there, at the instance of Mr. Gould, the committee of which he was chairman recommended an appropriation of \$20,000 for the construction of a new building. This met with the approval of his fellow members in the Senate, but was vetoed by the Governor, whereupon, to carry the good enterprise of providing an appropriation for the much needed building, Mr. Gould offered to match \$10,000 of his own money against \$10,000 of the State's money. This proposition was accepted by the Governor, and a bill to that effect was framed and passed unanimously.

In the present month, on the 28th of July, 1922, the ceremonies of dedication of the completed building are to be carried out, and the structure called the "Arthur R. Gould School for Boys," will begin its mission of usefulness and benefaction, and will remain a lasting monument to the man whose generosity, whose sympathy and interest for poor boys has made this addition to an institution established for their care and training possible.

It was found possible to build a forty thousand dollar school building as a result of the raising of this appropriation of \$20,000, on account of the generosity and consideration which dealers in building material were found to have for the enterprise, on account of the co-operation manifested by the business men of Portland, and more than all else, through the willing and zealous labor of the boys of the school, who did the major part of the work under the direction of Mr. Pratt, one of the superintendents of the school.

Before leaving the subject of Mr. Gould's various activities and enterprises, it may be worth while in passing, to note the phenomenal growth of electric power development since the first year the plant was opened. It will be recalled by many that when this plant began operating it was freely predicted that it would not furnish power enough to meet the demands of Houlton, Presque Isle, Fort Fairfield and intermediate towns. How far short of the truth this prediction was is shown by the fact that it is today supplying power for every town in Aroostook except Ashland. The gross revenue the first year was \$23,000;

the last year it was \$225,000, and there is plenty of power for sale yet, and an ample reserve for further development of the County.

At the time that the plant was set in motion, such a customer for the power as a pulp mill was not dreamed of, but at the present time one such industry, the pulp mill at Van Buren, uses fifty thousand dollars worth of power a year. The company is now spending a quarter of a million dollars in improvements, for the further development of the power plant.

---

## CHAPTER X.

### *Beginning Of Aroostook's Great Staple Industry—The Introduction Of Starch Making.*

Having concluded the foregoing cursory and rather imperfect review of the steps which have entered into the acquisition by Aroostook of facilities for communication with the outside world, we will sketch the development that has been made as the result of acquiring railroad facilities.

Except for its great and distinctive industry, that of potato production, acquiring the means of railroad transportation, while it would have improved conditions of living in Aroostook, and conduced to growth and progress, there would have taken place no such marked transformation in the way of increase of wealth and prosperity as has followed since the advent of the Bangor & Aroostook Railroad into the County. As a matter of fact, while the railroad has been a great and helpful agency, the greatness of Aroostook is founded upon the potato. This humble vegetable is the veritable corner stone of the thrift in this great county, as it has been built up to wonderful magnitude within the last half century. It was about forty-five years ago that the potato began to be a recognized factor in the business and industrial life of the County. Aroostook's great career as a potato producing section, in the course of which it has risen from obscurity to the distinction of being the foremost county in the United States in the value of its agricultural products, was when the peculiar adaptability of its soil for raising potatoes for starch making was discovered.

At first the discovery did not go very deep, it was merely superficial, and the extent of it was merely that Aroostook was