

SOUVENIR EDITION.

THE Aroostook Pioneer, Published every Tuesday Afternoon at HOULTON, ME., BY

W. S. GILMAN & SON, GEO. H. GILMAN, Editor. FRANCIS WIGGIN, Associate Editor.

TERMS—\$1.50 Cash; \$2.00 Credit. TELEPHONE CALL-OFFICE 9-2, RESIDENCE 9-4. LOCK BOX 445.

HOULTON, MAINE, Spring of 1895.

Our Souvenir.

It is with pleasure and a commendable degree of pride that we present to our readers and to the public generally the Souvenir Illustrated Edition of the PIONEER.

The idea of issuing such an edition was conceived when the construction of the Bangor and Aroostook Railroad became a certainty, and as the road approached completion to Upper Aroostook, the idea took definite form.

The Souvenir represents Houlton as it is in 1895, without any attempt to give its past history, except as it crops out in the sketches of the different religious societies, and in the biographical notices of individuals. On the 12th page, is presented at a glance an enumeration of Houlton's business interests, with many other matters interesting to all.

The Souvenir speaks for itself. It is printed on super calendered paper, purchased of the C. M. Rice Paper Co., of Portland, with the exception of the cover paper, which was purchased of John Carter & Co., Boston.

It was printed from entirely new type, purchased from Welsh, Freeman & Co., Boston.

The ink used was of the best quality, and was purchased of the old, reliable house of George H. Morrill & Co., Boston.

The cuts from which the beautiful illustrations were printed, were made by C. J. Peters & Son, Boston.

The plate for the first page of the cover was designed and engraved by Kilburn & Cross, Boston.

The most complete technical description of the Bangor and Aroostook Railroad that has ever been written, is found in the Souvenir. For the very full and accurate information contained in this valuable article we are indebted to Mr. Moses Burpee, Chief Engineer of the B. & A. R. R.

The PIONEER is nearly 38 years old. It was established in 1857 at Presque Isle, its first issue being on Dec. 1st of that year. It was published by the firm of W. S. Gilman & Co., consisting of W. S. Gilman and Joseph B. Hall, with Mr. Hall as editor. The size of this first issue was 16x21 1-2 inches, four pages. At present the size of the PIONEER is 20x26 inches, 8 pages. Mr. Hall sold out to his partner after a year or two. Mr. Gilman continued to publish the paper at Presque Isle till 1868, when he removed it to Houlton, where it has been published continuously since.

The PIONEER building was erected in 1883, to replace the building destroyed by fire April 1, 1880. It is 82 feet in length by 32 in width, three stories in height. One-half of the lower story is devoted to the PIONEER. The editorial and accountants' room is next the street. Just back of this is a small room which we will designate the Editor-in-chief's private sanctum. The composing room comes next, and is well fitted up for its purposes. In the rear of the composing room is the press room, a spacious

elling correspondent of the Bangor Industrial Journal. While connected with the Journal he wrote up many of the cities and larger towns of Maine, and became well acquainted with Maine's industries and resources.

This practical knowledge of our State will make his work on the PIONEER of great value to our readers. He has written a great deal in regard to the great possibilities of the north-eastern section of the State, and from the first inception of the "Burlleigh scheme" he has actively supported that measure. He is a true friend to Aroostook county, and will labor earnestly for the best interests of every section of it.

We consider the PIONEER fortunate in securing his services, and believe that the above announcement will please the many friends of the first and oldest newspaper in the county.

GEORGE H. GILMAN.

George H. Gilman, editor of the Aroostook PIONEER, was born in Augusta, Me., March 7, 1854.

In 1858, his father, W. S. Gilman, who was at that time publisher of the PIONEER, moved his family to Presque Isle, and in that village the present editor of the first paper published in the county, spent his boyhood and received his early education. He afterwards attended Houlton Academy several terms, but most of his education was acquired in the printing office, for from the age of fifteen to the present time the greater part of his life has been spent there. His first work as a compositor was on the PIONEER. He was three years in the publishing house of the late E. C. Allen, at Augusta. He has a practical knowledge of every department of newspaper or job work, and this knowledge has been of the greatest value to him in his life-long work. In 1876 he married Miss Lottie Duntun, of Augusta. Mr. and Mrs. Gilman have one daughter, a young lady seventeen years of age.



GEORGE H. GILMAN.

In 1884, W. S. Gilman took his son into partnership. In 1885, W. S. Gilman died, and George H. Gilman became editor and sole proprietor of the PIONEER, and it has remained under his management to the present time.

He has recently purchased all rights of others in the PIONEER building, so that now he is sole owner of the property. The PIONEER, under the management of both father and son, has always been loyal to the best interests of the county, and the influence the paper has had in making known the possibilities of Aroostook, and in inducing immigration, can never be over-stated.

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became connected with the Industrial Journal as Agent and Correspondent, and for eight years he has travelled over the State, looking over its resources, visiting its industries, and writing articles for the paper with which he was connected. He has just been engaged as Associate Editor of the Aroostook PIONEER, and will bring to that paper the results of his experience, and the same earnest spirit that has made his work acceptable and useful in the past.

A. WINSLOW HALL.

A. Winslow Hall, the Editor and Proprietor of the Aroostook Republican, is the son of the late Hon. Joseph B. Hall, who, in company with the late W. S. Gilman, founded the Aroostook PIONEER. He was born at Presque Isle and received his early education in the public schools of that town. The main part of his educa-



A. WINSLOW HALL.

tion, however, has been obtained in the printing office. He accompanied his father to the West and for several years was editor of a newspaper in Fargo, North Dakota. Returning to the East he became the Editor and Proprietor of the Aroostook Republican in 1887, and from that time to the present that live paper has been under his able management. It has grown constantly in circulation and influence and is to-day considered one of the leading papers in the State.

Two years ago, Mr. Hall conceived the idea of getting out a fine illustrated number of the paper on the completion of the B. & A. R. R. to Upper Aroostook. The Souvenir has appeared and it is acknowledged by all, that the Editor of the Republican has, by this stroke of journalistic enterprise, eclipsed all previous attempts of the kind in our State. In a pecuniary sense, the enterprise may not immediately be a success, but the prestige gained by the courage displayed in undertaking a work of such magnitude, the beauty and excellence of the work done, and the advertisement the county will receive by this publication will eventually bring merited reward and appreciation.

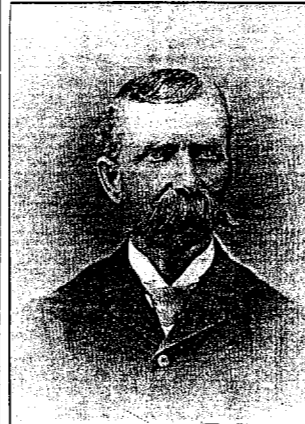
Mr. Hall is broad minded and liberal in his views, a genial, courteous gentleman, whom it is a pleasure to meet.

GEORGE H. COLLINS.

George H. Collins, editor of the Star-Herald, was born in the town of Ripley, Somerset county, in 1852. His parents moved to Bridgewater, Aroostook county, in 1860, and the subject of this sketch was educated in the public schools of the town and at the Bucksport Seminary. After leaving school, he studied stenography and secured a situation in the publishing house of W. S. Gilman & Co., New York.

These papers are ably conducted, and work faithfully for the best interests of the thriving and growing town of Fort Fairfield, and the interests of Aroostook county as a whole. The newspapers of this north-eastern section of Maine will compare favorably in able, energetic and live management with the papers of any section of the State.

JOHN W. DAVIDSON.

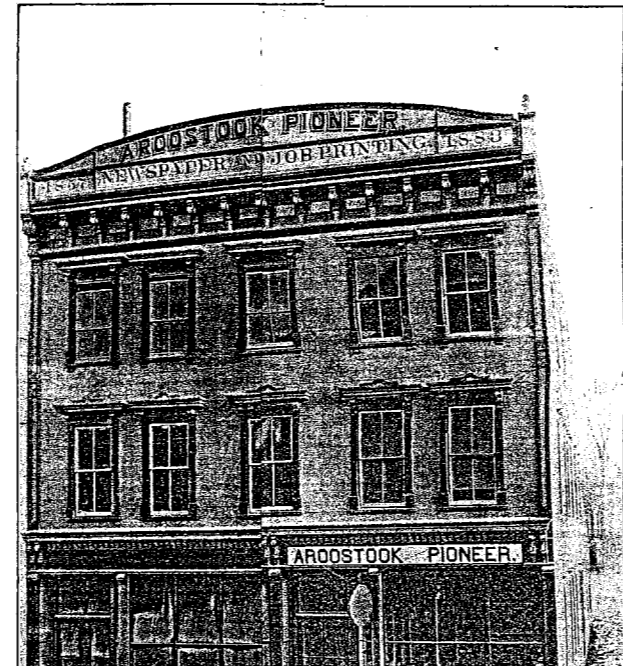


Friend George:

You ask me for my "phiz," And promise that it shall appear Within your "Special Pioneer." And, though I fear you aim to quiz A weather-beaten chap like me, I'll not refuse to give it thee.

Perchance it may serve as a foil To help the others by contrast— And if you think so, hold it fast— (The chances are that it will spoil (The whole affair) Well, I am done. Sincerely yours, John Davidson.

John W. Davidson was born in Salisbury, N. B., yet in spite of this fact he is a thorough Yankee, his parents removing to Eastport, Me., when he was but three years old. Afterward to his father, a carpenter by trade, worked for the old Kennebec & Portland Railroad Company, which ran at that time from Portland to Brunswick, and in this latter town the subject of our sketch lived for three years, during which time the road was continued to Bath. He rode into the latter city on the first train that ever



A GREETING.

Voicing the Sentiments of Ye Editor.

With pride and pleasure both we bring To you this present offering, Pray look its pages o'er with care And note the treasures gathered there, The printer's work, the artist's skill Have served its ample breadth to fill.

This glorious county long had been, Except for horseflesh, all shut in, Until at length, though roundabout, Through John Bull's back yard we got out, Though much to us this route did bring, 'Twas not exactly "just the thing." For all our freight must be bonded here, And in our trunks they'd look to see If we were smuggling, but at last, As months and years went hurrying past, The project strengthened, grew, matured, And then a railroad was assured Which opened up our country grand, Its fertile fields and timber land.

Long years ago, when we were set To try and learn the alphabet, They'd teach us A, then B to say, But now they read it B. & A. Through fleeting years as we look back, Along the hardy settlers' track, We realize how much we owe 'Those burly men of long ago. And when we view this line of steel, Is bringing wealth to us to-day, We feel with grateful hearts to say, One "Burlleigh" man has made it plain How we these benefits might gain.

And now, dear friends, a change we'll call In theme, and rhyme, and metre, And talk of creatures dear to all, Of which there are no sweeter, You'll see them out on pleasant days, In every throng that presses, With sparkling eyes and winsome ways, The fair Aroostook lasses.

What if our youth has passed away, And age our face has wrinkled? Though in our hair the threads of gray So plentifully are sprinkled? Yet when we note each graceful form, And dimpled faces smiling, Our pulses thrill with rapture warm Our poor old heart beguiling.

Although we sigh for days gone by, The years with sorrow laden, May heaven's choicest blessings lie Upon each dainty maiden.

Away with thoughts of years misspent, Away with youthful sentiment, We can't expect, alas 'tis true, To live our loaf and eat it too, And though man falls 'neath fortune's frown, May heaven prosper our whole town.

JOHN W. DAVIDSON, For the Pioneer Souvenir.

Our brother poet has spoken well, What was in our own mind to tell, Yet, as we read his musical rhyme So like the tones of a merry chime, Our soul is much distressed, and sore, For the poem ticks one name more.

State is proud.

Aroostook county was loyal during the war. The men who had come in to subdue the forest and make themselves homes, were not the kind of men to look calmly on while rebels sought to destroy the Nation, and they hastened to enroll themselves in the ranks of the Union army. Albert A. Burlleigh enlisted first in the District of Columbia Cavalry, and was afterwards transferred to the First Maine Cavalry. He was severely wounded at Stanton River Bridge, in Virginia, on the 25th day of June, 1864, by a minnie ball passing through his left thigh, while at the same instant his left shoulder was shattered by a piece of shell. He lay on the field for some hours, but finally crawled to where he could obtain water to quench the intolerable thirst that follows gun-shot wounds. Unable to get off the field, he was captured, and suffering untold agonies from the wound, he was taken to Libby Prison, Richmond, where for 55 days he starved and suffered during the summer of 1864. Finally he was exchanged, weighing less than a hundred pounds, and literally a living skeleton. That he ever lived to return home, or that he ever recovered health and strength, shows that he inherited a sound constitution, and that the vigor of manhood had not been sapped by bad habits.

After the war Mr. Burlleigh spent several years in farm work in the town of Oakfield and Linneus. He moved to Houlton about twenty years ago and has resided here ever since. Soon after his discharge from the army he was elected County Commissioner, and has received four successive elections to that office at the hands of the people, a compliment never vouchsafed to any other commissioner since the organization of the county. He was appointed Collector of Customs for Aroostook District by President Garfield, resigning the office of County Commissioner to take that office. During the first Cleveland administration he was again elected County Commissioner, and again resigned that office during the Harrison administration, when he was again appointed Collector of Customs.

Mr. Burlleigh has four sons and one daughter. Three of his sons are college graduates, and the youngest son is now in a military college in Pennsylvania.

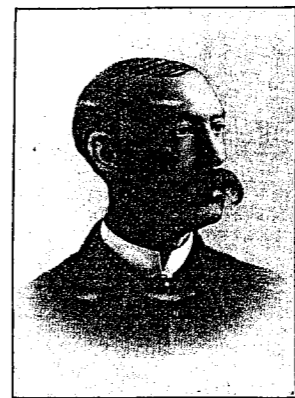
Mr. Burlleigh has been fortunate in his business life and is the owner of considerable wild land in Aroostook county. No man is more highly respected by his fellow citizens than is Mr. Burlleigh. His perfect integrity, his unassuming manner, and the courtesy that he extends to all who meet him, make him justly popular with all classes.

Mr. Burlleigh's connection with the building of the Bangor and Aroostook Railroad is almost too well known to need mention.

In 1890, becoming convinced that the Northern Maine Railroad project had failed, Mr. Burlleigh elaborated a plan that is now well known as the "Burlleigh Scheme." The plan was simple and practical and it met at once with popular approval. It was, in short, that the county should subscribe to the preferred stock of the road to the extent of five per cent of its valuation, or \$500,000. The county voted almost unanimously in favor of this plan, a company was formed with Mr. Burlleigh as President and F. W. Cram as Manager. From the date of the announcement of the plan to the present time, Mr. Burlleigh's entire thought and energy have been given to ensure the success of the project, and he has lived to see the completion of the road to those great

Directly after Mr. Cram's resignation as general manager of the N. B. Railway, he was tendered the presidency of an important western road; then first the superintendency and next the general management of the Central Massachusetts and Western, and before the year was out he was offered the position of vice-president and general manager of the Wheeling (West Virginia) Bridge and Terminal Co's property, with a flattering salary and a proposed contract for five years. He was about to accept this last offer when an appeal came from Hon. Albert A. Burlleigh, in behalf of Aroostook county, to aid in the building of a railroad for them. A thirty years' experience in railroad matters and a thorough understanding and appreciation of the resources of Aroostook county, peculiarly fitted Mr. Cram for work in the great enterprise now so successfully completed to Northern Aroostook. Early in 1891 he became identified with the new company, to which, his practical railroad experience, his knowledge of the whole region, his knowledge of the whole region to be benefited, and his excellent judgment, were of the utmost value. The very fact that he declined the lucrative position offered to him in West Virginia, showed his faith in the ultimate success of the proposed enterprise, and also showed his loyalty to his own State and to the county with whose interests he had been so closely identified.

Aroostook county promptly voted the \$500,000 proposed in the "Burlleigh scheme," but that sum was only a nucleus around which to place a popular subscription, and to the task of soliciting subscriptions Mr. Cram addressed himself with his accustomed energy and persistence. In his native city of Bangor he worked early and late, till by personal effort he had secured nearly \$150,000. His next work was to place bonds issued on the road bed and franchise. If the whole history of Mr. Cram's efforts in this direction could be given, people would be amazed at the obstacles



FRANKLIN W. CRAM.

met and overcome, and would wonder that even his indomitable spirit rose superior to all difficulties, and that even his pluck, determination, and ever present faith in the righteousness of his cause finally carried him to a successful conclusion. Through his efforts the American Express Co. were induced to subscribe \$200,000 towards the enterprise. In the midst of a business depression, and a financial crisis, such as the country had never before seen, Mr. Cram's belief in the justice of his cause, and in the far-reaching consequences to the present generation and to posterity, made him persevere when it would not have been dishonorable to have retreated from the field.

Mr. Cram's services have been just

MOSES BURPEE.

The ancestors of Moses Burpee, the Chief Engineer in the construction of the Bangor and Aroostook Railroad, emigrated from Massachusetts to Sunbury county N. B., in colonial days, and in Sheffield, N. B., the subject of this sketch was born. His early education was acquired in the public schools of Sunbury county. He developed in early life a remarkable taste for drawing and mathematics, and he has always been fond of mechanical pursuits. His first railroad work was on the Fredericton branch. He was next engaged in the construction of the European and North American R. R. He was assistant engineer under Mr. Nichols between Vanceboro and Danforth, also between Fredericton and Grand Falls.

In 1879 Mr. Burpee went west and for five years he was with the Chicago, Milwaukee and St. Paul R. R., in Dakota and Iowa. In 1894 he re-



MOSES BURPEE.

turned to New Brunswick and made surveys for the N. B. Central Railway.

In 1885, when Mr. Cram was made general manager of the New Brunswick Railway, Mr. Burpee was appointed chief engineer, and he retained this position during the whole of Mr. Cram's superintendency, and was with Mr. H. P. Timmerman, Mr. Cram's successor, one year. He was in charge of tracks, bridges and buildings during this period. When Mr. Timmerman became general manager, Mr. Burpee's circuit was extended to Megantic, adding 160 miles of railroad to his division.

When the construction of the Bangor and Aroostook Railroad was begun, Mr. Burpee was made chief engineer. He was eminently fitted for this responsible position both by practical experience, and by study. He has always been a student. In early life he went to Philadelphia and worked in a machine shop. He spent his evenings in study, attending the Franklin Institute and the Polytechnic school. In 1884 he joined the American Society of Engineers, of which he is still a member. His work in connection with the B. & A. R. R. has given entire satisfaction to the contractor and to the railroad company. It is one of the best constructed roads in the country. The grades are easy and the curves are very few in proportion to the length of the road, and the nature of the country traversed.

Mr. Burpee has been a resident of Houlton during his connection with the B. & A. R. R. He has a pleasant residence on Court street, and it has been the good fortune of the writer of this article to spend several evenings with him and his family at their home. Mr. Burpee has many reminiscences of his work and his travels in the

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The PIONEER was started when Aroostook county was undeveloped, and thinly inhabited. The whole population of the county in 1857 did not number above 9,700. At present the population is more than 50,000.

The influence that this first paper published in the county has had in its development can never be over-estimated. From its first issue to the present time, every number has had articles written expressly to make known the wonderful resources of Aroostook, and early and late its publishers, both father and son, have worked for the interests of the grand section where the PIONEER had its birth.

The paper now enters upon a new era, the starting point of which is marked by the issue of the Souvenir. An associate in the editorial department will enable the paper to broaden its scope and extend its influence, and the publisher will spare no pains to make the PIONEER a power for good in the county and in the State.

We invite all who are not now patrons of the PIONEER to become such by subscribing for it for four, six, eight or twelve months, at the rate of \$1.50 a year in advance. The paper will invariably be discontinued at the expiration of the time paid for, if the publisher understands that to be the desire of the subscriber. It is the intention of the Publisher to return a full equivalent for the subscription price by making one of the best papers in the State.

To Our Readers.

Realizing that one of the most potent factors in the development, progress and best interests of a town or community is a well conducted newspaper, and that a newspaper should broaden its influence and extend its usefulness by increasing its number of readers, and that to do this it must present original articles on current events and the issues of the day, the editor and proprietor of the PIONEER takes pleasure in announcing that he has secured the services of Mr. Francis Wiggin, of Bangor, as Associate Editor of the PIONEER from this time.

Mr. Wiggin did editorial work on the PIONEER in 1861-2, while he was Principal of Presque Isle Academy. He has been connected with journalism more or less all his life, and for the past eight years has been the trav-



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Mr. Gilman took great interest in the formation of a Board of Trade in Houlton, and even went to Calais to study the organization of the Calais board and to secure a copy of their by-laws. He has the laudable ambition to make the PIONEER, which his father was instrumental in establishing, one of the leading papers of the State.

FRANCIS WIGGIN.

Francis Wiggin, who assisted editor Hall in bringing out his magnificent Souvenir edition of the Aroostook Republican, and has also assisted editor Gilman in bringing out the Souvenir edition of the Aroostook PIONEER, was born in Sebago, Cumberland county, Maine, in 1840.

Losing both parents when only eight years of age, he was taken into the family of the late Rev. Joseph P. Fessenden, of Bridgton, who was an uncle of William Pitt Fessenden. He made it his home in this cultured family till he was 18, and was partially fitted for college under the tutelage of the gifted clergyman who had befriended him. His education was completed at New Hampton In-



FRANCIS WIGGIN.

stitution, N. H., and Bates College, Lewiston, Me. He taught Presque Isle Academy in 1861 and '62 and enlisted at Presque Isle in 1862, in Co. H, 16th Maine Regiment. He was commissioned as First Lieut. of Co. G, in that regiment, and served till the close of the war. He was in the field with his regiment during the whole time, and saw a great deal of service. In 1866 he went to Massachusetts, and was a teacher of grammar and high schools for twenty years. He resigned on account of ill health in 1886, and returning to Maine

per Aroostook. The Souvenir has appeared and it is acknowledged by all, that the Editor of the Republican has, by this stroke of journalistic enterprise, eclipsed all previous attempts of the kind in our State. In a pecuniary sense, the enterprise may not immediately be a success, but the prestige gained by the courage displayed in undertaking a work of such magnitude, the beauty and excellence of the work done, and the advertisement the county will receive by this publication will eventually bring merited reward and appreciation.

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In 1885 he returned to Aroostook and two years later came to Presque Isle and purchased the North Star of Mrs. Parker, widow of the late Dr. Parker. The paper was neutral in politics for a time, but in 1889, Mr. Collins made it a Republican sheet. In 1890, he purchased the Aroostook Herald of Geo. S. Bickford, who had bought it of W. B. Hall, combining it with the North Star, under the name of the Star-Herald. The paper has been enlarged several times. It did loyal service in advancing the "Burleigh scheme" and making the Bangor and Aroostook railroad an actual fact. It is loyal to the interests of the thriving town where it is published and to Aroostook county. Mr. Collins is a ready writer and there is a vein of humor running through many of his articles that gives them a pleasing spiciness.

THEODORE CARY.

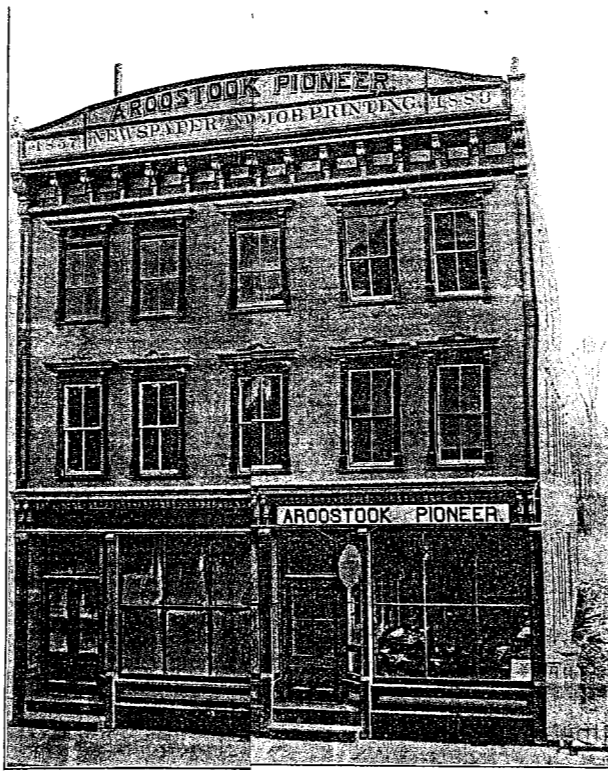
Theodore Cary, the Editor and Proprietor of the Aroostook Times, is the son of the late Shepard Cary, a man who, by his energy, ability and strong personality, left his impress on the affairs of the county and the State.

The subject of this sketch was educated in the public schools of his native town and at Houlton Academy. After leaving school he became a clerk and followed that occupation for several years. In 1860 he founded the Aroostook Times at Houlton. This was the second newspaper established in the county, the first being the Aroostook PIONEER, which was established at Presque Isle in 1857.

The paper is and always has been neutral in politics. It has always labored for the best interests of the town and county. It has never missed its issue on the regular day of publication during the 35 years of its existence.

FORT FAIRFIELD'S NEWSPAPERS.

Fort Fairfield has two newspapers, the Beacon, issued every Wednesday by Smith and Harvey, with William H. Smith as Manager, and Chandler C. Harvey as Editor, and the Northern Leader, published every Friday, C. H. Ellis, Editor.



PIONEER BUILDING, Court St.

ran down to the waters of the Kennebec, and as proof of the good feeling that existed between the college town and the capital of Sagadahoc county he states that the hoodlums of the river town pelted the excursionist with all sorts of missiles, from an exceedingly fragrant egg to a decidedly opaque brick-bat.

Railroading in Maine was then in its infancy, but the road was being pushed rapidly up the Kennebec river and the boy's next home was in the city of Gardiner, where he resided until the spring of '61, when his father came to Aroostook county, being one of the first settlers in Letter B, Range 2, now Hammond plantation. Here the boy grew to manhood and helped to clear a good many acres of fertile soil. But this sort of life was not altogether congenial, and a few years later he entered the office of the Aroostook PIONEER, where he learned the art preservative, at the same time developing a latent talent for story writing, a number of his sketches and other articles appearing in that paper under the signatures of "Jonathan Jinx" and "Brother Jonathan."

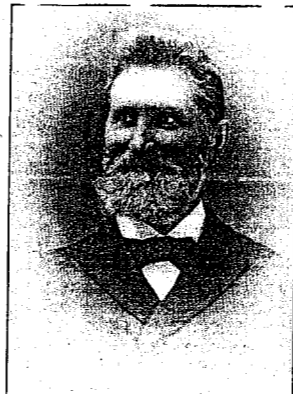
In 1876 he went to Springfield, Mass., and worked on The Republican in various capacities for seven years, writing stories and scraps of verse for that paper, and also broadening his literary field by contributing to Golden Days, Portland Transcript, Saturday Night, and various other publications. Then his restless nature took him to Boston, where he labored for half a dozen years on the Globe, mingling type-setting, story-writing and proof-reading with an occasional dash of versifying, till the terrible grind of morning newspaper work undermined his health, and he was forced to seek the open air once more. Naturally his mind yearned for the pure air of Aroostook county where he once more took up his abode, reasoning that it were better for him to dig in the ground for a livelihood than to have some one else dig a hole for him.

Of late he has written almost exclusively for Golden Days and the Argosy magazine, for he finds it impossible to cease "ink slinging." Though somewhat in the sere and yellow leaf he is yet active and vigorous, physically and mentally.

The "Burleigh" man will honored be, Till time shall end in eternity. But as swiftly we fly on the B. & A. With hearts so light and spirits so gay Let us couple two names in merry song And shout aloud as we rush along, BURLEIGH and CRAM! All honor to you. It took you both to put her through.

ALBERT A. BURLEIGH.

Albert A. Burleigh, the President of the Bangor and Aroostook Railroad, was born in the town of Linneus, Aroostook county, on the 12th of October, 1841. He was brought up on a farm and was early accustomed to the arduous labor required in the early days of the county, now so beautiful, but then mostly covered by the primeval forest growth. He obtained such education as a few weeks' attendance yearly, in the old fashioned district school, could yield him, and then studied surveying. He has been



ALBERT A. BURLEIGH.

a practical surveyor during a portion of his life and in following this pursuit, has run out and lotted several townships in the county. His knowledge of surveying has been of great value, and has been the means of saving much expense in the construction of the Bangor and Aroostook Railroad. His early life of diligence brought out, as it has in the case of so many other Aroostook boys, the sturdy qualities which have made Mr. Burleigh a successful business man, an efficient official, and a citizen of which the whole county and the

county. No man is more highly respected by his fellow citizens than is Mr. Burleigh. His perfect integrity, his unassuming manner, and the courtesy that he extends to all who meet him, make him justly popular with all classes.

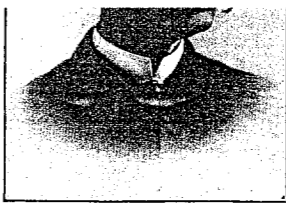
Mr. Burleigh's connection with the building of the Bangor and Aroostook Railroad is almost too well known to need mention.

In 1890, becoming convinced that the Northern Maine Railroad project had failed, Mr. Burleigh elaborated a plan that is now well known as the "Burleigh Scheme." The plan was simple and practical and it met at once with popular approval. It was, in short, that the county should subscribe to the preferred stock of the road to the extent of five per cent of its valuation, or \$500,000. The county voted almost unanimously in favor of this plan, a company was formed with Mr. Burleigh as President and F. W. Cram as Manager. From the date of the announcement of the plan to the present time, Mr. Burleigh's entire thought and energy have been given to ensure the success of the project, and he has lived to see the completion of the road to those great and growing towns in the Aroostook valley, that have waited so many years for its coming.

The county will not forget the service he has rendered. It will not forget his confidence in the great resources of the county, his faith in the success of the enterprise, his pledges of his own property to ensure the construction of the road north of Houlton, nor his unswerving fidelity to the interests of the people of Aroostook county. Long may he live to see this great county open up and develop under the impetus given by the great railroad system of which he is the honored President.

FRANKLIN W. CRAM.

Franklin W. Cram, the Vice President and General Manager of the Bangor and Aroostook Railroad, was born in Bangor in 1846. His education was obtained in the public schools of his native city. His whole life from the age of ten, has been spent in connection with railroads, and he is familiar with every department of railroad work. First he was a newsboy selling papers about the Maine Central station in Bangor, later he was selling papers on the trains. In 1860, he was employed by Jesse Hinks, then Maine Central agent at Bangor, as freight porter. He worked several years for Mr. Hinks and his successor, Mr. Wm. H. Small, picking up something of telegraphy, ticket selling, and general railroad accounting. During this period he, also, learned how to run an engine. In 1870 Mr. Cram became chief clerk and accountant at the Bangor station. He left this position in September of that year, to accept the position of station agent of the European and North American Railway at Bangor. In January 1872, he accepted the position of general freight agent of the Consolidated E. & N. A. Railway. In September of the same year he was made assistant superintendent of that road, and in 1875 he was made general superintendent, which position he held till October, 1882, when the E. & N. A. Railway was leased by the Maine Central. He was then appointed general eastern freight agent of the Maine Central Railroad, holding that position till 1885, when he became General Manager of the New Brunswick Railway. This position he held till the New Brunswick Railway passed into the control of the Canadian Pacific Railway in 1890, when he declined to accept the superintendency of the eastern division of that road. During his connection with the E. & N. A. and N. B. railways, Mr. Cram acted as his own general freight agent.



FRANKLIN W. CRAM.

met and overcome, and would wonder that even his indomitable spirit rose superior to all difficulties, and that even his pluck, determination, and ever present faith in the righteousness of his cause finally carried him to a successful conclusion. Through his efforts the American Express Co. were induced to subscribe \$200,000 towards the enterprise. In the midst of a business depression, and a financial crisis, such as the country had never before seen, Mr. Cram's belief in the justice of his cause, and in the far-reaching consequences to the present generation and to posterity, made him persevere when it would not have been dishonorable to have retreated from the field.

Mr. Cram's services have been just as valuable in the construction and equipment of the road as they have been in the financial arrangements. How one man can perform so much work, and carry so many intricate details in his mind is a continual source of wonder. The public look on and see large bodies of men and teams at work. They see a road bed gradually developed and moulded into form and symmetry. They see ties placed and a track laid, and later they see trains flying along over the new road at the rate of 20, 30 or 40 miles an hour, but how few realize the amount of brain work required to evolve all this. How few realize the executive force, energy and ability, required to manage a railroad, and keep everything running with precision and safety. Mr. Cram has demonstrated his ability in every phase of railroad work, and he is to-day confessedly one of the ablest railroad managers in our country. May he long live to see the development of the fruitful section that is now connected directly with the great "Outside," by means of the B. & A. Railroad.

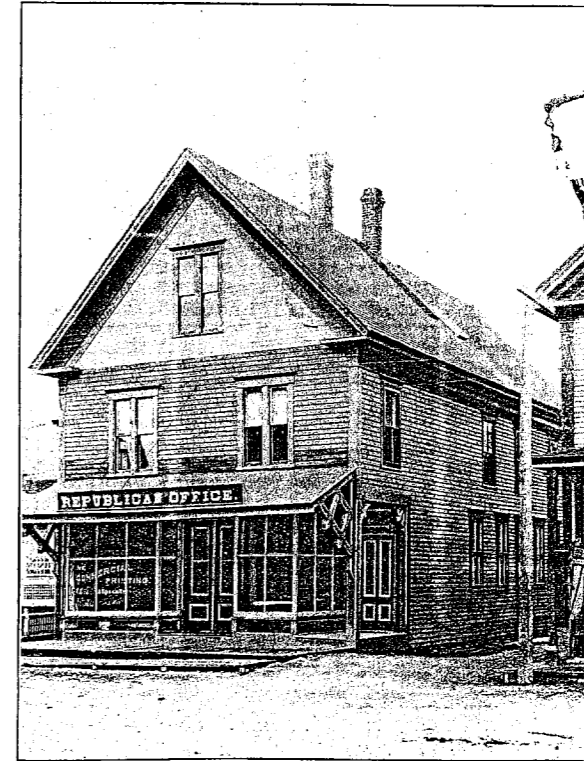
When the construction of the Bangor and Aroostook Railroad was begun, Mr. Burpee was made chief engineer. He was eminently fitted for this responsible position both by practical experience, and by study. He has always been a student. In early life he went to Philadelphia and worked in a machine shop. He spent his evenings in study, attending the Franklin Institute and the Polytechnic school. In 1884 he joined the American Society of Engineers, of which he is still a member. His work in connection with the B. & A. R. R. has given entire satisfaction to the contractor and to the railroad company. It is one of the best constructed roads in the country. The grades are easy and the curves are very few in proportion to the length of the road, and the nature of the country traversed.

Mr. Burpee has been a resident of Houlton during his connection with the B. & A. He has a pleasant residence on Court street, and it has been the good fortune of the writer of this article to spend several evenings with him and his family at their home. Mr. Burpee has many reminiscences of his work and his travels in the way of drawings, paintings, etc. Everything about his pleasant home breathes of culture and refinement, where we find Mrs. Burpee, a most cordial and gracious hostess.

THE AROOSTOOK REPUBLICAN OFFICE.

The Aroostook Republican building, Caribou, of which a view is given on this page, is one of the most convenient and best arranged country newspaper offices in the State. It is centrally located on one of the leading business streets of the village and is in every way well adapted to the requirements of a newspaper.

It is Mr. Hall's intention to devote the whole of the front room to editorial purposes, and he will close out his stock of stationery and other goods with that object in view. His composing room is just back of the editorial sanctum, and is splendidly furnished for a country office. There is an ample supply of new type for all purposes and any kind of fine printing. There are job presses of the latest designs for doing nice job work.



AROOSTOOK REPUBLICAN BUILDING, Caribou.