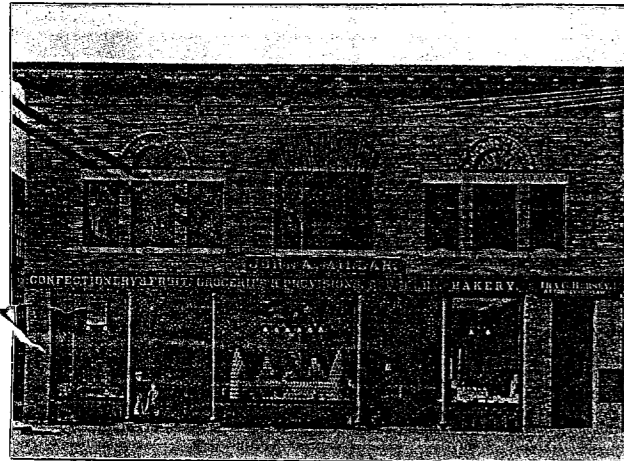


Walter E. Swett.
Chas. F. Thorn.
Arnold R. Toland.
Chas. C. Travis.
Milo Walton.
A. H. Whitman.
Ralph H. Whitney.
I. Perley Yerxa.
Frank M. Hume, the captain of Co. L, was born in Bridgewater, Me., Jan. 7, 1867. After receiving the benefit of common and high schools

Hill, solitary and alone, stands, like a grim sentinel, on the boundary line which divides the United States from the Dominion of Canada. Turning towards the east, the hills of New Brunswick on the farther side of the St. John river, form a back ground for a pleasing picture of hill and dale, cultivated fields, patches of woodland, with the sunshine glinting across the tops of birch, maple and spruce, across fields of grass and waving



J. A. MILLAR'S BLOCK, COURT STREET.

in Aroostook county, he attended a military school in the State of New York. He is at present a clerk in a large hardware store in Houlton.

Olin M. Smith, 1st Lieut. of Co. L, was born in Hodgdon, Me., Jan. 15, 1861. He is the proprietor of a book and stationery store in Houlton.

William A. Martin, 2nd Lieut. of Co. L, was born in Houlton, Me., July 3, 1873. He is at present a clerk in a large hardware store in Houlton.

Houlton as a Summer Resort.

Our caption may be rather startling to those who have never thought of Houlton as a place for the summer tourist to sojourn, but its accessibility now that the B. & A. railroad makes it only about four hours away from Bangor and only eight hours from Portland, the healthfulness of its climate, the beauty of its natural scenery, the neatness and attractiveness of the village, its drives, its markets where products of the dairy and the farm can be obtained in abundance, all these things and more, place Houlton among the eligible summer resorts of Maine.

The topographical features of Houlton have been given in another place, and need not be repeated here. Its



THE INGERSOLL HOMESTEAD, BANGOR STREET.

location is beautiful in the extreme, and it has often been said that Houl-

ton is the soul of the lover of nature is filled with admiration and delight.

A more attractive spot for a summer hotel could not be found than the old parade ground on Garrison hill, and at some time this historical spot may be utilized for that purpose.

Houlton has now two first class hotels, cuts and descriptions of which we present elsewhere. The proprietors are progressive men, and will extend their accommodations to meet the needs of increasing travel to this beautiful town.

Nickerson Lake.

About five miles from the village of Houlton lies a sheet of water known as Nickerson Lake. The lake is about three miles in length, and varies in width from a half to three-quarters of a mile. Its shores are covered with beautiful groves of white birch, and nestled in among these straight shapely trees are a number of cottages belonging to residents of the village, for this lake is the watering place of Houlton.

On the north shore are cottages belonging to the following named parties: Thos. Estabrooke, Albert Page, J. M. Rice, C. C. West, A. Beecher

and secured at this favorite resort. Many people from Woodstock and other places in New Brunswick spend a portion of the summer here.

Sunday schools, churches and societies from Houlton and other towns have their picnics in the groves near the lake, while families and small parties drive out over the beautiful road leading from Houlton village to this growing resort almost daily during the season.

Quite a number of people have purchased lots, and a number of cottages will be built during the coming season. Mr. Herrin owns some 40 or more desirable lots on the north shore, which he offers for sale on very reasonable terms.

Houlton's Commercial School.

The advantage of a practical business education to supplement the common school or high school course of instruction is too evident to any intelligent parent to require a moment's discussion. A certain amount of technical study is necessary, but the whole tendency of modern, advanced, progressive instructors has been in the direction of the practical side of education.

Hence manual and training schools have been established in many of the large cities of this country where the pupil is expected to apply his knowledge by actually doing what his text book teaches. These schools take the place of the apprentice system of by-gone years, and will multiply in years to come till every progressive town will have a training school as an essential part of its educational system.

The modern business colleges are founded on the same correct idea as the training school, and in them the pupil is taught business methods by doing actual business as far as it can be done in schools. The value of these schools or colleges depends on the skill of the instructor and the thoroughness with which he conducts his work.

There are several business colleges in the State of Maine, and the writer of this article has visited every one of them and investigated their methods, and he has no hesitation in saying that we have in the town of Houlton, connected with the Ricker Classical Institute a commercial school equal in every respect to the best anywhere.

The commercial department is under the management and instruction of Hannibal H. Bryant, who has had long experience in this special work, and who is most thoroughly equipped for the position he occupies. He was connected many years with the commercial department of the Maine Central Institute at Pittsfield, and is the author of various text books and methods for business college work.

An investigation of his practical methods would satisfy any one that Mr. Bryant thoroughly understands the application of business principles, and a graduate from this department need have no doubt that he is well equipped to enter a counting house.

The course includes the drawing of all kinds of business documents such as orders, advertisements, business letters, notes, drafts, checks, deposit tickets, leases, deeds, mortgages, co-partnership articles, etc. A bank is a part of the system and the pupil becomes for the time being a merchant, transacting business according to the methods in vogue to-day.

Stenography and type-writing are taught to all who wish to take them. The whole work is individual, there being no classes in this department,

Game Association, for the purpose of protecting fish and game in Aroostook county, and propagating fish in the waters of Aroostook county. Said corporation may take, hold and convey real and personal property to an amount not exceeding \$100,000 in value.

The legislature has also passed an act closing Cook and Pearce brooks, branches of the Meduxnekeag, for a term of four years. The association proposes to buy or lease land at some suitable point, and build a hatchery, at no distant day.

The association is composed of men who fully realize the importance to the county and the State, of protecting game and stocking our lakes and streams, and their influence has already been felt in this direction. Correspondence with New Brunswick parties has resulted in the assurance that the fishway at the mouth of the Meduxnekeag in Woodstock will be repaired and kept in good condition thus allowing salmon to ascend that stream.

Aroostook county may well be termed "The Gameland of America," for no other portion of the country furnishes so many attractions for sportsmen at the present time. Here, within the limits of New England, with railroads penetrating so far into its limits as to make every part easily accessible, is a territory of nearly ten thousand square miles in extent, teeming with every variety of fish and game, and its whole area so intersected and ramified with water courses, that canoe trips of hundreds of miles into and across it may be made with comfort and pleasure.

The Mattawamkeag river and the lakes and streams connected with it, the Meduxnekeag and its system of lakes and tributaries, the beautiful Aroostook river stretching from west to east across the county, around the head waters of which is the best hunting ground for moose, caribou and deer in Maine, the remarkable series of lakes known as Fish river, the A.

buildings, for furniture, for veneering, etc., and its value for hard wood flooring, has never been properly appreciated, and already too much of this beautiful and valuable wood has been burned for fuel and otherwise destroyed.

There has been an intimation that a large furniture manufactory would be established in Houlton and probably the Board of Trade are fully alive to the desirability of securing this important industry for the town. Houlton would seem to be the proper and appropriate place for the machine and repair shops for the Bangor and Aroostook Railroad, and if established here they would prove a valuable acquisition to the industries of the town. Every proper and legitimate step should be taken towards the accomplishment of this object. Houlton has a magnificent site for a woolen mill either at the village, or at the place called Cary's Mills, two miles from the village.

A woolen mill is one of the very best industries that a town can have. At Madison there are three woolen mills costing in building them and putting in the machinery about \$400,000 all told. There is also in that town one of the largest pulp mills in the country, costing more than \$1,500,000. Any business man in Madison will tell you, as many of them have told the writer of this article, that one of these woolen mills, employing possibly 200 hands, is worth more to the business interests of the town, than the entire pulp plant, the establishment of which cost about ten times as much as one of the woolen mills. If tariff rates should ever become more favorable, we should consider a woolen mill as one of the most feasible industries that could be established here.

Regular distributors of wages to both male and female operatives are the sources of permanent prosperity in any town or city and growth and development beyond a certain point never take place without these factors.

A Brief History of the Bangor and Aroostook Railroad.

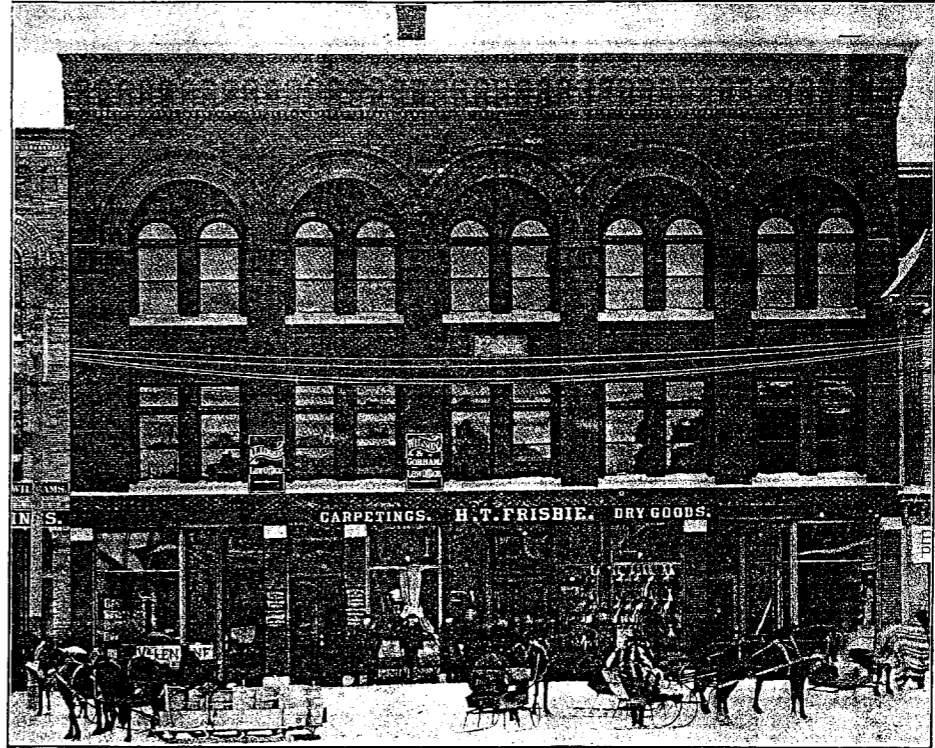
In the fall of 1890 Hon. Albert A. Burleigh authorized the publication of the details of a plan that he had conceived that might result in securing the long desired railroad into Aroostook County over American soil.

The plan, or "Burleigh scheme," as it was called, is familiar to all our readers. It was, in short, that the

and distress of the last two years, inducing capitalists in Boston and New York to take the mortgage bonds of the road by infusing into them a portion of the faith in Aroostook County and its possibilities that was the mainspring of the marvelous earnestness that seemed a part of his being, these things are a part of the history of the building of the Bangor and Aroostook railroad, that can never be fully written, and will not probably

missioners for the year ending June 30th, 1894, when the road had been in operation just six months, shows a balance of \$57,955.79 above operating expenses. The earnings have steadily increased month by month, and probably no new railroad ever constructed in this country can show a better record, as regards net earnings, for a similar period of operation than can the B. & A.

The summer and fall of 1894 were



H. T. FRISBIE'S BLOCK, MARKET SQUARE.

County of Aroostook should be allowed to subscribe a sum not exceeding five per cent. of the county's valuation towards the building of the road. We will not give here the history of the publication of the scheme, but will only say that on its announcement it at once met with favor, and petitions were circulated asking the legislature to pass an enabling act allowing the county to vote on the proposition.

The enabling act was secured and then followed a canvass of the larger towns by Mr. Burleigh. Large meetings were held and great enthusiasm was awakened. Mr. Burleigh explained the details of the plan, answered all questions asked him in a clear and convincing manner, and imparted to his audiences the same faith in the enterprise and in the products and resources of the county with which his own soul was filled.

The papers of the county did loyal service in the good cause and nobly supported the enterprise. The vote of the county was almost unanimous in favor of the proposition.

At the urgent solicitation of the business men of Aroostook Mr. Burleigh had written a letter to F. W. Cram asking him to aid in the great undertaking. Mr. Cram, as General Manager of the New Brunswick Railway, had be-

ever be fully realized.

The necessary legislation additional to the enabling act was secured, and work was commenced on the new road in the spring of 1893. The route selected was from Brownville in a north-easterly direction through the wilderness to Sherman, thence onward to Houlton passing through the

busy seasons in Aroostook County. While the business depression continued in other sections, here all was life and activity. Pending the completion of satisfactory financial arrangements, Mr. Burleigh, the President of the road personally guaranteed the payment of the contractors and work on the construction of the road northward from Houlton was commenced.

The whole story of the anxieties endured, the energy and persistence displayed and the obstacles overcome, will never be published to the world, but the unfailing faith, the indomitable pluck, and the unconquerable determination of F. W. Cram and Albert A. Burleigh are the principal factors which have been potent in carrying the B. & A. Railroad to a successful completion to the flourishing towns of North Aroostook.

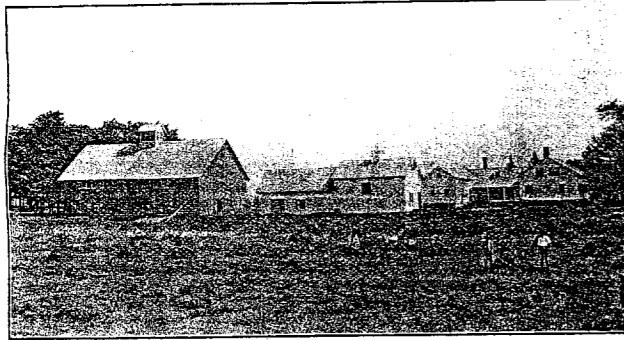
These two men know no such word as fail; and to them Aroostook County is indebted for the well built and finely equipped railroad which now connects it with the great "Outside," over American soil. The railroad is a fixed fact, and how it became so, should never, and will never be lost sight of by the people whose good fortune it is to possess the fairest portion of this great State, which under the fostering influence of direct com-

GENTLE & LUDWIG,
INSURANCE,
SAVINGS BANK



farm can be obtained in abundance, all these things and more, place Houlton among the eligible summer resorts of Maine.

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THE INGERSOLL HOMESTEAD, BANGOR STREET.

Location is beautiful in the extreme, and it has often been said that Houlton is the handsomest town in Maine. It is certain that it will compare favorably with Farmington, Dover and Foxcroft, Bridgton or any other interior town in point of attractiveness.

The climate in summer is delightful, and just brisk and bracing enough to be agreeable as well as health-giving. There is just that alternation of hill and valley, forest and cleared land, stream and lake, lowland and highland, that makes a landscape beautiful, or a drive inspiring. There are no better roads to be found than Aroostook county has in the summer time.

The fine drives in Houlton and vicinity are almost numberless, and any one could take a new direction every day for a month and would think every drive more charming than the previous one. The old parade ground on

number of cottages belonging to residents of the village, for this lake is the watering place of Houlton.

On the north shore are cottages belonging to the following named parties: Thos. Estabrooke, Albert Page, J. M. Rice, C. C. West, A. Beecher

Monson, Geo. H. Gilman, two cottages owned by Nelson Herrin, and a cottage belonging to the estate of the late Miss M. E. Langley. On the south shore are cottages belonging to H. T. Frisbie, Walter Mansur, Sam'l Lane and L. O. Ludwig.

While this lake has always been visited more or less by Houlton people, it is only recently that cottages have been built and families began to spend a portion of the summer months there.

In 1883 Mr. Nelson Herrin, who owns considerable choice land on the north side of the lake commenced to build cottages and develop his property around the lake. He also, purchased a small steamer that formerly ran between Eastport and St. Andrews and had it conveyed to the lake, where it still runs for the convenience of excursion parties in the summer season. Mr. Herrin has two

of LAMMON H. BRYANT, who has had long experience in this special work, and who is most thoroughly equipped for the position he occupies. He was connected many years with the commercial department of the Maine Central Institute at Pittsfield, and is the author of various text books and methods for business college work.

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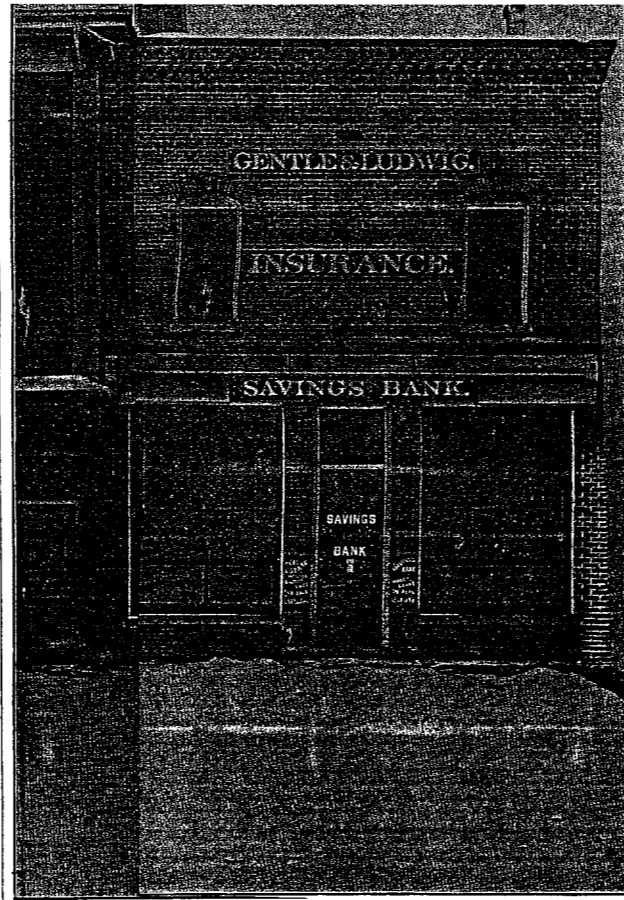
The course includes the drawing of all kinds of business documents such as orders, advertisements, business letters, notes, drafts, checks, deposit tickets, leases, deeds, mortgages, co-partnership articles, etc. A bank is a part of the system and the pupil becomes for the time being a merchant, transacting business according to the methods in vogue to-day.

Stenography and type-writing are taught to all who wish to take them. The whole work is individual, there being no classes in this department, and no two scholars have the same work at the same time. Commercial law is studied and lectures by members of Aroostook bar are given before the school on various points of law.

Houlton Fish and Game Association.

The Houlton Fish and Game Association was organized Aug. 10, 1894. Its object is to protect and propagate fish and game in Aroostook county. It has at present about 50 members, and among them are many of the leading citizens of the town. The officers are: Walter Mansur, President; E. B. White, Vice President; C. L. Fox, Secretary and Treasurer.

The executive committee consists of the following gentlemen: H. M. Briggs, F. F. Innis, O. M. Smith, Alex. Wilson, Geo. Cary, L. O. Lud-



HOULTON SAVINGS BANK BLOCK, MARKET SQUARE.

legash river with almost numberless lakes and streams, every one of these systems is equal in area to the Rangeley Lake region, and holds out far greater inducements, because they have not been exhausted as have those waters.

It will be the aim of the Houlton association in conjunction with other associations, and the co-operation of the fish and game commissioners, to keep these waters stocked and protected, and the game in the forests shielded by law from poachers.

The Needs and Possibilities of Houlton.

Houlton needs more industries. As a shipping and trading center it has prospered wonderfully and is conceded to be the most hustling town of its size in the State. But all trading centers have their limit, and generally, after attaining a certain growth, they come to a standstill, if they do not actually retrograde.

With railroad facilities equal to any interior town in the State, with fine water powers, some of which are not utilized, with exceptionally favorable sites for steam plants, with every accommodation furnished by a large village, and with unlimited resources near by, in the way of raw material, industries must be established in the not distant future.

In the western part of the State are a dozen or more large wood novelty plants, employing all the way from 75 to 200 men and women each in turning out and polishing all sorts of boxes for jewelers, druggists, etc. Much of the product of these factories is sent to Europe, and the demand is greater than the supply.

The raw material used is hard wood, usually yellow birch, and hard soft maple. There are no better hard woods to be found in the world than the hard woods of Aroostook county, and the supply is practically inexhaustible.

The beauty of the yellow birch for interior finish of public and private

Houlton has a live Board of Trade, composed of earnest, level-headed business men, and every encouragement possible will be held out to parties at home or abroad who will establish legitimate industries here.

The fact that Houlton needs a Normal School, or, rather, that Eastern Maine needs such a school and Houlton is the proper place for it, has been brought to the attention of law makers and the public in general, during the past winter. Its accessibility, its geographical position, the healthfulness of the climate, the beauty of the village, the advantages it affords in regard to church and other privileges, the population which would best be convened at this point, all these and more, are arguments in favor of Houlton, when the time comes for the establishment of an additional Normal School in Maine.

The possibilities of this beautiful town are great. Its wonderful development in the past has been a surprise to Maine and to New England. The coming of the new road brings changed conditions and there must be new adjustments to meet them. The county, and Houlton with the county, now enters upon a new era. Unitedly the county has pulled together in the past. Let it do so in the future, and soon it will lead in population, as it now leads in enterprise and activity. The question whether a city government would not be preferable for a town of 6,000 inhabitants to the town method will come up some time for decision and must be met.

That Houlton with its natural and other advantages, its intelligent citizenship and its business push and energy, will continue to advance along the lines of material prosperity, is not only a possibility, but a certainty.

No town in the State has greater or surer possibilities than this handsome, hustling, Aroostook town, whose growth in the past is a presage to its development in the future.

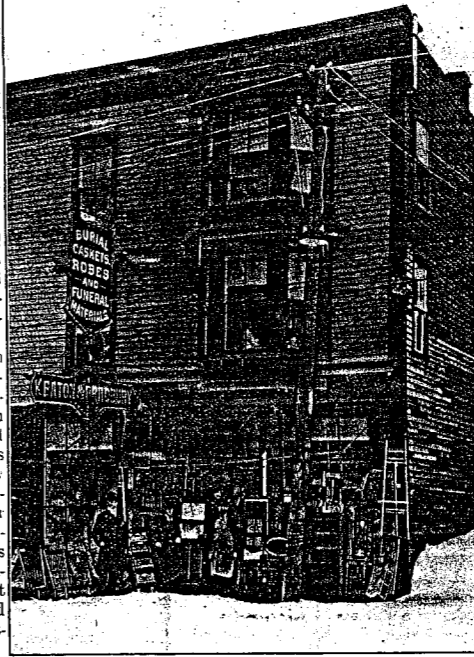
cured and then followed a canvass of the larger towns by Mr. Burleigh. Large meetings were held and great enthusiasm was awakened. Mr. Burleigh explained the details of the plan, answered all questions asked him in a clear and convincing manner, and imparted to his audience the same faith in the enterprise and in the products and resources of the county with which his own soul was filled.

The papers of the county did loyal service in the good cause and nobly supported the enterprise. The vote of the county was almost unanimous in favor of the proposition.

At the urgent solicitation of the business men of Aroostook Mr. Burleigh had written a letter to F. W. Cram asking him to aid in the great undertaking. Mr. Cram, as General Manager of the New Brunswick Railway, had become thoroughly familiar with the magnificent possibilities of Aroostook, as nearly all its immense products were conveyed to market by the way of the railroad with which he was connected.

In another column we give a biographical sketch of Mr. Cram, and will only say here that railroad business has been his life work, and that he is thoroughly familiar with every detail of railroad work from running an engine to managing a great system.

Mr. Cram had resigned his position as General Manager of the New Brunswick Railway, and was about to accept an important and lucrative position in West Virginia, when the letter reached him.



KEATON & BRADBURY'S FURNITURE STORE, MAIN ST.

towns of Island Falls, Smyrna Oakfield and New Limerick.

The Bangor and Aroostook Railroad Co. purchased the Bangor and Piscataquis Railroad in 1892. Brownville is on the Katahdin Iron Works branch of the last named road. Work was pushed forward so energetically in 1893 that Houlton was reached in December of that year, although the last 26 miles of the road were not ballasted, and many of the ties were

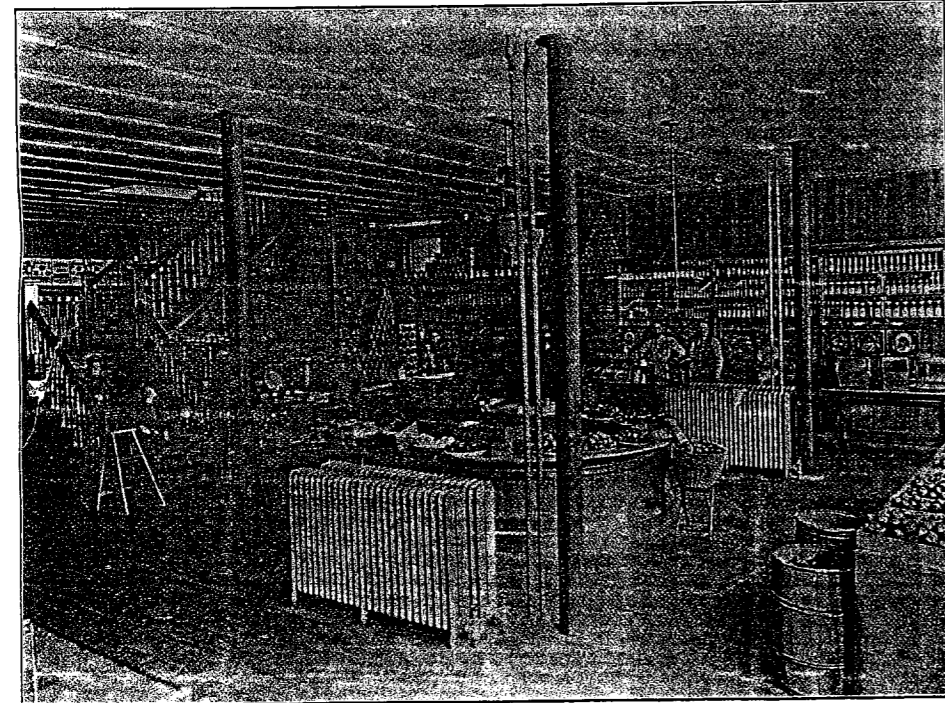
two and one-half months, has been far beyond the expectations of the officials of the B. & A. R. R. Company, and it has taxed the present capacity of the rolling stock to the utmost. More than 50 freight cars a day have been required since the middle of February to move the potato crop and other products of the county towards a market.

The whole length of the new road is as follows: From Brownville to

and persons who are not and the obstacles overcome, will never be published to the world, but the unfailing faith, the indomitable pluck, and the unconquerable determination of F. W. Cram and Albert A. Burleigh are the principal factors which have been potent in carrying the B. & A. Railroad to a successful completion to the flourishing towns of North Aroostook.

These two men know no such word as fail; and to them Aroostook County is indebted for the well built and finely equipped railroad which now connects it with the great "Outside," over American soil. The railroad is a fixed fact, and how it became so, should never, and will never be lost sight of by the people whose good fortune it is to possess the fairest portion of this great State, which under the fostering influence of direct communication, will develop and prosper as never dreamed of by the most sanguine believers in the possibilities of Aroostook County.

The road was opened for travel and traffic, to Presque Isle, Fort Fairfield and Caribou, Jan. 1, 1895. The business done during the past



INTERIOR OF J. A. MILLAR'S STORE.

Garrison hill would be a spot often visited by the summer tourist. The view from this point cannot be surpassed in pleasing features by anything in the State. Directing the eye towards the southwest the observer beholds in the distance the lofty crown of old Katahdin, the monarch of Maine mountains. Turning towards the north, Mars

cottages besides a public hall 30 by 50 feet with a piazza 9 feet wide extending along two sides and the front. This hall has a good floor for dancing, and is fitted with all necessary conveniences.

He has also a cook house and tables for outdoor picnics. He sells no liquors or beer of any description, and orderly companies are thus en-

wig, C. C. West, L. C. Bryant and F. H. Butler.

The following act has just passed the legislature: "An act to incorporate Walter Mansur, E. B. White, Geo. H. Gilman, F. F. Innis, L. O. Ludwig,

George B. Dunn, C. L. Fox, T. S. Estabrooke, C. C. West, Geo. Cary, Eugene K. Peck, R. W. Shaw and Harry M. Briggs as the Houlton Fish and



INTERIOR OF H. T. FRISBIE'S DRY GOODS STORE.

He promptly accepted the invitation thus extended, and from that time to the present he has given himself body and soul to the task of building the Aroostook Short Line. His faithful, persistent work, overcoming obstacles and difficulties that would have utterly discouraged men of less resolute spirit, keeping right on during the awful financial crash

laid on the snow and ice instead of on the ground.

Trains commenced running Jan. 1, 1894, and notwithstanding that everything was in an unfinished state, and there were no store houses along the line, still the road more than paid the expenses of operating during the cold and trying winter of 1893-4, and the report of the railroad com-

Houlton 95 miles; from Houlton to Presque Isle, 45 miles; from Presque Isle to Caribou, 12 miles; from Fort Fairfield junction to Fort Fairfield, 14 miles, making in all 166 miles of new road. The whole distance from Bangor to Houlton is 140 miles, and from Bangor to Caribou is 207 miles.

The road was built for the heaviest of freight trains, and there is not