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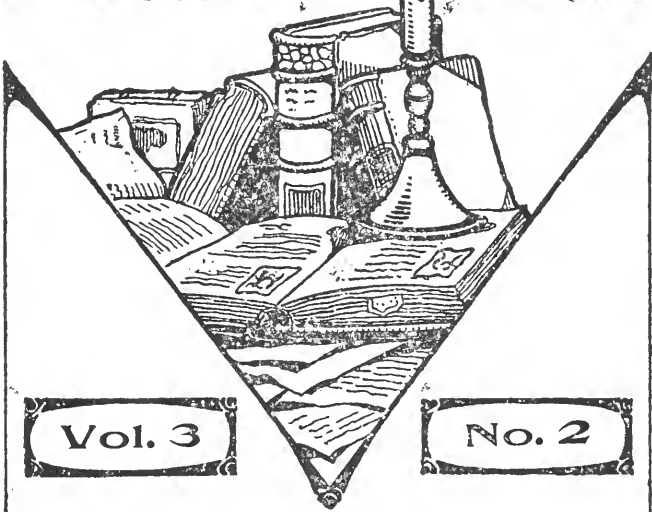
July 1915



Man and the Moose River Region

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# SPRAGUE'S JOURNAL OF MAINE HISTORY



Vol. 3

No. 2

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JULY 1915

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A WOMAN'S WAY



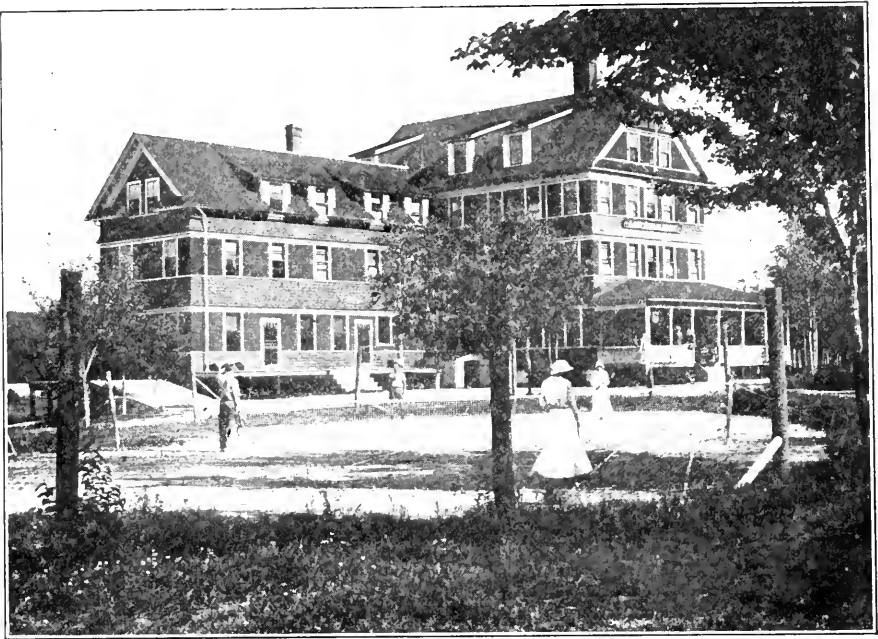
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Lumber Mills of the Jackman Lumber Co.,  
Jackman, Maine.

# Sprague's Journal of Maine History

Vol. III

JULY, 1915

No. 2

## Jackman and the Moose River Region

BY THE EDITOR.

On the northwesterly side of the State of Maine, in a north-easterly direction from the Rangeley Lakes, up in a vast wilderness among the mountains of Canada and back of the boundary range of mountains, <sup>(1)</sup> may be found the sources of Moose River which flows in an easterly direction and empties into Moosehead Lake. Near its mouth at this lake is the pretty village of Rockwood, at the terminus of the Maine Central Railroad.

The valley up and down this river, its streams, ponds, lakes, hills, meadows, sporting camps, farms and villages, with the mountainous grandeur in the distance, altogether constitute one of the real beauty spots in the wilderness country of Maine. It possesses a charm peculiar to itself, incomparable with any other; a uniqueness that is pronounced and instantly impresses the stranger who visits that region. He knows it, feels it, and at once becomes a part of it, and is obsessed with a spirit of its varied beauty. Its nearness to forests and wild life, its culture, its churches, its

---

<sup>(1)</sup> The boundary range of mountains are about fifteen miles westerly from Jackman and Moose River plantations, and are a section of the boundary line between Maine and Canada, and divide the waters which on the westerly side flow into the St. Lawrence, from those on the easterly side which flow into the State of Maine. They are a part of the "highlands" mentioned in the Treaty of 1783 and this word highlands was the storm center of the North Eastern Boundary Controversy between the English and American Governments for more than a half century and which was so serious at one time that a war between the two governments was barely averted.

The Americans construed the word highlands as meaning any ridge of land that divided the waters whether actually high hills and mountains or otherwise. The English contention was that its proper definition was a high and mountainous region like the "highlands" of Scotland. The dispute raged and was acute until it was finally settled by the Webster-Ashburton Treaty in 1842.

(See Collections of the Piscataquis Historical Society, Vol. 1, pp. 216-441.)

schools and its industrial activities so strongly blended with and unseparated from the primeval, enraptures him.

The river is about 60 miles long and is notable for one rather curious feature, which is, that it is a continuation of ponds and lakes but which are really only enlargements of the one river.

The early settlers, the explorers, the lumbermen, guides, hunters and map makers, have all given these enlargements of Moose River district names and seemed to treat them as separate sheets of water.

You have Attean Pond<sup>2</sup> and the Wood ponds, Long Pond and Brassua Lake, but after all they are only enlarged parts of this unique river.

When the first voyagers arrived on the coast of Maine in the early days of the seventeenth century, they explored routes for a highway from this coast to Quebec in Canada. For more than two centuries it was a dream of the Colonists of New England which was never realized until the present road from the Kennebec to Quebec was opened to the public. This road was first surveyed and laid out by virtue of a resolve passed by the Legislature of Massachusetts, June 12, 1817. The Legislature of Maine did not act upon this matter until the session of 1826 when it passed a resolve authorizing the Governor and Council to appoint an agent for "the purpose of opening or causing to be cleared and made passable, the road called the Kennebec road, north of the million acre,<sup>3</sup> in the county of Somerset."

The session of 1827 passed a "Resolve relative to the State Road north of the Bingham Purchase." This resolve authorized the Governor and Council to appoint one or more agents "to examine the road from the north line of the Bingham Purchase, in the county of Somerset to the line of this State." It also provided that these agents should cause to be made so much of said road, as passes over land belonging to this State, and one-half of so much of said road as passes over land belonging to this State and Massachusetts jointly, safe and convenient for travellers, with their horses, carts, sleighs and carriages. It also provided for the sale of a township six miles square of the state lands the proceeds of which should be used for this purpose.

---

(<sup>2</sup>) Also known as Lake Attean.

(<sup>3</sup>) The Kennebec Bingham Purchase was formerly known locally as the "Million Acres."

On January 25, 1827, George Evans<sup>4</sup> made a report to the Legislature relative to this road in which it is stated that the object to which the favorable attention of the Legislature is solicited, has for a long period been regarded worthy of public patronage by the government of Massachusetts and this State. The following are excerpts from same:

By virtue of a resolve passed by the Legislature of Massachusetts, in June, 1817, the commissioners, for the sale and settlement of the public lands, caused a road to be surveyed during the same year, from the north line of the Bingham Purchase, in the county of Somerset, to the boundary line between this state, and Canada, in a direction toward the city of Quebec. The sum of five thousand dollars appropriated by the same resolve, was soon after expended under the direction of the commissioners, in opening the road which had been thus surveyed. Little more, however, was accomplished at that time, than cutting down the trees and smaller growth and the erection of a substantial bridge at Moose River .....  
 .....the road yet remaining unfinished, and although it has been occasionally used by drovers, who have found a favorable market in the British Provinces for horses and cattle, it is wholly impassable for carriages: and the benefits anticipated from its establishment, have been but in small degree realized.

In 1828 a resolve was passed authorizing further exploration of unfinished parts of the road.

In 1830 the Legislature passed the following:

*Resolved*, That the sum of four thousand and one hundred dollars, in addition to the unexpended balance of last year, be, and hereby is appropriated for the purpose of making and completing, in a manner, convenient for carriages to pass thereon, that part of the Canada road so called, which is now unfinished, the same being about nine miles on the route examined and reported by Messrs. Redington, Sewall and Smith, situated in this State between the Canada line and the north line of the Bingham Purchase. The same resolve also appointed Charles Miller, of Waldoborough, and John C. Glidden, of Freedom, agents to perform this work.

February 25, 1831, Francis O. J. Smith,<sup>5</sup> chairman of a special legislative committee to whom was referred the resolve in favor of Miller and Glidden made an exhaustive report reciting a history of the road, of the alterations that had been made in it and of the relations and obligations of Massachusetts relative to it.

(<sup>4</sup>) Honorable George Evans of Gardiner, Maine, afterwards (1841-1847) U. S. Senator from the State of Maine.

(<sup>5</sup>) Honorable Francis O. J. Smith of Portland, Maine, a prominent public man of that time. He was a lawyer, politician and journalist and Member of Congress three terms (1833-1839.)

In 1832 Jarius S. Keith, chairman of a special committee made a report to the Senate regarding matters in dispute about the road, a considerable portion of which was in reference to changing its course so that it would run west of Bald Mountain. In this report it was stated that Quebec had already become an important market for the sale of Maine cattle, horses and sheep. . . . . that 1,394 beef cattle, 249 horses, 956 sheep, and 14 tons of fresh fish, passed over that road for the Quebec market, between the first day of January and the 31st day of December, 1831. This information was obtained from the Custom House officer stationed on this road.

The following is one of the reports of the agents appointed to open this road made to the Governor and Council in 1830, and explains the situation at that time so clearly and concisely that we copy it in full:

#### REPORT.

*To the Governor and Council of the State of Maine:*

The undersigned, Agents appointed on the first day of March, A. D. 1828, under the Resolve passed the 24th of January, of the same year, entitled, "Resolve relating to the State road north of the Bingham purchase;" otherwise called the Canada road, to make or cause to be made under their personal superintendence the road aforesaid, now submit their accounts for settlement, with the following report of their doings and the present situation of the road.

Under the authority of the Resolve aforesaid, the Agents selected the Township No. 1, 2d Range North of the Bingham purchase, containing 18,284 acres, and the same was sold on the            day of July, 1828, by the Land Agent, on credit, at thirty cents per acre, amounting to \$5,485.20, of which sum \$5,000 was appropriated by the Resolve, for making the road, together with \$4,187.60, the proceeds of the sale of the township granted by Massachusetts, total amount of the appropriation \$9,187.60, exclusive of interest, which has amounted to \$291.11 on the sale of the land appropriated by Maine, and \$318.65 on that granted by Massachusetts.

The reasons which influenced the agents to advise to sell on credit were, that the land would probably bring a higher price, and the season was too far advanced to commence work that summer. The road through the north part of the Bingham purchase, about forty miles, was extremely bad, and supplies for the workmen could not be transported at that season without great expense. Moose river Bridge only, was repaired in the autumn of 1828, and the following winter was agreed upon for transporting tools and provisions on to the ground, to be in readiness to commence work the last spring.

The Agents decided in favor of making a good carriage road, and the Agent of the Bingham heirs pledged himself to us, that he would make the road over the Bingham land, as good as that made by the State, let us make it as well as we would. It is obviously for the interest of the



State to make a good road over the public land, if by so doing a like good road for the additional distance of forty miles can be obtained. During the two last years the Agent for the Bingham heirs has done much to improve the road over their lands, and the undersigned have full confidence that he will redeem his pledge. Travellers report that the inhabitants on the Canada side of the line are anxious for the completion of the road, and that from sixty to seventy men were employed to make the same, in that Province the last summer.

The tools and part of the provisions necessary for the work were purchased; principally in Hallowell and Augusta early last winter; corn and grain was procured in Norridgewock; and the whole transported to the vicinity of the road by sledging last winter. The unusual deep snows increased the expense of transportation and rendered it extremely difficult to forward the articles to their place of destination.

A few hands were employed in the month of May to build camps and make the necessary preparation, and from the beginning of June until the last of September the average number of men who laboured on the road was about sixty, with eight pairs of oxen.

The Agents had to encounter many difficulties and suffer many inconveniences. The most part of the provisions and tools were transported over one hundred miles by land. Hay and provender from ten to one hundred miles. Iron and iron work for repairing tools and shoes for oxen was an expensive bill. Fifteen miles of the road is made of sufficient width for one carriage to pass another, and well turnpiked, except about half a mile, which was postponed on account of the rains; and the trees cut and cleared away so that the path may not be hereafter obstructed by windfalls. The ledges were removed or lowered by burning wood upon them instead of blasting with powder; in places where the rocks could not be moved, they were burnt and levelled with sledges and then covered with earth.

Nine miles remain to be opened, and when made, the whole distance of twenty-four miles from the north line of the Bingham purchase to the Canada line, will be more level than the present post road from Augusta to Bangor. Part of the land over which the road passes is suitable for cultivation, and part is very rocky and barren.

The Agents are fully satisfied of the importance of the road to this State, by the number of travellers who pass through it, even before it is opened, and they have information in which full confidence may be placed, that numerous travellers from the South in the summer season are desirous of passing through Maine, on their way to or from Quebec.

When the work was suspended, the oxen purchased in the spring were sold, and notes for the same, payable to the Treasurer of the State with interest, are now in the hands of the agents. The average expense to the State for the use of a pair of oxen nearly four months, has been about \$20, and would have been less had not the price of stock been unusually low in autumn, compared with prices in spring, when the oxen were purchased.

The provisions and tools remaining on hand are well secured for use next spring. An inventory thereof is herewith submitted. All bills are paid, and to effect this the Agents were obliged to hire money, while that appropriated to make the road was lying in the Treasury of the State.

The whole amount expended on the road is \$9,373.81 including interest on money borrowed of the Vassalborough Bank.

There is nine miles of road to make, and there remains of the appropriation unexpended,

including interest, .....	\$437 36
Articles sold belonging to the State .....	81 00
Proceeds of the sale of Oxen .....	429 19
Supplies and tools on hand .....	383 49
Total .....	\$1,331 04

The State of Maine is obliged by the terms of agreement with Massachusetts to complete the road by the first day of November next, or forfeit the amount of the sale of the land granted by that Commonwealth, and the undersigned are of opinion that a further appropriation of \$4,500 will be necessary to meet the expense, and they are further of opinion, that the expense of making the road has been increased by the appointment of three agents instead of one.

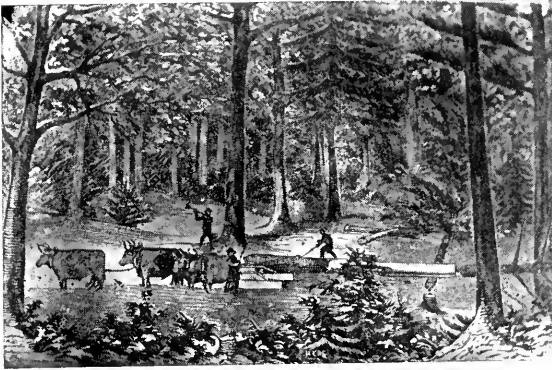
Which is respectfully submitted,  
 JOEL WHITNEY,  
 SAMUEL REDINGTON,      *Agents.*  
 JOSEPH JOHNSON,

February 17, 1830.

It is difficult to fix the precise date when the entire length of this road was opened or made passable to the public for the use of teams, carriages and vehicles of all kinds. It must have been somewhere from 1837 to 1840. From the time Massachusetts made the first beginning towards it (1817) as we have seen, it must have been about twenty years in developing into a passable and travelled road. It is not strange that the building of such a highway passing through fertile lands suitable for settlers even though it was situated far into the most northern portion of Maine, should attract the hardy pioneer and adventurer seeking a new region for home building. In about two years from the time when the Massachusetts Legislature passed the resolve above referred to the first settler made his appearance on the line of the Canada road, in what is now known as Moose River plantation and had become quite a substantial farmer some years before the road itself was a reality. This plantation is situated 76 miles north of Skowhegan and 15 miles south of the Canada line.

The following relating to the early history of Moose River Plantation, which Plantation formerly embraced what is now Jackman and Dennystown plantations, was furnished the Journal by Mrs. Grace N. Sterling:

"The first settlers of Moose River, Maine, were Captain Samuel Holden and his wife, Jane Farnsworth Holden of Groton, Massachusetts. Captain Holden started from Anson, Maine, for Moose



Log Hauling in the Maine Woods in 1815

River, Maine, on March 4th, 1819. They made the journey from the forks of the Kennebec River (now known as The Forks) to Moose River on snow-shoes, as the snow was deep in the woods at this time of year. Captain Holden

built a log cabin, covered it with bark and here they made their home in the midst of the wilderness. There was not an inhabitant for miles around and had it not been for the abundance of fish in the river and the game in the surrounding forests, they could not have lived; but

this together with the small amounts received from travelers that were passing back and forth from Canada, as shown by the account books of Mr. Holden, enabled them to obtain a living the first, second and third years.



Log Hauling in the Maine Woods, 1915

After this time they were enabled to raise small crops and before long (1822) the Captain had a plenty. Before his death there was quite a settlement formed around him. Captain Samuel Holden was the fourth child of Jahez and Rachel

Farnsworth Holden of Groton, Massachusetts. Jahez Holden was born May 12th, 1735, and married Rachel Farnsworth who was born Jan. 29th, 1738. They were married on the 11th day of June, when she was twenty-three years of age. To this union six children were born, and when the youngest, who were twins, were born Jahez Holden enlisted and fought in the Revolutionary War. The following story was told to the writer by Mr. Jonas Colby as he heard it from his grandfather: 'At the battle of Bunker Hill, an entrenchment was dug breast high to protect them from the British. The British came in at the end and the Yankees ran because they were out of ammunition. Jahez Holden had his musket loaded with nine buck shots, he was looking at the British instead of his own men, he fired and this is what he said 'if powder and ball ever killed human beings it must have killed some there' Mr. Holden was wounded in the side, the ball grazed the skin, and he had his arm broken, but still carried the gun. This is the record found in Groton during the Revolution, 'Massachusetts Soldiers and Sailors in the War of the Revolution', Vol. 8, pp. 33-100: 'Jahez Holden, Groton, Captain 1st Company 6th Middlesex County Regiment of Massachusetts Militia, list of officers commissioned April 24, 1776, also Captain 6th Company. Return dated Groton, Dec. 5, 1776, made by Brigadier General Oliver Precot, of officers appointed to command men drafted from Middlesex County Militia into a regiment to be commanded by Colonel Samuel Thatcher and ordered to march to Fairfield, Connecticut, on or before Dec. 16, 1776. Company drafted from the 6th Middlesex County regiment and made up of men from Groton, Pepperell, Townsend and Ashley, Massachusetts.' Captain Jahez Holden died June 2nd, 1807 and his wife Rachel Holden moved to Moose River with her son, Captain Samuel Holden, where she died Jan. 26th, 1829, at the advanced age of 91 years. She is buried in the Holden cemetery at Moose River, Maine. Captain Samuel Holden's family consisted of eleven children all of these being born at Anson, Maine, with the exception of two daughters and one son who were born in Groton, Massachusetts."

Mrs. Lucinda Holden Campbell of Jackman has in her possession the following letter:

'Moose River, Maine, June 5th, 1820.

Dear Sister & Brother:

I take this opportunity to write to you and to let you know of our health, which is very good at present, through Almighty good-

ness, and while He is lifting up with one hand He is pulling down with the other. We moved to Moose River last March Fifty-three miles from any inhabitant and lived very comfortably till the 1st day of May, when our house took fire and was consumed with all its contents and left us destitute of provisions or anything else. I lost all my bedding and am obliged to lie on the ground in a very poor camp. Now if you have any feeling of charity for a distressed sister I wish you to send me something, you and the rest of my aunts and cousins, if they feel sympathy. Please to send me some salt if nothing else, send it to John Eveleth of Augusta, and send me a letter directed to Moose River to be left at Anson P. O. The fire burnt up ten acres of winter rye. Our loss is about \$1,000. I have worked out doors thirty-six days, not having anything to do. This from your distressed sister and brother.

JANE HOLDEN."

Address on letter

To Amos Otis,  
Barnstable

Postage 18 1-2.'

"This house which is referred to in this letter was built on the farm now owned by Richard Holden. The old cellar can yet be seen. After this was burned the second camp was built, where Willie Pierce lives today. After this camp had served its purpose and Captain Samuel prospered he built a frame house which is still standing and is occupied by W. J. Murtha. After Captain Samuel Holden opened the way several other families moved in and settled around, one of them being Asa Churchill, who built a house on the farm now owned in Jackman village by A. Guay. Some parts of the old house still exist, in different places in town. The second house in Jackman plantation was built by Milintus Holden on what is now known as the Colby farm.

"The town of Jackman derived its name from Jim Jackman of Solon, Maine, who cleared and settled on what is known as the 'Old Jackman Field' 10 miles south of Moose River bridge. The date is unknown.

"Captain Samuel Holden was a very religious man, as he was always ready to entertain any preacher that might come into the town, and early records show that different preachers of several different denominations came occasionally to hold services and

from an early date a Sunday School was conducted in the homes and schoolhouse, dating back to 1847."

"The Free Will Baptist Church was organized in 1875 in the Union Church at Moose River, fourteen members formed the organization. In 1855 Captain Holden in the absence of a minister officiated at the funerals. In 1890 the Free Will Baptist Church united with the Congregationalists and the Moose River Congregational Church of Jackman was organized. In 1912 a very comfortable little parsonage was built. The present Pastor is the Rev. R. E. Jones."

On Tuesday, May 24, 1892, this new and attractive church edifice (Congregational) was dedicated to the service of religious



The Moose River Bridge

work in accordance with the ritual of that denomination. The invocation was by the Reverend Andrew L. Chase of Foxcroft, Maine, and Prayer by Reverend Salem D. Towne. The dedicatory sermon was delivered by the Reverend

Charles Davison of Greenville. Then followed the dedication of the House of Worship as above mentioned; the prayer of Dedication was by Reverend J. E. Adams D. D., and the benediction by Reverend Charles Davison.

This church has ever since then been in a very prosperous condition and has done good work along the lines for which it was established.

NOTES FROM THE FIRST RECORD BOOK  
OF THE PLANTATION OF MOOSE RIVER.  
FROM 1852 TO 1859.  
TO CHRISTOPHER THOMPSON, ESQ.

Pursuant to a written application signed by you and four other inhabitants of townships No. four Range one and No. four Range

two and Sandy Bay Township (so called) north of the Bingham Kennebec purchase in the county of Somerset, Demonstrated Moose River Plantation.

You are hereby required in the name of the State of Maine to notify and warn the Electors of the said Moose River plantation comprising the aforesaid Townships qualified according to the Constitution of this state or of the United States, to assemble at the dwelling house of Christopher Thomas in said Plantation on Saturday the sixteenth day of October inst. at one of Clock in the afternoon for the purpose of transacting the following business to wit:

First to Choose a plantation Clerk and three assessors Given under my hand this first day of October in the year of our Lord one thousand eight hundred and fifty two.

SULLIVAN LOUTHROP

One of the County

Commissioners for

Somerset County.

Pursuant to the within warrant, I have notified the within named inhabitants to meete at the within place and time by posting up notices in two different places in said plantation as by Law required.

CHRISTOPHER THOMPSON.

Moose River, Oct. 16, 1852.

Pursuant to the foregoing warrant the inhabitants assembled at the foregoing place and organized by Choosing Samuel Weymouth Moderator, Otis Holden Clerk and Otis Holden, Molentus Holden and Josiah F. Whitney assessors.

Copy attest

OTIS HOLDEN,

Plantation Clerk.

Art. first, chose Samuel Weymouth Moderator.

Art 2d, chose Otis Holden Clerk.

Art. 3, chose Otis Holden, Malintus Holden, Josiah Whitney Assessors sd Plantation.

4th, voted to hold the next meeting at Christopher Thompson's.

OTIS HOLDEN,

Plantation Clerk.

Personally appeared before me Samuel Weymouth and took the oath as moderator within and for the Plantation of Moose River this sixteenth day of October, 1852.

CHRISTOPHER THOMPSON, Justice of the Peace.

Personally appeared Otis Holden before me and took the oath as Clerk of the Moose River Plantation this sixteenth day of October, 1852.

CHRISTOPHER THOMPSON, Justice of the Peace.

Personally appeared Otis Holden, Malintus Holden and Josiah F. Whitney and took the oath as assessors with and for the Plantation of Moose River this sixteenth day of October, 1852.

CHRISTOPHER THOMPSON, Justice of the Peace.

Copy Attest

OTIS HOLDEN,  
Plantation Clerk.

The next plantation meeting was held April 2, 1853, when the same officers were again elected.

It was voted "that Moose River plantation shall compose one school district" and Christopher Thompson was elected School Agent. No money was raised for any purpose.

At the September election in 1852 the whole number of votes cast was twenty-two.

The annual plantation meeting in 1854 was held at the dwelling house of Otis Holden on the thirteenth day of April. Otis Holden, Melintus Holden and Benjamin Holden were elected assessors at this meeting.

In 1855 Otis Holden, Philander M. Colby and Melintus Holden were elected assessors, and Philander M. Colby was elected school agent.

At the same meeting held on the twelfth day of March an agreement by certain of the inhabitants was entered into to erect a schoolhouse by subscription "to remain the property of such inhabitants as shall pay a part of the cost of said house if said house should be sold or disposed of for the purpose of building a bigger one or any other purpose the sum sold for to be invested in another schoolhouse or paid back to such persons as paid in a part for building said house."

The subscribers were:

Otis Holden .....	\$25.00
P. M. Colby .....	15.00
Z. Bumpus .....	10.00
Samuel Holden, Jr.....	15.00
Galon Newton .....	25.00
Benjamin Holden .....	12.00



M. Holden .....	20.00
Josiah F. Whitney .....	15.00
F. G. Pressey .....	10.00
Patrick McKenna .....	10.00
Richard Harris .....	5.50

In 1856 William H. Durgin was elected Clerk. The meeting was held that year at the "tavern House" of Otis Holden.

The list of voters recorded in 1859 is as follows:

Austin Holden	Elisha Hilton
Philander M. Colby	Jason Hilton
Zeppenian Bumpus	Jonah Hilton
Robert J. Campbell	Sherwin Hilton
Caleb Morton	Jacob F. Newton
Peter Kinney	H. H. Colby
Seth Moore	Alexander Sands
Elisha C. Moore	Edward Sands
Llewellyn Moore	Spencer Colby
Ephraim Moore	Franklin G. Pressey
Galon Newton	Otis Holden
Horatio Newton	William Ray, Jr.
Otis Newton	Jonas Colby
John Keliher	Melintus Holden, Jr.

The building of the Canada road soon begun to attract the pioneer always in search of a new country to subdue and in a few years after Captain Holden had invaded this wilderness, others settled along the line of the road, and about the year 1830, settlers were clearing lands and opening farms in that part of Moose River plantation that is now the thriving village of Jackman. Among these were Seth Moore, Patrick McKennay who emigrated from the north of Ireland when about 17 years of age, to the city of Quebec and in 1830 or 1831 settled here; Cyrus Whitney, Michiel Redmund, David Roache, and James Jackman for whom the settlement was named.

Both Moose River and Jackman although each have more inhabitants than many Maine towns, are yet legally plantations, having since their first organization by the County Commissioners each been reorganized under the statutes of Maine relating to

plantations "having not less than two hundred inhabitants." In these plantations are villages originally located along the Canada road and so closely connected that a stranger does not perceive the line of division. The Canada road is now and probably always will remain the main street of these twin villages, although now one sees pretty little cross streets being laid out and some fine dwellings being erected.

Prior to the opening of the railroad, which is a part of the main line running from Halifax to the Pacific coast, Jackman was an isolated place which in those days, until the opening of the railroad, seemed destined to remain so for a long period of time.

And right here we quote an interesting letter recently received from Honorable Sylvester J. Walton an eminent Maine lawyer and public man of note having represented Somerset County in both branches of the Legislature and the Executive Council of Maine. For a quarter of a century and more Mr. Walton has annually, and often semi-annually, visited this charming region while on fishing and hunting trips, for he is a true lover of the woods and woods and lake sports.

"Skowhegan, Me., June 16, 1915.

*"Editor of Sprague's Journal of Maine History:*

"I understand you have in view the writing a short history of Jackman, Moose River and Dennystown. The same will certainly be interesting, not only to the people who were buried in the vast wilderness in the western part of Somerset county until the advent of the Canadian Pacific Railway some twenty-five years ago. Before that time the nearest settlement of any size was at Bingham fifty miles away. No physicians nearer than 55 miles although often needed. No lawyers nearer than 55 miles, not needed, for the inhabitants for lack of attorneys and courts resorted to self defense, the first great law of nature.

"I remember the first time I was at Jackman I attended the first morning of my arrival a wedding, a wedding supper and four fights and when I attempted to separate the combatants in the

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(\*) Revised Statutes of Maine 1903. Sec. 114, p. 89. Township 4, Range 1, was first incorporated as Jackmantown plantation, July 9th, 1859, and reorganized February 17, 1894, under the name of Jackman. It was the design of the writer to make record herein of the organization of Jackman similar to that which appears on these pages regarding Moose River plantation. Mr. Melvin E. Holden, the clerk of the latter plantation is a careful custodian of the early records and is preserving them properly. The Jackman clerk however was unable to produce his records and they were presumably lost.

first fight, I was taken by the arm and led away with the admonition that I had better keep away and let them fight it out, for if I did not, I might get a knock out myself. There were no stores in those days nearer than Bingham, except one at Moose River and no mills except one saw mill.

“For thirty years I have never failed to visit that remote settlement from my home in Skowhegan once or more each year, and I have never found a more kind, whole souled people than there. Times of course have changed now, with them lawyers, a dozen stores of all kinds and two or three physicians and a great influx of people from without, Jackman and Moose River have become hustling places, yet I doubt if the people live now nearer to nature than they did in the old days.

“Truly yours,

“S. J. WALTON.”

In 1910 the population of Jackman was 667 and Moose River 251. Each has increased since then and it is estimated that Jackman now has about 1,200 inhabitants. Dennystown is an adjoining planta-

tion and Long Pond plantation is eight miles below, where is located the Kellogg Lumber Company, that employs about 75 men in its mills and 200 or more laborers in the woods.

The Canadian Pacific Railway runs through



A Maine Scene in 1820

Jackman where it maintains a depot, freight houses, etc.

Jackman must always be the trading and business center for plantations and settlements contiguous to it and along the line of the railroad and the Canada road as follows: Dennystown, Long Pond, Somerset Junction, Attean, Holeb, Franklin, Skinners Mills, Lowelltown, Parlin Pond, where Henry McKenney has a commodious summer resort and near which is the magnificent summer home of Michiel Piel of New York; and on the Canada side are Marlow, St. Come and St. George in near proximity.

The vast forestry of spruce and other valuable timber surrounding it makes it a lumber center of importance. Much of this lumber territory is not accessible to river driving without great expense, but the problem of getting it to market more profitably was solved by Mr. Abram Newton, through whose energetic efforts capitalists were induced to make large investments in these lands the result of which was the establishment of the Jackman Lumber Company, although its mills are situated on the Moose River side of the boundary line that divides it from Jackman. This corporation was organized in March, 1914. Its president is Honorable George H. Prouty<sup>7</sup> of Newport, Vermont, who has been Governor of that State (1908-1910) and well known as a business man of ability throughout New England; its treasurer is F. L. Perry of Boston and a member of the Perry and Whitney Company<sup>8</sup> lumber concern, and Chester C. Whitney of Boston is its secretary and assistant treasurer, Abram Newton of Jackman is the General Manager of its lumbering property and forestry interests. It has erected mills which have a capacity of sawing 125 thousand feet of long lumber per day, and from 25 to 30 million feet of lumber annually, and will manufacture all kinds of wood and lumber products. It is estimated that this corporation owns 200 million feet of standing timber besides being a large purchaser of stumpage. A logging railroad has been built from the C. P. Railway station in Jackman to its mill two miles distant and has already been extended into the woods five miles beyond and at the present time has a force of laborers extending it eight miles further and ultimately this lumber railroad will be not less than twenty miles in length. At the mills it has a large boarding house and cottages are being built for its laborers. It employs about 100 men in the manufacture of lumber and when in full swing will furnish employment to from five to six hundred men in the woods.

The New Castle Lumber Company is another Jackman lumber concern that begun operations in 1914. It saws seven million feet or more of long lumber annually and has a capacity for sawing thirty thousand feet per day and when in operation employs from 50 to 75 men in the mills. George D. Pastorius of New Castle,

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(<sup>7</sup>) Prouty and Miller of Newport, Vermont, are extensive dealers in, and manufacturers of lumber.

(<sup>8</sup>) The Perry & Whitney Company of Boston are among the largest wholesale dealers in lumber in New England, and are extensive manufacturers of long lumber, spruce dimensions, building frames, etc.

Maine, is its General Manager and Joseph E. Shaw is the superintendent.

There is one Post Office at Moose River and two in Jackman, one at the village and one at Jackman Station.

Jackman has four general stores; two clothing stores; one furniture store and undertaker; one millinery establishment; one jeweler; two drug stores; one hardware store; one dealer in harnesses, etc.; two or three markets and the Dennystown Company have two large grocery and provision stores, one in each village. There are also blacksmiths, barbers, photographers, a taxidermist, a plumber, a harness maker; restaurants; a cant dog manufacturer; two hay and grain dealers; garages; a sporting goods store; shoemakers, and several engaged in the lumbering business.

It differs from the times that Mr. Walton speaks of for it now supports three lawyers; two deputy sheriffs; two clergymen and two doctors. There are twelve registered guides and five or six sporting camps all well filled during the summer season and two hotels. Besides the church organizations it has among its fraternal orders the Foresters, the Macabees, the Modern Woodmen and Moose River Lodge of the Independent Order of Odd Fellows. The latter lodge was instituted June 9, 1915, by Harry Reid, G. M.; John E. Bunker, D. G. M.; Willis E. Parsons, G. W.; and Wm. W. Cutter, G. Sec. Among other members of the Grand Lodge who were present were Walter H. Blethen and John F. Sprague of Dover and S. L. Berry of Waterville. On the evening of June 10, a large number of applicants were received into the new lodge, the ritualistic work having been most excellently performed by the members of New England Lodge of Greenville.<sup>9</sup>

This lodge started under the most favorable auspices having Mr. O. S. Patterson, the Customs Officer at Jackman, for its first Noble Grand supported by an efficient board of officers.

The Moose River Hotel at Jackman Station, Nelson W. Bartley, proprietor, is a commodious and attractive hostelry with all up-to-date facilities for the entertainment of guests and is receiving a liberal patronage from the traveling public. These villages have electric light and water systems. Their public schools are excellent and efficient and they are also supporting a public library and Jackman has a good public hall.

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<sup>(9)</sup>The ladies of Jackman and Moose River are entitled to great credit for the superb banquet provided by them on this occasion.

Another enterprise that will in the future prove to be of inestimable value to the Moose River region is the new State highway from Jackman to Rockwood and the Kineo Station on the Maine Central railroad on the westerly shore of Moose Head Lake a distance of 30 miles, and now under construction by the State Highway Commission.

By the united efforts of many of the citizens, these plantations, the M. C. railroad, the Ricker Hotel Company, Somerset County, and the State of Maine, this great work has been assured.

At the last session of the Maine Legislature the state appropriated the sum of \$22,500.00 and the other interests added to it \$23,500.00, so that the road will probably be opened to the public within the next year. In addition to this the Hollingsworth and Whitney Company dedicated to the state three miles of good road that they had already constructed and which is made a part of this road, and the Great Northern Paper Company also dedicated two miles of road in equally as good condition. These corporations and all of the owners of lands over which it passes, donated to the state all of the land damages which they might have been legally entitled to. Along its line is much excellent land now only lying in waste and better adapted to farming than timber growing; and undoubtedly settlers will locate there in the near future. This is one of the most commendable things that the State of Maine has done during the last half century, and we hope that it is but the beginning of a wiser and broader state policy; one that will continually aid in the development of Maine; utilize her many latent resources, and do something towards inducing her young men and young women to remain at home.

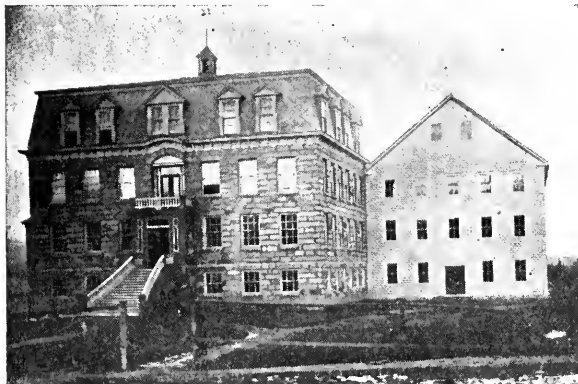
## Jackman's Live Business Men

When an opportunity presents itself to give worthy publicity to a town by printer's ink its most enterprising and public spirited business men are always alert to aid it and their own individual enterprises at the same time by their advertisements. This was the case at Jackman when this special issue of the Journal was suggested to them. Following is a list of those who have been benefited by availing themselves of this and we can avouch for their integrity and square business dealings, and certify that they are THE hustling, enterprising, and REAL LIVE WIRES in the business affairs of Jackman:

Nelson W. Bartley,	Hotel.
Dennystown Company,	Groceries, etc.
E. A. Piper,	Real Estate.
F. A. Dion,	Druggist and Sporting Goods.
O. S. Patterson,	Insurance.
D. Hancox,	Clothing and Dry Goods.
Fred Pierce,	Jeweler.
W. S. Moore,	Furniture and Undertaker.
A. G. Crawford,	Day and Night Restaurant.
Albert Loubier,	Restaurant.
Joseph J. Nichols,	Jeweler.
Medie Rancout,	Barber Shop.
D. C. Pierce,	Deputy Sheriff.
Arthur Rodrique,	Photographer.
W. L. Anderson,	Lawyer.
C. H. Mills,	Lawyer.
W. F. Jude,	Lawyer.
Arthur Cathcart,	Autos.
Harry Stillwell,	Harnesses and Picture House.
J. A. Bulmer,	Garage.
Thomas Vintinner,	General Store.
Edlord Fournier,	Fruit Stand and Picture House.
J. S. Williams,	Blacksmith and Cant Dogs.
L. R. Moore,	Restaurant.
James Sands,	Restaurant and Dealer in Furs.
T. A. Murtha,	Hotel.
George Blais,	Barber Shop.
Fred Henderson,	Heald Pond Camps.
Harry A. Young,	Carpenter and Contractor.
E. A. Henderson,	Wood Pond Camps.
Henry P. McKenney,	Lake Parlin Hotel and Camps.

## The Catholic Church and Its Schools

At the Jackman Station Village are St. Anthony's church, the Sacred Heart Convent and the St. Anthony Parochial School, the result of the zealous and indefatigable labors of its pastor the Rev. Joseph F. Forest, P. P., who came here in 1892. Father Forest is



Sacred Heart Convent, Jackman, Maine

a native of Canada and was educated in the Assumption College at Montreal. Prior to his coming here the Catholics had only received occasional visits from Canadian priests. In the first years his

pastorate duties extended over a very large territory embracing all of northern Somerset, Greenville and the entire region to the Canada line.

The church was built in 1893. The convent, which is a magnificent granite building of four stories 65 feet on the street and 55 feet back, was built in 1907.

The parochial school building of three stories, sixty feet in width and seventy-eight feet in length, was completed in 1912 and an annex for boys to it in 1914.

Two hundred and fifty scholars are in regular attendance, some of them from many parts of Maine, and one hundred and twenty-five of them board at the Convent.

At the Convent are sixteen sisters presided over by Mother Superior Mary Phillippine from the St. Joseph Sisters of Lyons, France, who are the teachers in the school.

In the parish comprising Jackman and the surrounding plantations and settlements about 175 families are communicants of the St. Anthony church.



## Abram Newton

Abram Newton was born October 10, 1863, at Dennystown Plantation, and was the eldest son of Horatio and Luretta Newton. His early life was passed on the farm, with school privilege of only a very few weeks each year, the nearest schoolhouse being about five miles away.

At fourteen years of age he secured his first employment as a "swamper" in the lumber woods and for several succeeding winters followed the different occupations incident to the logging operations, and in the Spring and Summer was engaged in driving the logs down the different streams and rivers in northern Maine.



ABRAM NEWTON

Prominent in the Business Affairs  
of Jackman

When nineteen years old he became foreman in the woods and also on the drive. For a period of nine years he was a foreman, being employed by the late Omer Clark and Ed. P. Page in that capacity.

He shortly afterward entered into a contract to cut and haul logs for Brown & Allen of Greenville, Maine, having associated himself as a partner, with Henry L. Colby of Jackman, Me.

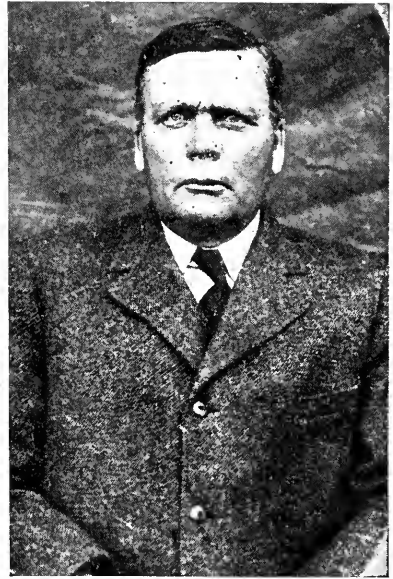
For the succeeding period of eleven years the firm engaged in lumber operating for Lawrence Brothers of South Gardiner; the South Gardiner Lumber Co., the Hollingsworth & Whitney Co. and others.

In 1897 Mr. Newton was appointed Deputy Collector of Customs under President McKinley and held the position until his resignation in 1914.

In addition to his duties as Customs Collector, he was actively engaged as a lumber operator, having several important contracts with the Great Northern Paper Company, covering a period of several years.

Mr. Newton's marked ability as a timber estimator has been recognized by many important timberland owners for several years and he has been a member of commissions at different times whose duty it was to determine the value and quantities of available timber on many large tracts, not only in Maine but in several of the Southern and Middle western states. He is now the owner of large interests and holdings in both Maine and Canadian timberlands.

He has always had the best interests of Jackman at heart



WEBSTER S. MOORE  
Chairman of the Board of Assessors of Jackman

and has been honored many times by its citizens who recognize his ability and sound business judgment.

In politics he has always been a Republican and would doubtless have been elected a member of the last Legislature from this class, but business matters prevented him from becoming a candidate.

Mr. Newton is a member of the Board of Trustees of the Guilford Trust Company and has been such ever since the Greenville branch was established.

In September of last year he entered upon his duties as General



DANIEL HANCOX  
Prominent Business Man of Jackman.

Manager of the woods department for the Jackman Lumber Company and occupies that position at the present time.

On September 1, 1897, he was married to Jennie M. Colby of Jackman. Their daughter, Velzora A. Newton, is a member of the senior class of the Maine Central Institute at Pittsfield, Maine.

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## Correspondence

FROM HONORABLE WILLIAM R. PATTANGALL.

*Honorable William R. Pattangall, Attorney General of the State of Maine, heartily endorses the Journal and contributes valuable information regarding the Longfellow family:*

Waterville, Maine, June 16th, 1915.

Mr. John F. Sprague,  
Dover, Maine.

Dear Brother Sprague:

I have been especially interested in your Journal of Maine History. I remember saying to you one time when we were talking about our own state that the great trouble with Maine was that nobody knew anything about the state either from an historical or an industrial standpoint. You are certainly doing a great work in interesting the people of Maine in its early history.

I read with especial interest in your May number a sketch of Stephen Longfellow written by William Willis. I do not know that you are aware of the very close relationship between the Longfellow family of Portland and the Longfellow family of Machias. Some few facts in that connection may be of interest to you.

The first of the Longfellow name to come to this country was William Longfellow, born in England in 1651, who came to Newbury, Massachusetts, in 1674. He had two sons, Stephen and Nathan. Stephen in turn had two sons, one of whom bore his name, and the other was named for his grandfather, William. William lived in Newbury, Massachusetts, and his son, Nathan, was born there in 1764, moving to Machias in 1767. Nathan served in the Revolutionary War with the rank of lieutenant. He also had a second cousin Nathan, a great grandson of the original William Longfellow, some three years older than he, who was born in Cornwallis, Massachusetts, and who moved to Machias about the time of the outbreak of the Revolutionary War. This Nathan had a son, Jacob, who married Taphenus, a daughter of Lieutenant Na-

than. My maternal grandfather, Daniel Longfellow, was a son of Taphenus and Jacob.

I have been especially interested in looking up these matters, not only from the standpoint of my maternal ancestors, but because I also find that Abraham Adams, who was the grandson of Richard Pattangall, the first of the name to come to this country and who settled in Salem, Massachusetts, in 1640, married Ann Longfellow, who was the daughter of the original William Longfellow and Ann Sewall. So that I find myself a descendant of William Longfellow on both sides of the family.

Yours very truly,

W. R. PATTANGALL.

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Honorable Augustine Simmons of North Anson, Maine, writes:

In my recent article<sup>10</sup> on Franklin Simmons the word "the" before Franklin should read *though*. In the last paragraph the word "free" should read *face*.

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Sebec Lake, Maine, June 14, 1915.

*To the Editor of Sprague's Journal of Maine History:*

In looking over the May issue of the Journal, I was very much interested in the article on workers with the divining rod.

Royal Day was my grandfather, and I have a very good remembrance of him, and I know he was perfectly sincere in his work of discovering water veins below the surface of the ground. I do not know his theory or the scientific principle on which he based his figures, but I do know that he did not claim any occult power when he gave the depth at which water would be found. He used an instrument based on scientific principles, from which he made his figures. This instrument, I think, was made by my grandfather, Royal Day, and as near as I can describe the instrument, it is a quarter circle made from a hard wood board mounted on a tripod, and has a plumb bob attached to tell when it is level. This quarter circle is sub-divided by lines into lesser quarter circles with a scale of figures along each line. This instrument is now in my possession, and I value it very highly as a relic, and the article in your Journal makes this doubly valuable to me, as it puts it in the class of historical relics.

Very truly,

MRS. B. M. PACKARD.

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(<sup>10</sup>) See Journal No. 1, Vol. 3, pp. 27-28-29.

Chicago, June 9, 1915.

*To the Editor of Sprague's Journal of Maine History:*

I note in May No. that you refer to Whig doggerel of 1840-1, and purport to give the "first line". Is not this a little in error?

Some years ago in Western Kansas I met an old pioneer and was introduced to him as being from Maine. Oh yes he knew all about me and he launched forth:

"Oh have you heard the news from Maine.  
From Maine all honest and true  
She's gone hell bent for Governor Kent  
For Tippacanoe and Tyler too."

A little further inquiry proved that it was about all he did know of Maine, but he had sung the song during the Campaign.

Yours truly,

T. H. SMITH.

Old Town, Me., July 2, 1915.

*Editor of Sprague's Journal of Maine History:*

Upon reading Vol. 2 of your valuable publication, "Sprague's Journal of Maine History", I find mentioned on page 88, the names of Moses Pearson & John East. I have a deed which has been handed down (among other papers), conveying land in Falmouth, to Edward & John Tyng in 1832. It is signed by Moses Pearson, James Winslow & John East, "Proprietors Committee for laying out the common land in Falmouth." The certificate on the back is as follows: "The within Bounds of land or flats, Recorded in the proprietors Book of Records for Falmouth, November 20, 1732, pr. Moses Pearson, Proprietor Clerk."

The above is, probably, of not any direct importance to you, but in a general way I thought it might be of interest to learn a little more of the persons named in the Journal.

Yours very truly,

H. HILLIARD.

As we have already remarked in these columns it is the most enterprising business men in a town that does the most advertising. This is well illustrated in this issue of the Journal.

## Maine Local Histories

Mr. A. J. Huston, 92 Exchange Street, Portland, Maine, the well known dealer in new and old books, and who makes a specialty of all books, pamphlets, etc., relating to the State of Maine, has recently issued a valuable little booklet entitled "A Check List of Maine Local Histories". 26 pages are devoted to town histories, lists of regimental and county histories, general histories of the state, county atlases, historical society collections, historical and genealogical magazines, ecclesiastical histories, legislative session laws, etc. Price 50 cts.

In Skowhegan, Madison, Dover-Foxcroft, Greenville, Guilford, etc., it has been the live wire business men whose names appear herein. Take the town of Guilford as an example. There is probably not a town in Maine of its size that has more country trade come to its merchants; that has more business center in it from miles beyond its borders than that town and they have always been among the most liberal advertisers.

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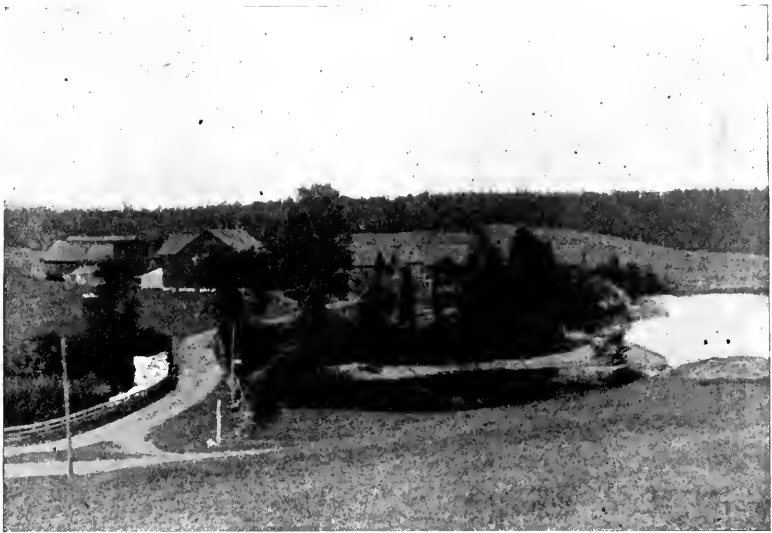
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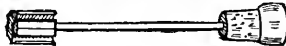
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"Holman Day has been known chiefly as a writer of galloping romance, stories of intricate plot and swift action sweetened with plenty of sentiment, and all served up with the sauce of a gallant, rose-hued style. But those who have read and liked his previous novels must be prepared for something very different in this new book. It is the tale of a modern knight-errant who, though not looking for adventure or for any chance

to put his lance in rest, presently finds himself drawn into the biggest kind of a fight. The interest of the story is almost as much in how he is led to throw down the gage of battle as in the way in which he afterward proves himself equal to the situation. And it is all, in motive, theme, and style, quite different from the author's previous novels."

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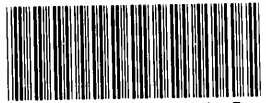
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