

Stephen Chase from Woodstock settled on the hill at Lincoln Center.

Benjamin Hammond from Paris, at Lincoln Center.

William Lovejoy, on the Enfield road.

Asa Kneeland from Harrison, cleared the Jameson farm.

Sherburn Fernald began on the Emerson place.

Israel Heald was clearing his farm near Lincoln village.

Dr. Daniel Forbes was in the village.

Ira Fish built the saw-mills.

Azariah Edwards from Waldo County made a farm at Transalpine.

Jacob Parsons was on the Enfield road.

Mark G. Weymouth lived on the Lindsay place. He came from New Hampshire and moved to Lakeville Plantation.

Moses Bagley from Troy settled in Transalpine.

For a graphic description of the habits and customs of the early settlers, the reader is referred to the chapter on Reminiscences in Mr. Houghton's History of Lee. The conditions in the two towns were almost identical, though Lincoln possibly had some slight advantage from being on the river.

James Huntress came from Harrison in March, 1826. His earliest work was for Ira Fish on the first saw-mill. Mr. Huntress has given the writer some definite information concerning conditions at this time. Nearly everything came from Old Town up the river, either in boats or on the ice. Salt pork, salt mackerel and cod-fish, tea and rum were the staples. The people were by this time raising some corn and wheat, and a small mill for grinding was at once placed under the saw-mill. Coffee they did not have, nor sugar, nor butter. Some baked beans were provided, and a few potatoes that grew on the "hay scales lot." In the fall of 1826 two oxen were killed and this was the first beef in the settlement. Mr. Huntress relates the following: One of the pioneers asked Mr. Fish to supply him for getting a raft of pine logs. He began his order with one gallon New Eng-

land rum, then he wanted a few pounds of pork, molasses and fish. Molasses was all out and there was no fish. "Well," said the man, "I'll take another gallon of rum; that will do to begin with."

In the early fall of 1825 there were probably eighteen or twenty families and forty or fifty persons in Mattanawcook. The most notable events of the closing months of this year were connected with the building of the mills by Ira Fish. These improvements induced many settlers to take lots and begin the clearing of farms in various parts of the district, especially towards the south, on the Enfield road, and in Transalpine. The name Transalpine was suggested by Henry R. Edwards for the district lying on the other side of the hills from Lincoln village. What follows is largely from an interview with Mr. Edwards several years before his death, which occurred in 1898. Among those who came early and became permanent residents in addition to some who have been mentioned on a preceding page were the following: David Lowe, Jonathan Clay, John Warren, Abner Rounds, William Doble, Jonas Coburn, Winthrop Frost, Melzer Turner and John M. Perkins. Others who came somewhat later were Benjamin Hews, George Clement, John Bacon, Francis Yelland, Ebenezer Hubbard who built the mill on Cold Stream, and afterwards went to Minnesota; Azariah Edwards who was Justice of the Peace; Francis Doble who was for many years a member of the School Committee. He was a Micawber. He always sat in the desk while speaking to the school, and always told the pupils they might some day be President (girls excluded). Andrew Edwards, Winthrop Frost and William Doble were extensive lay preachers and John M. Perkins, singing school master, "brass bound and of such is the kingdom of Heaven." It was generally a peaceable community though there was difference in religious opinion, and sometimes acrimonious discussions occurred. Winthrop Frost is mentioned as a preacher of Free Will. The Buckfield contingent preferred to be Universalist (Coburn, Lowe, Warren, Rounds). The Edwards, Hews and Clement were Methodist.

In this peaceful neighborhood the first disquieting influence was the Aroostook War. Many belonging to the militia companies went and when they returned they brought many English refugees who settled.

The Rifle Company, the members dressed in white, was the pride of the town. The band consisted of the following:

Oliver H. Jewell, Clarinet.

John Dolley, Key Bugle.

John M. Jewell, Trombone.

Stephen B. Lovejoy, Bass Drum.

Asa Bither, Tenor Drum.

Moses M. Frost, son of Winthrop Frost, who was in the Aroostook War, died 10 July 1843, and had the distinction of being buried under arms. He was 28 years old.

Mr. Edwards mentions the Miller excitement in 1843, of which Elder Frost was a zealous advocate, then two or three years later the Ohio craze when everybody went that could go, and this was followed soon by the California fever in 1849. Then came the Civil War in 1861 which made an end of the old order of things.

The first framed dwelling house erected in town was probably the small house on the south side of the Military road near the bridge which was destroyed or removed some time ago. The second was the Springer house across the street. These were built by Ira Fish, the latter as a boarding house for his men, the former probably for a storehouse. The third was probably the lower mill house, built by Israel Heald, and the fourth what we know as the Whittier house across the street from the Plumly store. This was built by Jeremiah Jameson. The four were all erected the same year, 1826. Another account is that the lower mill house was the first but the former statement is probably correct. The first framed barn was that of Humphrey Merrill, probably in 1825, the boards having been brought from Old Town.

The following notes would be applicable about 1829:

William Barnes lived near his tannery by the stream.

Henry Buzzell's house was taken down and moved to the Nelson farm, where it was destroyed by fire in 1871.

William Crocker lived where the spool mills are.

Nehemiah Emery built the house called the Leighton house which was torn down at the fire in 1856.

Winthrop Frost lived near Cold Stream Pond.

Ira Fish lived in a small house near the grist-mill, later in the Ingersoll house, Enfield road.

Alfred Gates was at Lincoln Center.

Israel Heald on the hill south-east of the village.

Chesley Hayes in the village.

Lewis Hopkins was near where the pulp mill now stands.

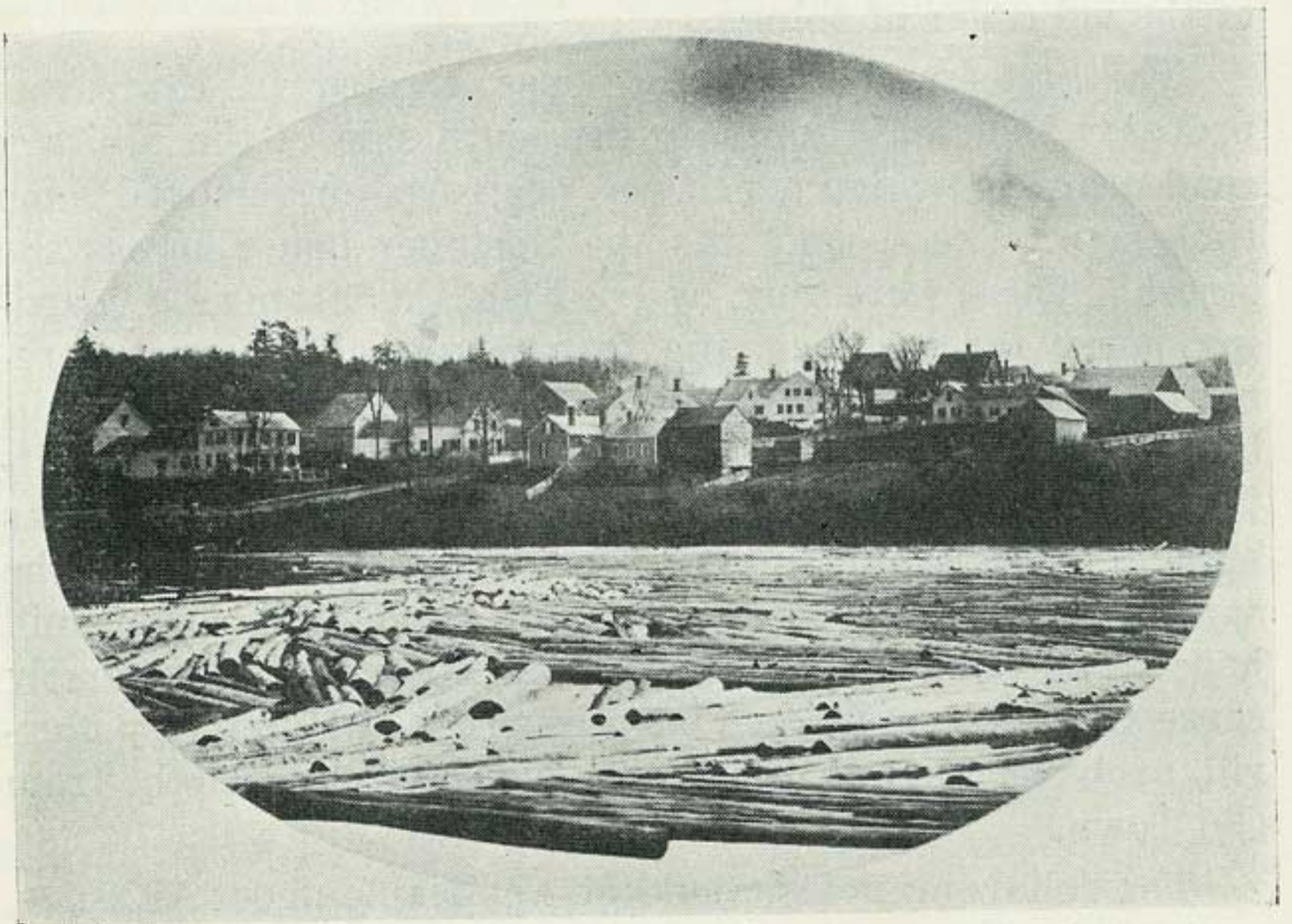
Jeremiah Jameson in the village.

Hezekiah Lombard was in the south part of the town.

Benjamin Osborne and Hiram Willey lived in a two-tenement house.

Jacob Parsons on the Enfield road.

William Wyman in the north part of the town.



EARLY VIEW OF HIGH STREET

ROADS AND BRIDGES

A Resolve was passed by the Legislature of Maine 28 Feb. 1826, in relation to a road from Sunkhaze to Mattawamkeag, but no action was taken and this was repealed. On the 9 Feb. 1827 a Resolve was approved authorizing the expenditure, under the Governor and Council, of a sum not exceeding three thousand dollars, for the purpose of making and completing the present traveled way from the south line of township No. 2 east side of the Penobscot River to Mattanawcook Stream, excepting so much of said road as crosses the land granted by Massachusetts to Joseph Treat, said sum to be collected and paid from demands now due for lands in the townships through which the road passes. The term "present traveled way" as used above has reference, presumably, to the road made in accordance with a resolve of the Legislature of 21 Feb. 1824 in response to a petition of Alfred Gates and others of Mattanawcook for a road from Passadumkeag through townships one and two. The sum of \$350 was appropriated at that time. It appears that under the above resolve Samuel Reddington, Joseph Sewell and Abijah Smith were appointed agents to examine the route laid out by Massachusetts, and to make such alterations as might be deemed beneficial. They made two changes, the more important of which was a change of location from a course over Bald Mountain to one around the mountain, thus avoiding several miles of steep and rocky road.

Joshua Carpenter was appointed agent to build this road from the south line of Number 2 to Mattanawcook Stream. We find notice of his appointment 9 May 1827. The time was extended to 1 Sept. 1828. It appears that Carpenter did some work on the road but did not complete it. Massachusetts, in the meantime, had agreed to such changes as had been proposed, and to the extension of time. On 6 Feb. 1828 we find a vote of the Legislature to settle with Joshua

Carpenter, and to appoint another agent to complete the work. A Resolve of 25 Feb. 1831, allows Carpenter \$47.00 in full for his services in making the road and for his time and services in making settlement.

Nehemiah Pierce did work on this section of the road previous to the winter of 1829 as shown by a resolve of the Legislature of 17 March 1830, authorizing the State to demand from him the sum of \$280.97, balance remaining in his hands after completing the Mattanawcook Road according to appointment under Resolve of 14 Feb. 1829. It appears later, however, that he did not complete the road.

It may be admitted here that now, after the lapse of a hundred years, with records more or less incomplete and inaccurate, it is impossible to give a detailed statement of the construction of this road. It seems evident that the State made many mistakes in appointments and contracts from which it suffered pecuniary loss and loss of time. Instances of this have already been mentioned and others will appear. It must suffice then, to give a general account of the construction of the road and the approximate date of its completion.

The following Report of a joint committee of the Legislature serves to show the affair at this time. The report was presented in February, 1831.

Report of Joint Standing Committee on State lands, February, 1831:

“For several years the attention of the State has been directed to this road (the Mattanawcook Road). Sundry appropriations have been made, the first of which was expended in laying out, clearing and making the road so that about one-half of it could be used with light wagons. The road thus slightly and imperfectly made was represented to Congress as a State road which they probably believed was completed or would be so the following season.

“The U. S. or Military Road commences at the end of this road at Mattanawcook Stream. The existence of this road had, at the time, no doubt, its weight with Congress in in-

ducing them to construct the military one to the frontier of the State, for the purpose of forming a perfect communication between navigable waters and the military post. Were there no other reasons the State seems bound, in good faith, to construct such a road as will enable the United States to use their road for the purpose for which it was intended. There are other considerations. The Military Road is all under contract and will, with the bridge across the Mattawamkeag, be finished this year, which will make the communication between the Mattanawcook and Houlton safe, easy and convenient at all seasons of the year.

“The whole length of the State Road is about thirty miles, seven of which, including a long and expensive bridge, were made in 1829, and twelve miles in 1830, leaving eleven miles to be made. The amount expended in the two last years is \$8,082.18, of which \$7,819.93 has been paid by the State, the balance remaining unpaid. The road has been as well made as the materials about it would allow, if we except the culverts and drains. The turnpike is too narrow. It ought not to have been less than twenty-two feet, if less than twenty-four feet. Many parts of the road are now out of repair. The last season (1830) was wet, and heavy loads damaged it. The country is level, of clay or loam with little or no gravel. Broad-rimmed wheels should be made compulsory.

“Every resolve has vested power to make alterations. They have been made to a considerable extent, and more are contemplated, and when the road is finished there ought to be a survey, and plans deposited with the records of the State, and of the County of Penobscot.

“To make, finish and repair the road and satisfy the claim of Nehemiah Emery, the late agent, your committee recommend an appropriation of \$5,250.”

In accordance with the recommendation of this report a resolve was approved 4 March 1831, authorizing the Governor to appoint an agent whose duty it shall be, under the Governor and Council, to make contracts and superintend

the execution of the same, to repair and finish the road from the south line of No. 2 to Mattanawcook Stream where the same has been opened and partly made, unless said agent shall find some alterations necessary, and in that case he is authorized to make the road where it will best accommodate the public. The Resolve made provision for broad-rimmed wheels and appropriated \$5,250.

Charles Miller of Waldoborough and John C. Gleason of Freedom were of the later parties that had contracts on the road, and at the same time Samuel Searle had an appointment to superintend the work of Miller & Glidden. Under Miller & Glidden, Hall Clements of Waldo contracted to build two-thirds of the road, and Amos Shedd of Norridgewock, one-third. A committee appointed by the Legislature to examine this work after its completion found it had not been done according to contract in regard to its course around Bald Mountain, and they declined to recommend the sum claimed by the contractors.

We find the following Resolve of the Legislature approved 26 Feb. 1833:

“Whereas, Charles Miller and John C. Glidden entered into a contract to make a portion of the Canada Road west of Bald Mountain and it is important that the same be made:

“Resolved, that if the said Miller & Glidden shall have commenced their labor on said road west of said mountain on or before the first day of June next with intention and prospect of completing it during the season, it shall be the duty of the agent of said road for the time being to make said road. The sum of \$2,500 is appropriated for the purpose.”

Just how the provisions of this resolve were carried out we do not know, but it appears that this road was fairly begun in 1827 and was completed six years later, in 1833. We should, however, bear in mind the inaccessibility and the many difficulties that beset the road-maker on the Penobscot at this time, and during the many long years while the town was growing and lumbering was increasing so enormously that the struggle to keep these roads in repair was constant and severe.

Military Road

It will be remembered that the road survey of the Commissioners of Massachusetts in 1817 extended from Sunkhaze, or Milford, to Houlton. This was called the "Canada Road." Just what induced the Commonwealth, at this early period, to project a road through the wild lands to the uttermost limits of her province, is somewhat a matter of conjecture. She had, however, a large province, sparsely settled, with much good farming land and with much lumber, and she naturally wished to make it accessible. Another consideration may have had some influence, and that was the unsettled state of affairs on the north-eastern border; for as early as this, in fact ever since the treaty of Ghent in 1793, the boundary had been indefinite, and it was realized that a vast amount of timber was wholly unprotected and that the State had no means of reaching it. No action was taken, however, towards the building of this road till Maine, which had, in the meantime, been separated from Massachusetts as a State, passed the following Resolve which was approved by the Governor on the 17 Feb. 1827: "That the Governor, with the advice of the Council be, and hereby is, authorized to appoint some suitable person as agent for this State for the purpose of laying out a road to begin near the Penobscot River, and at the Mattanawcook Stream where it will connect with the road from Sunkhaze to Mattanawcook, and to extend from thence to Houlton Plantation, and said agent shall select the most suitable route between the points aforesaid for locating the road aforesaid, and when he shall have completed the laying out thereof, he shall return a plan thereof to the land office of this State, and present his account of expenses to the Governor and Council for allowance."

Now we read that Gen. Joel Wellington, agent for locating a road from Mattanawcook to Houlton under the Resolve of 17 Feb. 1827, will be in Bangor on the 8 August 1827, and from hence he will proceed on the business to which he has been appointed. On the 19 Oct. following, we

learn that Gen. Wellington and Mr. McMullan have accomplished their work and have returned to Bangor. On 23 Feb. 1828, a Resolve was passed by the Legislature to pay Gen. Wellington \$493.32, amount due him for locating the road from Mattanawcook to Houlton. To this time, though employing a United States officer to survey the road, the State of Maine seems to have had the management of it, but now, that is, on the 24 May 1828, Congress passed an act as follows: "Be it enacted, etc., That the President of the United States be, and he is hereby, authorized to cause a military road to be opened and made in the State of Maine from the mouth of the river Mattanawcook where it enters into the Penobscot River to Mars Hill near the north-eastern boundary of the State of Maine.

"Section 2. And be it further enacted: That the President be, and he hereby is, authorized to employ such part of the troops of the United States as he may think wise to survey and construct such road, and for the purpose of carrying into effect the provisions of this act, the sum of fifteen thousand dollars is hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated."

Approved by the President.

A Resolve was passed by Congress 2 March 1829, providing for the continuation of the Military Road from some convenient point to the mouth of the Madawaska River in the State of Maine. This was apparently never carried into effect.

On the 17 April 1829, announcement was made that sealed proposals for building the road would be received until 15 May, either in long or short sections, and the road shall be completed the present year.

(Signed)

CHARLES THOMAS,
Asst. Quartermaster, U. S. Army.

Contracts were taken by various parties to make portions of the road, apparently at great loss, as a rule. Ephraim Ballard of Augusta made one mile from Mat-