

The Oxford Democrat

TERMS, TWO DOLLARS PER YEAR.

"THE WORLD IS GOVERNED TOO MUCH."

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Farmers' Department.

"SPEED THE FLOW."

All the arts and sciences pertaining to life, are closely linked together, and are intimately connected with Agriculture.—AGRICULTURE.

From the Massachusetts Ploughman.

Farm Buildings.

The cost of proper buildings for a farmer is an important item in his capital; and as the great majority of our farmers have but little to begin with, it is quite important to them to build in the most economical manner.

Barns are almost the first thing to be looked to, though all farmers must have dwelling houses also. Many young people are so full of fancy, that they are hardly willing to examine other buildings, before commencing to build for themselves. Houses, particularly, are often built without a plan; for "young America" intends to have something quite new in style. He would not permit his carpenter to examine other dwellings and compare; no, he wants a dwelling different from any one which he has ever seen. Thus he plunges along without line or compass, and incurs much expense, because he does not know exactly what he does want—but it must be something "a little better" than what the wisdom of ages has sanctioned.

Thus it is nearly a hopeless task to give any advice to the young in regard to dwellings, except to remind them of what the martyr, John Rogers, told his friends, "Build not your house too high." But in regard to barns and out buildings, people are quite ready enough to follow the prevailing mode, and to copy forms without regard to the size.

FORMS OF BARN.

One of the leading points should be to build in such a manner as to have the greatest amount of room inside in proportion to the walls; for room is exceedingly important where so much bulky matter is to be protected from the weather. Hay and straw and grain must have much room; and a great question is, how will you have the most room in proportion to your walls, or outside.

It is well known that a square frame contains more than one in any other form.—Keep your eye constantly on this axiom in all buildings. Not that we would have them all exactly square, but we should keep in mind that every departure from the square is a loss of room in the building.

To take an extreme case—a man has an acre of land. If this acre is not compact and in good form, it may cost him about twice as much to enclose it as it would if in better shape. A lot 160 rods long, and one rod wide, requires 322 rods of fence to enclose it. But a lot half as long would require but a third more than half as much fencing. It would then be two rods wide.

Now have the form a square, and about 50 rods of fencing incloses the whole—30 rods for 322 rods. Lots cannot always be laid square, yet the nearer they come to a square, the less will there be of fencing.

Barns are usually built in an oblong form, as a matter of convenience. A very large square barn would require too much length of rafters, and too heavy a roof. The rafters should never have less than "one third decent," as the carpenters call it.—That is, they should be two thirds the width of the building. When that is 30 feet wide, the ridge will be 10 feet higher than the beam. It is often called "one third pitch,"—10 feet high in a building 30 feet wide—and so in proportion.

This was the rule of decent 100 years ago, as we now see it in old buildings—but within 50 years, a notion has extensively prevailed that roofs more flat would cost less, while they might turn water quite as well. But this is a fallacy, and we think that a majority of our builders in the country are aware of it, and are returning back to the "old pitch," since the shingles last much longer, and turn water better.

In barn building, the great room made in the attic is not by any means lost, as it often is in houses. All the room is wanted, high and low, and one great point is to have this room so handy that the hay maker shall not be obliged to pitch his load too far or too high—for he is always in a great hurry in a fair afternoon.

Therefore take care and not cut up too much of the room into floor way, or drive way. The greatest fault in modern barns is the waste of room in the floor way, or drive way.

A barn 60 or 80 feet long, should not have a drive way lengthwise. It takes quite too much room, and occasions quite too much pitching up of hay and grain. A floor way across the barn, need not take half so much room. In a long barn, side doors may be so made as to let the hay in to the large bays and scullies more handsily than it can be pitched up aloft from a centre floor.

The barn should always be set in the southern slope of a hill, or rising ground. Such can always be found near by; for no man builds a house in a valley. When the rise is not sufficient, it can easily be made so where there is any gravel or loam. One side of each barn should always have a bank to form a drive way into it, and along its side. This bank is often made by digging a cellar under the whole barn—and cellar room, open on one side, is a good place to stow hay—always taking care that the hay shall not lie on the cellar bottom, nor against the side wall.

One drive way across the barn, with a good floor, is sufficient. Here the grain is threshed, and here all the corn may be husked in the October evenings. A floor

way 12 feet wide will let in a cart or wagon, and leave room to unload and back out. BARN ROOFS—SHINGLING.

It is important in our cold and rainy climate, to keep out all the wet at almost any cost. It is poor husbandry to build barns and then suffer them to leak and rot the timber inside, as well as the hay.

In the country shingles are the only thing worth naming for roofs. Good shingles only deserve regard. Lay good shingles properly and they will last thirty years. No mending will be required except in places not well executed by the carpenter; if there should be a leak, find out where it is, and put a new shingle on—not a half dozen, as some men do.

HOW TO SAVE MONEY IN SHINGLING.

It has long been a rule among carpenters to lay shingles so as to have three thicknesses at the least through the whole roof.—Shingles fourteen or fifteen inches long are laid so as to expose but four and one-half inches to the weather. Three times four and one-half are thirteen and one-half—thus three shingles lie thicker than three fold.

Now this is a double waste—for three shingles, lying upon each other, will rot much sooner than two shingles will, in that position, for they are not so soon dried after a storm. It is nothing that must be guarded against more than all else. The argument that three thicknesses will prevent the blowing in of rain more than two will, proves too much.

Why not double board the sides, on the same principle? Because none of the boards will last as long. So when a roof is covered with boards only, running up and down, and battened—the battens should be quite narrow, and cover but little of the under board. Otherwise both layers soon rot, as many people know who have sheds with cheap roofs.

Shingles of fourteen or fifteen inches in length should always be laid six inches to the weather, that they may dry soon after a rain—the sooner the better. Shingles worth laying never wear out in the common mode of laying; but it is well known that they often rot under before they are half worn.

To keep shingles dry as possible, light, or close boarding under them, should never be permitted. Lay upon the rafters narrow strips of board, with open spaces, three inches between. Nail your shingles on to these strips, and then you give them a fair chance to become dry on the under side after a storm.

Good shingles always lie quite close enough on the roof—and though violent storms may drive a few drops under the shingles—this happens in all roofs—but here the shingles are soonest dry.

SEE THE GAIN.

By laying shingles six inches to the weather, instead of four and a half, we save one-fourth of the shingles—one-fourth of the nails—and one-fourth of the labor of putting them on. And as this our roof will last at least one-fourth longer than the other, we save much more than one-fourth of the cost of lumber and of laying.

Many carpenters and builders have come to the conclusion that tight boarding under shingles is wrong; since the shingles rot sooner than in open boarding. Yet we have seldom seen a carpenter lay his shingles more than four and a half inches to the weather, let them be long or short, good or bad? Why is this? Because they would not depart from an ancient rule.

Four shingles are not worth taking as a gift. Carpenters cannot lay half as many in a day. They never turn water well—and they soon rot. Some men are pleased with sawed shingles, because they lie so close to the boarding. But this is the cause of their rotting sooner than the poorest kind of shavings. There is a nap on them that causes them to retain any wet that happens to come between them.

If any one doubts the propriety of laying good shingles six inches to the weather, rather than four and a half, we can show him roofs, 20 years old, in a good state of preservation, and more sound than others laid with three thicknesses.

COOKING FOOD FOR HOGS. The Country Gentleman says: "There is a singular diversity of opinion on the subject of cooking corn meal for hogs. A careful and very successful farmer once assured us that his corn yielded about two and one-half to three times as much pork with the meal ground and cooked, as fed in the ear. What relative part was due to the grinding and cooking respectively, he had not determined. Other farmers have placed the result far lower, and assert that it does not nearly double the value of the grain. We want something more careful and more frequently repeated under varying influences to settle the question.

In preparing ground food by cooking or otherwise, much dilution with water is very undesirable. Large, compact, excellent pork can be made only by feeding the animal on concentrated food. One of the most successful pork raisers on a small scale, feeds his spring pigs on sour milk through the season, and frequently by winter has animals weighing between three and four hundred pounds; but he is especially particular not to allow any slops to be thrown into the sour milk, or in any other way to dilute it. Hogs fed on dry ground meal are observed to be of compact form; while such as get abundant slops with a small portion of meal mixed through it, have large bellies and slenderer flesh. We believe this consideration has been too much overlooked in feeding, and hope these desultory hints will call attention to it."

A good corncrib will make good hogs.

Morals and Sickness.

There are certain forms of disease which, while they waste the body, depress the mind and stupefy the moral sentiment; hence, the wise physician often feels compelled to bring his religious remedies to the mind, to bring the religious element into requisition, in strong appeals to a sense of duty. Sometimes there is not left energy enough for an effort at restoration. This is often the case with clergymen, literary men, and professors in colleges.

One of these is like a man just entering the current above the Falls of Niagara; he is sensible of his danger, feels that in a short time all efforts will be unavailing, yet he has not the moral energy requisite to make use of the means necessary for his deliverance. This condition is in nearly all cases the result of dyspepsia, that is, it is the result of a want of thorough digestion of the food, a defect which is brought on by injudicious eating. Persons who use opium, tobacco, liquors, or strong coffee and tea, eventually fall into the same state. No Christian man will have any difficulty in saying that the use of liquors should be given up as a duty, under such circumstances. But let the physician of acknowledged science and ability press upon that same man the duty of abandoning the use of tobacco, or of adopting a plainer mode of feeding, he will find his appeals powerless.

Can a man be guiltless who condemns his neighbor for drinking errors, but does not condemn himself for errors in eating? In other cases where comparatively little is needed beyond a pill or two a month for a short time, except judicious exercise, the prescription is not with, "Well, I cannot spare the time, my professional duties are such that I have not the leisure." But suppose you die, what then? You cannot lose one hour a day, then all time is lost!

Physicians well know that three-fourths of the ordinary attacks of sickness, are the result of imprudence; that if man live wisely, the average age would be full three score years and ten, instead of half that term as it now is.

We know that if human life is valuable to all, the increase of its duration would increase its value. That if any man is useful to the church or to the world, from thirty to forty, he would be still more useful from fifty to sixty; and that it is his duty to protract his usefulness, there can be no doubt.

Again, none will deny that a man in robust health, is more available in an ecclesiastical than he would be if he were an invalid. If then it is the duty of every one to do the largest amount of good possible for him to do, he is doing a wrong to society and to his master in heaven, if he fail to use the means to avoid disease, and to keep him in robust health; that is, if he fail to inform himself as to the best method of accomplishing such results.

[Dr. W. W. Hall.]

Farmer's Ice Houses.

In order to secure the benefit of the ice crop of winter, the preparations must all be made before hand. If the farmer would enjoy the luxury of a lump of ice in the hot season, he must lay in his own supply, and not like the people in cities depend on the ice wagons, which bring it to their doors, day by day.

The farmer may take the advantage of this necessity of having his own ice houses to make it subserve the double purpose of furnishing his ice, and also furnishing a cool room and cold bath for dairy purposes. For this, the house may be constructed with two rooms, side by side, with the base of the ice room a few feet higher than the floor of the milk room, so that the dripings from the ice can be conveyed along the main shelf or sink, in which the milk pans are to stand.

The ice room must be made with double partitions with a foot or more space between, filled in with dry tank or sawdust, well packed, and secured against the ingress of rats or other troublesome pests. The room should have a scuttle in the ceiling over head, or in the side near the top, to be opened or shut at pleasure, to let off foul air. The building should also have a double roof, to break the heat of the sun and the force of warm winds, but the space between roofs should be sufficiently open to afford ventilation.

Choose a northern side hill with a loose subsoil, if convenient. Dig out a step next the hill side for the ice room, and then make the milk room a step lower; guard well with shade trees or artificial shade; make the entrance so as not to admit warm currents of air near the floor, and for this double purpose, have the floor of the ice room water tight, and descending to one side, where there must be a gutter to take the drippings into the milk room.

In packing the ice it should be cut into blocks which will fit well together, and open spaces that may occur, should be packed full of broken ice. The more ice is put in a solid body, the better it will keep, but a room ten feet square, will contain sufficient for a farmer's use, if the house is constructed with care. [Ohio Cultivator.]

The most amusing man in the world is a Frenchman in a passion.—By far, you call my wife a woman two thousand times over, and I will call you a vetch-house, and blow out your brains like a candle.

Cotton spun ropes, the product of South Carolina, for hanging traitors, have come into use. The inventors must remember that the guillotine and other instruments of death have first been tried upon those who devised them. [Louisville Journal.]

GOVERNOR'S ADDRESS.

Gentlemen of the Senate and of the House of Representatives:

Assembled as the legislative power of the State, I recognize the message which assigns to me the duty, in this first hour of our official session, to give you information of the condition of the State, and to make such recommendations for your consideration as may be deemed expedient; in doing which it is gratifying to be able to give you assurance of its general advancement, under the favors of Divine Providence, in its varied industrial and social interests.

It is the first duty of a people rightly to value the character and capacity of the country they inhabit. While their interests will suggest the folly of an exaggerated estimate of it in these respects, a want of just appreciation of its resources and natural advantages, is equally unwise. A glance at the geographical position of the State, its physical structure and natural resources, will not fail to inspire confidence in its capacity for future rank in the roster of prosperous States; and yet it is undoubtedly true that it has suffered much of late, from a general and vague apprehension that it was making comparatively, but slow advances in population and wealth; and that other quarters of our highly favored country held out larger rewards for effort and enterprise. It may be well now, at the close of another decade of years, with a provident and judicious eye for the future, to take note of its progress and present condition. It is, without doubt, true that its progress in the last ten years, in increase in population being the test, has not been as rapid as in similar periods for the first thirty years of the separation from the "mother State." During the former period its advances in population were equal to that of the country at large and far beyond the other New England States; and yet, in the last ten years, it has been drawn hither by our unequalled water power, the quality and cheapness of the soil, valuable timber lands, advantages for navigation, &c. This period in our history is characterized for progress in population, advances in agriculture, the lumber trade and the fisheries. The latter period, by comparison, gives us a population, with a larger increase in commerce, manufactures, and mechanical arts and in works of internal improvement.

The ratio of decennial increase of population was, from 1820 to 1830 thirty-three per cent, from 1830 to 1840 twenty-six per cent from 1840 to 1850 sixteen per cent and from 1850 to 1860 will probably be found to be about the same as for the latter period. Now we are not to suppose that we have failed to maintain our early position in population because the larger increase in commerce, manufactures, and mechanical arts and in works of internal improvement, have not been as rapid as in similar periods for the first thirty years of the separation from the "mother State." During the former period its advances in population were equal to that of the country at large and far beyond the other New England States; and yet, in the last ten years, it has been drawn hither by our unequalled water power, the quality and cheapness of the soil, valuable timber lands, advantages for navigation, &c. This period in our history is characterized for progress in population, advances in agriculture, the lumber trade and the fisheries. The latter period, by comparison, gives us a population, with a larger increase in commerce, manufactures, and mechanical arts and in works of internal improvement.

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It will be found, for the reasons stated, that the progress of population, during the latter period, does not furnish a just estimate by which to determine the value of the State in wealth and industrial interests. Accompanying glance at the aggregate valuation and productive industry of the State, at the several decades of years, will show a rapid advance in its wealth and various departments of labor. The valuation of real and personal estate in 1821 was taken at \$20,907,678, in 1840 at \$69,115,288, in 1850 at \$108,637,093, and in 1860 it will not fall far from \$175,000,000.

The tonnage of the several districts of the State in 1820 was 67,274 tons, in 1830 70,585, in 1840 110,000, in 1850 645,600, and in 1860 was 832,000 tons, an amount equal to one sixth part of the entire tonnage of the nation. There were, in 1820, 14,247 tons of vessels built in the several districts, in 1840 there were 35,338, in 1850 149,907.

The estimated value of capital invested in the various branches of manufactures in 1820 was \$1,459,450, in 1840 \$7,105,620, in 1850 \$14,700,000, and \$25,000,000 in 1860.

The annual value of manufactures of all descriptions in 1820 was \$3,958,000, in 1840 it was estimated at \$21,958,155, and at present time cannot be less than \$55,000,000, in which estimate lumber is not included, the annual value of which is not far from \$7,000,000.

and farm implements, within the last few years, is especially noticeable, and evinces the thrift of that class of the people engaged in this pursuit. Our navigable and shipbuilding interests have greatly increased, placing the State at the head of the class of shipbuilding States. Manufactures, under a liberal policy held out to capital, have been stimulated and greatly augmented, and are in a generally prosperous condition and may be regarded as established upon a sure footing, and will, it is to be hoped, in time, stimulate other branches of industry.

Neither should the fact be overlooked here, that beside these evidences of material prosperity, this latter period has been characterized by efforts of the great body of the people for the improvement of their social and educational interests; and that these efforts have been successful is seen by an obviously elevated public standard of sobriety and intelligence.

Nor have the people of the State been remiss in a provident care for the future development of its natural resources and advancement of trade and commerce. There have been constructed, and now in operation, something more than five hundred and fifty miles of railway, at an expenditure, almost entirely by our own people, of more than \$18,000,000.

One of the important influences of railroad facilities in commercial affairs, and of the natural commercial advantages of our position, a State policy was early indicated by the Legislature, which should make Maine in these respects, independent of other communities upon the Atlantic coast; and which should gradually attain a equal advantage in securing the trade of the interior—the great producing region of the nation. It was perceived that in any plan for the accomplishment of this object, there were obviously two points of incalculable importance to the growth and development of its material interests and its true commercial independence, namely, the connection of the interior of the country, and the British Province, our neighbors, contiguous to us, whose natural intercommunication is through our territory; and to afford to the trade and travel between Europe and this country railroad facilities to an extreme eastern point on this side the Atlantic, giving the shortest possible sea voyage between the two continents. The first point in this system has already been secured by the completion of the Atlantic and St. Lawrence Railroad, connecting, as it does, with a continuous line of railway, of surpassing excellence and capacity, which extends westward through Canada to Detroit; thus making our seaboard accessible to that great region, the "Great West," and our principal export route to the Atlantic, a portion of the trade and travel of the great lakes and their natural outlet.

The importance of this enterprise, already seen in the rapid growth of our chief commercial city, the facilities opened to our interior towns for direct trade westward, and the amount of transportation that already finds its way from the remote interior, without transshipment, to the Atlantic, its prospective importance is incalculable. An approximate estimate of which can only be made in connection with the prospective and probable development of the resources, settlement and growth of the vast regions of Canada West, or the great lakes and the valley of Upper Mississippi, the great producing region of the nation and whose capacities are sufficient for the habitation and sustenance of one hundred millions of people, and the progress of which must be sought at the Atlantic seaboard, and who following the natural channel to the St. Lawrence river, would thence over this line of railway find their shortest practicable route to their ultimate destination. When it is considered that the exchanges between the cities of the Atlantic seaboard and the vast regions of territory westward, through the great lakes and the channels connected with them, the value of a direct and easy communication from a great natural outlet, the St. Lawrence river, to a seaport open and accessible at all seasons of the year, is most apparent. A general statement of the commerce of these lakes, its rise and progress, will aid us in our estimates. Their commerce begins with the century, prior to which there was none in all this region. In 1851 the whole traffic of these lakes was stated at \$325,000,000, employing 74,000 tons of steam and 138,000 tons of sail vessels.

The total tonnage on all the New York Canals in 1856, was 1,310,807 tons, valued at \$67,644,343, and yielding a toll of \$1,614,342. In 1857 it was 3,582,783 tons, valued at \$159,981, and leaving a toll of \$3,329,747.

This policy also embraced the plan for a continuous line eastward through the central portion of the State to the boundary line of New Brunswick; thence connecting with a line to be continued through this Province and Nova Scotia to Halifax, affording an avenue through the State for transatlantic travel, and bringing it at once into intimate commercial relations with the North American continent. From the city of St. John to the boundary of Nova Scotia, one hundred miles of railway is nearly constructed and soon to be opened for travel, to the construction of which the Province has largely contributed. These works are supposed to secure the immediate completion of the enterprise from Halifax to the city of St. John, leaving the portion between that city and the boundary line of the State, a distance of 75 miles, and also that portion between the line and Bangor, of 96 miles, in all 169 miles, to be provided for, in order to make a permanent connection through this State, between the United States and Canada and the Lower Provinces, affording a continuous line of railway from the city of New York to Halifax, a distance of nearly 500 miles. It is believed that the authorities and people of these Provinces are desirous of providing to fill up the space westward to the line of New Brunswick, and I deem it a subject worthy of the attention of the Legislature and people of this State, whether they will not co-operate in efforts to bring this great enterprise to a speedy completion. As a work of National, as well as of State interest, it should be the public regard. To the Nation it will furnish a great avenue of travel between

Europe and America, while it connects the State with the British Provinces in intimate commercial and friendly relations. Its importance to the State will appear by a glance at the position and population, products and trade of those countries with which it connects it. The two Canadas have an area of 250,000 square miles, with a population of 2,000,000, New Brunswick 27,700 square miles, with a population of 225,000, Nova Scotia 18,740 square miles, with a population of 300,000, Prince Edward's Island is 2,134 square miles, with a population of 62,898, and New Foundland, of 57,000 square miles, with a population of 120,000; total area of 553,440 square miles, and an aggregate population of 3,000,000.

The total exports of Canada alone in 1851 were \$13,252,576. The exports from the United States to Canada in the same year, of cotton and woolen manufactures, hardware, leather and its manufactures, &c., were \$8,936,236, while our imports in flour, wheat, wool, horses and cattle, &c., were \$3,312,250. The ultimate accomplishment of this enterprise is only a question of time, will not be doubted by any one who gives the slightest attention to the elements of power and progress that are gathering on this continent, to the position of the country, it is designed to connect, and to the ordinary principles of commercial economy. The people of this State, it would seem, should begin now to anticipate the effort necessary to be put forth ere long to secure such a result, and give the public assurance that they will earnestly co-operate with those who desire to accomplish the same end.

Under the direction of the "Board of Internal Improvement," a geological survey of the State was commenced by Dr. Jackson in the year 1853, the State having appropriated for that purpose \$5000. Other yearly appropriations followed, in all \$15,000, and the work was prosecuted until 1859, when the State becoming involved in the difficulties on the Northeastern frontier, the work was interrupted, and appropriations failing, was suspended. The cost of completing the work, according to the original plan, is estimated at \$8000, and although this plan is not as thorough as could be desired, it is probably as exhaustive as is practicable, considering the unsettled condition of the State, and the difficulties of prosecuting a minute survey in the wilderness regions. The reports of Dr. Jackson and of Dr. Holmes were published, and did not fail to excite a lively interest as to the agricultural and mineral resources of the State, and have had the most beneficial effect upon the enterprises of our people in inducing the investment of capital in new fields of labor, and the completion of this survey demanded by every consideration of sound policy. To consider longer ignorant of our probable geological resources would imply a want of enterprise which would argue ill for the future progress of the State. The examination already made has disclosed facts, showing that our territory is rich in mineral wealth, indicating the existence of abundant quantities of iron, copper, and lead. This, together with the known geological resources of contiguous territory, renders it altogether probable that coal will be found in the Aroostook region.

Such survey moreover would tend strongly to stimulate the progress of settlements now prosperously advancing in the eastern portion of the State. It recommends to the Legislature the authority for the completion of this survey, and for that purpose make the necessary appropriation.

Among the important interests of the State are our public lands, not inconsiderable as a source of revenue, but of greater value for settlement. The aggregate revenue accruing therefrom to the State, in the ten years ending with the year 1857, is \$207,774, after disbursing various appropriations for roads and bridges. The receipts for the last year, owing to change in the law in 1857, and the legislation of 1859, are less than \$18,000. The number of acres sold the last year to actual settlers is 45,700, at fifty cents per acre, to be paid in installments on the roads, in the aggregate \$22,850, which, although it brings no money into the treasury, will relieve it, to some extent at least, from the drain of annual appropriations for roads and bridges. It also marks the progress of settlement in this region of our territory. The amount of bills receivable at the land office is \$114,875, of which under the legislation referred to, only a small portion will be referred to the treasury the current year. The entire estimated receipts from the land office for this period are \$30,000.

In 1853 the State purchased from the Commonwealth of Massachusetts its interests in the public lands, for the sum of \$362,500, of which sum \$250,000 remains unpaid, and which will be payable in yearly installments the last of which matures in 1872. By this purchase the State has secured the interest of the Massachusetts land office, and is free to adopt a policy in regard to its public domain in accordance with its interests, which was the principal consideration urged for closing the joint interests in the public lands.

The lands, having regard to the State's interest therein, are—

1.—Lands bargained by the State and to be conveyed upon payment of the purchase money.

2.—Lands encumbered by permits to cut the timber thereon.

3.—Lands to which the State's title is absolute.

4.—Lands bargained by Massachusetts, to be conveyed upon condition of payment, that State retaining the fee.

Of this first class there are, in round numbers, 1,000,000 acres, of the second 240,000 acres, of the third 1,500,000 acres, and about 450,000 acres of the fourth class.

The contingent interest of the first class is held almost entirely by non-residents, who manage the lands with reference to the amount of money to be made from them as timber lands, who exercise the rights of owners over them in taking off the timber, while they claim an exemption from taxation, and are under no contract for payment of the purchase money, the State's ultimate remedy for payment being on the lands. The second class, in like manner, is held principally by persons foreign to our jurisdiction, whose estate is in the timber alone, and whose interests are adverse to the cultivation of the soil, who claim an interest, for all practical purposes, equivalent to ownership of the fee, while they hold their interests exempt from the ordinary burdens of taxation. Of the third class 4,000 acres are held in common and undivided with individuals, under whose operations they have in past years been carried on, thereby subjecting the land department to trouble and expense in protecting the State's interest therein.

The fourth class were bargained by Massachusetts in 1853, with assurance in this State that the land thereon should be conveyed, without unnecessary delay, in consideration of the provisions of the articles of association, which secured to that State exprop-

tion from taxation of her interests in these lands while the title should remain in the State. These lands are held also by non-residents, who exercise all the rights of owners as to the exclusion of other interests, and who claim exemption from taxation on the ground that the fee still remains in Massachusetts.

The amount of purchase money now due and payable on the lands bargained by this State is \$93,241,76 principal, and \$23,668,12 interest.

I invite your careful consideration of the situation of this portion of the lands and property of the State; whether some provision should not be made for disposing these lands with the taxable property of the State in the apportionment about to be made for the next ten years; whether any and what regulations should be made in regard to operations on the lands bargained and not paid for, and for the prompt payment of interest payable on the purchase money, and for the ultimate payment of the principal; what legislation may be required to facilitate the settlement of the lands under permits to cut the timber thereon consistent with the rights of those holding the permits; and whether the interests of the State do not require that partition be made of lands held in common with individuals. And in this connection I renew recommendation in my last annual message that the policy of authorizing the Land Agent to grant permits to cut timber, which expired until 1857, be renewed.

The department is required to keep a constant force employed to protect the land from trespassers and to scale the timber cut on lands bargained. Operations under permits from the State would greatly facilitate these efforts and afford a revenue to pay the expenses incurred for the protection of the common property.

The receipts into the Treasury, from all sources, the past year, were \$407,890,45. The expenditures during the same period \$393,890,32, being a balance in favor of the State of \$14,000,13, as shown by the books of that department, and chiefly on deposit in sundry banks. But I regret to be obliged to inform you that this statement does not exhibit the actual condition of the funds of the State. The Treasurer is delinquent, in that he has absented himself from his office, and has neglected, when requested, to return to his post of duty and render an account of his transactions; and facts have recently come to light showing the use by him of large sums of the public money, which, in my judgment, rendered it necessary publicly to declare him a delinquent in his office, and to require him to return to the public funds. Information of this delinquency was received too near the close of the political year, to authorize steps for his removal and the appointment of a commissioner to perform the duties of the office, and to institute the proper proceedings to determine the extent of the delinquency, with a view to its adjustment with the surplus on the official bond. It will therefore devolve upon you to require the Treasurer to render an account of his transactions, and to settle and adjust his accounts, and on failure so to do, to apprise his sureties of the extent of his delinquency, and ask their immediate attention to its adjustment.

From the best information it has been possible to gather, in the limited time, and the means at command, the speculations carried on through checks upon the banks having deposits, which do not appear upon the books of the department, will amount to between \$80,000 and \$90,000, and which, it is believed, has, in whole, or in part been converted so that he is not able to restore it, and that it will fall upon the sureties to make good any deficiency you may determine.

The State's indemnity against ultimate loss, is doubtless ample upon the official bond; and I am assured that the responsibilities of the sureties will be honorably met, without embarrassment to the Treasury, and with no further indulgence than may be justly allowed to depend on the credit of the sureties for their protection. Still I invite your careful investigation of the transactions of the Treasurer, as to the use of the public funds, and the practices of parties, official and unofficial, with it.

The Statute of this State expressly provides that the Treasurer "shall not loan, or use in his own business, or for his own benefit any such money, or private property or person to the amount of forfeiting a sum equal to the amount so used or loaned." The enactment is not penal, and in this case furnishes no adequate remedy. It does, however, prescribe a rule for the conduct of the Treasurer in the duties of his office, and a rule also for those who deal with him officially, and I submit for your consideration, whether appropriate penalties should not be provided for any violation of the objective intent of this law. Official peculation on the public funds, although under the protection of an official bond, should be a penal offense; not less completely with official peculation. The guiltless man, in this respect, may not always be the official.

The estimated receipts to the Treasury for the current year are \$432,403, including the balance shown by the books of the department. The estimated expenditures \$352,644.00.

This estimate of current demand upon the Treasury does not embrace that portion of the public debt of \$51,000 payable in February next, and which will need to be provided for by payment from the Treasury. The constitution provides that "while the public expenses shall be assessed on the polls and estates, a general valuation shall be taken at least once in ten years." Such valuation has been taken

AYER'S AMERICAN ALMANAC for 1880 is now ready for delivery gratis at B. F. Bates & Co's, who are happy to supply all that call for them. Every family should have and keep this book. It is worth having. Comprising much general information of great value; it gives the best instruction for the cure of prevalent complaints, that we can get anywhere. Its anecdotes alone are worth a bushel of wheat, and its medical advice is sometimes worth to the sick, the wheat's weight in gold. Many of the medical almanacs are trash, but this is solid metal. Its calculations are made purposely for this latitude and are therefore correct. Call and get an Ayer's Almanac, and when you keep it.

A STRONG ARMY. It would take one half of our paper for the mere publication of the names of those who have been benefited by the use of Redding's Russia Salve, the remedy of the age. It speedsily cures cuts, burns, bunions, wounds, chapped hands, erysipelas, scalds, etc. Sold everywhere for 25 cents a box.

DR. WHITMAN'S BALM OF WILD CHERRY, is truly a balm. It contains the balsamic principle of the Wild Cherry, the balsamic properties of tar and of pine. Its ingredients are all balsamic. Coughs, colds, and consumption, disappear under its balsamic influence.

Senator Mason, of Virginia, makes a very creditable display, in appearing in his place in the Senate in an entire suit of homespun. To be sure it is but homespun, but let the men of his State adhere to their resolution, and the aid of northern operatives will be called in giving him as handsome a suit as he can ask. We hope he will be consistent in his advocacy of protection to home industry.

KANSAS. The Legislature after adjourning, passed a joint resolution, adjourning from Leocompton to Lawrence, Geo. Mayrady vetoed the bill, but it was immediately passed, notwithstanding his objections, by a two-thirds vote.

Among the many restoratives which nature has supplied to relieve the afflictions of humanity, there is no more favorable one for a certain class of diseases than the "medicinal gum" of the Wild Cherry Tree; but however valuable it is, its power to heal, to soothe, to relieve, and to cure, is enhanced ten fold by scientific and judicious combination with other ingredients, in themselves of equal worth. This happy mingling exists in that "Combination and a form indeed."

Dr. Wistar's Balsam of Wild Cherry. Whose value in curing Coughs, Colds, Bronchitis, Whooping Cough, Croup, Asthma, Pulmonary Affection, and Incurable Consumption, is inestimable.

HOME TESTIMONY.

MR. SETH FOWLE.—Dear Sir:—Your invaluable medicine, I can truly say, has literally snatched me from the grave. Last July I was attacked by a violent cold, which resulted in a very severe cough, with violent pain in the side and chest. I became so much reduced, that my friends frankly said that I must die. At this crisis, I heard of Wistar's Balsam of Wild Cherry, and immediately sent for a bottle. The effect produced was indeed wonderful. My physicians, one of the most respectable in Boston, who had previously told me that a cure was hopeless, came in, and I labored how what I had taken. He examined the Balsam and advised me to continue the use of it, since which time I have continued to improve daily, and the same physician who had given me up, told me, a few days since, that I might yet live many years.

Respectfully, **MARY HOWE.**

We can cheerfully testify to the truth of the above statement, Mrs. Howe having been an inmate of our family.

WILLIAM DENNETT,
MARTHA DENNETT.

None genuine unless signed L. BUTTS on the wrapper.

Prepared by **SETH W. FOWLE & Co.**, Boston, and for sale by B. F. Bates & Co., Paris, Wm. A. Root, South Paris, D. F. Noyes, Norway, E. Arnold & Co., Rockford, W. S. Chase & Co., D. Child, F. S. Chandler and C. O. H. Mason, Bristol, and by dealers everywhere. 44

MARRIED.

In Summer, 8th, by Rev. B. G. Willey, Sharon Robinson, Jr., to Miss Hannah Briggs.

DIED.

In Woodstock, 6th, Edmund Bowker, 62.

CLOCKS AND WATCHES.

THE subscriber would inform his friends that he has a lot of

Very Nice Clocks on Hand,
and **GOOD WATCHES.**

He has also, just received a lot of

And other articles in his line which he will sell at low prices. Please call.

SIMEON WALTON.
Paris, Jan. 12, 1880 50

Oxford Normal Institute,
SOUTH PARIS, ME.

THE Spring Term of this school will commence on MONDAY, March 30th, 1880, and continue eleven weeks, under the instruction of

EMERY O. BICKNELL, Principal,
Miss GEORGEA CORNELL, Assistant,
Miss GEORGEA CORNELL, Assistant.

This school provides for all the advantages of the former days. It is situated in a flourishing village on the line of the Grand Trunk Railway, within two hours' ride from Portland, being easily accessible from nearly all parts of the State. The village is quiet and healthy—the schoolhouse commodious and pleasant. Withal, we think the student from abroad will find here many advantages conducive to a profitable term of study.

No effort will be spared on the part of the teachers, to afford the student an opportunity for availing himself of a thorough analytical course of instruction.

TEACHERS' CLASS. A Teachers' Class will be organized during the latter half of the term; the object of which will be to discuss such topics as relate to a proper discipline, and method of instruction, in our common schools. Members of this class, desirous of teaching the coming Summer, will be assisted by the principal in procuring situations, if it is requested.

Tuition.—Common English, \$3.00; Higher English, \$2.50; Languages, \$4.00. Music, Penmanship and Drawing, extra.

Good board can be obtained for \$1.75 to \$2.00 per week. For further information inquire at the principal's office.

SOUTH PARIS, Jan. 4, 1880. 50

Commissioners' Accounts.

COUNTY OF OXFORD.

To J. B. Marrow, Dr.

For services as County Commissioner for A. D. 1879.

May 31. To 35 miles travel from Dixfield to Sweden, Waterford and Lovell, and 1 day, on petition of J. T. Daniels, agent for the town of Lovell. \$7.50

May 31. To 90 miles travel from Sweden, Norway and Waterford to Dixfield, and 2 days on petition of J. T. Daniels, agent for the town of Lovell. 13.00

June 15th. To 60 miles travel from Dixfield to Bethel and 2 days on petition of agents for the town of Bethel. 10.00

June 18th. To 10 miles travel from Dixfield to Lovell, No. 5 Range 2 and Bryant's Pond, and seven days on petition of Nat. Dresser and others. 7.00

June 27th. To 125 miles travel from Dixfield to Lovell, No. 5 Range 2 and Bryant's Pond, and seven days on petition of Nat. Dresser and others. 26.50

July 12th. To 50 miles travel from Dixfield to Lovell and Andover, and 2 days on petition of J. R. Andrews and others. 9.00

July 14th. To 2 miles travel from Dixfield to Lovell, to examine the Records of the town of Lovell, and 1 day attendance. 1.00

July 19th. To 110 miles travel from Dixfield to Oxford and Poland, and 1 day on petition of John Rawson and others. 13.00

August 2. To 180 miles travel from Dixfield to Lovell, No. 5 Range 2 and Bryant's Pond, and seven days on petition of Nat. Dresser and others. 26.50

Sept. 5th. To 10 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of agents for the town of Lovell. 1.00

Oct. 13th. To 125 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of John M. Wilson, and others. 22.50

Nov. 1st. To 190 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of John M. Wilson, and others. 33.00

Nov. 18th. To 180 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of Samuel D. Wadsworth and others. 20.00

Dec. 1st. To 20 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of H. G. Ross and others. 8.00

Dec. 2d. To 70 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of J. R. Andrews and others. 7.00

Dec. 20th. To 175 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of agents for the town of Lovell. 19.50

To cash paid for ferrage, 3.60

\$236.80

J. B. MARROW.

Count Bill for 1879.

January 4th, adjourned term, 70 miles, 3 days attendance, 13.00

March 26th, adjourned term, 70 miles, 4 days attendance, 15.00

May 14th, regular term, 50 miles, 5 days attendance, 13.00

July 28th, adjourned term, 50 miles, 3 days attendance, 11.00

Sept. 7th, regular term, 60 miles, 2 days attendance, 11.00

Sept. 24th, adjourned term, 50 miles, 4 days attendance, 13.00

Nov. 18th, adjourned term, 60 miles, 3 days attendance, 12.00

Dec. 1st, adjourned term, 70 miles, 5 days attendance, 17.00

\$106.00

J. B. MARROW.

STATE OF MAINE.

Then personally appeared the above named John B. Marrow, and made oath that the foregoing account is a true and correct statement of his services as County Commissioner for the year 1879, according to the provisions of Chapter 75, sections 12 and 13 of the Revised Statutes. Before me.

SIDNEY PERHAM, Clerk.

A true copy of the original account, Attest: SIDNEY PERHAM, Clerk.

COUNTY OF OXFORD.

To Joseph L. Chapman, Dr.

For services as County Commissioner, 1879.

May 3. To 50 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of N. Charles, agent for Lovell. 7.00

May 5. To 70 miles travel from Sweden, Norway and Lovell, and one day attendance, on petition of N. Charles, agent for Lovell. 10.00

June 13. To 50 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 7.00

June 18. To 40 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 5.00

June 27. To 160 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 20.00

July 13. To 25 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 3.00

July 14. To 50 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 7.00

July 19. To 110 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 13.00

August 2. To 170 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 21.00

Sept. 5. To 40 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 5.00

Oct. 13. To 60 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 7.00

November 1. To 110 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 13.00

November 18. To 170 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 21.00

December 2. To 15 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 1.50

December 10. To 15 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 1.50

December 20. To 170 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 21.00

December 27. To 170 miles travel from Andover to Sweden, Norway and Lovell, and one day attendance, on petition of J. T. Daniels, agent for Lovell. 21.00

\$242.30

J. L. CHAPMAN.

Count Bills for 1879.

Jan. 4. To 70 miles travel and 3 days attendance, adj. term, 13.00

March 25. To 70 miles travel and 4 days attendance, adj. term, 15.00

May 14. To 70 miles travel and 3 days attendance, reg. term, 13.00

July 28. To 70 miles travel and 3 days attendance, adj. term, 13.00

Sept. 7. To 70 miles travel and 2 days attendance, adj. term, 11.00

Sept. 24. To 70 miles travel and 3 days attendance, adj. term, 13.00

Nov. 18. To 70 miles travel and 3 days attendance, adj. term, 13.00

Dec. 1. To 70 miles travel and 3 days attendance, adj. term, 13.00

\$114.00

J. L. CHAPMAN.

STATE OF MAINE.

Then personally appeared the above named Joseph L. Chapman, and made oath that the foregoing account is a true and correct statement of his services as County Commissioner for the year 1879, according to the provisions of Chapter 75, sections 12 and 13 of the Revised Statutes. Before me.

SIDNEY PERHAM, Clerk.

A true copy of the original account, Attest: SIDNEY PERHAM, Clerk.

COUNTY OF OXFORD.

To J. B. Marrow, Dr.

For services as County Commissioner for A. D. 1880.

May 31. To 35 miles travel from Dixfield to Sweden, Waterford and Lovell, and 1 day, on petition of J. T. Daniels, agent for the town of Lovell. \$7.50

May 31. To 90 miles travel from Sweden, Norway and Waterford to Dixfield, and 2 days on petition of J. T. Daniels, agent for the town of Lovell. 13.00

June 15th. To 60 miles travel from Dixfield to Bethel and 2 days on petition of agents for the town of Bethel. 10.00

June 18th. To 10 miles travel from Dixfield to Lovell, No. 5 Range 2 and Bryant's Pond, and seven days on petition of Nat. Dresser and others. 7.00

June 27th. To 125 miles travel from Dixfield to Lovell, No. 5 Range 2 and Bryant's Pond, and seven days on petition of Nat. Dresser and others. 26.50

July 12th. To 50 miles travel from Dixfield to Lovell and Andover, and 2 days on petition of J. R. Andrews and others. 9.00

July 14th. To 2 miles travel from Dixfield to Lovell, to examine the Records of the town of Lovell, and 1 day attendance. 1.00

July 19th. To 110 miles travel from Dixfield to Oxford and Poland, and 1 day on petition of John Rawson and others. 13.00

August 2. To 180 miles travel from Dixfield to Lovell, No. 5 Range 2 and Bryant's Pond, and seven days on petition of Nat. Dresser and others. 26.50

Sept. 5th. To 10 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of agents for the town of Lovell. 1.00

Oct. 13th. To 125 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of John M. Wilson, and others. 22.50

Nov. 1st. To 190 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of John M. Wilson, and others. 33.00

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Dec. 2d. To 70 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of J. R. Andrews and others. 7.00

Dec. 20th. To 175 miles travel from Dixfield to Lovell, No. 5 Range 2, and 1 day on petition of agents for the town of Lovell. 19.50

To cash paid for ferrage, 3.60

\$236.80

J. B. MARROW.

Count Bill for 1879.

January 4th, adjourned term, 70 miles, 3 days attendance, 13.00

March 26th, adjourned term, 70 miles, 4 days attendance, 15.00

May 14th, regular term, 50 miles, 5 days attendance, 13.00

July 28th, adjourned term, 50 miles, 3 days attendance, 11.00

Sept. 7th, regular term, 60 miles, 2 days attendance, 11.00

Sept. 24th, adjourned term, 50 miles, 4 days attendance, 13.00

Nov. 18th, adjourned term, 60 miles, 3 days attendance, 12.00

Dec. 1st, adjourned term, 70 miles, 5 days attendance, 17.00

\$106.00

J. B. MARROW.

STATE OF MAINE.

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J. B. MARROW.

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May 14th, regular term, 50 miles, 5 days attendance, 13.00

July 28th, adjourned term, 50 miles, 3 days attendance, 11.00

Sept. 7th, regular term, 60 miles, 2 days attendance, 11.00

