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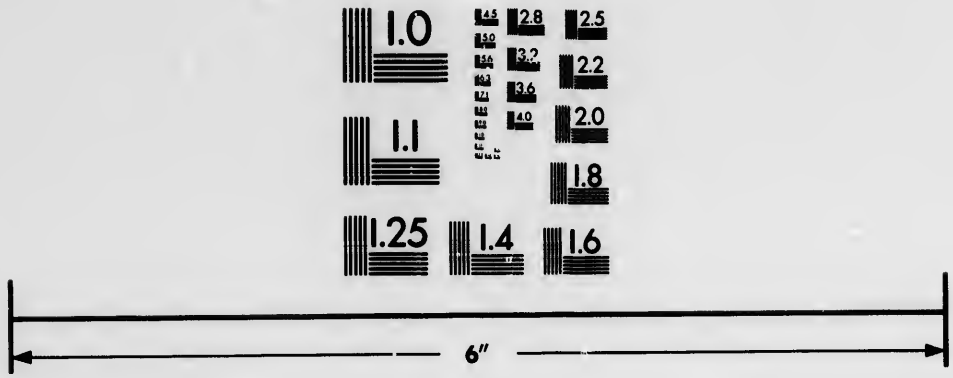

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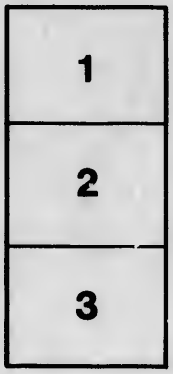

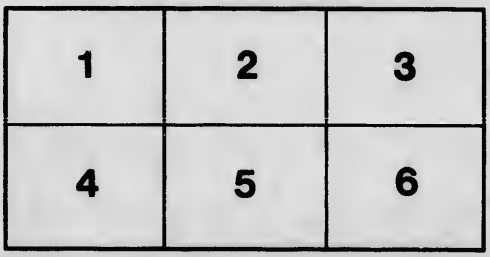

To

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NINETEENTH LEGISLATURE.

To the Senate and House of Representatives:

I herewith lay before you the Report and account of the Land Agent, and the Documents referred to therein.

EDWARD KENT.

COUNCIL CHAMBER,
JANUARY 2. 1839.

REPORT

OF THE

LAND AGENT,

1839.

[SMITH & ROBINSON,.....Printers.]

STATE OF MAINE.

LAND OFFICE,
JANUARY 1, 1839.

To the Honorable the Governor and Council.

GENTLEMEN:

I have the honor herewith to lay before you, my Annual Report, in relation to the business of the Land Office, for the past year.

Soon after entering upon the duties of this office, I caused an examination to be made of all the Public Lands, liable to trespass, during the winter. No depredations were discovered on the Kennebec waters, and it is believed that no trespass was committed in that part of the State.

One hundred pine logs, scaling forty thousand feet, were discovered on the Mattawamkeag river, cut on township number Six, in the Fifth Range, by John Dudley, and ninety-two pine logs, scaling sixty-six thousand and nine hundred feet, and thirty-four spruce logs, scaling seven thousand feet, were found cut on township number Three, in the Fourth Range, by teams employed by Jacob O. Rodgers. As these persons had permits to cut on the adjacent townships, and as there was no evidence that they intentionally crossed the line, upon the Maine townships, they were settled with, upon the payment of stumpage and all the cost of the examination on this river.

Four hundred and thirty-eight spruce logs, scaling eighty-seven thousand six hundred feet, were found cut on the public lots, in township number Three, Indian Purchase, by Thomas Fowler, Shurben Dudley and William Curtis. These logs were seized and sold.

Two hundred and thirteen pine logs, scaling eighty-five thousand seven hundred and seventy-eight feet, and eighty-nine clapboard cuts, scaling thirteen thousand and fifty-one feet, were found on township number Two, in the Eleventh Range, cut by Frederick Roberts, Oliver Woodsum and William Annis. These logs were seized and marked, and as they could not be sold where they lay, Messrs. W. T. and H. Peirce were employed to drive them to the boom, at Oldtown, where they will probably arrive next spring.

In the month of April, Ebenezer Webster, Esq., of Orono, was employed to examine the Public Lands, situate on the St. John and Aroostook rivers, and ascertain what trespasses had been committed in that quarter, and report what measures could be adopted to prevent future depredations. It will be seen from his report, accompanying this, that for many years past, great depredations have been committed on those rivers.

The method adopted by the Provincial Authorities to stop trespassing, by seizing the timber after it had been cut, has had but little tendency to stop depredations, and as there has been no road opened, by which our Agents could have a communication with this country, the trespassing has gone on, increasing from year to year, until nearly all the timber on the banks of these rivers has disappeared.

Upon consultation with the Land Agent of Massachusetts, it was determined to expend a portion of the money appro-

priated for the Aroostook Road, on the upper part, which would not be turnpiked the present season, so as to make a good winter road, and to appoint an Agent to remain on the Aroostook river during the winter, and by keeping up a communication with this quarter, to prevent, if possible, the timber from further depredation.

About the middle of October, information reached this office, that persons were trespassing on township number Ten, in the Fifth Range. I immediately left Bangor, in company with George W. Buckmore, who had received a special deputation, for the purpose of arresting this trespass, and putting into operation the arrangements made between the two Land Agents. Upon our arrival at township number Ten, we found that the trespassers had left, had ascended the Great Machias, and were then at work on township number Eleven, in the Sixth Range, belonging to Maine. We found here Benjamin Gardner, a settler from township letter G. in the Second Range, with a crew of six men, and Lewis Bradley, a settler from the same place, with a crew of five men and a team of six oxen. They had been here about a week, and had made two hundred and fifty tons of timber, including that cut upon township number Ten.

Writs of trespass were served upon these persons, their cattle and supplies attached, and the whole expedition broken up.

We here learnt that preparations were making to cut several thousand tons of timber on Beaver Brook, which we ascended about five miles, and found two camps recently built on township number Thirteen, in the Fifth Range, belonging to Massachusetts, but the crews had left and gone down river, hearing most probably of the trouble on the Machias. Peter Bull, a settler on township letter

G. had engaged to supply these persons and to haul their timber. We called on him on our way down, and informed him that an Agent would be employed by Maine and Massachusetts, to remain on the river during the winter, and that his cattle would be taken off, if found engaged in any trespass.

He informed us that he should stop at once, that the crews should not return to number Thirteen, and that he would not be concerned in any further depredation.

On Township number Twelve, in the Fourth Range belonging to Maine, we found Mr Mumford, a settler, and two persons, named Churchill and Earskins, from New Brunswick, building a camp. Upon representing to these persons that their teams would be taken off if they persisted, they immediately quit.

About a mile up the Salmon Stream, we found a crew of six men, located for the winter, on Township number Thirteen, in the third Range, belonging to Massachusetts. They had got in their supplies and were just beginning to cut timber, having made about one hundred and fifty tons. Their names were Wilder Stratton, James Swetor, David Swetor, Michael Keeley, James Coffee and John Smiley, all from New Brunswick. William Pyle, a settler, had agreed to haul their timber on shares. A writ of trespass was served upon these persons, their supplies attached, and the depredations stopped.

Near the mouth of the Little Madawaska, we met Capt. Maclauchlan going up the river, with a crew of six men. He informed me, that he was sent up by the Governor of New Brunswick, to drive off the trespassers, and if necessary, to cut up their timber.

I informed him what I had done with the trespassers above, and also informed him of the depredations, which

I understood were about to be committed on the Madawaska and St. John rivers, above the Grand Falls. He replied that he should visit those places before he returned, and would do all in his power to protect the timber from trespass.

Below this, we found several crews just commencing to make timber, all of whom, upon representing to them the consequences of continuing their trespass, immediately desisted and left the woods. I did not visit the St. John River, being of opinion that it would be in vain, to attempt to arrest trespassers, or to secure the timber from pillage on that river, until a road should be opened, by which the Land Agent could reach it without being compelled, as he now is, to pass through the province of New Brunswick. From twelve to fifteen thousand tons of timber would undoubtedly have been cut by these trespassers, the ensuing winter, if they had been unmolested, and this amount of timber has thus been saved by opening a communication to the Aroostook river, so as to bring these depredators within the reach of civil process.

The Land Agent of Massachusetts having granted several permits to cut timber near the head waters of the Aroostook, the most of these trespassers, who were routed, ascended the river, and engaged to work for the winter, with those holding permits, so that no further trouble is apprehended from them, at present. Mr. Buckmore has been appointed to remain, during the winter, on the Aroostook territory, and it is confidently believed, that with these precautionary measures, the Townships on this river will be effectually protected from further depredation.

During the season, I caused on examination to be made by Henry K. Adams, of the Townships and tracts of land,

situate on the Penobscot river, sold to settlers and to persons who had engaged to perform settling duties, to ascertain the actual condition of the various lots, so sold, and as far as practicable, the ability of the purchasers to pay their notes.

It appears from his report made to this office, that owing to the cold seasons and early frosts, succeeding the year A. D. 1831, the settlers had in many instances, become much discouraged from the repeated failure of their crops, and there was a general disposition to emigrate.

These feelings, however, have been checked by the warmth and fruitfulness of the last two seasons, and the settlers begin to be satisfied that by prudence and economy, they cannot fail in making themselves independent, where they now are.

He found many of the settlers poor, and unable at present, to pay the State; but in most cases, they were adding to the value of the lots, by making permanent improvements, and were generally paying more attention than formerly to the cultivation of the soil.

No improvements have been made on many of the lots sold to persons who agreed to perform settling duties, and who probably purchased, for the sole purpose of selling at an advanced price, and having failed to do so, the land necessarily reverts to the State.

The settlement of most of these Townships has been much retarded, where lots have been sold to speculators.

These persons have not only demanded too high a price for settling land, but they have been unable to give satisfactory titles, where the State has not been paid, and thus these lands have been locked up, and the progress of the settlement arrested. A few lots were found occupied by

persons, who had purchased from individuals, and were not aware of the paramount title of the State.

In some instances, the timber has all been taken off, and the land abandoned, and as it was ascertained, that preparations were making to take timber from other lots the coming winter, agents have been appointed to see that no further depredations are committed on lots, which have not been paid for.

Nothing has been done the past year, on the road, which was cut out in A. D. 1837, by Abner Coburn, leading from Moosehead Lake to the Canada road, near the head waters of the river Du Loup.

An appropriation of five thousand dollars was made by the Legislature of Massachusetts, at its last session, for the purpose of turnpiking this road; provided, a similar appropriation should be made by this State; and assurances given by the Government of Lower Canada, that that portion of the road, lying within that Province, should be completed.

As under existing laws, the Land Agent of this State was authorized to advance a sum equal to the appropriation of Massachusetts, for the construction of this road, from the ten per cent. fund, arising from the sales of the Public lands, nothing but a co-operation from the authorities of Lower Canada was wanting, to authorize the Land Agents of Maine and Massachusetts putting this road immediately under contract.

In the month of July, in company with the Land Agent of Massachusetts, I visited Quebec, for the purpose of making arrangements with the Government of Lower Canada in regard to the completion of this road. Although every assurance was given us by the Provincial authorities, of the importance with which they regarded this road,

and we were satisfied of their earnest desire of co-operating with us, in the completion of the same, yet, owing to the present embarrassed political state of affairs in that Province, no definite arrangements could be made, that would justify us, in commencing operations upon this road.

Lord Durham was absent during our visit; but we were assured by those in charge of affairs during his absence, that a full representation of our business, should be laid before his Lordship immediately upon his return, and as soon as any favorable action was given to this business, due information should be sent us by letter. Having heard nothing since our return, and Lord Durham having recently resigned his office and returned to Great Britain, there is no reasonable ground for belief, that any answer will be given at present, on the part of the Canadian Government, containing any assurances for the construction of that part of the road, without the limits of this State.

Twenty one applications have been filed in this office, during the last year, under the provisions of the resolve of March 20, A. D. 1838, in favor of commissioned officers of the Revolution, and widows of such persons, of which, two have been continued for evidence, and nineteen have been admitted, certificates issued, and deeds given. Within the same period, thirty applications have been made under the resolve of March 24, A. D. 1836, making the whole number three hundred and ten. Of these, twenty-one have been rejected, seven continued for evidence, and two hundred and eighty-two have been admitted, and certificates issued.

Under the resolve, approved March 17, A. D. 1835, and the additional resolve approved March 23, A. D. 1838, forty-nine applications have been received, at this office, during the past year, making the whole number of appli-

cations seven hundred and eighty-nine, of which three hundred and nineteen have been rejected, twenty-nine continued for further evidence, and four hundred and forty-two have been admitted, and certificates granted.

It may be proper to remark, that of the three hundred and nineteen applications rejected under the resolve of A. D. 1835, one hundred and eighty-six of the same applications were received, under the subsequent Resolve of A. D. 1836, and were admitted.

In the four townships appropriated by the Legislature, under the above resolves, only five lots remain, after satisfying all the certificates outstanding, and as twenty-nine applications are now under continuance, and new cases will probably be presented, it is evident, that a further appropriation of land becomes necessary.

As the remaining lots in the Indian townships are almost valueless, I would recommend, that the holders of certificates, who have not received deeds, be permitted to select lots in such other township as may be appropriated by the Legislature, for the benefit of those who shall hereafter receive certificates.

Under the Resolve approved March 23, 1838, authorizing the Land Agent to procure certain plans from the Land Office in Massachusetts, Mr. Oliver Frost, the assistant Land Agent, has procured attested copies of all the plans and surveys of islands, situate in this State, also the plans of the original survey of thirteen townships on the coast of Maine, with the islands embraced in their limits, making altogether fifty-nine plans, which have been bound in a volume and deposited in this office. He has also made a schedule of all the islands on the coast of Maine, of which, any survey has been made by Massachusetts, and which were not embraced within the limits of some grant of main

land. These islands have been arranged in a table, according to the requirements of the resolve, designating what have been sold by Massachusetts, the date of each sale, and the name of the respective purchasers. In addition to which, have been added, the number of acres contained in each island, and the State, to which each island was assigned, at the time of the separation, in the division of lands, between the Commonwealth and State. This schedule, together with Mr. Frost's report, is herewith communicated.

Under the resolve in relation to lands reserved to the several towns in this State, approved March 20, A. D. 1838, Mr. Frost was directed to make an examination of the Public Records, in the Land offices of the Commonwealth and this State, and make a report, embracing the information required by said resolve. His report and statistical table of Towns and Townships, showing the amount of Public lots reserved in each, are herewith communicated. The information contained in Mr. Frost's report, although in some degree, exceeding the requirements of the resolve, is nevertheless necessary to a full understanding of the subject matter, inquired of, by the Legislature, and will be found to contain much valuable information, in relation to early grants, which he has with praiseworthy industry and research, collected from various but authentic sources.

Townships number Four, Ten and Twelve in the Fifth Range, were in A. D. 1834, under the provision of a law passed that year, selected and set apart by the Land Agent for the benefit of common schools and primary instruction.

These Townships have been lotted for settlers during the past year and many lots sold. As three fourths of the

purchase money under existing laws, from the sale of land in these townships, is to be expended in making roads, the amount of cash to be paid into the Treasury from these sales will be small, and perhaps it would be advisable for the Legislature to authorize the Land Agent to exchange these Townships for others more valuable for timber, so as to increase the amount of the School Fund.

The sum of two thousand eight hundred and thirteen dollars and sixty six cents, has been received from the sale of timber on Township number Four in the Fifth Range, and paid into the Treasury on account of the School Fund.

Township letter E. in the County of Washington has been surveyed into lots of six hundred acres, by Abner Coburn, agreeable to the provisions of the Resolve approved March 20, 1838, for the benefit of commissioned officers in the Revolutionary war, and the field notes and plan of the survey have been returned to this office. This township is represented to be, for the most part, excellent settling land, and the grantees of the lots have thus received from the State liberal rewards, in remembrance of their Revolutionary services.

A road has been laid out, during the past year, by the Surveyor General, through Township number Four in the Fifth Range, and the lots upon the road, have been divided, so as to measure eighty rods in front.

The lots in Township number Eight in the Fifth Range, heretofore surveyed into mile sections, have been divided upon the Aroostook road, so as to measure eighty rods in front; but the dividing lines have not been run. Townships numbers Ten and Twelve in the Fifth Range have been surveyed and run into lots for settlement, and the plans of survey and field notes have been returned to this

office. In the surveys made under the direction of this Department, in addition to the usual instructions, the Surveyors have been requested to give, in their field notes, a more particular description of the land surveyed, as to the quality of the soil, the growth and face of the country, and to return to this office specimens of the minerals and earths in the Townships under survey. Should this plan be pursued, purchasers might more readily learn at this office, the value of the public lands in the market, and a rich collection of minerals and fossils would soon be formed, illustrative of the Geology of the public lands, and perhaps leading to important developments in our mineral wealth.

During the survey of Townships number Ten and Twelve, the Surveyor General received a visit from James A. Maclauchlan of Fredericton, who protested against the Survey. I herewith annex a copy of the correspondence which took place between said Maclauchlan and the Surveyor General.

It will be seen from the written communication of Capt. Maclauchlan that the British Government claim to exercise jurisdiction over the whole northern part of the State, by virtue of "existing arrangements subsisting between the British Government and that of the United States." I am not aware of any arrangements between the Government of the United States and Great Britain, which has surrendered to the latter, the jurisdiction of the disputed Territory.

It is believed that nothing further has been done between the two Governments, than intimations from each that the other should forbear to exercise any act of jurisdiction, pending the negotiation, beyond the territory then in actual possession of each Government, as may be seen from the correspondence between the ministers of the two Governments in 1832 and 1835.

Mr. Livingston, in his communication dated July 21, A. D. 1832, remarks—"Until this matter shall be brought to a final conclusion, the necessity of refraining on both sides from any exercise of jurisdiction beyond the boundaries, now actually possessed, must be apparent, and will no doubt be acquiesced in on the part of His Britanic Majesty's Province, as it will be by the United States."

In reply Sir Charles R. Vaughan says, "he is further to assure Mr. Livingston that his Majesty's Government entirely concur with that of the United States in the principle of continuing to abstain, during the progress of the negotiation, from extending the exercise of jurisdiction, within the disputed territory, beyond the limits, within which it has been hitherto usually exercised by the authorities of either party."

As Massachusetts and Maine, since they became independent Governments, have always had the possession of the territory south of the St. John, it is believed, that no other opposition, than the formal protest of Mr. Maclauchlan will be attempted by the Provincial authorities, against the further prosecution of surveys which may be made in this quarter.

In the month of August, I sold at public auction, the right to cut timber, for one year, on the following townships, at the following prices. On township number Four in the Fifth Range, at two dollars per thousand feet, board measure—on number Eight, in the Seventh Range, at two dollars and twenty-five cents per thousand—number Seven, in the Sixth Range, at two dollars and fifty cents—number Three, in the Fourth Range, at four dollars and eighty-seven cents—and number Four in the Seventh Range, five dollars and twenty-two cents. The purchasers were required to pay one hundred dollars in advance, and to give bonds

for the payment of stumpage, which terms were complied with. Between three and four millions will be cut under these permits; and the stumpage will probably amount to about ten thousand dollars.

Permits have been given on the following townships by the Land Agents of Maine and Massachusetts. On townships number Six and Seven in the Eighth Range—number Five, in the Ninth—and numbers Five, Six and Seven, in the Tenth, at four dollars per thousand. It is estimated that about five millions will be cut under these permits, and that the stumpage will amount to about twenty thousand dollars.

These are the only townships belonging to Maine and Massachusetts; and to Maine alone, that remain on the Penobscot waters, at present, accessible to lumbermen; and as all these townships have been heretofore cut upon, the time will soon arrive, when it will be for the interest of both States to bring other townships into the market. From twenty to twenty-five townships of the undivided lands, first rate for timber, lie upon the Penobscot waters above Ripogenus Lake. About the same number of excellent timber townships are situate about the Allagash Lakes, which lakes may be easily connected with the Penobscot East Branch, by opening a communication between Webster pond and Lake Telos.

A large and increasing revenue may at once, be derived to the State, by opening good communications to these townships, from the sale of stumpage. I would therefore recommend, that measures be taken immediately, on the part of this State, which would without doubt, be met on the part of Massachusetts, to clear out the Ripogenus Falls and Penobscot River, connect the Allagash Lakes with the Penobscot East Branch, and make such other

improvements as would be necessary to float the timber from these townships to market. The expense of these works would be inconsiderable, and would more than be reimbursed, from the first years sale of stumpage. In the month of May, I advertised the settling land for sale belonging to this State, under the provisions of the act approved March 23, 1838. The favorable report of Dr. Jackson, as to the quality of the soil, and the liberal terms offered to settlers, by the Legislature, under the act referred to, have been such as to excite an unusual degree of interest, the past year, throughout the community, in regard to the settlement of the public lands. The great obstacle however, has been the want of a road, by which the public lands could be approached. To persons who had families or who wished to carry in supplies, a communication not much better than a foot path, for upwards of fifty miles, presented objections that were insurmountable.

Individuals from Rhode Island, Massachusetts and New Hampshire, in many instances made application to this office, for land, but were unwilling even to go and examine, when they ascertained the condition of the Aroostook road, and many, who went and examined, and were satisfied with the land, declined purchasing until the road should be completed. Notwithstanding, however, there has been a steady emigration, through the year, to the Aroostook townships, mostly, by young men.

I have sold and conveyed to settlers the past year *twelve thousand eight hundred and twenty-seven acres*, situated mostly in townships numbers Four, Ten and Twelve in the Fifth Range, and in township number One, Indian Purchase. The consideration received from these sales amounts to $9,428 27, averaging seventy-four cents per acre. I have sold the choice lots upon the Aroostook Road

at one dollar per acre, other lots at the minimum price of fifty cents. Besides this many lots in these townships have been taken up and improvements commenced by persons, who have not yet called to obtain deeds; and upon the townships not yet surveyed, upon the Aroostook River, numerous settlements have commenced by persons who intend to purchase as soon as the surveys are made.

Written applications have been filed in this office, by different persons, for the privilege of selecting lots, and erecting mills, under the provisions of the New Land Law, in townships numbers Three, Eleven and Thirteen, in the Fourth Range, township number Twelve in the Fifth Range, and township number Nine, in the Sixth Range, west from the east line of the State, and settlements will be commenced on most of these townships this season, if not on all.

Joseph Pollard and others, commenced last spring erecting mills, on township number Six, in the Fourth Range, on the St. Croix stream, which will be finished in a few weeks, and they claim the privilege of selecting twenty lots in that township, as soon as it shall be surveyed.

George W. Buckmore and others, have completed a dam across the Great Machias river, in township number Eleven, in the Fifth Range, and are now engaged in building mills, which will be finished early in the spring.

This township belongs to Massachusetts, and lying between townships numbers Ten and Twelve, belonging to Maine, surveyed for settlement the last year, and being in the midst of the improvements that our citizens are making on the Aroostook river, it is very important that Maine should become the owner of this township.

As it is usual for Massachusetts to sell only by the township, and as the Commonwealth has no agent in this State

to sell land to settlers, and as there is no law, by which the Land Agent of Massachusetts could sell lands for settlement under the same favorable terms, as to price and payment, as the Land Agent of this State is authorized to do, I would therefore recommend, that the Land Agent of Maine be empowered to exchange this township for one belonging to Maine. As township number Eleven is not a timber township, and is valuable only for settlement, it is believed an exchange may be made, that will be advantageous to both States.

If this exchange should be made, the Aroostook road completed this year, and this township be surveyed for settlement under the provisions of the new Land Law, almost every lot would be speedily taken up; and situated as this township is, in the centre of the Aroostook country, and at the mouths of the Great and Little Machias rivers, it would rise at once to importance, and give a healthy impetus to the settlement of the adjacent territory. From this recapitulation, respecting the settlements commenced the last year, and the works now in progress under the liberal terms and encouragement of the Act approved March 23, 1838, there can be no doubt of the wisdom of continuing this law, and endeavoring by all proper means, to give aid and support to these infant settlements.

As the settlements will probably increase much faster than the ordinary surveys can be made, a law giving to those who commence settlements, a prior right to purchase the lots taken up, it is believed would have a salutary effect.

The Aroostook Road has been made the last year, about twenty-three miles; and including what was built the year before, it has been finished to township number Five, in

the Sixth Range, a distance of thirty miles, under the superintendance of Ira Fish, Esq. of Lincoln, whose report is herewith communicated.

The amount expended upon this road during the last year, is twenty-five thousand six hundred and twenty dollars, and fifty cents, which, with the sum laid out the year before, amounts to thirty-one thousand seven hundred and seventy-four dollars, and twelve cents. From this, however, should be deducted eleven hundred seventeen dollars, and seventy-nine cents, the amount of notes received from the sale of oxen, the present value of tools and camping apparatus on hand, estimated at twelve hundred dollars; also twelve hundred dollars, the amount expended by Mr. Stinchfield on the upper part of the road; so that the actual expenditure upon the road south of the thirty mile tree, for the last two years, has been, twenty-eight thousand two hundred and fifty-six dollars, and thirty-two cents.

In the month of June, in company with the Land Agent of Massachusetts, I visited this road, and particular examination was made of the different sections, upon which the crews were at work.

In October, I passed over the whole length of the road, and am fully satisfied that the Agent has expended the appropriation in the most judicious manner, and with the greatest economy, and that he deserves credit for his constant and indefatigable efforts in the discharge of his agency.

This road is most thoroughly built, and reflects great credit upon the State and Commonwealth. Although not so wide, in other respects it is even superior to the Military road. The culverts are sunk below the level of the ditches, so that in future repairs, hard pan may be taken

from the bottom of the ditches, without sinking them below the level of the water courses. Great pains have also been taken to place upon the road the most durable materials within reach. Where coarse gravel could be found, it was transported upon the road, by the horse teams, and in other places, the summits of the hills were removed and spread over the road in the valleys, thus diminishing the elevations, and making the road over the low ground, more solid.

This road has already become a great thoroughfare. About every lot for sale, adjoining it, has been taken up; thriving settlements have commenced in almost every Township through which it passes, and considering that the first improvements were made upon this road in A. D. 1834, the progress of settlement has not been surpassed in this part of the State. Many of the settlers who began here, four years ago, poor and destitute, are now in easy circumstances, and the condition of their buildings and improvements, show that here the business of farming has been carried on with great success. One of the settlers upon this road, who commenced in A. D. 1835, in Township number Six, has raised, the last year, upwards of sixteen hundred bushels of grain, and another person in Township number Four, has raised one thousand bushels; indeed the whole country is admirably adapted to raising grain, and at no distant period, will furnish a large amount for exportation.

The opening of this road has had a decisive influence in raising the value of timber lands, in the adjacent Townships, by diminishing the costs of supplies which can now be furnished by the settlers in lumbering operations.

Of the amount of stumpage which Maine and Massa-

chusetts will receive the ensuing year from Townships in this vicinity, I have no doubt, they will receive, at least ten thousand dollars more than would have been realized, if nothing had been done upon this road. The importance of this road for the preservation of our timber on the Aroostook and St. John rivers—as an arm of defence, which may sooner or later be needed in the settlement of our North Eastern frontier, as a certain and direct means for advancing the settlement and agricultural interest of our broad and fertile interior—it seems to me, that no one can doubt, that the best interests of the State demand its immediate completion, and I would therefore urge upon the Legislature the necessity of making an early appropriation, so that supplies may be purchased of the settlers, and that heavy articles may be transported upon the line of the road, by sledding, as recommended in Mr. Fish's report.

Perhaps it might be thought advisable by some, to complete the remaining portion of this road by contract. An objection to this would be, the unavoidable delay from the time necessary to be given to receive proposals and to examine the ground, so that if this plan were adopted, it would hardly be possible to carry the road through, the ensuing season.

It is very probable that contractors might be found, who would engage to build this road at a less price, per mile, than it would cost the State under the present mode; but it would by no means follow that the road would be as well made, as the object of the contractors would be to perform their job at the least possible labor and expense. The State should be satisfied, if the appropriation is fairly expended upon the road, and the full worth of the money realized, which would always be the case under the superintendance of a faithful agent.

I would suggest the propriety of making an alteration in this road, between the Aroostook and St. John rivers, as located by the Surveyor General in A. D. 1837, by carrying it several miles to the westward, so as to cross the Aroostook, above the mouth of the St. Croix, and to intersect the St. John, near the mouth of Fish river. The present location is a bad one, passing over low land, and not fit for settlement.

The proposed route would pass over good settling land, and through the valley of Fish river, capable of supporting a large population.

This road should be cut out the present year, and bridged and made passable for winter travel. It is of the utmost importance that we should have a winter communication, at least, with the St. John through our own territory, so as to protect the timber on that river from further depredation.

I have bestowed, the past year, much attention upon the subject of our Public Lands. I have made several journeys through different sections of them, and from an examination of the various reports, plans and field notes of surveys, in this office, and from other sources, have endeavored to inform myself, as well as I could, of their value, extent and location, and what measures it would be for the best interest of the State to adopt, to bring into operation the great physical resources of our public domain, and thus augment our population and wealth.

We have within the limits of this State, according to the treaty of A. D. 1783, of the unlocated lands belonging to Maine and Massachusetts, by estimation, 6,022,060 acres:—Lands located into Townships, 2,650,000 acres:—Total, 8,672,060 acres. In this amount are included about 2,240,000 acres lying north and east of the St. Francois and St. John rivers.

In addition to this there are about two hundred and twenty-five Townships of wild land, lying mostly south of the Monument line, belonging to proprietors, so that about one half of the territory of this State remains at present, in an almost unbroken forest. This whole unsettled territory is penetrated in almost every direction by numerous lakes and rivers, furnishing to about every Township an abundant supply of water power, and the means of floating its lumber to market.

Compared with Massachusetts, this territory is nearly twice as large, and, with little more than half the present density of population of Masaschusetts, would contain a million of inhabitants. Considering the extent of this territory, the fertility of a large portion of its soil, the beds of iron ore and limestone, and almost certain indications of coal, that it is known to contain, in addition to the vast forests of valuable timber, we may safely look here for the future growth and permanent wealth of the State. As land is the great capital of our State, it is evident that it is population alone that can stamp a value upon it, and lay the foundation for agricultural improvement. It is population, also, that will develope our dormant resources, and give us rank and power in the Federal Union.

Hence our aim should be to promote the settlement of our unoccupied lands. To do this, we must open communications with the interior, and we must sell the soil, at low prices, to those only who will settle upon it. So long as the Government prices for the fertile lands in the Western States are established at one dollar and twenty-five cents per acre, our own lands must be held at a corresponding price, if we wish to retain any of our surplus population, or to invite hither emigrants from other States.

It is equally necessary for the State to open good communications with the interior, if it desires to promote a thrifty settlement, as otherwise the interior would be slowly populated, even if the lands were given away. A miserable vagabond race only would occupy the ground, fleeing thither from the pursuits of justice, rather than seeking voluntarily, happy homes.

The policy of alienating large tracts of land to individuals and corporations, has been sufficiently tested to satisfy all that it has been a mistaken one, whether done to replenish the Treasury, or for the purpose of promoting a more speedy settlement of the soil.

There are several ranges of townships extending across the whole breadth of the State adjoining the Public Lands, owned by proprietors who will neither make roads or sell their lands at fair prices; thus, besides locking up their own lands, block up the way of the pioneer in his progress to the land owned by the State.

Experience would, therefore, seem to point out the proper course to be pursued—of selling the soil to settlers only, and of disposing the timber separate from the land, and in quantities sufficient to meet the yearly demands of the lumbering interest.

Owing to the recent embarrassments in commercial and manufacturing business, and the high price of agricultural products, there has been witnessed, of late, a growing disposition to resort more to the cultivation of the soil, than formerly, and as affording on the whole, the most certain, safe and contented means of support.

The Geological Survey now in progress under Dr. Jackson, which was first recommended from this department, and the Agricultural reconnoisance of Dr. Holmes, the past season, has doubtless had a favorable effect in awakening

the public mind to a juster perception of the value of the public lands, and the legislation of the last year indicates a degree of public spirit, which, if carried out, will lead to the most prosperous results.

The advantages of the Western lands, compared with those of our own, it is believed, have been much overrated. The low price of produce, the insalubrity of the climate, and the absence of many social enjoyments, more than weigh down the advantages of a fertile soil and a heavy crop. It should be enough for us, that we have social comforts, a healthy climate, a ready market, and a soil that rarely ever fails to yield in proportion to the labor bestowed upon it.

That it requires unceasing labor and attention in our climate, to cultivate the soil with success, is not denied; but that this is necessarily an evil, is not admitted. Unremitting labor seems to be as necessary for the well being of the body politic, as is exercise for the welfare of the individual, and all experience has shown, that where the necessity for labor has been removed, the exemption has oftener proved a curse, than a blessing.

Upon a glance at the public lands, it will be seen that the fertile valley of the St. John river, extends through the whole breadth of the northern part of the State, and with the Aroostook valley, includes about one third part of our whole territory. The natural outlet of this country for trade and intercourse, is through the Province of New Brunswick.

To connect this region with the Atlantic seaboard, within the limits of our own State, it will be seen, that the topograghy of the country distinctly marks out two great avenues of communication through the valleys of the Kennebec and Penobscot. That our seaboard will be con-

nected with the St. John waters, sooner or later, by these two routes, either by canal or rail road, or both in part, there can be no doubt in the mind of any one, who has watched the progress of internal improvements in other States, who considers the feasibility of opening these communications, and of their great practical importance in diverting the trade of this region from a foreign market, and increasing the wealth and population, not only of the St. John's valley, but of the whole State. The development of the agricultural resources of this valley, would give a sustaining power to our commercial capital on the seaboard, a healthy impulse to manufactories, and would not fail in advancing the State, at once, to the position in the federal Union, to which her natural advantages so justly entitle her.

It is evident that the citizens of this State, have not heretofore, been fully impressed of the great value of our public domain. The golden opportunity, which occurred at the time of the separation, for Maine to acquire of Massachusetts her interests in the Public Lands, was suffered to pass, unsecured by us, and the appropriations heretofore made for the construction of roads towards the interior, and for public improvements, seem to have been reluctantly yielded, instead of being the spontaneous acts of the whole Legislature, and as indicating a spirit and feeling worthy of our great resources. So long as the public mind is possessed of doubts and fears and misgivings, and until there is manifest an honest feeling of State pride and a just confidence in our own means and resources, it will be in vain to undertake any public work of magnitude with any rational hope of success.

I am aware that serious objections are entertained by many, against all works of internal improvement, when

undertaken by the State, and where it becomes necessary to borrow money. It cannot, however, be forgotten that such objections have been raised in other States, particularly in New York and Pennsylvania. When the former State commenced upon the great work of the Erie Canal, it was denounced as the "big ditch," that would engulph the fortunes of the State, and men high in public estimation, pronounced the scheme as "visionary and chimerical, and at least, one hundred years in advance of the age." The result has shown, how much this portion of the community has been mistaken, and I can entertain no doubt, that a judicious system of public works, on the part of the State, having reference to the settlement and cultivation of the Public Lands, would, in the end, be as signally successful, as have been the public works in other States.

Perhaps all that is necessary to be done, at present, beyond making explorations upon the Public Lands, would be to open roads. I have already expressed my views in regard to the Aroostook road. In addition to this, I would recommend, that the road located from Houlton by Mars Hill to the Aroostook, be continued to the St. John, and be completed as soon as practicable.

I would also recommend the location of a public road from Moose Head Lake, or from the Piscataquis river, near Williamsburg, to intersect the upper part of the valley of the St. John, near the confluence of the South and West branches of the Walloostook.

The completion of these roads, with the proper lateral branches, would open for settlement the whole valley of the St. John, and under the influence of salutary and encouraging laws, I have no doubt, the settlement of this region would progress with a rapidity unexampled in New England.

The experience we have had in regard to roads, should not fail to admonish us of the great importance in selecting good locations, and of avoiding the errors committed in the Military and Canada roads, one of which passes unnecessarily over highlands, and the other across large tracts of waste land. It would therefore be indispensable to make thorough reconnoisances, before the location of any new road, so as to secure the best possible route, both as to the elevation of the country and the character of the soil.

I would suggest the expediency of abolishing the office of Surveyor General, and transferring his duties to the Land Office, or of requiring of him, his services during the winter, in looking after trespassers and in scaling timber. Under the present law, the Surveyor General is employed only a part of the season, and in some years, only a few weeks service have been required of him—at any rate, his compensation, now one thousand dollars per annum, should be graduated according to his services.

The amount of securities in this office is $328,940 74 about one third of which is due from persons who have become insolvent; but as in these cases, no timber has been cut, and a lien held upon the land, nothing will be lost but the difference between the value of the land, and the amount agreed to be paid.

In the excitement of A. D. 1835, several tracts of land belonging to this State and the State and Commonwealth, were sold at prices beyond their actual value.

In most of these cases, after making large payments, the purchasers have come to a stand, and it now becomes a grave question with the Legislature, whether these purchasers are to be held to the strict terms of their contract. If so, the land in many instances, must revert to the States,

where the purchasers have paid its full value, and in other cases, if payment is enforced, real estate only can be found to discharge the debt.

I would therefore suggest the propriety of appointing a Board of Commissioners to examine these cases, with authority to settle with the debtors, upon equitable terms.

There can be no good reason for the State to enforce ruinous contracts against her citizens, and sound policy would seem to dictate a generous and liberal course toward those, whose future usefulness must be destroyed, if the State exacts the full measure of her legal rights.

It may be proper here to remark, that I have not thought it my duty to commence suits against delinquent debtors, the past year; so well satisfied as I have been, of their general inability to pay, from the late extraordinary derangement of the currency, and consequent prostration of business. I have, however, not failed in calling upon them, by circulars and by personal application,—and from arrangements that have been made, a much larger sum will be received the ensuing year, than has been collected the past.

The receipts of the last year have been	$27,509 93
And the receipts for the ensuing, are estimated at	$50,000 00

The annexed account exhibits the expenditures of this department, the amount paid into the Treasury, and the total amount of receipts. The accompanying Schedule contains the sales of Land for A. D. 1838—also, the balance sheet of the Land Office leger, and a list of all securities in this office, duplicates of which have been returned to the office of the State Treasurer.

ELIJAH L. HAMLIN, *Land Agent.*

DR. STATE OF MAINE, in account with ELIJAH L. HAMLIN, Land Agent, for the year ending December 31, 1838.

For amount paid for Postage of letters and Public Documents, . . . Per sheet No. 1.	38 58	
For amount paid for Office rent at Bangor, from Dec. 10, 1837, to Dec. 10, 1838, . . Per sheet No. 2.	100 00	
For amount paid for scaling Timber cut on the Public Lands, . . . Per sheet No. 3.	70 00	
For half the amount paid for scaling Timber cut on the undivided lands, . Per sheet No. 4.	143 70	
For amount paid for explorations and securing Timber cut by trespassers, on the Public Lands, ... Per sheet No. 5.	99 05	
For half the amount paid for explorations and securing Timber cut by trespassers on the undivided lands, . . . Per sheet No. 6.	273 30	
For amount paid for bills of cost on demands sued in 1837, . . . Per sheet No. 7.	366 52	
For amount paid Assistant Agent, . Per sheet No. 8.	1,000 00	
For amount paid for incidental charges, including fuel, lights, books, stationery, stage fare, advertising, copies of plans and schedules from Massachusetts, and examinations under the Resolve of March 20, 1838, in relation to reserved lands, &c., . . . Per sheet No. 9.	1,200 11	
For half the amount of sundry charges on account of the undivided lands, . Per sheet No. 10.	35 49	
For amount paid towards surveys of the Public Lands, ... Per sheet No. 11.	50 00	3,376 75
Making the whole amount paid for expenses of the Land Office for the year 1838, including $266 23 for bills incurred in former years, and $143 75 incurred under Resolves of the Legislature, passed the 20th and 23d of March last, $3,376 75.		

For amount allowed on old contracts for land, and credited in the account of sales for 1838, ... Per sheet, No. 12.	100 00	
For amount of abatements on notes, under the provisions of Resolves in favor of Isaac Curtis and als. passed Feb. 14, 1834 and March 7, 1837; and Resolve in favor of Bradley Blackman and another, passed March 12, 1838, Per sheet No. 13.	56 33	
For amount paid for rolls and other evidence of revolutionary service, under Resolves, approved March 17, 1835, March 24, 1836, March 20, 1838, and March 23, 1838, . Per sheet No. 14.	30 00	186 33
For amount paid from the Madaceunk Road Fund, for expenditures on the Road authorized by the Resolve of March 24, 1835, Per sheet No. 15.	277 50	
For half the amount paid for expenditures on the Aroostook, in company with the Land Agent of Massachusetts, . . Per sheet No. 16.	12,479 87	12,757 37
For the amount paid into the Treasury of the State for the Permanent School Fund, under the provisions of the Act of Feb. 23, 1828,	2,813 66	
For the amount of other monies paid into the Treasury, ... Per sheet No. 17.	4,262 06	7,075 72
For the amount of a sale of land to the Madaceunk Mill Company, credited to the State, Nov. 14, 1836, before the notes of said Company were executed and delivered to the Land Agent—the said Company now refusing to complete said contract, or to receive a deed, ... Per sheet No. 18.	660 75	
For amount of old notes and executions transferred to the account of unavailable debts, being principally old executions recovered against trespassers prior to the year 1828, and of no value, . . . Per schedule A.	6,592 37	7,253 12
Making the whole amount of expences, disbursements and abatements at the Land Office during the year 1838, $30,649 29.		
Leaving a balance of securities and funds in the hands of the Land Agent, on the 31st day of December, A. D. 1838, of $331,036 09, as		

exhibited in the Schedule annexed, marked A, to wit —		
NOTES—including the sum of $6,939 47 in the hands of Attornies for collection,	282,916 20	
EXECUTIONS, ...	20,698 26	
BONDS, ...	9,751 71	
CASH—in the hands of Geo. M. Chase, Esq.,	17 25	
Do. —in the hands of Shepard Cary, Esq.,	92 82	
Do. —in the hands of Geo. W. Coffin, Esq.,	2,402 38	
Madaceunk Road Fund, . .	1,891 56	
Road Fund No. 4 R. 5, . .	2,020 35	
Do. do. No. 10 R. 5, . .	3,248 40	
Do. do. No. 12 R. 5, . .	352 50	
Do. do.	5,764 64	
School Fund, ...	1,880 02	
		331,036 09
		$361,685 38

CR. STATE OF MAINE, in account with ELIJAH L. HAMLIN, Land Agent, for the year ending December 31, 1838.

By the amount of Securities, Cash and Funds, remaining in the hands of the Land Agent, Dec. 31, 1837, as exhibited in the Schedule marked A, returned to the Governor and Council on that day, to wit:—		
NOTES,	304,298 99	
BONDS,	18,447 12	
EXECUTIONS,	4,005 01	
CASH in the hands of S. Cary, Esq.,	92 82	
Road Fund, unexpended balance,	6,349 02	
Madaceunk Road Fund, unexpended balance,	655 22	
		333,848 18
By amount received in Cash and securities for sales of land, Per schedule B.	9,428 27	
By half the amount received for sales of the undivided lands, Per schedule C.	76 50	9,504 77
By amount received for Timber cut on the Public Lands, Per schedule D.	3,213 66	
By half the amount received for Timber cut on the undivided land, Per Schedule E.	6,153 98	
By amount received for Timber cut by trespassers on the Public Lands, Per schedule F.	388 27	9,755 91
By amount received for the right to cut Grass on the Public Lands, Per schedule G.	21 00	
By half the amount received for the right to cut Grass on the undivided lands, Per schedule H.	27 00	48 00
By amount received for bills of cost collected,	13 74	
By amount of bills of cost included in executions embraced in the account of bills receivable, Per schedule I.	540 44	554 18
By amount received for interest collected,	4,166 97	
By amount of interest included in executions embraced in the account of bills receivable, Per schedule J.	3,807 37	7,974 34
		$361,685 38

ELIJAH L. HAMLIN, Land Agent.

LAND OFFICE, December 31, 1838.

TRIAL BALANCE, DECEMBER 31, 1838.

ACCOUNTS.	Debit Footings.	Credit Footings.	Debit Balances.	Credit Balances.
State of Maine, .		333,848 18		333,848 18
Sales of Land, .		9,428 27		9,428 27
Sales of Land in Co.,	76 50	153 00		76 50
Timber, Cr., .		3,213 66		3,213 66
Timber in Co. Cr.,	6,153 98	12,307 96		6,153 98
Trespasses, . .		388 27		388 27
Grass, . . .		21 00		21 00
Grass in Co., .	27 00	54 00		27 00
Bills of cost, Cr., .		554 18		554 18
Interest, . .		7,974 34		7,974 34
Postage, . .	38 58		38 58	
Office rent, . .	100 00		100 00	
Timber, Dr., .	70 00		70 00	
Timber in Co., Dr.,	287 40	143 70	143 70	
Trespasses, Dr., .	99 05		99 05	
Trespasses in Co.,	546 60	273 30	273 30	
Bills of cost, Dr., .	366 52		366 52	
Assistant Agent, .	1,000 00		1,000 00	
Charges, . .	1,212 61	12 50	1,200 11	
Charges in Co., .	70 98	35 49	35 49	
Surveys of Land, .	50 00		50 00	
Old Bills, . .	100 00		100 00	
Abatements, .	56 33		56 33	
Pension Lands, .	30 00		30 00	
Madaceunk Road,	277 50		277 50	
Aroostook Road in Co.,	24,959 74	12,479 87	12,479 87	
Lands reverted, .	660 75		660 75	
State Treasury, .	7,075 72		7,075 72	
Unavailable debts,	6,592 37		6,592 37	
Bills receivable, .	363,926 61	50,560 44	313,366 17	
Madaceunk Road Fund,	2,333 38	441 82	1,891 56	
Road Fund No. 4 R. 5,	2,020 35		2,020 35	
Road Fund No. 10, R. 5,	3,248 40		3,248 40	
Road Fund No. 12 R. 5,	352 50		352 50	
Road Fund, .	18,244 51	12,479 87	5,764 64	
School Fund, .	4,693 68	2,813 66	1,880 02	
George M. Chase,	17 25		17 25	
Shepard Cary, .	92 82		92 82	
George W. Coffin,	19,013 34	16,610 96	2,402 38	
	463,794 47	463,794 47	361,685 38	361,685 38

RECEIPTS of CASH from all sources during the year 1838.

Bills receivable—principal,	11,296 74
Same, interest,	4,166 97
Sales of Land,	77 98
Sales of Undivided Land,	76 50
Timber,	3,213 66
Timber in Co.,	6,153 98
Bills of cost,	13 74
George W. Coffin—on account,	2,510 36
	$27,509 93

DISBURSEMENTS of CASH during the year 1838.

Postage,	38 58
Timber—(scaling,)	70 00
Timber in Co.—(do.)	143 70
Trespasses,	99 05
Do. in Co.,	273 30
Bills of cost,	366 52
Assistant Land Agent,	1,000 00
Charges,	1,200 11
Charges in Co.,	35 49
Surveys of Land,	50 00
Abatements,	21 13
Pension Lands,	30 00
Madaceunk Road Fund,—interest transferred,	32 91
Road Fund—amount transferred to,	11,895 49
Office rent,	100 00
State Treasury,	4,262 06
Do. —for School Fund,	2,813 66
John Hodgdon—for overpayment,	165 19
George W. Coffin—on account of Massachusetts,	4,912 74
	$27,509 93

ear 1838.

11,296 74
4,166 97
77 98
76 50
3,213 66
6,153 98
13 74
2,510 36
$27,509 93

838.

38 58
70 00
143 70
99 05
273 30
366 52
1,000 00
1,200 11
35 49
50 00
21 13
30 00
32 91
11,895 49
100 00
4,262 06
2,813 66
165 19
4,912 74
$27,509 93

EBENEZER WEBSTER'S

REPORT

RESPECTING TRESPASSES

ON THE

AROOSTOOK AND ST. JOHN RIVERS,

MAY 7, 1838.

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REPORT.

Orono, May 7, 1838.

To Elijah L. Hamlin, Esquire, Land Agent:

Sir,—Agreeable to my instructions from the Land Office, dated March the 20th, for the purpose of examining the Public Lands upon the St. John and Aroostook rivers, to ascertain as near as may be, the amount of timber cut by trespassers, the past winter, I have attended to that duty, and submit the following

REPORT.

I left Orono, on the ninth day of April, and arrived at the Grand Falls, on the St. John, on the twelfth.

The next day, I proceeded up the river, to the boundary line, which is between two and three miles above the falls.

One mile above the boundary line, I found hauled upon the bank of the river, about three hundred tons of timber, of a very large size; the owner I could not ascertain. This was on the south side of the river.

On the north side, about one mile above this, I found about one hundred tons; and about one mile further up, I found, on the south side, about two hundred tons. About twelve miles from the boundary line, at the month of Grand River, I found about four hundred tons, cut by Debays, a Frenchman, who was supplied by Messrs. Smith & Upham of Woodstock, New Brunswick. I then proceeded to the mouth of the Madawaska, where I learnt that many teams had been at work during the winter, on what was called the Seignory, near the head of this river. I then proceeded up the St. John, as far as Captain

Joseph Machaux's, where the Aroostook road, as laid out by the Surveyor General, strikes the St. John's. I here ascertained that five teams had been getting timber during the winter, on the main St. John, above the mouth of the St. Francois river.

The names of the men were Christopher Macay, Joseph Damewick, Captain Machaud, N. M. Wheelock and I. Cating; the three first are Frenchmen, living at Madawaska, the other two live in New Brunswick. They have cut, from the best information I could obtain, about three thousand tons.

I here engaged a guide, and after purchasing provisions, snow-shoes, &c., started through the woods, for the Aroostook river. I left the road line to the west, and after travelling about six miles south, I struck the Fish River Lake. This lake lies about north and south, and is eight miles long. I travelled about six miles on this lake, and saw fine timber growing upon the shores. I discovered from the lake, a very extensive ridge of hard wood land, very level, lying nearly north and south, and about a mile from the lake, to the eastward, which I think would afford a much better location for a road, than the one selected.

I proceeded westerly to the outlet of the lake, about two miles. I followed down the outlet, about three-fourths of a mile, to another smaller lake on Fish River, which abounds with fine timber. I crossed this lake about three miles to the outlet, thence down the outlet, until I struck the road line, about one mile from the outlet of the second lake. I followed down the road to the Fifteen Mile Tree, where I encamped. The snow was two feet deep on a level, between the Aroostook and St. John rivers. I proceeded, the next day, down the road, to the Twenty-eight Mile Tree, where we encamped.

This distance was mostly over black land. The next day I travelled to the Thirty-nine Mile Tree, where I struck Beaver Brook, and finding that teams had been passing up and down, I concluded to follow the stream down to the Aroostook, distant about five miles.

I found on this stream about four hundred tons of timber, which, I think, must have been taken from Township number Thirteen, in the fourth range. Considerable more than this must have been cut above the road line, from the appearance of teams passing, &c., making in the whole, at least a thousand tons cut on this stream. From the best information I could get, this timber was cut by Peter Bull, and two men by the name of Gardner, and a Mr. Brown. Peter Bull is a settler upon the Aroostook, the other men are from the Provinces.

On Township Number Twelve, in the fifth range, I found about five hundred tons, cut on the south side of the Aroostook, by Peter Bull and two men by the names of Becket and Hale, the two latter being from the Province.

I then proceeded to Township Number Ten in the fifth range, belonging to Maine, where I found about five hundred tons, cut by Samuel Leavett, a settler, and Mr. Hooper, from the Province.

William Johnson and several others have been getting timber on the Little Madawaska, and from the best information I could obtain, they would cut about one thousand tons. They were all from the Province.

Four men, Joseph Trumball and Daniel Dow, Americans, and William Brown and John Auxley from the Province, have been trespassing on Township Number Nine, in the sixth range, and have made about four hundred tons.

I have no doubt the timber cut on the disputed territory, on the St. John and Aroostook rivers, the last winter, amounts to ten thousand tons. As the largest trees only are selected, such as will square from twenty to thirty inches, and nothing but clear stuff cut out, there is a great waste of the timber.

I have it from good authority, that within the last fifteen years there has been taken from the disputed territory, several hundred thousand dollars' worth of stumpage. The merchants on the St. John river fit out teams and supply men, who go on and plunder the timber. The timber is driven below the line,

and marked and rafted with timber cut under permits. This timber is frequently seized, but the trespassers generally manage to escape without much loss. The Warden of the disputed territory frequently passes up the St. John and warns off the trespassers, and notifies them that the timber will be seized; but the plunderers pay no attention to him. They go on and cut timber, and when the ice goes out it is turned in and run down, and marked as Province timber, cut below.

It is distressing to see our lands in that section of the country, stripped by plunderers, of valuable pine timber.

The trespassers follow up the St. John's and Aroostook rivers, and their tributary streams large enough to float timber, and where they are unable to get on teams, they get in the timber by hand; and in fifteen years, at the rate they go on, but little timber will be left.

I was upon the St. John and Aroostook seven years ago, when I saw beautiful groves of pine timber standing on the banks of these rivers, now all plundered and carried off, and for thirty miles in extent upon the Aroostook River, every pine tree fit for ton timber has been carried off, and every half mile presents some old timber landing, where the trespassers made a winter's work.

There are a number of Americans settled on the Aroostook, who have nothing to do with getting off timber, and feel very anxious that something should be done to prevent the British subjects from coming into their settlement, and plundering the timber, which would be of great advantage to them, when the boundary line is settled.

As I have been requested to give my opinion upon the best mode to be adopted by the State, to protect this country from trespass, I would say, that in my opinion, there is but one effectual mode, to preserve the timber on these rivers, and that is, to open to them, a good road. I would recommend that the Aroostook road be immediately made passable for a horse and wagon and ox teams.. This can be done by grubbing out the

centre of the road, and laying causeys over the swampy places of sufficient width to be turnpiked, so that ultimately nothing will be lost to the State, when the road is finished. It is very important that a good communication should be opened with the Aroostook, *immediately*, for when this is done, an officer can be sent in and remove the teams that are concerned in any trespass. When the tresspassers find that the State is in earnest, and determined to arrest them, there will be no further trouble; but, so long as the State takes no prompt measures, to stop them, or bring them to justice, they will double their diligence and numbers, and increase their depredations. I understood that the lumbermen were making great calculations to cut timber on the disputed territory the ensuing season, as it was likely to bear a high price in the Province. If this road should be made as suggested, and an officer appointed to look after trespassers on the Aroostook, in my opinion, there would be an end to depredations, and thousands of dollars would be saved yearly, to the State. There are at present, on the Aroostook, American settlers sufficient to give all needful assistance to an officer, in serving any legal process.

Another reason why the road should be completed or made passable, is, that the settlers on the Aroostook, require it, in order to have a communication with Bangor. Mr. Joseph Pollard, with seven men, has commenced building mills on the St. Croix, and many settlers intend moving to the Aroostook, in June.

If it is therefore any object to the State to have the public lands settled, the State should be willing to open communications by which the settler can reach his abiding place. If all the money appropriated upon the Aroostook road, is laid out upon the lower part of the road, and nothing done upon the upper part, and as it will not be completed beyond township number Four, here the settlers must come to a dead stop.

They must either back in their provisions or carry them up the Sebois; and so across a number of exceedingly bad carry-

ing places, in order to reach the Aroostook. I would therefore recommend that a portion of the Aroostook appropriation be laid out on the road above township number Four, so as to make it passable for teams the whole distance.

I would also beg leave to suggest the propriety of opening a road fourteen feet wide from the Aroostook to the St. John River, so as to be passable for teams in the winter. I think this rodd can be cut out, bridged, and causeys laid, the whole distance, forty-five miles, for about one hundred dollars per mile. This road will enable the State to have a communication with the St. John River, and I have no doubt, ten thousand dollars worth of stumpage may be saved, the next winter.

The French inhabitants near the termination of this road, on the St. John, are very desirous to have it opened.

I would recommend an alteration in the location of this road. The land over which the road now passes, is covered with a black growth, good land for roading, but not for settling.

A few miles to the Eastward of this, there appears to be an extensive hard wood ridge, reaching from the St. John to the Aroostook, excellent settling land, and over which, the road should be located to accommodate settlements. The distance would not be increased, and the road would strike the St. John, near the place where it now does.

By opening these roads, the State will be able to protect the timber on the Aroostook and St. John rivers, and a rapid settlement of the country will immediately ensue, as large portions of the land in this part of the State are of a superior quality for cultivation.

I am sir, with due regard,

Your obedient servant,

EBENEZER WEBSTER.

COPY

OF A

CORRESPONDENCE

BETWEEN

CAPT. JAMES MACLAUCHLAN,

OF

FREDERICTON, (N. B.,)

AND

S. S. WHIPPLE, ESQ., *Surveyor General,*

OF THE

STATE OF MAINE,

TRANSMITTED TO THE LAND AGENT,

BY THE

SURVEYOR GENERAL,

IN THE MONTH OF JULY, 1838.

To

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CORRESPONDENCE.

[No. 1.]

Mr. Maclauchlan to Mr. Whipple.

PROVINCE OF NEW BRUNSWICK.

To S. S. Whipple, Esq.,
Surveyor of Lands of the State of Maine:

Whereas, the operations in which you and your party are engaged, in surveying land and locating settlers on this river, under the authority of the State of Maine, appears to me to be a violation of the existing arrangements subsisting between the British Government and that of the United States; and whereas, by my instructions, it is made my duty to protest against any act implying sovereignty or jurisdiction or the part of any Government on State, or of the citizens on subjects of any Government or State, exercised within the territory in dispute between the two governments of Great Britain and the U. States, and known by the name of the "Disputed Territory," until the right to that territory shall have been decided by negotiation between the two governments:

I do, hereby, accordingly, in my capacity of Warden of said territory, duly approved by the British Government, in pursuance of my duty on behalf of Her Majesty, protest and warn you forthwith to desist from proceeding further with your proceedings.

(Signed,) JAMES MACLAUCHLAN,
Warden of the Disputed Territory.

Restook River, June 27, 1838.

[No. 2.]

Mr. Whipple to Mr. Maclauchlan.

STATE OF MAINE.

RESTOOK RIVER, June 28, 1838.

To Jas. Maclauchlan, Esq.:

SIR:—I have received your communication, dated 27th of the present month, wherein you claim to act as Warden of the "Disputed Territory," protesting, in behalf of Great Britain, against my proceeding any further in surveying land and locating settlers on this river; in answer to which I would beg leave to state, that I act under the authority, and by the command of the government of the State of Maine, so far as the surveying of the land is concerned. As to the location of settlers, I have no further agency than to note the claims of different individuals to certain tracts, and to return the same to the Land Office at Bangor. Thus far, I consider my oath of office and instructions from government, require me to act; and in accordance with that belief, I shall act to the best of my judgment and ability, acknowledging no government or power, but that of the State under which I have the honor of acting, sufficient to control my duty or countermand the orders which govern my present movements.

Yours,

(Signed,) S. S. WHIPPLE,

Surveyor Gen'l of the State of Maine.

REPORT

OF

IRA FISH, Agent

FOR CONSTRUCTING THE

AROOSTOOK ROAD,

DECEMBER, 15, 1838.

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REPORT.

To George W. Coffin, Land Agent of Massachusetts, and Elijah L. Hamlin, Land Agent of Maine:

The subscriber, appointed by you to superintend the construction of a part of the Aroostook road, having completed the work assigned him, would respectfully submit the following

REPORT.

About the tenth day of May last, we commenced work with a part of the men on the unfinished sections, and about the twentieth, the whole number of men for turnpiking and grubbing, were on the ground. Owing to the impossibility of procuring hay on the southern part of the road for the whole force, I commenced there with three crews only. The other four crews were located along the road in townships numbers three and four, where hay was plenty. One of the crews worked north, the other three south. I divided the road into sections, varying from one mile to one mile and three fourths each, making them as nearly equal as possible, in the amount of labor required for their construction.

One of the northerly crews finished their second section about the tenth of September. They were then removed to the northern part of the road, where they completed two short sections, to the thirty mile tree, about the thirteenth of October, having finished their work in a very acceptable manner.

I employed a man, with two horses and carts, with a crew varying from five to seven men, in carting gravel to cover the causeys and bridges, and in completing places where more

gravel was wanted than could be found on the spot. For this purpose I am satisfied these teams are superior to ox teams. They performed their work well until the fall rains commenced, which was about ten days before they quit. Several long causeys in exposed situations then remained to be covered; but as the recent heavy rains rendered the earth which was carted, soft, the wheels cutting through to the log work, that I found it would be very expensive finishing these places this season, and after covering them, so as to secure them from danger by frost, the ensuing winter, I discharged the teams about the twenty fourth of October. Should the road be continued, next year, and the same system pursued, the horse team and crew will have ample time to finish this work, before they would be wanted north of the thirty mile tree. The principal part of the labor which will be required on these causeys, will be in the vicinity of the Moluncas, on township number three, where the land is very low, and frequently overflowed by the freshets.

Excepting these causeys, thirty miles of the Aroostook road is now completed, to township number Five in the Sixth Range. The foremen of the several crews have fully answered my expectation, and each crew appeared not only anxious to complete their sections as soon as any other crew, but to finish them in a thorough and workmanlike manner. As we progressed northward, I found the ground more unfavorable than I had anticipated; hence the expenditures have somewhat exceeded my estimate. There are other reasons, however, why the expenses were greater than my estimate, some of which I will mention. When I made my Report last year, there was an abundance of bread-stuffs and provender for sale on the road; but it was so late in the season before an appropriation was made for continuing the construction of this road, that the holders of these supplies had sold them to the lumbermen. Hence, with the exception of what I was authorized to purchase during the winter, I was compelled to procure the bread-stuffs and provender from the towns of Lincoln, Lee

and Springfield, and transport them a distance of from twenty-five to seventy miles, and a part of the distance, over a road almost impassable.

It will be seen from my accounts, that the transportation of these supplies was a heavy item.

The unprecedented heavy rains which fell upon the road from the middle of May until the last of June, rendered it difficult to work at all, and impossible to prosecute the work with advantage. Although the road may have cost more than I had anticipated, I am satisfied, under all circumstances, no more has been expended this season, than a proper regard to economy in making the whole road, would warrant. From the middle of September to the middle of October, the weather was fine; no flies to trouble us; the men experienced; the teams in good condition; the work was prosecuted under peculiar favorable circumstance, and I am satisfied more work was done during the last month, for the same expense, than in any other part of the season.

I have constructed six new bridges during the season, varying from one hundred to two hundred feet in length, and repaired several others in a permanent manner.

The men being scattered over so large a portion of the road, my duties of superintending and directing the work have been extremely arduous; but I have endeavored to perform them to the best of my ability.

That part of the road from the thirty mile tree to the Aroostook river, has been repaired according to your directions. Jacob W. Stinchfield was employed to superintend this part of the work, and he commenced with a crew about the middle of August. He has levelled it, and made causeys and bridges, except across the Mattawamkeag, in such a manner as to make an excellent winter road. He finished his work about the twelfth of October, having completed it in a very economical and satisfactory manner.

I found the road made last season, where it had become settled,

generally, to be too flat for a road made of such earth, and I have, at a small expense, raised the road higher the present season, which I think has improved it very much.

I would observe, that in all places, where the land is cleared on one or both sides of the road, it soon becomes hard by use, while, in places where the land adjoining is not cleared, and the soil of the same quality, the ground remains comparatively soft, through the season. I would therefore suggest the propriety of felling trees, two rods in width, on each side of the road.

Should it be deemed advisable to complete the whole or any considerable part of the road next season, it will be of the utmost importance, that some person should be employed as early as practicable, to purchase a portion of the supplies, and have them deposited in proper situations. The hay in particular, should be transported before the snow becomes deep, to the places where the several crews will encamp. It should be taken a short distance from the road, far enough to prevent waste from passing teams, and then well stacked and thatched with straw.

I tried the experiment last year; it costs but little, and the hay is perfectly secure. The little that I stacked, notwithstanding the heavy rains and hot weather, was as good as hay taken directly from the barn. Screwed hay will not keep, unless it is secured from the wet. As soon as the weather becomes warm, after it has been wet, the hay will heat and spoil. It is very difficult to transport hay any considerable distance on this road in the early part of the season, as well on account of the heavy rains so frequent in this region, as the difficulty of hauling it, over roads, which are being made.

The other supplies could be stored with the settlers, upon the road, where they could be taken as they should be wanted. If no more supplies should be purchased, this winter, than would be required until the first of July, when the road would have become dry and hard, the remainder might be transported by wheeling, with a trifling additional expense.

Respecting the probable cost of the remaining part of the road, some portions appear very favorable for roading; but I am of opinion, however, that taking into consideration the additional expense of transportation, the cost of making the road per mile, will be about equal to the cost of that part already completed. In addition to this, a bridge will be required across the West branch of the Mattawamkeag, which will cost seven or eight hundred dollars, provided it is built in a permanent manner.

I have expended upon this road, the past season, the sum of twenty-five thousand six hundred twenty dollars and fifty cents, which with the amount expended last year, six thousand one hundred fifty-three dollars and sixty-two cents, makes the total expenditures for both years, thirty-one thousand seven hundred seventy-four dollars and twelve cents.

Deducting from this, twelve hundred dollars, the amount expended by Mr. Stinchfield, beyond the thirty mile tree, also, eleven hundred seventeen dollars and seventy-nine cents, being the amount of notes taken for the sale of oxen, and deposited in the Land Office of Maine, also the present value of tools and camping apparatus on hand, estimated at twelve hundred dollars, leaves the whole cost of turnpiking thirty miles of the road, twenty-eight thousand two hundred fifty-six dollars and thirty-two cents, being something over nine hundred dollars, per mile.

I herewith transmit my acccount and vouchers according to instructions.

I have the honor to be,
Most respectfully,
Your ob't serv't,
IRA FISH.

DECEMBER 15, 1838.

REPORT

OF

OLIVER FROST,

UNDER THE

RESOLVE OF MARCH 23, 1838,

WITH A

SCHEDULE AND PLANS OF ISLANDS,

ON THE

COAST OF MAINE,

SEPTEMBER 21, 1838.

STATE OF MAINE.

LAND OFFICE,
SEPTEMBER 21, 1838.

To Elijah L. Hamlin, Esq., Land Agent:

SIR: Agreeably to your instructions under the "*Resolve authorizing the Land Agent to procure certain plans, from the Land Office in Massachusetts*, approved March 23, 1838, I have, by permission of the Land Agent of the Commonwealth, George W. Coffin, Esquire, made a careful examination of the records, plans and documents on file in that office, relating to the surveys and conveyances of the public lands, under the authority of said Commonwealth since the establishment of the Land Office in 1784; and, from this examination, I have prepared the accompanying Schedule, embracing all the islands on the coast of Maine, which have been surveyed under the authority aforesaid, and which were not embraced in any grant of main land. I have arranged them in the Table, according to the requirements of said Resolve, "*designating all the islands sold by Massachusetts, the date of each sale, and the names of the respective purchasers*,"—to which I have added the number of acres contained in each island—the page referring to the book of plans in the Land Office, where their relative situation may be seen—and those assigned to the State of Maine, in the division of lands between the Commonwealth, and since the separation.

I have also made correct copies of the plans of all the islands contained in the abovenamed Schedule, which

have not heretofore been furnished to the Land Office of this State; which plans have been examined and certified by George W. Coffin, Esquire, Land Agent of the Commonwealth, and are numbered in sheets from one to forty-seven inclusive, in the Book of Plans herewith returned.

To these I have added copies of the plans of the original surveys of thirteen townships on the coast of Maine, and on the river St. Croix, made by Rufus Putnam, Samuel Titcomb and Jonathan Stone, Esquires, in 1794—95, together with the islands embraced within their respective limits. These surveys include the present towns of Jonesborough, Jonesport, Whiting, Cutler, Trescott, Lubec, Eastport, Pembroke, Perry, Dennysville, Edmunds, Robbinston, Charlotte, Calais, Baring and Baileyville.

It will be seen, by reference to the plans herewith returned, that there are many small islands and ledges, represented near the shores and contiguous to larger Islands, and frequently connected with them by bars, of which no account was taken by surveyors. It is supposed that these were reckoned as a part of the main land or islands with which they were connected—and in all applications for the purchase of such small island, not contained in the Schedule, nor in the assignments to the respective States, care should be taken in all new contracts, to preserve the equitable rights of the purchasers of our larger Islands.

It is believed that this Schedule, with the accompanying plans, will furnish to the Department all the information required by the Resolve before named, and they are herewith submitted by,

Very respectfully,

Your obedient servant,

OLIVER FROST.

SCHEDULE OF ISLANDS

On the coast of Maine, surveyed for the Commonwealth of Massachusetts, in the years 1784 and 1785, by Rufus Putnam, Jonathan Stone, Samuel Titcomb and John Matthews: —and in the year 1819, by James Malcolm,—being all the islands which have been surveyed within the State of Maine, under the authority of the Commonwealth; giving the number of acres contained in each island—the names of the purchasers, and dates of the sales of such as have been alienated by the Commonwealth—the page referring to the general plan, showing their respective relative situations,—and a designation of those assigned to the State of Maine, in the division of lands between the State and Commonwealth, since the separation.

Islands.	Acres.	Purchasers.	Date.	Pg.
North Fox Island	5281¼	John Calderwood et als. after quieting settlers	March 13, 1786	104
South Fox Island	9500			
Sheep do.	20	same	March 13, 1786	"
Waterman's do.	140	same	March 13, 1786	"
B. do.	62	same	March 13, 1786	"
C. do.	25	same	March 13, 1786	"
D. do.	93	same	March 13, 1786	"
Sheep do.	15	same	March 13, 1786	"
Long do.	200	same	March 13, 1786	"
Arey's do.	46	same	March 13, 1786	"
Jewell's do.	40	same	March 13, 1786	"
Otter do.	30	same	March 13, 1786	"
Brimstone do.	50	same	March 13, 1786	"
Dog Fish do.	10	same	March 13, 1786	"
Crockett's do.	150	same	March 13, 1786	"
Brown's do.	200	same	March 13, 1786	"
P. do.	15	same	March 13, 1786	"
R. do.	180	same	March 13, 1786	"
Burgess' do.	60	same	March 13, 1786	"
Green's do.	350	same	March 13, 1786	"
Hamilton's do.	60	same	March 13, 1786	"
Great Isle of Holt	4968	Assigned to Maine		106
Little Isle of Holt	343	Solomon Kimball	prior to 1820	"

Islands.	Acres.	Purchasers.	Date.	Pg.
White or Merchants I.	186	Assigned to Maine		106
Burnt do.	61¼	Henry Barter	Feb. 12, 1816	"
Sheep do.	16½	Pelatiah Barter	March 6, 1820	"
Flake do.	3	George Kimball	Aug. 5, 1815	"
Birch do.	9	Assigned to Maine		"
Webb's do.	34½	Asa Turner	Feb. 5, 1813	"
York do.	62	Benjamin York	prior to 1820	"
Little Spoon do.	12	Jno. Carlton 2d et al.	Feb. 19, 1814	"
Great Spoon do.	15	Assigned to Maine		"
McLathery's do.	99¼	David Coffin	prior to 1820	"
Bear do.	46¾	Assigned to Maine		"
Round do.	29¼	same		"
A. do.	20	same		"
R. do.	20¾	same		"
P. do.	24¼	same		"
Black do.	50¾	Hezekiah Rowell	Sept. 2, 1825	"
G. do.	4	same	Sept. 2, 1825	"
Crotch do.	101¼	David Coffin	prior to 1820	"
Poor do.	30	Hezekiah Rowell	Sept. 2, 1825	"
V. do.	3	David Thurlo	Sept. 17, 1823	"
W do.	3	same	Sept. 17, 1823	"
X do.	2	same	Sept. 17, 1823	"
Y do.	2	same	Sept. 17, 1823	"
Z do.	2	same	Sept. 17, 1823	"
M do.	28	Hezekiah Rowell	Sept. 2, 1825	"
I do.	43	same	Sept. 2, 1825	"
Camp do.	46¾	same	Sept. 2, 1825	"
H do.	3	same	Sept. 2, 1825	"
Indian do.	29¼	same	Sept. 2, 1825	"
Ash, or Saddleback I.	54	same	Sept. 2, 1825	"
D do.	4	same	Sept. 2, 1825	"
E do.	4	same	Sept. 2, 1825	"
K do.	9	same	Sept. 2, 1825	"
L do.	6	same	Sept. 2, 1825	"
Mack do.	10	Assigned to Maine		"
F do.	10	same		"
N do.	20	same		"
B do.	7	same		"
Head do.	7	same		"
Little Deer do.	1624	John Reed	Dec. 4, 1786	112
State do.	23	Elizabeth Temple	prior to 1820	"
Eaton do.	12	Assigned to Maine		"
Tent do.	6½	same		"
Partridge do.	7	same		"
Head do.	8	John R. Redman	Sept. 17, 1823	"
Western do.	16	Cotton Tufts	Feb. 7, 1787	"

Islands.		Acres.	Purchasers.	Date.	Pg.
Pond Island		32	Cotton Tufts	Feb. 7, 1787	112
Hog	do.	47	same	Feb. 7, 1787	"
Pickering's	do.	206	John Reed	Dec. 4, 1786	"
Bradbury's	do.	142	same	Dec. 4, 1786	"
Diana's	do.	7	Assigned to Maine		"
Eagle	do.	263½	John Lee	Feb. 14, 1787	"
Butter	do.	260	same	Feb. 14, 1787	"
Oak	do.	12½	same	Feb. 14, 1787	"
Bear	do.	42½			"
Great Spruce Head I.		240	John Reed	Dec. 4, 1786	"
Little Spruce Head	do.	40	Cotton Tufts	Feb. 7, 1787	"
Little Hog	do.	27½	same	Feb. 7, 1787	"
Beach	do.	64	same	Feb. 7, 1787	"
Great Deer	do.	16828	Granted to settlers	prior to 1820	113
Moose	do.	15	Samuel Allen	Oct. 18, 1819	"
Sheep	do.	48¼	Gt'd to inhab. Deer I.	prior to 1820	"
Carnne	do.	31	Nathaniel Scott	June 6, 1811	114
Torrey's	do.	21	Jonathan Torrey	Dec. 19, 1789	116
C	do.	14¼	same	Dec. 19, 1789	"
E	do.	19½	Benjamin York	prior to 1820	"
D	do.	12¾	Assigned to Maine		"
F	do.	62½	same		"
Harbour	do.	42¾	same		"
Black	do.	92¾	same		115
Campbell's	do.	84½	John Campbell	prior to 1820	"
B	do.	28	Assigned to Maine		113
White	do.	70½	Solomon York	Aug. 28, 1824	115
Sheep	do.	40	A. & S. Thurston	Aug. 14, 1815	"
Long	do.	4265	John Reed	Dec. 4, 1786	128
Bartlett's or Hog	do.	2066	H. Jackson (claimed by De Gregorie)	Aug. 4, 1792	130
Beach	do.	205	Robert Haskell	July 6, 1786	129
Moose	do.	50	James Reed	March 16, 1824	"
Robertson's	do.	442½	Joseph Vose	March 20, 1786	"
D.	do.	8½	Jonathan Tinker	Sept. 17, 1823	"
Ship	do.	7¾	same	Sept. 17, 1823	"
Robertson's Bar	do.	32¼	Joseph Vose	March 20, 1786	"
Bear	do.	10	H. Jackson (claimed by De Gregorie)	Aug. 4, 1792	132
B	do.	7½			130
A	do.	8¾			"
Holt's	do.	12	Nealand Osgood	Sept. 24, 1832	126
Small I. op. Herd's Bay		4	same	Sept. 24, 1832	"

Islands.	Acres.	Purchasers.	Date.	Pg.
Little Placentia Island	222¾	H. Jackson (claimed by De Gregorie)	Aug. 4, 1792	134
Bar do.	83¼	same	Aug. 4, 1792	"
North Duck do.	59½	same	Aug. 4, 1792	135
South Duck do.	182	same	Aug. 4, 1792	"
Somes' do.	83¼	same	Aug. 4, 1792	136
West Cranberry do.	850	same	Aug. 4, 1792	"
W. Cranberry Bar I.	50	same	Aug. 4, 1792	"
E. Cranberry Bar do.	7	same	Aug. 4, 1792	"
East Cranberry do.	375	same	Aug. 4, 1792	"
Sutton's do.	170	same	Aug. 4, 1792	137
Baker's do.	100	same	Aug. 4, 1792	"
Hopkins' do.	117			"
Thomas' do.	68¾	H. Jackson (claimed by De Gregorie)	Aug. 4, 1792	"
A do.	2½			"
B do.	3			"
Stave do.	453	Nathaniel Jones	March 21, 1788	139
Jordan's do.	281	William W. Parrott	June 16, 1820	"
Black do.	3			"
Burnt do.	3			"
Bragdon's do.	86	Joseph Bragdon	June 15, 1786	"
Prebble's do.	79	J. & S. Prebble	June 20, 1815	"
Beal's do.	28	John Bean	June 15, 1786	"
A do.	7	William Ingalls	June 16, 1786	"
Soward's do.	7	John Bean	Oct. 27, 1825	"
Nichols or Ironbound I.	812½	Rh'd Meaghan et als	Oct. 28, 1814	140
Great Porcupine do.	109	William W. Parrott	June 16, 1820	"
Middle Porcupine do.	14½	same	June 16, 1820	"
Bar Porcupine do.	50			"
Home or Scammel's do.	74	same	June 16, 1820	"
Turtle do.	12	same	June 16, 1820	"
Lane or Schoodic Pt. I.	37	same	June 16, 1820	"
Seven Hundred Acre I.	744			144
Bowbear do.	828	Benj. H. Hinds	Jan. 20, 1819	153
Petit Menan do.	60			"
Four Acre do.	4	Edw. H. Robbins Jr.	March 6, 1820	"
Pond do.	160	same	April 19, 1821	154
Trafton's do.	100	David Alexander Jr.	Aug. 17, 1837	"
Jordan's do.	9½	Edw. H. Robbins Jr.	March 6, 1820	"
B do.	70	same	March 6, 1820	"
Knox or Nichols' do.	238¼	J. & O. Foster	prior to 1820	155
Dyer's do.	481	Edw. H. Robbins Jr.	March 6, 1820	"
Z do.	15	same	March 6, 1820	"

Islands.	Acres.	Purchasers.	Date.	Pg.
C Island	4	Edw. H. Robbins Jr.	March 6, 1820	155
Gourd do.	14	David Alexander Jr.	Aug. 17, 1837	"
Wass' do.	57	Wilmot Wass	March 3, 1820	162
Eagle do.	2½	same	March 3, 1820	"
Sheep do.	2	same	March 3, 1820	"
Knowles' Night Cap I.	1¾	Joseph Nash	March 4, 1820	162
Birch B Island	20	Aaron Lock	Nov. 20, 1835	"
Birch A do.	23½	Joseph Nash	March 4, 1820	"
Birch B Bar do.	3	Aaron Lock	Nov. 10, 1825	"
C or Nash's do.	16	Joseph Nash	March 4, 1820	163
D do.	40	J. & Wilmot Wass	March 3, 1820	"
B do.	19	Wilmot Wass	March 3, 1820	"
O or Tabbut's do.	11	James H. Sargent	Sept. 17, 1823	"
L do.	6	William Merritt	March 4, 1820	"
K do.	19	Aaron Wass	March 4, 1820	164
A do.	15	D. & G. Look	March 4, 1820	"
F do.	17	same	March 4, 1820	"
H do.	49	James H. Sargent	Sept. 17, 1823	"
I do.	5½	same	Sept. 17, 1823	"
E do.	10½	same	Sept. 17, 1823	"
G do.	28	same	Sept. 17, 1823	"
M do.	2	same	Sept. 17, 1823	165
N do.	13	Aaron Wass	March 4, 1820	"
P or Driscoe's Island	80½	Wm. P. Cummings	July 14, 1836	"
Q do.	3	James H. Sargent	Sept. 17, 1823	"
R do.	5	same	Sept. 17, 1823	"
S do.	4	same	Sept. 17, 1823	"
T do.	1¼	same	Sept. 17, 1823	"
U do.	2	same	Sept. 17, 1823	"
Township No. 22	42080	John C. Jones & als.	March 2, 17 8	172
Beal's Island	1828	John C. Jones	Jan. 1, 1789	174
B do.	43	same	Jan. 1, 1789	"
A do.	20	same	Jan. 1, 1789	"
H do.	16	same	Jan. 1, 1789	"
I do.	3	same	Jan. 1, 1789	"
G do.	13	same	Jan. 1, 1789	"
D do.	67	same	Jan. 1, 1789	"
C do.	8	same	Jan. 1, 1789	"
E do.	18	same	Jan. 1, 1789	"
F do.	70	same	Jan. 1, 1789	"
Head Harbor No. 1 I.	703	same	Jan. 1, 1789	175
Head Harbor No. 2 I.	312	same	Jan. 1, 1789	"
Head Harbor No. 3 I.	45	same	Jan. 1, 1789	"
Mark Island	29⅞	same	Jan. 1, 1789	"
Moson's do.	25	same	Jan. 1, 1789	"
A do.	2	same	Jan. 1, 1789	"

Islands.	Acres.	Purchasers.	Date	Pg.
Great Moose Peckick I	1359	John C. Jones	Jan. 1, 1789	176
B Island	82	same	Jan. 1, 1789	"
C do.	282½	same	Jan. 1, 1789	"
D do.	42½	same	Jan. 1, 1789	"
F do.	12½	same	Jan. 1, 1789	177
G do.	8¾	same	Jan. 1, 1789	"
H do.	24	same	Jan. 1, 1789	"
English Island	10	same	Jan. 1, 1789	"
Kennebec do.	10	same	Jan. 1, 1789	"
Buck Harbor Neck	6080	John C. Jones & als.	March 2, 1788	186
Camp Island.	10	John C. Jones	Feb. 23, 1787	180
Ram do.	10	same	Feb. 23, 1787	"
Foster's Island	25	same	Feb. 23, 1787	"
Bar do.	65	same	Feb. 23, 1787	"
Stones do.	37	John O'Brien	Feb. 27, 1787	190
Two Larraby Islands	110	John C. Jones	Feb. 23, 1787	"
Hog Island	28	James Lyon	June 22, 1787	189
Knight's Island	58	John O'Brien	Feb. 27, 1787	"
Round do.	7½	same	Feb. 27, 1787	"
Bear do.	69	John C. Jones	Feb. 23, 1787	"
Bar do.	17½	same	Feb. 23, 1787	"
Chancy's do.	36	James Lyon	June 22, 1787	191
Sebohegonnet or Cross Island	1344	Phineas Bruce	March 6, 1795	"
Narrows Island	7	John Dickinson	Jan. 17, 1820	"
B do.	6	same	Jan. 17, 1820	"
C do.	4	same	Jan. 17, 1820	"
A do.	4	same	Jan. 17, 1820	"
TOWNSHIPS.				
No. 1	20726	Benj. Lincoln & als.	March 6, 1786	205
2	20971	same	March 6, 1786	204
3	20734	James Lock & als.	1785	209
4	17860	Edward H. Robbins	Oct. 21, 1786	206
5	19392	Thomas Waterman	June 27, 1789	207
6	17375	William Bingham	Jan. 28, 1793	209
7	21183	same	Jan. 28, 1793	211
8	21460	Settlers	1785 to 1820	201
9	20722	William Bingham	Jan. 28, 1793	200
10	17696	Aaron Hobart	Aug. 3, 1786	203
Part of 11	23040	Washington Acad'y	March 7, 1793	198
Part of 11	6720	Jones & Peck	Dec. 9, 1794	"
12	33136	John Allen & als.	July 2, 1792	199
Sprague's Neck	310	James Lyon	June 22, 1787	187

Lots on the Isle of Holt, surveyed by L. Lewis, 1803.

Lots.	Acres.	Purchasers.	Date.	Pg.
No. 1	90	Robert Douglass	June 22, 1819	106
2 & 3	195	Assigned to Maine		"
4	85	Daniel Gilbert	Prior to 1820	"
5	113¼	Henry Barter	do.	"
6	169½	Pelatiah Barter	do.	"
7	100	Solomon Kimball	do.	"
8	100	Ebenezer Sawyer	do.	"
9 & 10	211½	Assigned to Maine		"
11	123¼	Charles Kempton	do.	"
12 & 15	225	Assigned to Maine		"
16	130	Ebenezer Leland	do.	"
17 & 18	91½	Assigned to Maine		"
19 & 20	148¾	same		"
21 & 22	345	same		"
23 & 24	250¼	same		"
25 & 26	285½	same		"
27 & 28	210	same		"
29 & 30	215½	same		"
31	172½	William Barter	Feb. 12, 1836	"
32 & 33	332	Assigned to Maine		"
35 & 36	225¾	same		"
Common Lot	1321¾	same		"

Islands surveyed by James Ma'colm, A. D. 1839.

Islands.		Acres.	Purchasers.	Date.	Pg.
Seal Island		65	Assigned to Maine		42
Wooden Ball Island		117¾	Sam'l Rankins & al.	Nov. 14, 1831	43
Ragged A.	do.	277	Brockman & Hall	Nov. 14, 1831	45
Norman's Land	do.	20	Assigned to Maine		44
Ten Pound	do.	20	same		"
Wheaton's	do.	10	same		"
Brimstone	do.	30	John Avery Jr.	Nov. 14, 1831	"
Great Green	do.	95	Ephraim Snow	July 14, 1823	"
Little Green	do.	25	Joshua Thorndike Jr	July 28, 1823	"
Matinic	do.	30	same	July 28, 1823	"
Hog	do.	10	Robert Thorndike	July 28, 1823	"
Green	do.	10	Assigned to Maine		"
Burnt	do.	220	same		"
Allen's	do.	300	Gideon Allen & als.	July 17, 1823	"
Seavey's	do.	40	John Seavey	Sept. 17, 1823	"
McCobb's	do.	30	James McCobb	Sept. 17, 1823	"
Martinicus	do.	744	Assigned to Maine		"
Monhegan	do.	1000	Josiah Sterling & als	July 23, 1823	"
Manannas	do.	40	same	July 23, 1823	"

Extract from the Minutes of James Malcolm.

"There are the Fox Islands and several small Islands about them, together with a number of Islands of considerable value in Penobscot Bay,—such as Job's Island, Lassell's Island, Lime Island, and Mark Island—but as they were not mentioned in my instructions I did not attend to them—although they are without the Waldo Patent."

	Pg.
	42
831	43
831	45
	44
	"
	"
831	"
823	"
823	"
823	"
823	"
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	"
823	"
1823	"
1823	"
	"
823	"
823	"

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