

into the spruce swamp in Auburn, and burnt three weeks, burning out large trees by the roots. It remained comparatively dry through the winter and ensuing summer.

The spring of 1868 is remarkable for the quantity of foul weather and rain. May 8th, six inches of snow fell. From May 13th to 27th was a continued storm, with very little sunshine, and large quantities of rain fell, causing more than an ordinary spring freshet. There was little plowing and planting done before June.

At a town meeting, September 12, the town voted to instruct the selectmen to subscribe for two hundred shares in the Rochester and Nashua Railroad, and appropriated \$20,000.

CHAPTER IX.

. HISTORY OF ROADS.

Most of the roads were cut out and traveled before they were formally laid out,—some of them on reserves, others across lots, and many of them are described in the returns as “where, or near where, the path now goes.”

The first travel from “Walnut Hill” was down the hill by the Jack place, and through Hall’s Village, and up by the Presbyterian meeting-house and the Rev. Mr. Wilson’s to the Derry road. In laying out Governor Shute’s home lot, the cross-road is called “the road to Haverhill.”

The first that is said in the records about laying out roads, was at a meeting, January 14th, 1729–30. It was voted to choose a committee “to View two Squeers of lotts, one that lays by John Boyd’s, & y^e Squeer that m^r Blunt’s Saw Mill is built on.” Blunt’s mill was probably below the tan-yard, and Boyd lived on lot No. 69, between John Hazelton’s and Edwin Hazelton’s. Ichabod Robie, Alexander Craig, Jonathan Blunt and Wm. Powel dissented.

The first road laid out and recorded was June, 1730. The selectmen say, "There being a grate necessity of an highway across 6 homb Lotts," proceeded to lay one out "three rods wide by marked trees, as the path or rode now goes," First threw James Boid's homb Lott [No. 59]; 2^{ly}, threw John Aiken's homb Lott [No. 145 where John Hazelton now lives]; 3^{ly}, threw Jonathan Marshes homb Lott [No. 56]; 4^{ly}, threw Zachariah Chandler's homb Lott [No. 146, where Mr. Aiken subsequently lived]; 5^{ly}, threw John Powel's homb Lott [No. 57, Daniel Wilson lived on this lot]; 6^{ly}, threw Robert Wilson's homb Lott" [No. 147, Mr. Wilson and his son John lived on this lot].

The next laid out was March 6th, 1730-31, "Three rods wide, for conveniency to goe to meeting, and General Benefit of the town; which highway begins first over against Enoch Colby's, Southwest corner of his homb Lott, and so goes a litel anguling across six homb Lotts, running nor-norwest, or thereabouts, by marked trees, across Jonathan Emerson's homb Lott, and William Powel's homb Lott, and across Alexander crage's and Jonathan Blunt's home Lotts; then north and by west by marked trees and staks, across Ichabod Roby's homb Lott; and Morice Hobbs and Richard Taylor's homb Lotts, and bringing out s^d highway to the Ten Rod highway about 40 rods to y^e south east of y^e meting house, at the norwest corner of hobbs and Taylor's homb lott." The terminus of this road was between James Bell's and Deacon Lane's, but probably was never built there.

In 1756 it was "Voted, That the Highway that was Laid out acrost Taylor's Lot So called may be Exchanged for a Highway by the Side of Sam^l Robie's land, where the Cart way now Goes, whom Taylor's Land So Called."

February. 23, 1732-3, it was exchanged to "Lay something to the west of the aforesaid Highway, near where the old path used to go, and now goes." The lots crossed by this road are 52, 14, 110, 12, 116 and 13.

The next was from Sandown line by Asa Wilson's, four rods wide, July 5, 1731, "Beginning on Kingstown head

line where the Road now goes through Jeffries' additional Lott, through Jacob Gilman's home Lott as the path now goes; next through James Basford's home Lott and a half; next through William wilson's home lot and half; next through Page Bachelidor's home lot; next through Enoch Colby's home lot."

At the June term of the Court of Sessions, 1736, the grand juror from Londonderry complained that there was no road from Kingstown to Chester. There was an order of notice, and the selectmen of Kingstown appeared at the September term and promised to lay one out as soon as possible.

At the annual meeting, 1732, it was

"Voted, That the Highways Shall be Repaired by a Rate this year.

"Voted, To Rais Sixteen Shilings upon Every Propriator's Share to Repare the Highways this year.

"Voted, that Every man Shall have the Liberty to pay their part of this Rate in Labour at four Shilings pr. Day.

"Voted, that the hole shall be Compleated and paid by the last of September next."

September 20, 1732,

"Voted, That their Shall be a hors path or Cart path Cleared from this meeting hous to the Senter in the north parrish, and that the Same be Left with the Sovairs."

This was to near where David Page did live in Raymond, and went by the Lanes.

June 20, 1732. The road from the main road below Edwin Haselton's, through additional lot No. 127, "to the mill brook at the tail of Said Sawmill," was laid out.

May 25, 1738. The road from the main road below Samuel Haselton's to Londonderry line, across additional lot No. 2, was laid out.

August 28, 1738. The road to Londonderry from near the meeting-house to the southwest corner of *Insine* Jacob Sargent's home lot, ten rods wide, thence four rods wide to Londonderry line, was laid out. It was returned straight on the reserve between the 16th and 17th additional lots, but was built further west.

August 28, 1738. A highway beginning at a red-oak tree near the meeting-house, the southwest corner of Jonathan Blunt's home lot, where he now lives; then southeast to John Silley's bound (home lot No. 35); then southeast to the bound of Samuel Smith's lot, No. 39 (below Jacob Green's), to be ten rods wide; beginning again at Silley's corner; thence northeast to Cram's lot (this is across from Robie's hill to the Hills road); then a highway from thence northwest on the reserve to Gov. Shute's farm (the North Pond road), and southeast to William Wilson's land.

August 28, 1738. On the reserve from Haselton's on Walnut hill, northwest, down the hill by the Jack place to Three Camp meadow. This was on the first traveled road through Hall's Village to the Centre.

June 28, 1742. A road ten rods wide, from the meeting-house northeast to Shackford's Corner, "Not to infringe on the burying-ground."

In Bouton's History of Concord, page eighty-three, it is said: "At a meeting held at Ipswich, 9th of September, 1726, Ensign John Chandler, John Ayer and William Barker were chosen a committee to go out and clear a sufficient cart way to Penny Cook, the nighest and best way they can from Haverhill." Richard Hazzen also was one who went "to search out a way from the place where Chester meeting-house stands to Penny Cook, and mark the same."

On page eighty-eight: "According to tradition Ebenezer Eastman's team — six yoke of oxen with a cart — was the *first* that crossed the wilderness from Haverhill to Penacook. It was driven by *Jacob Shute*, who, in order to get safely down Sugar Ball felled a pine tree and chained it top foremost to his cart, to stay the motion of it down the precipice." He also relates the following of Ebenezer Eastman, page 552: "Among the many traditionary anecdotes it is related that soon after settling in Penacook, he made a journey to Haverhill on horseback and purchased a barrel of molasses, which he intended by some means to carry home with him. He contrived what was called a *car*, that

was formed of two shafts, one end of which was fastened to the horse, and the other to drag on the ground. Lashing the barrel of molasses to the car with ropes he proceeded on his way homeward along the path through the wilderness. He got along very well until he came to Soucook river. After crossing, the hill was very steep and in ascending the horse would stop to rest a few moments. Having nearly reached the top of the hill, on starting, the rigging gave way and down went the barrel full speed, and was dashed in pieces against a tree, the molasses overspreading and *sweetening* the ground in all directions. The captain, summoning all the patience he had at command, exclaimed, 'Oh dear! my wife will comb my head,—yes, and harrow it too!' It was truly a hard case."

This was the traveled road to Penacook up to 1738. It left the present main road probably somewhere near the Jacob Chase place, and on to a little east of Pike Chase's in Auburn, and over the top of the "Green Hill" to the mouth of the brook. The lot Hazen Davis now lives on, No 78, was the parsonage, and two acres and a half were reserved on the east side for a meeting-house lot, which was sold in 1791 to John Quimby, for £1 10s. Probably, at first, they forded the brook on the sand-bar and went up the west side to "Oswego" and on to "White Hall," in Hooksett, and probably near Lakin's pond and Head's saw-mill. Daniel Davis showed me, some forty-five years ago, places in that region where the road passed. There were wood roads on it then in places. One was at the southwest end of lot No. 123, in the third division, but it would be impossible to locate it precisely at the present day.

The road to the Long Meadows was up somewhere through the "South woods." In laying out Gov. Wentworth's farm of two hundred acres, in 1728, it was to begin "about fifty rods from John Smith's corner where he now dwells [on the additional lot No. 51] and four rods from the S. W. corner of the outside additional lot in that range" [No. 67]. When the second part of the second division was laid out, in 1736, the northeast end line of the

89th lot is described as crossing the brook "by the path to Craige's," Andrew Craige bought of Governor Wentworth fifty acres of his farm of two hundred acres, in 1730, and settled near where John Ray now lives. Previous to 1740 James Campbell had built a saw-mill near the school-house No. 4 in Auburn, and he probably came up that way.

In a warning, March, 1739, was an article

"To consider of a Pettition Prefered to the Select men of this town by the Inhabitants of Rumford and Canterbury, in behalf of themselves and their other neighbouring towns, Relating to the Laying out of a Highway."

At the meeting it was

"Voted, that the affair of the Highway to Rumford and Canterbury be Left with the Selectmen to order as they shall think it best & Convenient."

May 23, 1738, there was a road laid out, leading from the meeting-house in said Chester to Massabesic. It began at the meeting-house and ran northwest, and was to be ten rods wide, about to the brick school-house; then west northwest, four rods wide, between the second and third ranges of additional lots. It was where the road now runs nearly to Long Meadow brook, then turned to the north, and kept about fifteen rods north of Beaver pond. It was some sixty or seventy rods southwest of where Hazen Davis now lives, and came out by Haynes's and the Moses Hall place, to the brook leading into the pond, and so crossing the brook, and running by the pond forty rods farther.

In a warrant for a meeting, August, 1739, is an article "To see if the town will Procure and Lay out a Highway as convenient as Can be had, for the Inhabitants of our town that live about the Long meadows to come down to meeting, and about their other Nessary business." It was voted to change the road to the south side of Mine hill and Beaver pond. This was about the time the Presbyterian meeting-house was built, and several Presbyterians had settled at the Long Meadows. At the same meeting it was

“ Voted, That Capt. Sam^l Ingalls, m^r Nathan Webster and m^r John Tolford Shall be a Committee to take bonds of the Inhabitants of Rumford for the making and maintaining a good soficiant Roade for Passing massibeeck Pond towards their town, agreeable to their proposals made to us, and to Enter into bonds to them to make and maintain one on this side, and over the said pond, as good.”

November 22, 1740. A highway was laid out from the “great bridge by Massabesic Pond,” running up the brook to Calfe’s fulling-mill. This was sometimes under water. It was changed to higher land January 24, 1743.

March 19, 1740. A highway was laid out below Calfe’s fulling-mill, across the river or brook to the reserve.

At a meeting, March, 1741, it was

“ Voted, That if any Persons will freely goe to massabeeck, and build a bridge over the Brook below mr. Calfe’s fulling mills, it shall goe for their turn of Work upon the Highways other Where, Day for day.”

March 24, 1749. A highway was laid out, “beginning at the westerly side of Calf’s bridge, and running across three lots” to near where Robert Patten now lives, to the west end of No. 127, 2d P. 2d D.

January 8, 1762. At the request of Joseph Brown and others, a highway was laid out, “Beginning at the End of the old Recorded Highway above Adam Wilson’s” [who lived near G. P. Clarke’s, but the road began near Robert Patten’s]. It went “about the old Roade, and by Sam^l Nutt’s farm, and so on about the old Rode to the bottom of the first of Bushnell’s Hills so called; then Turning a Litle to the north East of said Hills, by marked trees, to the old Roade in Sight of Bushnal’s medow, so Called; and along in and about the old Roade, till it strikes abner Fowler’s Land; and so on, in and about the old Roade, through Esq^r Boys’es Land, and along by Sam^l Brown’s and William Brown’s, along the old Roade as Near Joseph Brown’s house as a Good Roade can be had; up along to mcCoy’s house, and along by s^d macoy’s in and about the old Roade till it strikes Chester Line. This road went to Londonderry turnpike, near where it now does,

and crossed the Martin's Ferry road at what used to be the "March place," one hundred rods west of Martin's school-house, and kept west of where the turnpike is, and west of a small pond, until near the Amoskeag Company's quarry (once Simeon Carr's), then to Head's tavern, and as the road now is to Allenstown line. The road from where Jonathan Davis formerly lived, up into Hooksett, went to the west of the present road. The present road was laid out in 1816.

The banks of Peter's brook, on the old road below the turnpike, being steep and badly gullied, an alteration was made further east, crossing the brook above the turnpike, in 1801, "Beginning on the main Road near Simon Carr's House, running on the east side of the pond the most direct Course the Ground will admit, to Lieut. Joseph Whitcher's House [the Clark tavern], thence Southwesterly to the main road."

March 26, 1740. Beginning at the northeast bound of home lot No. 56 (near where Daniel Wilson lately lived), then northwest on the reserve to the northwest bound of 151 (to the Emerson place); then southwest on the reserve to the southeast corner of No. 60 (to the poor farm); then northwest "between said No. 60 and the additions to the highway from Déa. Dearborn's to Londonderry; so running a bridle road of four rods wide at the easterly end of the additional lots Sam^l Brown, John Mills and William Karr lives on, to the N. W. bound of No. 29 [this is from the Derry road northwest by Gilman Morris's up into the woods]; then W. N. W. at the southerly end of the second range of additions; then N. W. at the S. end of No. 89 2^d P. 2^d D. to Campbell's sawmill" [the old McDuffee mill near school-house No. 4 in Auburn]. This is the first road probably traveled to the Long Meadows, and went near John Smith, the first settler there.

Nov. 22, 1740. At the request of Moses Tyler the road from the corner near No. 2 school-house in Auburn to the Congregational church was laid out.

April 20, 1741. At the request of Paul McFerson a four-

rod highway on the northwest side of Add. No. 9. This is the road from the road down Jack's hill to Three Camp meadow, laid out Aug. 28, 1738, southwest to Derry line. The road from Hall's Village to James Quenton's bound, to meet it, was laid out March 26, 1751.

June 28, 1742. Between home lots 49 and 112 from near Francis Towle's to Jona. Moulton's. (From the Haverhill road across to Hiram Basford's.)

Same day, from the end of the last road southeast on the heads of the home lots, to the Add. No. 132. (From near Hiram Basford's, by the Jacob Hill place, to G. W. Everet's.)

May 18, 1743. From the southeast corner of home lot 39, (near No. 4 school-house in Chester), northeast the length of the lot, then southeast, then northeast the length of additional No. 100 (to near the David Wilson, or Joseph Richardson place), thence northeast across No. 101 to 110 additional, over the Great hill.

Same day, the east side of additional Nos. 93 and 118 (from near the Worthen saw-mill northeast), and then southeast to Joshua Prescott's. A new road was laid out Feb. 13, 1838.

October 26, 1744. Beginning at the southeast corner of additional No. 111 (the David Wilson, or Joseph Richardson place), thence northwest on the reserve by Richardson's and Thos. Craige's (Marston's and Spofford's, by French's,) to No. 118, the last mentioned road.

Same day, the road through Hall's Village.

April 6, 1744. A continuation of the road laid out May 18, 1743; beginning at a red oak near Joshua Prescott's house, thence northeast to Prescott's northeast bound, thence easterly across Jacob Basford's, David McCluer's and Benja. French's land, to near Charles Stevens' saw-mill. This was continued on by the Branch March 10, 1748.

April 17, 1744. Beginning at the southeast corner of additional 91 (Shackford's Corner), by Daniel McFarland's and Israel Dolby's, to the reserve between the old and new one-hundred-acre lots, near Lane's, "thence W.N.W. so far as Ithamar Berry's house." This as far as Lane's was prob-

ably on or near the horse or cart path, which in 1732 was voted to be cut out to the North Parish.

March 27, 1745. Between home lots Nos. 57 and 146, from Hall's Village to the Haverhill road, near Daniel Wilson's, formerly John Powel's.

Dec. 7, 1745. From near the *old* Presbyterian meeting-house, northwest to Derry road (where J. Dearborn Morse lives). For a long time previous to this laying out, William Powel, Alexander Craige and the Rev. John Wilson lived on it, and it was early called the "Road to Haverhill." It was also laid out thence northwest across the Derry road half a mile by where Peter and Asa Dearborn lived.

Dec. 7, 1745. Beginning at the northeast corner of home lot 132 (on Chester Street where Capt. B. Fitts lived), southwest to the bridle road laid out March 26, 1740, above Gilman Morse's, then between additional Nos. 21 and 22, to Londonderry line, from where Stephen Morse lived, by Josiah Morse's.

Dec. 5, 1746. A highway laid out the southwest side of Gov. Wentworth's farm of two hundred and fifty acres, by McKinley's, Lufkin's and Ray's, and southwest by Samuel Aiken's, now Grant's, and also northeast, on the southeast side of the Governor's farm, to the main road near Calef's in Auburn.

Dec. 18, 1746. Between the additional lots 52 and 53, from near Jacob Chase's, northeast to near Southwick's. It was continued on, March 25, 1752.

March 5, 1747. From the end of the road by Samuel Aiken's (Grant's), southwest to the west end of Hugh McDuffee's corn-mill, and turning southerly, by school-house No. 4 in Auburn, through Daniel McDuffee's, John Witherpoon's (now J. M. Hall's), Wentworth's farm of two hundred acres and Cochran's land, to Londonderry line, "to the road from widow Murdock's."

March 10, 1748. On the east side of additional lot 111, from the Joseph Richardson place, northeast over the Great hill to where Josiah Basford lived. A part of this road had been laid out May 18, 1743; altered again, March 30, 1774.

March 10, 1748. Beginning at the southwest corner of additional lot No. 101, and thence east by south on Sandown line, the length of the lot, then northeast across eight lots, passing where John Moore lived. The first part was moved one lot northeast between Nos. 101 and 102, July 2, 1753. It is the road from near the Joseph Richardson place, by James Towle's.

March 10, 1748. A continuation of the road laid out April 6, 1744, from Jabez French's northeast corner, near Charles Stevens' mill "through the 11th, 12th, 13th, 14th lots, 2^d P. 2^d D., crossing the N. E. Branch below the saw-mill upon the 46th Old Hundred acre lot, then across No. 45, 44, 43, 27, 26, 25, 24, to Exeter head line, to the road there laid out." (To the road from Freetown mill to Exeter.) This was a new route to Exeter.

March 10, 1748. From Joshua Prescott's, northeast to the road below James Marden's, formerly Geo. Marden's.

Sept. 2, 1748. "Beginning at the bridge at the Pound where the highway is laid out [June 1730], across James Boid's lot originally, [near Edwin Haselton's]; thence southerly to the S. W. corner of Home Lot No. 72" [near John Haselton's].

Sept. 2, 1748. From the county road by Crawford's cider-mill, southeast by the bounds of the home lots, till we come to John Aiken's grist-mill pond, crossing the brook above said mill, and running about thirty rods across John Boid's home lot to the reserve, then running northeast on the southeast side of home lot No. 45, and across Wadel's and Hill's, to the road to Sandown.

Dec. 9, 1748. A road from the old saw-mill down by Haselton's grist-mill, to Sandown line, then south on the line to Thomas Wells' home lot.

The Londonderry people would early have some kind of a road to Amoskeag. The tradition is, that they built a large fire near the falls, and took the direction for a road from the east village. The first road laid out from Londonderry was returned in 1729, but it was probably not made. The Chester people got on to the Londonderry road through the south woods.

March 10, 1748. The first road Chester laid out to Derryfield began at the corner between Nos. 83 and 84, 2d P., 2d D. (southwest of the corner near school-house No. 2 in Auburn), thence southwest the length of the lot, and through Nos. 85 and 95, so on, over "Rattlesnake hill," to the bound of 133 and 134, 4th D.; thence on Londonderry line "to Amoskeag path, then as the path now goes to Michael McClento's house," near the Dea. Sawyer place, and so on to William McClento's house (the Huse place), crossing the 9th lot, the 14th and 15th by Robert Andrewson's house (the Daniel Hall place), to the beaver dam, near where the stream crosses the road southeast of Hallsville, then west-northwest to Londonderry line. This road was intended to go south of the summit of Rattlesnake hill, but probably was never cut out or traveled until it struck the Derry road; but a path was cut out and traveled near where the present road is, to the fang of the pond, and the road laid out by Derryfield, June 6, 1769, was intended to meet it. The present road was laid out 1792. From McClento's to the beaver dam it was near the present road. The first Amoskeag path probably crossed the stream below the Haselton mill at the "old fordway." The McClentos built bridges across the Cohasses on this route, and asked pay of the town in 1746, but did not get it.

Sept. 16, 1748. Beginning at the southeast bound of the 14th lot, 4th D., thence east-southeast on the reserve to the middle of the 12th lot, near Gamble's, to the corner of John Hogg's land, and across the 13th lot, crossing the Great brook north of the old fordway to the northeast corner of Nat. Boid's fence, now J. Goff Webster's, and across the first lot to the highway laid out. It probably crossed the brook below the Haselton mill and came into the Derry road near the Dea. Sawyer place, but was never built, for Derryfield, Oct 25, 1751, laid out a road "beginning at Mikell McClento's, on the east side of his house where the fence is marked, &c. as the tree is marked into Eallwife falls. This is in exchange for a road formerly laid out through Mikel McClento's and Nathaniel Boyde's land."

Dec. 10, 1751. "At the Ellwife falls, then across the Wastwater to the sawmill, then beginning at the foreminshined Ellwife falls, running by marked trees through John Houge's land where they formerly past, about 40 Roudes to the north of a bridge which is in said houge's land; then across Mathrow. Ramsey [lot No. 12] by marked trees on the north side of a white Pine swamp to the Conor tree Betwixt William Gamble's and the said Ramesy lot, which is a white Eash; then from thence by marked trees across the 18 lot and the 17 lot; then across Broukoup land in Walter Mack Farland's land; then by marked trees into a road in John Hall's land to the south of said Hall's houses, to marked trees, as good ground will allow."

Potter's History of Manchester, pp. 692 and 698, has Alewife Falls at the Haselton mill; and Samuel Gamble (who is probably better posted than any other person) says that McClento lived on No. 133, where the brick house now is; that Alewife Falls is just below the Webster mill; that there was then a saw-mill there; that the waste water was the natural stream; that now the road crosses above, instead of below the mill, but is essentially the same now traveled to the Mammoth road. The road from McClento's to the falls is superseded by one laid out Jan. 2, 1769: "Beginning at a white pine near Michael McClento's house, upon the Grate Road Leading from Londonderry to Name-Skeeg falls; and from thence northward to Samuel Boid's House, Standing upon the Road Leading to Capt. McMURPHY'S mill in the most Convenient Land."

Sept. 16, 1748. Beginning near William McClento's; then by William Ellett's; then to the southeast corner of the 8th lot; so on west-northwest to the southwest corner of the 7th lot.

James A. Weston, Esq., says this was never built, but the last part of the following was a substitute. There was a road laid out by Derryfield, Oct. 4, 1751, beginning at the town line, through William Perham's land to the east end of John Harvey's house, across Perham bridge,

across Barber Leslie's and William Ellett's land, to the road recorded by Chester.

March 1, 1755. Beginning on the line between John Hall and Robert Andrewson (Nos. 14 and 15, 4th D.), running easterly the nearest and best way to the reserve; thence to the northwest corner of the 16th lot; thence to the northeast corner; thence north the best way to the "sow west" corner of the 33d lot; "then running about more East to y^e Brook, about ten rods below y^e forard way;" thence easterly to lot No. 32. This was probably intended as a road from Candia to the falls.

Aug. 6, 1761. A road was laid out from Alexander McCleto's, near the Huse or McQuenton place, northeast to Johnson's beach.

June 6, 1769. Beginning at Londonderry line, near Gillis' brook, easterly on the line about half a mile thence, the "Nearest and Best way to the South Eand of the Long fang, So caled, as far as our Town Gows."

March 14, 1749. A road from the northeast corner of 103, 2d P., 2d D., in the neck of the pond near where Joseph Brown now lives, to Miller's, now Sam^l Anderson's, by where Thomas Coffin now lives, to the road to the Congregational Church in Auburn, which was laid out Nov. 22, 1740.

Sept. 22, 1749. The first road into Candia began at the southwest bounds of O. H. No. 128, owned by John Lane, running north 29, east 120 rods, then across lots 129, 130, 131 and 132 (would pass somewhere near Chataugue mill) to common land, then northerly on common land to the northeast corner of No. 32, 2d P., 2d D., then across 31 and 30, and across 128, 127, 83 and 84, 3d D., to the reserve; then west northwest to 66 and 91, "called the Senter." It went near Wason's, Patten's, Willis Patten's, and Capt. Smith's, and by Candia Corner to the meeting-house.

May 5, 1750. From the road laid out near Marden's, March 10, 1748, east-southeast down across No. 122, N. D. to the reserve; then north 29° east, to Jethro Batchelder's (the Todd road).

Aug. 17, 1750. From Aiken's grist-mill down to the north side of the brook, at the tail of the sawmill. Discontinued.

May 11, 1750. From Clark's mill in Auburn to the main road.

July 8, 1751. From the "Branch" by Osgood True's, to Whittier's in Raymond. Altered May 7, 1765.

Nov. 5, 1751. From near Osgood Wason's in Candia, northeast by Dearborn's, towards Langford's on the reserve.

March 24, 1752. From the east end of additional lot No. 107, near Charles Moore's, northeast to the "Branch" road near the Locke place.

March 25, 1752. A continuation of the road to Candia, from John Underhill's or Jacob Chase's, laid out Dec. 18, 1746: From the southeast corner of additional lot No. 70, near where Mr. Southwick now lives, and by Capt. Weeks's, by "Norway meadow" and David Craig's to the north line of No. 38, 2d P., 2d D., near where Asahel Weeks lives.

Aug. 21, 1752. From Exeter line up the old cart road, that was, when the lots were laid, to David Bean's, near Freetown mill. This road was cut out to go from Freetown mill to Exeter, and is marked on the old plans, and the lots are bounded on it.

July 9, 1753. From near Mr. Orcutt's to the North Pond road; between home lots Nos. 7 and 135.

March 2, 1754. Beginning between Capt. Morse's saw-mill and grist-mill (Couch's), and on to Derry line, near Jacob Couch's.

March, 1754. From Charles Moore's and John Moore's (Wilbur's) additional lot 104, by William Moore's (Daniel Sanborn's), and John Hoit's (Simon M. Sanborn's), to the road "laid out by the Parish of Brentwood" (Fremont). This followed the north line of Gov. Wentworth's fifty acres, and No. 6 to the reserve, then on the reserve the width of No. 2, and on the south line of No. 3 to the sled path, and across No. 3 to the road by Brentwood. The corners have since been cut off.

July 16, 1755. From the main road at Emerson's Cor-

ner, in Auburn, additional 64, northerly by Pike Chase's, over "Bunker Hill" to the new, or Dearborn, saw-mill on lot No. 57, 2d P., 2d D. It led by Joseph Basford's, the only settler at that time.

March 1, 1756. The road by Archibald McDuffee's, now Thomas Goldsmith's, by the Fowler place, now Savage's in Auburn, to where John Smith lived.

July 12, 1756. From Cornet Lane's east southeast by Marden's, to the road to the "Branch," by Joseph Knowles's.

April, 1757. From near Joshua Hall's house, now Geo. S. Smith's, between 129 and 130, old hundred, northeast into Raymond, and passing where Garland Wason lives, to J. Osgood Wason's, then Thomas Wason's, to the old road to Candia.

Oct. 18, 1757. Began at the northwest corner of No. 3, old hundred, then south 29° west, on the reserve "to where the gate now hangs." Then across the 5th, 6th, and part of the 7th lot, to Exeter line, northward of the burying-place, and between Benjamin Smith's house and barn. It is the road from near J. Fullonton's in Raymond to Epping.

Sept. 9, 1758. Candia "High Street" from the northwest corner of the school lot No. 91, 3d D., to the westerly end of the third division. The upper end probably was never built on the reserve as laid out.

Dec. 6, 1758. "Beginning at the north end of No. 35, third division, where the westerly path now goes, from Jeremiah Bean's bars [near the Candia village school-house], crossing the river at the tail of the saw-mill, and on by Enoch Rowell's [Candia Corner] to Emerson's [now Parker's Corner], then west northwest to the southwest bound of the 92d lot." This would be by the Colby and Cass places, in all, five lots, or about three hundred and sixty rods.

June 12, 1759. From Freetown mill, by Raymond Center to Dudley's mill.

June 12, 1759. At the request of Jonathan Dearborn,

Wadleigh Cram and David Dustin,—beginning at the southeast corner of No. 16, old hundred, running across lots Nos. 16, 15, to Nottingham line.

June 13, 1759. From Freetown mill, crossing the bridge below the mill, going to the west of the outlet mill, and east of Daniel Robie's house (Rev. J. Fullonton's), Wadleigh Cram's and John Cram's, to the road laid out Oct. 18, 1757 (the road to Nottingham).

Feb. 11, 1760. Between Ithamar Berry's and Zachariah Butterfield's, between Nos. 21 and 22, 2d P., 2d D.,—the road from the Lane road up to the J. Norton place.

March 17, 1760. From Derry line, near James Adams's (now Robert Adams's), passing Hearne and Presby, to McDuffee's mill in Auburn.

March 17, 1760. From David Witherspoon's, on the southeast side of Gov. Wentworth's farm of two hundred and fifty acres, in Auburn, northeast over the hill, instead of across the corner, as it now goes, and was at first laid out.

June 14, 1760. From the outlet of Jones's pond, and passing the northeast corner of the 37th lot, old hundred, to Jonathan Bean's house in Raymond, to the road there laid out, in April 6th, 1744.

Sept. 30, 1760. Beginning near Dudley's mill, at the end of the road laid out June 12, 1759, running westerly, entering No. 27, 3d D., between a swamp and a great ledge of rocks, some thirty or forty rods north of the present road at Candia and Raymond line, and passed up the valley to near the Village school-house in Candia. There was an article in a warning in 1775, "To see if the Parish will vote to have the highway flung up that leads from Jeremiah Bean's to Joseph Homans'." Past in the negative. Homans lived near Bean's Island. There was a Smart above.

Feb. 11, 1761. Beginning near Jethro Batchelder's house, at the road laid out May 5, 1750, thence north 29° east to the northeast end of lot 122, old hundred, then west-northwest to Lane's.

Dec. 9, 1761. At the request of Josiah Fogg, Robert

Page, Elisha Tole, Jedediah Brown, and Jonathan Brown, from the old Freetown road, across lots 31, 13, 12, 11, 10, 9 and 8, old hundred, to the road laid out April, 1757, near the old burying-ground.

April 30, 1762. A road was laid out the northwest side of additional lots Nos. 40 and 39. Began nearly opposite the Jacob Chase place, then southwest the length of those two lots, then southeast to the road from the Fitts place to Morse's. If this was ever built there is none there now.

Nov. 27, 1762. From Enoch Rowell's (Candia Corner), passing between Emerson's house and barn, passing to the west of Samuel Tole and Jonathan Tole, down by French's to Jacob Griffin's, to near the Methodist church in Chester.

Nov. 27, 1762. From the new or Dearborn saw-mill, in Auburn, crossing Nos. 57, 58, 59, 60, 61 and 62, on to the reserve, then north 29° east, so far as No. 113, 2d P., 2d D., to the "clay pits," so called, in Candia. The last part of this road on the reserve was sold by Candia in 1797.

March 24, 1763. From Lane's in Chester to Lane's in Raymond.

March 24, 1763. North Pond road from Nathan Morse's, across the Governor's farm, and on to Southwick's. Altered Feb. 2, 1767.

Nov. 25, 1763. From William Preston's, near Rufus Phillips' in Chester, to the Fowler place (now Savage's in Auburn), to the road laid out March 1, 1756. Afterwards, May, 1768, changed to its present location above Charles Chase's, between 45 and 46 additional.

The path from what is now called "Bunker Hill," in Auburn, to the pond and Calfe's mill, left the present road near the school-house, and crossed the farm of the writer, near the lower end of the field, sixty rods from the present road, where David White first settled, and on in that direction until it came to the base of the Mine hill, then along near the base of the hill to the present road, near where Mr. Haynes lives. Wells Chase drew boards for his house over this path in 1771.

Sept. 1764. From Massabesic Pond, by William Craig's,

(the Moses Hall place) by William Adams' (S. Kimball's), and on the reserve at the end of David White's lot (B. Chase's), on to the road by Lieut. Basford's (it came out at the north of H. Dockham's); afterwards altered across the lot to the school-house.

Sept. 2, 1766. From the old main road in Hooksett, at the March place, to the river "where Lousy brook empties into the river" (at Martin's Ferry); then beginning at the west bank of the river and running northwest to the line of the town.

June 27, 1767. From Charles Moore's, now Daniel Sanborn's, east end of No. 5, 2d P., 2d D., northeast to Whittier's land, No. 30, old hundreds, then northwest to the highway by Joseph True's.

March 3, 1768. From the end of the highway by David Foss's additional lot No. 107, on the reserve, northeast to the road to the Branch.

June 10, 1768. A road from near I. M. M. Elliott's, on Chester street, southwest eighty rods. This road led down to additional No. 39, where Jacob Wells formerly lived, and Joseph Colby then lived. Discontinued.

Jan. 5, 1769. From southwest of Prescott's (now William True's), northwest on the reserve to the road from the meeting-house to Lane's.

March 3, 1769. From the old Berry place, at the end of the road, laid out April 17, 1744, to where Simon Haselton now lives, south of the Methodist church.

Aug. 22, 1769. From Sandown line, up by the Waddel place, and to the road by Jacob Hill's.

April 6, 1771. The northwest corner of additional lot No. 2, and running southeast to a beech tree, being the southeast bounds of the town, also the present main road to Derry line.

April 26, 1771. Across additional lot 101, from the Manley Lane place (now Davis) to Sandown line.

Dec. 29, 1772. From the southwest corner of No. 100, 2d P., 2d D., (on the Folsom place) southeast, crossing the

Derryfield road, and on by Brown and Pierce's mill to the road to Derry from Auburn, at N. Presby's. (Probably no part of it is traveled now.)

Sept. 14, 1773. From Robert Calfe's (now Nathan Griffin's) over Campbell's bridge, to Candia line, towards Anderson's.

March 28, 1774. From Hugh McDuffee's mill, at the Long Meadows, west-northwest on the reserve, to the Derryfield road near Mrs. Shannon's. There is no road there now.

March 30, 1774. From the southeast corner of Abner Hill's land, northwest on the reserve, between the additions and 2d P., 2d D., "to the highway by William Rendall's and Daniel Dolbear's" (to the road to Lane's).

Feb. 21, 1775. From the house where "William Gross now lives [James Hooke's] to Raymond line."

March 26, 1776. At Candia line at the northeast of lot 34, 2d P., 2d D., by Griffin's (now John B. Rand's) to the road from Simon Haselton's to Lane's. Discontinued.

Sept. 14, 1784. Beginning at Candia road, northeast corner of additional lot No. 74, thence west-northwest to the northwest corner of No. 77. This was to go to No. 39, 2d P., 2d D., where Griffin had *formerly* and Eliphalet Poor *then* lived.

Dec. 15, 1788. From near Clark's saw-mill in Auburn, towards the John Crawford place, towards Candia. It was altered, May 16, 1805.

Dec. 9, 1791. At the request of Nathaniel Emerson and twenty-nine others of Candia, a private way was laid out, beginning on Candia line, on lot No. 108, 5th D., crossing lots No. 103, 102, 115, 116, 117, 118, 119 and 120, to Alenstown line. It was laid out for the purpose of going to Suncook to mill, and to Concord.

April 4, 1792. Beginning between John Graham's and the "Little meeting-house," where the Rev. James Holmes now lives, northeast to James Wason's, now Stephen Kimball's; between 69 and 70 2d P., 2d D.

Oct. 12, 1792. Beginning near David Patten's, where E.

A. Heath lately lived, on No. 102, 2d P., 2d D., across 104 and 105, to the pond, and across the "straits" (the pond) and through "Deer Neck" to Derryfield line.

In 1794 the Legislature passed an act laying out a road from Hale's bridge, in Walpole, to Chester, a distance of sixty miles, in order to take the travel to Portsmouth. It passed Amoskeag bridge, and over Bald hill, and terminated at a pine tree on Deer Neck, where, or near where, the above road ended. I think the road was cut out so as to be sometimes traveled, but was never made either in Chester or Derryfield. There was a bridge built across the strait of the pond, the remains of which were there until about 1810.

Oct. 15, 1792. The present road from McKinley's in Auburn, over Rattlesnake hill by the "Fang" of the pond to Derryfield line, near the Island-Pond House. This is instead of a highway laid out March 16, 1748.

Dec. 9, 1801. From James Wason's (now Stephen Kimball's) in Auburn, northerly over the hill to the northeast corner of the parsonage lot; thence west-northwest across two lots "to the "Kent place."

Dec. 8, 1801. From near Hugh Crombie's in Auburn, to near the Oswego mill.

Jan. 12, 1803. From near Joseph Carr's (George W. Clark's, in Chester), west-northwest, crossing Chester turnpike, to Cyrus D. Wood's in Auburn. It is nearly on the rangeway between the additional lots.

April 4, 1804. From the main road near Otterson's, to the mills at Hooksett.

May 16, 1805. From the end of the road laid out Dec. 15, 1788, from Clark's mill by Crawford's to Candia line towards Anderson's.

Nov. 23, 1805. From Chester turnpike, near where Alfred Sanborn now lives, southwest by Coleman's, to meet the road laid out Dec. 9, 1801.

Dec. 6, 1805. From the main road near Nathaniel Martin's in Hooksett, to Thomas Wicom's.

Dec. 1805. From the Murray saw-mill yard, to the turnpike at Hook's mill in Auburn. Altered March 10, 1810.

Dec. 26, 1805. The "White Hall" road, a continuation of Candia High street, crossing Chester turnpike at Rowe's corner, by "White Hall" mill (then Wheeler's), Daniel Davis's, Martin's school-house to Martin's Ferry. It was indicted Sept., 1815, and discontinued to evade the indictment Sept., 1816, and laid out again as a private way Oct. 13, 1820.

A very large share of the country trade was at Newburyport, and a large portion of it passed through Chester, which was a great thoroughfare from the upper part of the State to Newburyport, Haverhill, and to a considerable extent to Boston. The transportation was all with teams, especially horse teams, in the winter. More hay and less grain were fed then than now. I have heard Dea. E. H. Kelly say that frequently he had drawn home a load of hay and fed it out baiting horses without ever unloading it into his stable. Perhaps this current might have been checked by the construction of the Middlesex canal, but it continued to a much later day. The road through Chester woods was bad, — few people living on it to repair it, and the town had nearly every year to appropriate money to repair it, over and above the highway tax. The road was very hilly, and various plans were devised as a remedy. One was to take the travel down the North Pond road, and save going on the street, and also save Robie's or Stockman's hill. Hence the petition of Joseph Blanchard and others, for a road from Long's Corner to the two-mile stone. Also the petition of Gideon George and others, to go from Joseph Robinson's to Nathan Webster's, keeping the south side of Robie's hill. The travel could then go through the south part of Sandown, Hampstead Peak, and over the Rocks bridge. Another plan was to go down the old road to the brook; then near Benjamin Hills', and keep east of Ingalls hill, — when one might go out on to the Haverhill road by Mr. Tenney's, or on to the Sandown road. Still another route, petitioned for by Mr. David Poor, was to leave the main road near Capt. Emerson's, and by Hall's Village, keeping west of Ingalls hill to Ordway's Corner in Hampstead.

This route, according to Stephen Chase, Esq.'s, survey, would be in Chester five hundred and eighty-five rods; and the whole length, twelve hundred and fifty-five rods. The old road, thirteen hundred and thirteen rods, making a saving of fifty-eight rods. The road was opposed by Londonderry and Chester, and was not laid out. The road was widened and straightened from Blake's tan-yard to Benjamin Hill's, Feb. 20, 1807.

At the August term of the Court of Common Pleas, 1807, Benjamin Fitts and sixteen others presented a petition for a road, from the end of the road running southwest from said Fitts's dwelling-house to the southwest side of Moses Sanborn's land. The petition was not granted. The great move, however, was the building the turnpikes.

Chester turnpike was designed in order to have a better road, and shorten the distance from Pembroke to Chester. The turnpike was fourteen miles and two hundred and forty rods long, and shortened the distance two miles and twenty-eight rods. It was said that a Pembroke man, in his enthusiasm, said that when the turnpike was completed it would be all down hill from Pembroke to Chester. A bystander inquired how it would be the other way. He replied, "About the same." But it was a very hilly road both ways. There was, however, a large amount of travel over it, and Anderson's tavern was widely celebrated as a stopping place. In the end it proved a dead loss to the proprietors. It was, however, on the whole a public benefit. It opened a road to a section that otherwise would not have had any, and gave a great stimulus to building roads.

Before the building of the turnpikes it was not practiced to elevate the centre, and have gutters on the sides to carry off the water. They merely cleared the traveled road of the worst obstructions — stumps and stones, — and caused the wet places with logs. If the side of a hill became gullied, they carted in small stones, and covered them so that it soon became a rather uneven pavement. In consequence of this mode the roads were laid out narrow.

A petition was presented to the Legislature, at its June session, 1802, showing

“ That the distance from Concord Bridge to Chester East Meeting house may from actual survey be shortened three miles ; that the road leading from s^d Bridge to said meeting house is much used in traveling, and in the transportation of Country produce carried from the westerly part of this state and from the state of Vermont to market. Perhaps no one road in the state of the same distance would be more useful to the Publick than this, provided it were as good as it might be made. But we despair of ever seeing such a road made in the way that has been heretofore Practiced. Ten or twelve miles’ distance of said Road is through land scarcely habitable, and those who settle on such land cannot reasonably be Expected to do much in the repair of highways.

“ When Persons belonging to Vermont or the upper Part of this state arrive at Chester, they have generally an opportunity of knowing what place will afford the best market for the articles they have to Dispose of, and they can from s^d Place, without any material inconvenience, go to Exeter, Portsmouth, Haverhill, Newbury Port, Salem or Boston. This advantage over any other Road has heretofore induced People to travel through Chester on their way to the seaport towns, notwithstanding the extreme badness of the Roads.

“ Your Petitioners are of opinion that a Turnpike road may be made, and supported for such a reasonable toll as will greatly relieve the Publick from the inconveniences of the road they have been so long subject to.

“ Your Petitioners therefore humbly pray that they, with such others as may hereafter become proprietors with them, be corporated into a Body Politic & corporate, for the purpose of making a Turnpike road from Concord Bridge to Chester east meeting house, under such regulations and restrictions as you may think reasonable ; and as in Duty bound will ever pray.

“ Chester, June 9th, 1802.

“ Joseph Blanchard,
John Wingate,
Benj^a Brown,
Thos. Sargeant,
Amos Kent,
Isaac Hill,
Benj^a Kitterage,
Stephen Hill,
John Emerson,
Ezekiel Blake,

John Bell,
Pearson Richardson,
Eben^r Townsend,
Joseph Robinson,
Simon Towle,
Daniel French,
Ozias Silsby,
Nath^l Head,
Henry Sweetser.”

There was a day of hearing appointed, and an order of notice, but the prayer was not then granted.

June 19, 1804, Henry Sweetser, Asa Robinson, John Bell and Amos Kent, and their associates, were incorporated into Chester Turnpike Corporation, and were authorized to make a road from Chester street to Chester line, in the direction of Pembroke street, and to erect gates and take tolls. They were not to take tolls of persons going to meetings, funerals, to mill, or ordinary business in town, nor of soldiers going to attend military duty. The State might in forty years repay expenses and nine per cent. interest, and the road be the property of the State.

The stock was divided into three hundred shares, of which were taken in Chester, by Brown & Sweetser, eight; John Bell, ten; Amos Kent, ten; Thomas Sargent, three; Simon Towle, four; Ben. Brown, two; James Wason, Jr., three; John Wingate, four; Isaac Hills, four; E. Hills, two; Dr. B. Kittridge, four; Asa Prescott, two; Samiel Shackford, three; Daniel French, two; Jacob Elliot, two; John Emerson, two; David Hall, 3d, Ebenezer Townsend, B. P. Chase, John Melvin, John Folsom, Joseph Robinson, Benjamin Currier and Jethro Sleeper, one share each. The shares were assessed ninety dollars each, making twenty-seven thousand dollars.

December 5th, 1804, the grant was extended to Pembroke street. Damages were assessed to known land-owners to the amount of \$895.80; to unknown, one dollar per acre.

The road was built by contract. Jonathan Richardson contracted from the lower end to one hundred and sixty rods beyond the spruce swamp, the path to be twenty-six feet wide, the center to be thirty inches above the gutters; the causeways to be twenty-two feet wide, and covered with gravel eighteen inches deep; the bridges to have seven string-pieces, beveled so that the plank touch not over one inch; the planks to be four inches thick. The hills were to be reduced so that the ascent should not be more than eighteen inches in a rod. Richardson was to be paid \$3.75 per rod.

Simon A. Heath of Epsom, contracted for a mile and a quarter from Pembroke street, excepting Suncook bridge, at \$2. 12½ per rod; and also for a piece beginning at an angle on the easterly side of Lakin's hill, to the south side of the stream below Hall's mill, including the bridge, for \$4.50 per rod. Stephen and Daniel J. Mack contracted to build from the brook at Hall's mill to Jona. Richardson's job, for \$3.72 per rod. John Melvin and Abraham Sargent contracted to build over Lakin's hill, for \$3,000, if the road measured a mile and three-quarters, or in that proportion. Asa Robinson contracted to build the bridge over Suncook river, for \$1,000. Samuel Cochran, Asa Robinson and David Kimball contracted to build a tavern house at the upper gate for \$1,990, and to build a stable for \$450. James Sargent to build a barn for \$265. Abner Blasdel contracted to build the lower toll-house for \$225, exclusive of the chimney. Simon French was paid \$187 for the lot at the upper gate. They hired ten acres of it cleared.

By an account rendered to the Superior Court, from Jan. 1806, to Jan. 1812, they had received for tolls and rents, \$6,487.67. From 1808 to 1815, they made dividends amounting to \$18.55 to each share.

An act passed the Legislature, July 4, 1838, repealing the Chester Turnpike Corporation, which made a public highway of it.

I have not been able to find the records of the Londonderry Turnpike Corporation, but it was laid out in 1805, from Butters Corner in Concord, leading towards Boston. John Folsom and John Melvin, of Chester, contracted to build fifteen miles from Hooksett bridge for \$1,050 per mile, and \$1,000 for straits bridge across the pond. The road was built in 1806 and was the great thoroughfare from the country to Boston. Head's and Folsom's taverns in Chester, and Redfield's, afterwards Melvin's, in Derry, were thronged with guests. But afterwards, before the railroad was built, the travel went down the west side of the river; and much of the way now, on either Chester or Londonderry turnpike, there is seldom even a solitary traveler.

A public highway was laid out over the Londonderry turnpike in 1839.

Feb. 20, 1806. Across the Blanchard mill-pond instead of going up to the Calfe place (Nathan Griffin's).

June 17, 1807. The selectmen laid out a road from Long's Corner to the Sandown road, near the second milestone. Discontinued by vote of the town, July 27, 1807.

At the January term of the Court of Common Pleas, 1808, Joseph Blanchard, and forty-seven others, petitioned to have it laid out. The Court laid it out, and in the January term execution was issued for \$65.38.

The plea for the road was, that the travel to Newburyport would turn off the main road and go down the North Pond road, to avoid the hills.

To evade building it, and another petitioned for by Gideon George and fifty-five others, January term, 1807, praying for a road from Joseph Robinson's to Nathan Webster's to go to the southwest of Robie's hill, it was voted Sept. 7, 1807, "To raise half a day on the poll and estate accordingly, and have it laid out under the direction of Stephen Chase, Esq., on Robie's hill." George's petition was not granted.

Oct. 9, 1807. From Candia line by Benjamin Eaton's to the Murray saw-mill.

March 8, 1819. From near where James Underhill formerly lived in Auburn, 106, 2d P., 2d D., by the Kent place, to near the bridge, across the Blanchard mill-pond.

Sept. 12, 1822. From near John Wilson, Esq. (now James Towle), by James Wason's to Richard Basford's, additional Nos. 102 to 110.

Sept. 12, 1822. From the bridge below "Oswego mill" to Candia line, towards McDuffee's.

From 1830 to 1836. There were various roads widened and straightened which it is not necessary to detail.

There was a stage run from Dover to Lowell through Chester, which went with the mail to the office of Daniel French, Esq., and Orcutt's tavern. A shorter route to pass a mile southeast of the meeting-house was planned by Derry people.

Dec. 2, 1834. A petition was filed by Henry Willey and others, with the clerk of the Court of Common Pleas, setting forth that there was a large amount of travel from Dover to Lowell, and asking to have the old road widened and straightened, and a new road made from Epping Corner to Col. Mark Fisk's in Derry. Thomas D. Merrill of Epsom, Jacob Freese of Deerfield and Jeremiah Wilson of Gilmanton were appointed a committee.

In Chester they laid out a road from near John Lock's, by Long's Corner and Hall's Village to Derry line. The damages assessed were \$1,722, and the cost of making estimated at \$1,722.

February term, 1836. Chester petitioned for another committee, and Titus Brown of Francestown, Stephen Webster of Haverhill, and Josiah Bellows of Walpole, were appointed. The committee reported against making this piece of new road on condition of the selectmen laying out the following, which was laid out Aug. 15, 1837.

August 15, 1836. The road from the Worthen saw-mill, by Shackford's mill to the old road near the bridge (which was built), thence diagonally across the farms to the old Melvin place on the street, thence across the farms to Dr. Rufus Kittredge's, on the Derry road (which was discontinued by vote of the town, Aug. 28, 1838); also from the school-house No. 2, southeast nineteen rods, thence to Derry line.

Whole damage awarded	\$2,043 00
Shackford road	293 08
Towards Derry	613 46

The discontinued part was not paid for.

Sept. 2, 1836. Laid out from near Webster's, to connect with the above.

Oct. 2, 1837. The road from Poplin line to Daniel Sanborn's was widened and straightened; from Daniel Sanborn's to near the river, a new road; thence widening and straightening to Hale True's; thence a new road to Joseph True's land; thence widening and straightening to Benjamin French's.

June 2, 1836. A new road from John Prescott's to the Worthen saw-mill laid out.

Sept. 1, 1836. A petition of John Folsom and others for a road on Londonderry turnpike was presented.

February term, 1837. A viewing committee was sent out. The proprietors of the turnpike objected, unless they could have some pay. The road cost \$67,248, but they did not expect that. The committee reported in favor of laying it out. Ambrose Cosset of Claremont, Horace Chase of Hopkinton and Jacob Freese of Deerfield were appointed a committee, who laid it out and awarded \$2,000 damage, of which Chester was to pay \$279, which was refunded by the county, return February term, 1839.

By an act of the General Court passed July 4, 1838, the charter of the Chester Turnpike Corporation was repealed, making it a free road.

In 1838, the road from near Candia line, passing below the Oswego mill and to Manchester Centre, was laid out by a court's committee. Chester made no opposition, but the selectmen attended to advise as to its location. It was built in 1839.

In the town account for 1838, there is a charge of \$137 for the selectmen's services and expenses about the Amoskeag road. There is also a charge of \$405 for compensation for highways, all but \$35 of which was paid for the Poplin road.

In the account for 1839 are the following charges :

Road Committee's services and expenses	\$430 97
Compensation for the new Raymond road	1,145 70
Making the Poplin road	227 29
Piece of new road by Jeremiah Ray's,	50 00
The Amoskeag road	2,732 83
	<hr/>
Paid in one year for new roads	\$4,586 79
Add paid in 1838 as above	542 00
	<hr/>
	\$5,128 79

February term, 1838. Petition of John Moore and others for a road from John Locke's to Adams' saw-mill, in Derry, to go into Sandown. The committee reported against it.

Oct. 14, 1840, the road from near the Dearborn saw-mill, in Auburn, easterly across Chester turnpike to the Candia road, near Seavey's, was laid out.

In 1840, upon the petition of John Clark and others, a road was laid out from below the Blanchard mills across Candia road, over Bald hill to Manchester. July 16, 1841, the selectmen were instructed to build it immediately. They purchased a team and hired help and commenced, but a town-meeting was called at the request of the opponents of the road and counter instructions given. A part of the petitioners for the road turned against it and had to pay the petitioners' expenses of the contest, and be taxed to the town to pay for the opposition. It was built, however, to the Candia road, and one hundred and thirty-seven dollars for land damages paid and six hundred and thirty-eight dollars for building it. Beyond the Candia road it was discontinued.

Oct. 28, 1840. A road was laid out from near Reuben Senter's (the old Crosett or William Brown place), to the road to Derry, south of No. 4 school-house in Auburn, across 86 and 87, 2d P., 2d D.

1843. A road was laid out from near Joseph Smith's house westerly to the Borough road, laid out October, 1840.

December 4, 1843. The road from near Amos Morse's or Dinsmore sawmill to the Derry road, was laid out.

Nov. 2, 1844. A road from the road to Candia, south of the Methodist church, southeast to the old Berry place, instead of one over the hills laid out March 3, 1769, was laid out.

1846. The road commissioners, on the petition of John Moore and others, laid out a road from near Hale True's (the old John Moore place) to near the Methodist church in Sandown. This was to lead towards Lawrence.

1846. Jona. B. Sanborn and others preferred a petition to the commissioners for a road from Daniel Sanborn's (the Lt. William Moore place), in Chester, to the Methodist church in Sandown. Not granted.

June, 1846. The petition of Stephen Dearborn and others,

for a road from Auburn Village to Lovereign's Corner in Raymond. Final action September, 1847; laid out. Auburn built from the Village to the Murray road and paid landholders \$691, and for building the road \$1784.30. The whole damages were for Auburn, \$973; Chester, \$323, and expenses, \$438.83.

February term, 1748. Raymond petitioned for a discontinuance.

August, 1848. Chester petitioned for a discontinuance.

February, 1850. Auburn petitioned for a discontinuance of that part not built, all of which was granted; afterwards laid out and built, Chester, 1864; Auburn, 1868.

September 3, 1847. A new road laid out from Osgood True's to the old road from the Locke place, and the old road widened and straightened to Hale True's, towards Lawrence or Haverhill.

Oct. 16, 1847. A road was laid out from near Ebenezer Marden's, southwest to the road from Chester to the Branch.

Oct. 23, 1848. An addition to the above to near Walter Basford's shop.

July 15, 1853. A road was laid out from near Frederic Wason's (the old David McClure and John Knowles place), southeast to Wason's.

In 1847 a road was laid out from Londonderry turnpike passing the steam saw-mill to the Senter road.

In 1849 a road was laid out from Londonderry turnpike southeast to Londonderry line towards Wilson's Crossing.

In 1853 a road was laid out from the corner near school-house No. 2 in Auburn, southwest to meet the road laid out in 1847.

In 1864 the county commissioners laid out in Chester the road laid out upon the petition of Stephen Dearborn and others and discontinued, and in 1867 the selectmen of Auburn laid out the part of the same in Auburn.

The Mammoth road, leading from Hooksett to Lowell, was laid out after a long contest in 1831, which passes a long distance in Old Chester, in Hooksett and Manchester, which cost the town of Hooksett between three and four thousand dollars.

A road was laid out in 1840 from the Factory Village across the farms to the old Suncook road near Matthew Gault's. When the Londonderry turnpike was laid out as a free road in 1836, Hooksett bridge was reserved by the corporation, which the town of Hooksett purchased in 1853 for \$1,640, which was burned with the railroad bridge Sept. 30, 1857, and a new one built at a cost of \$6,000, which was carried off by a freshet and ice, March 20, 1859, and a new one built by the town at an expense of about \$8,000.

CHAPTER X.

HISTORY OF MILLS.

Before giving a history of the building of mills I propose to give a description of the early mills, and of the modern improvements.

The early saw-mills were built with flutter or undershot water-wheels, with heavy rims, and at least three feet and a half high, and about four feet wide, with a wrought-iron crank, from sixteen to eighteen inches long. The water was brought on in a tangent of about forty-five degrees. The gate hoisted perpendicularly. The saw-frame ran in rabbets in the fender posts, secured by wooden knees called "hook pins." The pitman, to connect the crank to the saw-frame, was all of wood. The saws were of iron, so that when the breast was worn hollow they would heat the saw and strike the back on an anvil, and straighten it. The saw was strained by a key or wedge. The carriage ran on pieces of plank, called "nogs," about two feet apart, set perpendicularly in timbers, the corners cut out to receive the carriage. Only one carriage side was cogged. Reel dogs were used at both ends, so that the dogs were drawn every run. To feed, a roller went across the mill, in front of the saw, resting on wooden bearings on the plates, and