The Democratic Sentinel.

OFFICIAL PAPER OF JASPER COUNTY.

FRIDAY, FEBRUARY 4, 1881.

Satisfied of the deep interest felt by our citizens in everything tending to the growth and prosperity of our county and town, we present to day what is said of a project in which they are vitally concerned by journals east and west. The outlook is promising. Read:

THE DOUBLE-TRACK DEAL.

[Chicago Times, Jan. 29th.]

The Continental railway, among the newer projects of the active era of railroad construction in this country is exciting a good deal of inquiry.—THE TIMES early in the present week discovered the presence in Chicago at the Grand Pacific hotel, of some of the executive officers of the company, who, at that time, stated that they were not quite ready to impart any information officially, but would be in position to talk more freely in a day or two. The officers who are here are J. T. Snead, president, and James E. Abbott, chief engineer. A representative of The Times obtained from officers, last evening, the first official account of the enterprise, and which is much fuller than the meagre and unofficial information published in the New York press and telegraphed over the country.

These officers stated that the Continental Railway company completed its organization in 1873, and had its plans well matured for the construction of its line upon about the same route as is now in contemplation; but the panic came on and the projectors and promoters abandoned the enterprise until such time as it could be revived under favorable auspices.

The capitalists who are willing to put their money into the enterprise are of the opinion that the present time is in every way auspicious. Charters have been secured in Iowa, Indiana and Ohio under the general laws, while special charters have been secured in Illinois, Pennsylvania and New Jersey. These charters have been consolidated into a corporation known as the "Continental Railway company," with power to construct, maintain and operate a double-track road. The money needed for the construction and equipment of the line it is claimed, will be forthcoming as fast as required to prosecute the work. It is promised that construction will be

ENERGETICALLY PUSHED DURING THE PRESENT YEAR,

and that "Continental" cars will be running between Chicago and New York before 1883. Since their arrival in Chicago the executive officers have awarded contracts for the construction of four hundred and sixty miles of double track. The work of these contracts will be commenced as soon as the weather shall moderate a little. Arrangements are being negotiated for an entrance to Chicago, but these negotiations have not progressed far fat enough to admit of any announcement. It can be stated, however, by authority, that the Continental company is not seeking admission to the city over the Chicago and Western Indiana. The new line has a choice of three routes for coming in.

Mr. Abbott, the engineer in charge of the location of the new road, says the eastern terminus of the Continental is on the Hudson river, just across from New York city. The route crosses the Delaware at Belvidere, N. J., follows westward through the anthracite coal-fields, crosses the Susquehanna river near Milford Pa., and runs thence through the continuous bituminous and cannel coal-fields in Pennsylvania, crossing the Allegheny river at Mahoning, and thence westward through the principal oil-fields of Butler county. In Ohio the line as surveyed touches at Youngstown, Akron, and Tiffin, and in Indiana at Fort Wayne, Rochester, and Rensselaer, and from the last named place it runs in a direct line to Chicago.

The officers claim that the new road will save in distance between Chicago and New York over the present trunk line routes from 128 to 194 miles, and in grades and curves, for all the purposes of cost of operation, nearly as much more. By the last survey

THE DISTANCE BY THE PROPOSED ROUTE

from New York to Chicago is 786 miles, and it is believed that this distance can be considerably reduced. The grades, for east-bound transportation, will not, it is claimed, exceed three-fourths of 1 per cent., and for west-bound transportation the grades will be of an equaled lightness to balance dead weight as against paying weight. Mr. Abbott states that it is equated by skilled engineers that the cost of every 20 feet of ascending grade is equal to the operating of one mile of dead level road, or to overcoming 320 degrees of curvature has the same result. The careful location of the Continental line, he says, for through business, enables it to avoid looking either to the right or the left to accommodate local business; but the company adopts the theory of building its line to accommodate the through business, knowing that the local business will grow up along the route.

The officers, in their conversation with the representative of The Times, said their company was fully alive to Chicago's importance commercially, and that any railway company that should ignore its existence would commit a grave mistake. It was the feeling of the company, they said, that to connect New York and Chicago by the shortest double-track airline, with the least possible consumption of distance by curvatures, and of the least practicable grade, was the chief desideratum to-day in settling the question of cheap transportation between the east and the west. They stated that the new line would avoid all swamps and low grounds, and was intended to afford, both from an engineering and commercial standpoint, the best route between the seaboard and the great west for through traffic. The line touches a town on an average of every twelve miles. Mr. Abbott, in answer to a question, said the estimated cost of construction, per single track, was $20,000 per mile between Chicago and Akron, O., and about $35,000 per mile between Akron and New York.

RAILWAY PLANS AND WORK!

The Promises of the Continental Air-Line.

WHAT ITS PROMOTERS EXPECT TO REALIZE—MAKING THE ROAD A GREAT FREIGHT LINE—WHAT HAS BEEN DONE AND IS TO BE DONE.

New York Times, January 29th.

The Continental Railway Company, which has undertaken the enterprise of constructing a double track airline road from New-York to Chicago and Omaha, is formed by the consolidation of five companies, organized under the laws of Iowa, Illinois, Indiana, Ohio, and Pennsylvania. The promoters assert that they will be able to furnish the people with a great thoroughfare for the transportation of freight at less cost and with greater ease and expedition than any other line. The present trunk lines, it is argued, were originally built for local purposes on circuitous routes chosen to avoid expense or to reach business centres. These roads, on account of heavy grades and other faults of construction, carry on an average, it is asserted, only about 130 tons of freight to the engine, when the same power, on moderate and uniform grades, would be able to haul three times that amount. It is expected that this circumstance alone will enable the new road to cheapen greatly the prices of transportation without lessening the profits.

The schedule proposed is 15 cents a bushel for grain from Chicago, 18 cts from St. Louis, and 24 cents from Council Bluffs. The tariff on grain from Chicago during the past years has usually been about 20 cents per bushel. The rates for freight must, of course, depend largely upon the ability of the company to secure all the traffic it can conveniently handle. The managers believe this road will be ultimately taxed to its utmost capacity, with rates at six mills per ton per mile for Summer and seven mills for Winter traffic. The management will begin with starting 80 trains per day each way from Chicago and New York, which they expect after the first six months, to increase to 100 trains a day each way. On this basis to begin with, there will be 800 trains each way continually in motion, with the minimum amount of 24,000 tons of freight in bulk always in transit between these two points. Estimating the annual earnings of the Continental Railway at the same ratio as the earnings of the Pennsylvania between Pittsburgh and Jersey City, the am't will be something over $100,000,000. The management, however, on its own figures calculates upon a gross income of at least $68,000,000 per annum derived from freights. To perform this work 1,400 locomotives and 55,000 freight cars will be required at the outset. The estimated cost of the Continental Railway, including stations, grounds equipment, machine shops, water tanks, and all the property and necessary appliances to put the road in first class running order, is $100,000,000. All of this amount at present required has been pledged by prominent capitalists of Europe and America.

Chicago is the first objective point, which will be reached inside of two years from the present time. When this distance (786 miles) is put in complete running order, the work of construction will be pushed forward on the remainder of the route as rapidly as possible. Nearly all the contracts for the grading and the construction of the bridges and culverts for this portion of the work have already been made, and in a few weeks 10,000 men will be put to work at various points along the route. The gauge adopted is 4 feet 8½ inches, to correspond with that of the great system of Western railways, of which, it is expected, the Continental will become the outlet to the sea-board. There has already been expended in surveys, the grading and construction of bridges for 150 miles of double-track and the securing of the right of way, nearly $3,000,000. The equipment adapted to the business of the road will require an expenditure of $30,000,000. Two surveys have been made across the Allegheny Mountains for the purpose of securing the lowest possible grade and the smallest possible curvature. The total distance consumed in curvature between Jersey City and Council Bluffs is 96 miles, with grades nowhere exceeding 30 feet to the mile going east, and 40 feet to the mile going west, the maximum curves being four degrees on a radius of 1,433 feet. The road will be laid with steel rails weighing 68 pounds to the yard, and the bridges will be of iron. The line crosses 51 railroads between New York and Council Bluffs, and it will shorten the distance of 15 of these roads over 100 miles. At Council Bluffs this road will connect with the Missouri River and with the Pacific Railway; at its crossing of the Mississippi River it will receive what freights may be brought to it by that highway of communication; at Chicago it will connect with all the railways running to that great centre, and at St. Louis with the railway system now existing, and which is being extended to Mexico and in other directions. By a line to be built, 87 miles in length, the main trunk will be connected with the lines of road which seek their western outlet through the Hoosac Tunnel, and there will also be constructed connections with Baltimore and Philadelphia. Several transatlantic steam-ship companies are negotiating with the railway company for the transportation of freight across the ocean. The company will supply itself with terminal facilities in New-Jersey, opposite New-York City, on a scale commensurate with the capacity of the railway. It is not expected that these terminal facilities will be created immediately, but enough will be done at once to take care of the business of the road when traffic is opened, some two years hence.

Although the primary idea of the Continental Railway is the construction of an exclusively freight highway, it is claimed that it will be peculiarly fitted for rapid passenger travel. It is asserted that Chicago and New-York City will be placed by this route within twenty hours of each other. It is likely that a few fast trains, so distributed as not to interfere with the freight traffic, will be placed upon this road. A novel feature of the road will be the construction of a telegraph line without the use of a single pole on the entire route. The wires will be placed under ground, protected either by iron pipes or some suitable outer coating.

Letter From Washington.

Correspondence of THE SENTINEL.

WASHINGTON, Jan. 24, 1881.

Congress is pegging away at the public business, the majority earnestly industrious to consummate all needed legislation and save the expense of an extra session—the minority equally industrious on all occasions to obstruct its progress. When no other plan of obstruction occurs they sit stolidly in their seats and refuse to vote, thereby breaking a quorum and arresting proceedings. The occurrence of absenteeism has also intervened to retard work, a most reprehensible practice or habit, which is yearly growing greater, and for which both parties are censurable. There is likely to be an end to this, as there should be. An old law has been looked up which imposes a fine to the extent of the compensation of the absentee for the period he is absent without leave, or without such cause as fairly justifies it.

During an effort to gather a quorum the other night the sergeant-at-arms brought in among others our friend Gen. Warner, the Democratic representative from the Marietta, Ohio, district, whereupon the ever busy Frye, who expects to step into Blaine's shoes when he leaves the Senate to take the portfolio of the State Department under "329," took Gen. W. very brusquely to task. It was a very stormy night, and the General was feeling far from well, but he retorted very happily by asking Frye: "What is the difference between being absent from the House and being present and refusing to vote, as I have seen the gentleman from Maine frequently do?" That squelched Mr. Frye.

Interest is warming up about who will constitute the incoming DeGolyer Cabinet. It appears to be accepted that Blaine is to be the Secretary of State, and either Allison or Wilson of Iowa, Secretary of the Treasury. Later leanings indicate Hon. H. Robertson, of New York, for Postmaster General, and that Ohio will not get a cabinet position. Robertson is an anti Conklingite, and Lord Roscoe, in anticipation of his appointment, is in a rage. Charley Foster's crumb will be a foreign mission, say the quidnuncs. A great many other names are speculated about for other positions, but with the certainty less than six weeks away I will not indulge in speculation, or iteration of these other guesses.

Speaker Randall and the sandy representative from Colorado have had a little tiff, running into a correspondence, the latter's grievance being the alleged refusal of the Speaker to recognize him as much as he aspires to be. The fact is, and I mention it only because this vaporous M. C. was once of your State and a protege of your "Smiler" Colfax, and is always to the front with some job to be paid for out of the treasury, and Randall is a consistent and persistent enemy of all such schemes.

I am sorry to note that Senator McDonald did not receive the compliment of the vote of the Democratic members of your State Legislature for the Senate. A cleaner-handed, purer man never held a seat in the Senate. He is of the stuff that genuine statesmen are made, and Indiana Democrats should be, if they are not, mortified at this conduct of their representatives. Sen'r McDonald holds, and deservedly, a very high place in the esteem and confidence of the Senate and the country, and cannot be hurt in this way in public estimation.

The recent consolidation of the telegraph companies has renewed the scheme to inveigle the government into the business. They may well pause before embarking in the enterprise. If they buy the lines they will pay several more prices than they cost or are worth, and yet it must be said so gigantic a monopoly should have competition from some source. If the government, however, engages in this kind of business competition in one thing, how many other enterprises of general utility will be clamoring for like intervention. As a matter of public poltcy it would be a grave mistake.

I am not without hope, now that Congress has the data, that an apportionment bill will be passed at this session. It is most desirable, because the legislature of nearly every State is in session, and large expense could be saved to the people by doing so.—A failure would entail the cost of extra legislative sessions on nearly every State in the Union, and the fewer legislative sessions the states have the better for them, as is proven by the fact that of late years so many have made haste to abolish annual sessions.

I think the press over the country should agitate for penny postage. Experience has shown that every decrease in the charge for postage has eventuated in increased revenues to the Department. It is not self-supporting, and it will be years until it is, but the period when it will be can be hastened by the reduction. H.

QUEEN ESTHER!

The Rensselaer Choral Union has engaged Mr. W. B. Rice, of Boston, Mass., to conduct them in this brilliant concert piece. The Concerts will take place in about ten days, and will be elegant entertainments.

When Hayes lays aside his official robes they should be disinfected or buried.

Diphtheria and Scarlet Fever.

The following extract from a circular issued by Dr. James Crane of the Brooklyn, N. Y., Health Department, has important suggestions which are equally applicable to city and country, wherever these contagious diseases exist:

Diphtheria and scarlet fever are highly contagious diseases, attacking persons of all ages. The may be contracted from persons that are already affected, from the clothes they have worn and from everything which has been in the room with them.—Even the walls of the room may infect persons coming into it after the patient has recovered, unless the poison is destroyed. In order to prevent their spread in a family or house where they exist and to promote the recovery of the persons attacked the following simple measures should be conscientiously and rigidly carried out thereby preventing much suffering and saving human life:—An upper, sunny room, provided if possible with an open fire place, and with no other children on the same floor, should be arranged for the patient by removing everything from it which can possibly be spared, such as books, clothing and window curtains, remembering that when once the patient has entered the room nothing can with safety be removed until disinfected or fumigated. One or two adults should take the entire charge of the patient, under no circumstances coming in contact with other persons, more especially children. Open windows and open fireplaces, with fire in them day and night, avoiding draughts and chilly air, protect the sick and those who nurse them. Nothing should be removed from the room when the patient has once entered it until it has been thoroughly disinfected or fumigated.

Procure from a drug store one pound of sulphate of zinc: the price should not exceed thirty cents. Put into an ordinary water pail eight tablespoonfuls of sulphate of zinc and four os common salt, and to this add one gallon of boiling water. This disinfecting solution is to be kept in the room, and into it should be placed and kept for one hour every article of soiled clothing, bedding, handkerchiefs, &c. When they are removed from this they should be put into boiling water before being washed. The dishes and spoons used by the patient should be put into boiling water before they are permitted to leave the room. Remember that every article which is in the room can convey the disease and that nothing should go from it until the poison which it might carry is destroyed.

See that the whole house from cellar to attic is clean. Keep the cellar dry, well ventilated and well whitewashed, never allow even for a day, garbage or other filth to be kept in it. Open the windows of sleeping rooms every day for as long a time as possible, fresh air being an excellent disinfectant.

What a Physician Says About Diphtheria.

NEW YORK, December 24, 1880.

To the Editor of the Ledger:

SIR:—The correspondent who sends you the recipe for diphtheria places too much confidence in the statement of the physician "who says that of one thousand cases in which it has been used not a single patient has been lost." This statement is sufficient to justify the suspicion that not one of the thousand cases was diphtheria. Your advice "to consult a physicia" will prevent many of your readers making the fatal mistake of treating a serious disease with trifling remedies. It would be well for your readers to have some personal knowledge of the characters of the physicians they consult. There are all sorts of men and women in the medicinal profession, and the possession of a diploma from a medical college, or a license from a state to practice medicine, is not conclusive evidence of moral fitness or professional capacity. Some physicians are so careless that contagion follows them as sure as effect follows cause; and there have been cases where the circumstances lead to the suspicion that contagion was *intentionally* propagated. In the absence of a physician the best course to follow in a case supposed to be diphtheria is to isolate the patient in as well ventilated and comfortable a room as circumstances admit. Make a solution by dissolving sixty grains of nitrate of silver in four fluid ounces of water. This is to be used as a gargle; its object is to destroy the membrane. Make a solution by dissolving one teaspoonful of strong carbolic acid in one pint of water; to be used as a gargle; its object is to to destroy the contagion. These gargles are used alternately every hour or two hours, according to the effect produced. Swabbing the throat sho'd not be attempted by one who is not familiar with the operation and its dangers, for if, it be not done with tact and skill, it will convert a curable case into a fatal one, by causing the patient to draw portions of the diseased membrane into the larynx.—As we have no specific for diphtheria the internal remedies must be prescribed, and the general management must be conducted by a physician who has knowledge and experience sufficient to modify the treatment according to the necessities of the case. All towels, handkerchiefs and clothing of the patient must be carefully disinfected, and those articles of small value destroyed by fire. Very respectfully yours, MEDICUS.

The writer of the above communication is well known to us as a physician who is thoroughly informed with regard to the latest developments of medical science. Any one who reads the letter cannot help feeling that "Medicus" knows what he is writing about.—Ed. Ledger.

Application for License to Retail Intoxicating Liquors.

NOTICE is hereby given to all the citizens of the Town of Rensselaer and Marion Township, in the county of Jasper, and State of Indiana, that I, the undersigned Benjamin Reynolds, a white male inhabitant of said Town and Township, and over the age of twenty-one years, will make application to the Board of Commissioners of said Jasper county, in the said State of Indiana, at the next regular session and meeting of said Board of Commissioners to be holden in said Town of Rensselaer, commencing on Monday, the seventh day of March, A. D. 1881, for a License to sell Spirituous Liquors, Vinous Liquors, Malt Liquors, and all Intoxicating Liquors which may be used as a beverage, in less quantities than a quart at a time, with the privilege of allowing and permitting said Liquors to be drank on the premises where sold, and precisely located and described as follows, to wit: "A Room in the Lower Story of a three story brick building located upon Lots Eleven (11) and Twelve (12), in Block number Three (3), in the original plat of the said Town of Rensselaer, in Jasper county, and State of Indiana. The ground upon which said room is located is described by metes and bounds as follows: Commencing at a point in the north-westerly boundary line of said Lot number Eleven (11) on the south-easterly boundary of Washington street in said Town at a point distant thirty-two feet northeasterly from the north-westerly corner of said Lot Eleven (11) and running thence in a northeasterly direction along the south-easterly boundary line of said Washington street eighteen feet and six inches and from thence in a south-easterly direction parallel with Front street in said Town of Rensselaer eighty-two feet and six inches, and from thence in a south-westerly direction parallel with said Washington street eighteen feet and six inches, and from thence in a north-westerly direction parallel with said Front street eighty-two feet and six inches to the place of beginning. The said Room fronts on Washington street in said Town of Rensselaer. Said License is asked for the period of ONE YEAR.

BENJAMIN REYNOLDS.

John H. Wallace, Att'y for Applicant.

February 4, 1881.

A LIST OF LANDS and LOTS RETURNED DELINQUENT FOR THE NON-PAYMENT OF TAXES FOR THE YEAR 1879, IN JASPER COUNTY, INDIANA.

HANGING GROVE TOWNSHIP, NO. 1.

Number.	Names of Owners.	Description of Lands.	Section.	Township.	Range.	Acres.	Hundredths.	Total Value of Taxables.	Total Amount of Taxes due.
55	Hutchings, E R.	ne¼ sw¼	12	29	5	40		114	$ 7 16
103	Oglesby, Elvira S.	nw¼ se¼	34	"	5	40			
"	"	ne¼ sw¼	34	"	5	40		463	43 43
135	Redd, Hannah	s½ sw¼	12	"	5	80			
"	"	ne¼ nw¼	13	"	5	40		607	31 45
136	Railroad, I. D. & C.	from White county line to Marion township line, 3 19/100 miles main track at $1750 per mile, 5582. 3 19/100 miles rolling stock at $250 per mile, 798						6380	398 03
142	Rishling, F. B.	ne¼ se¼	33	"	4	40		334	13 66
150	Scott, Samuel	e½ sw¼ sw¼	22	"	5	20		85	4 48
160	Thompson, Alfred	se¼ sw¼	27	"	5	40		171	7 59
175	Waples, Sarah E.	n½ ne¼ nw¼	36	"	5	20			
"	"	nw¼ nw¼	36	"	5	40		351	12 19

GILLAM TOWNSHIP, NO. 2.

Number.	Names of Owners.	Description of Lands.	Section.	Township.	Range.	Acres.	Hundredths.	Total Value of Taxables.	Total Amount of Taxes due.
10	Bisher, Christopher	w½ nw¼	1	29	5	66	80		
"	"	sw¼ sw¼	36	30	5	40		659	25 25
19	Bisher, John G.	ne¼ se¼	34	"	5	40		311	13 56
20	Brown, Leander	ne¼ se¼	28	31	5	40		95	3 69
39	Cooper, Horace	e½ se¼	25	30	5	80		248	21 62
54	Evans, Hulda J.	w½ ne¼	3	29	5	64	80		
"	"	s½ sw¼ se¼	34	30	5	20		603	18 89
73	Franklin, John H.	w-end ne¼ nw¼	13	"	5	35		400	24 82
99	Hart, Sylvester P.	nw¼ nw¼	12	"	5	40		390	24 42
102	Hilton, Sarah	n½ ne¼ sw¼	36	31	5	20		167	7 81
108	Hutchings, E. R.	se¼ ne¼	12	29	5	40		190	6 42
111	Hess, Martha J.	w-side ne¼ se¼	13	30	5	24			
"	"	e-side ne¼ se¼	13	"	6	30		528	15 00
144	McFeeley, J. H.	nw¼ ne¼	28	31	5	40		95	4 41
147	Mitchell, H. & J. N.	pt se¼ sw¼	36	"	5	30		271	16 63
156	Mitchell, Isaiah, heirs	und-½ sw¼ ne¼	36	"	5	26	67		
"	" "	und-½ e½ nw¼	36	"	5	53	33	430	18 37
177	Orr, John S.	nw¼ se¼	27	"	5	40		114	4 58
187	Poisell, Joshua	Davissonville, lots 5, 6, 7, 8, 9, 10, block 2,						16	7 05
191	Provo, Andrew W.	nw¼ sw¼	14	30	5	40		466	20 87
193	Passage, John	w½ ne¼	12	29	5	80		420	18 71
208	Rayburn, William N.	se¼ ne¼	2	30	5	40			
"	"	ne¼ se¼	2	"	5	40		480	16 26
218	Robinson, M. F. "	n½ sw¼	36	"	5	80			
"	"	s½ nw¼	36	"	5	80		836	31 31
222	Richards, John F.	s½ sw¼ ne¼	21	"	5	20		153	29 28
232	Sturges, S. B.	nw¼ se¼	15	"	5	40		76	2 77
236	Stiers, Cyrus	e½ ne¼ sw¼	30	"	5	20		152	5 81

WALKER TOWNSHIP, NO. 3.

Number.	Names of Owners.	Description of Lands.	Section.	Township.	Range.	Acres.	Hundredths.	Total Value of Taxables.	Total Amount of Taxes due.
2	Arnsen, Berger	e½ ne¼	4	31	5	82	26	86	30 12
17	Barnard, George M.	ne¼	15	"	5	160		222	11 32
36	Clrak, Mary	w½ nw¼	8	"	5	80		327	13 27
43	Cravens, Thomas	se¼ sw¼	21	"	6	40		49	2 95
58	Doan, Seth	e¾ s½ se¼	12	"	6	60		74	7 19
60	Donnelly, Thomas E.	se¼ ne¼	8	"	6	40		37	3 50
70	Evans, Francis M.	sw¼ ne¼	32	"	5	40			
"	"	se¼ nw-qr	32	"	5	40		308	17 69
"	"	w½ nw¼	32	"	5	80			
81	Mulligan, Thomas	s½ se¼	23	"	6	80		481	30 19
"	"	s½ sw¼	34	"	6	80		228	20 06
163	Murphy, Patrick	e½ nw¼	3	"	5	78	28	229	11 27
239	Manter, Charles H.	ne¼ se¼	22	"	6	40		119	4 99
302	McConnell, George W.	n½ ne¼	31	"	5	80			
"	"	ne¼ se¼	31	"	5	40		173	10 28
216	Olson, Englebert	e-hf ne¼	5	"	5	60		229	11 27
229	Rogers, Elizabeth	se¼ nw¼	7	"	6	40		180	6 03
236	Rogers, Dudley	se¼ se¼	32	"	6	40		62	3 61
253	Sell, Isaac	n-hf sw¼	16	"	6	80		139	14 15
259	Spriggs, James W.	se-qr se¼	29	"	6	40		62	30 49
295	Stahl, Benjamin F.	n¾ ne¼ sw¼	30	"	5	30		56	9 72
288	Thompson, S. P.	sw¼	7	"	6	40			
"	"	w hf ne¼	18	"	6	80		210	12 [illegible]
223	Thompson, David of Michigan	w-hf sw¼ ne¼	2	"	6	20		25	2 41
295	Turple, James H.	ne¼ nw¼	19	"	5	40		37	18 09
300	Timmons, Joshua J.	w-hf sw¼	6	"	5	81	91	116	7 73
301	Truesdell, Harvey	ne ¼ sw¼	12	"	5	40		49	4 75
303	Van Fatton, Fred.	s-side se¼ nw¼	5	"	5	33		30	1 75
315	Wallace, Arlando	e-hf ne¼	14	"	5	80		296	30 92
320	Wenrick Catharine	w.side sw¼ sw¼	19	"	5	20		200	5 86

BARKLEY TOWNSHIP, NO. 4.

Number.	Names of Owners.	Description of Lands.	Section.	Township.	Range.	Acres.	Hundredths.	Total Value of Taxables.	Total Amount of Taxes due.
12	Bolles, Henry C.	e-hf nw¼ 4d	30	5	5	80		228	10 29
29	Brewer, A. S.	s-side n-hf nw¼ 16d	4	"	5	6		8	2 17
33	Burnham, James A.	e-hf sw¼ ne¼	15	29	6	20		76	6 12
60	Culp, James C.	ne¼ nw½	29	30	5	40			
"	"	sw½ nw¼	29	"	5	40		123	5 89
97	Davisson, Lewis	nw¼ se¼	27	"	6	40		134	8 82
98	Deprez, Augustus	s-hf se¼	29	"	5	80			
"	"	ne¼ ne¼	32	"	5	40			
"	"	nw¼ nw¼	33	"	5	40		266	13 14
117	Eadus, Abigail	se¼ nw¼	28	"	6	40		242	15 61
125	Florence, Rhoda E.	e-hf nw¼ sw¼	20	"	6	20		101	4 37
142	Gebhardt, George G.	n-hf nw¼ sw¼	21	"	6	20		38	5 78
143	Goff, Nancy J.	pt-n¾ e-hf sw¼	21	"	6	57	50	138	9 64
167	Hurley, John B.	se¼ ne¼	16	"	6	40		199	14 80
169	Hanson, H. C.	sw¼ sw¼	17	"	5	51		48	5 64
171	Handy, Martha J.	sw¼ sw¼	21	"	6	40			
"	"	s-hf nw¼ sw¼	21	"	6	20		158	16 31
178	Hughes, Julia A.	se¼ se¼	5	"	5	40		47	5 52
202	Lakin, Rhoda	e½ se¼	20	"	6	80			
"	"	nw¼ se¼	20	"	6	40			
"	"	n&e-pt ne¼ ne¼	29	"	6	38		593	32 47
210	Loper, Francis M. and Anna C.	ne¼ nw¼	23	"	6	40			
"	"	n15/16 w½ nw¼	23	"	6	75		135	13 37
233	Mullikin, Thomas	se¼	4	"	6	160			
"	"	e-hf 10		"	6	320		688	34 23
295	Parker, E. M. and Nancy A. Coon	e-hf nw¼ ne¼	16	29	6	20		314	12 47
325	Robinson, M. F.	s-hf se¼	23	30	6	40		114	6 79
334	Rayburn, William N.	n-side nw¼ ne¼	5	"	5	14			
"	"	s-side nw¼ ne¼	5	"	5	26	61	45	2 75
354	Sayler, Henry G.	ne¼ nw¼	6	"	6	40		48	22 21
388	Turple, Wm. and James H.	se¼ se-qr	22	"	6	40			
"	"	sw¼ sw¼	23	"	6	40		303	13 02
401	Witt, Bennett F.	ne¼ sw¼	18	"	6	40		47	2 09
408	White, Henry D.	nw¼	17	"	6	160		310	14 70
409	Woosely, Cath'rine T.	and-½ w½ ne¼ ne¼	16	"	6	67		19	2 93

MARION TOWNSHIP, NO. 5

Number.	Names of Owners.	Description of Lands.	Section.	Township.	Range.	Acres.	Hundredths.	Total Value of Taxables.	Total Amount of Taxes due.
17	Bolles, H. C.	e-hf se¼	1	28	6	80			
"	"	sw¼ se¼	1	"	6	40		251	13 31
28	Besse George	nw¼ se¼	16	"	6	40		52	6 47
30	Burnham, James A.	n-pt s-end 50 60/100							
"	"	s. s-end sw¼	20	29	6	40		727	28 26
194	King, James	n-hf sw¼	18	28	6	76	50		
"	"	s-hf s-hf sw¼ se¼	18	"	6	10		126	13 16
233	Miller, Mary	nw-pt sw¼	29	29	6	29	33		
"	"	s-pt sw¼	20	"	6	10	60	886	80 99
235	Munden, A. M.	e hf sw¼ ne¼	16	28	6	20		52	2 75
818	Ritchey, Ann Eliza	ne¼ n 2¼	14	"	7	30		334	17 38
"	"	se¼ nw¼	32	29	6	40		602	24 17
405	Wilder, Oliver G.	s-hf ne¼ se¼	18	28	6	20		27	4 32
438	York, Noble J.	se¼ ne¼	32	29	6	40			
"	"	e-hf se¼	32	"	6	80			
"	"	n-hf sw¼	32	"	6	20			
"	"	nw¼ se½	32	"	6	40		1762	80 46

JORDAN TOWNSHIP, NO. 6.

Number.	Names of Owners.	Description of Lands.	Section.	Township.	Range.	Acres.	Hundredths.	Total Value of Taxables.	Total Amount of Taxes due.
15	Boker, Wm. C. & Jos.	se¼ nw¼	32	28	6	40		76	4 25
16	Blake, Marena June	ne¼	32	"	6	160		354	19 72
19	Balenger, Angeline	nw-qr se-qr	2	"	6	40		76	7 03
41	Cussick Matthew	nw-qr nw¼	32	"	6	40		76	3 49
66	Driscol Elias	sw¼ se¼	31	"	6	40		76	7 11
76	East, Olive	nw¼	17	"	7	160		1534	68 58
78	East, I. N.	s-hf sw¼	17	"	7	80		999	68 02
79	East, Mary Jane	nw¼	20	"	7	160		810	56 76
96	Gorman, Morris	n-hf sw¼	8	"	7	80			
"	"	sw½ se¼	8	"	7	40		1248	61 86
116	Hoover, Frederick	sw¼ nw¼	36	"	7	40		76	4 24
118	Harper, Cynthia W.	n-side frac.	31	"	6	40		76	9 78
135	Jones, Henry P.	nw¼ sw¼	33	"	6	40		76	6 26
153	Jeffries, B. B.	n-hf se¼ nw¼	33	"	7	20		57	18 19
159	Littlefield, Ruth Ann	w-hf ne¼	32	"	7	80		152	22 24
188	Miller, William H.	ne¼ sw¼	21	"	7	40			
"	"	sw¼ sw¼	21	"	7	40		602	27 76
262	Sharpley, Mina	se¼ se¼	30	"	6	40			
"	"	s&e-pt nw-qr se-qr	30	"	6	20		114	6 94
265	Stone, John F.	s-side fr l sw-qr	31	"	6	76	95	248	20 60
287	Timmons, Morris W.	n 21/40 nw qr sw-qr	23	"	7	21			
"	"	ne-qr ne-qr	26	"	7	40		290	10 00
299	Wilder, Oliver G.	w-hf se-qr	20	"	7	80			
"	"	e-hf sw-qr	20	"	7	80		1018	88 80
"	"	sw-qr nw-qr	20	"	6	40		76	9 27
302	Watson, James F.	w-hf ne-qr	33	"	7	80		278	53 85
305	Wilkinson, Melissa								

NEWTON TOWNSHIP, NO. 7.

Number.	Names of Owners.	Description of Lands.	Section.	Township.	Range.	Acres.	Hundredths.	Total Value of Taxables.	Total Amount of Taxes due.
5	Blue, David A.	nw-qr sw-qr	3	29	7	40		190	22 58
18