

No. 9 March

1882

Term; 190

Re-view

Public Road in Pike Township

versus

R. J. 2 - Reg. 111

Part Twp. Rd. 17469  
Rt. 17027

Clearfield County, ss:

In the Matter of Return  
to vacate & supply the  
part of road leading  
from Emporium  
to Cherry Tree in  
Pike Township



In the Court of Common Pleas of Clear-  
field County, Penn'a.

No. 9 March Term, 1882.

And Now, to wit, the 28 day of November, in the year of  
Our Lord, One Thousand Eight Hundred and Eighty two  
the Petitioners enter a Rule to take the Depositions  
of ancient, infirm and going witnesses, to be read in evi-  
dence on the argument of this case.  
Exparte Rule of Petitioner on five day's notice.

James Kerr  
Prothonotary.

To J. F. Snyder, Esq.:

You will please take notice that, in pursuance of the foregoing Rule, Depositions will be taken before F. G. Harris, or some other person authorized to administer an oath or affirmation in Pennsylvania, in and for the county of Clearfield, at the office of Walter Barnett, in the Borough of Clearfield in the county of Clearfield and State of Pennsylvania, on the 12<sup>th</sup> day of December, A. D., 1882, between the hours of 9 o'clock A. M., and 7 o'clock P. M., when and where you may attend and cross-examine.

Clearfield, Pa. Nov. 28<sup>th</sup>, 1882

Walter Barnett  
Atty for Road

Nov. 28<sup>th</sup> 1882 Service accepted

J. F. Snyder.  
Atty for Road.

The people along the line of the original survey about Pike Township are almost unanimously in favor of that survey. There may be one or two opposed to it. The necessary hauling to supply the upper end of the County from the railroad would be very heavy.

The grade of the original survey through Pike Township does not reach 5 degrees, and not over a quarter of a mile of it reaches <sup>over</sup> two degrees, and I think it will not reach one and a half degrees. I know that the second location passes up over high hills. If the second location were to be confirmed by the Court it would defeat the object of the original survey, that is an easy grade for the road. I know that Nevers & Belts have opened a great portion of the original road in opening a log road. They have opened about two miles of it, which is about  $\frac{2}{3}$  of the distance through Pike Township. I have resided where I now live from 40 to 45 years. I have been engaged in farming & lumbering. Carrowville is the place where most of the people in our neighborhood get their goods, and do their dealing. In my opinion the first location is the proper route for this road by all means.

Depositions of witnesses produced and  
offered & examined by me the 12<sup>th</sup>  
day of December at the office of Walter  
Barnett Esq. between the hours of 9 A.M. &  
7 P.M. by virtue of the annexed rule of Court  
of Justice known & notice hereto attached  
for the examination of witnesses in a cer-  
tain cause depending in said Court con-  
cerning a road leading from Curwensville  
to Cherry Tree in Pike Township.

David McCracken being duly offered  
oath:- I am 71 years of age. I live in  
Greenwood Township Crawford County.  
I live on the line of the route from  
Curwensville to the Cherry Tree. I own  
real estate in Greenwood Township.

The original survey passes through Burn-  
side Township, Bell Township, Greenwood  
Township, Penn Township, and through  
a part of Pike Township. The terminus  
of the road is at the Borough line of  
Curwensville. Curwensville is, at pre-  
sent, the terminus of the ~~Hyatt~~ and  
Crawford Railroad. Greenwood, Penn,  
Pike, that is that portion of Pike  
that the road passes through receive  
their railroad freightage at Curwens-  
ville, Bell and Burnside Townships  
receive a portion of theirs I think  
nearly all of it at Curwensville. They  
get some I think from Hyatt.

crosses Laurel Run. The snow drifts  
-ing is not a very great objection. It  
drifts from Shorps to where the road  
goes into the woods. If the road  
be opened on the original survey,  
it would undoubtedly be the lead-  
ing road to the upper end of the  
county. The adoption of the revised  
would destroy the object for which  
the road was intended. The revised  
would not improve the old road  
a particle. So far as I know the  
tax-payers are unanimously in favor  
of the original survey. That is the  
people above the Pike Township line.  
It would cost more money to  
make the road on the revised <sup>than</sup> ~~than~~  
the few changes than it would <sup>take</sup> to  
make the road on the original  
survey. There is not a stone on the  
original survey that a man would  
not throw a rod. Mason & Putts have  
made from  $\frac{1}{3}$  to  $\frac{3}{4}$  of the road on the  
original survey through Pike Township.  
There is not over one half mile to  
make yet. They made a tolerable good  
magnificent road. The original survey is  
a very even grade, and there is  
good material along the road to  
make it. ~~No more.~~

No 2

Wm. F. Johnson

Cross Ex. by J. Frank Sugar Eys.

I do not now recollect us any more  
ships along this road except Gunpowder.  
I have not been over the second route  
laid out. I have been over a good deal  
of it and close to it along. I was  
one of the men on the first survey.

Daniel McCracken

William F. Johnston, produced &  
affirmed & says: - I live in Penn. Co.  
this County and am 67 years of age.  
I live on the line of the original sur-  
vey of the road from Curwensville to  
Cherry Hill. The original survey is true  
because it is a true grade, it leads  
along the course of the Creek and is a  
regular ascent all the way. The re-  
view follows the old road and is  
400 feet above the other or original  
survey. I can see any difference in  
the distance of the two roads.  
The ~~original~~ ~~road~~ ~~is~~ ~~only~~ old road or  
review is subject to snow drifts,  
while the other would not be subject  
to drifts as it follows the course  
of the stream. There is one place  
about 1/4 of a mile of the old road  
or review that is now in order.  
That is from Davis Rock or Mido  
mine old Saw Mill to where the road

A. C. Moore, being duly affirmed  
says: I live in Pine Township, I  
am 51 years old, past. I know the  
routes of the original survey and the  
review. I have been along all the routes  
of the original survey. The route  
Mr Johnson called Laurel Run is called  
Buck's Run on the draft. This road  
certainly is an important avenue  
for the upper end of the county to  
Circleville, the Railroad terminus.  
In my opinion the review would  
certainly defeat the object for which  
the road was originally laid out.  
The original road gives an easy  
grade all through Pine Township. The  
location of the road on the location  
of the review would impose a hard-  
ship on all the people living above  
Pine Township, compelling them to  
travel over hills going down streams.  
So far as I know the people are  
practically unanimous in favor of  
the road on the original survey.  
They are in Pine Township.

Attest

A. C. Moore

I hereby certify that the above witnesses  
are duly qualified and examined  
at the time and place stated  
in the above caption, and subscribed  
their depositions in my presence,

Frank G. Harris  
Notary Public

Costs,

Notary, paid by M. A. Johnson and  
David McCracken

\$ 2.50

Witnesses;

|                           |                  |               |
|---------------------------|------------------|---------------|
| David McCracken           | 1 day + 18 miles | 2.08          |
| J <sup>m</sup> F. Johnson | 1 " + 13 "       | 1.78          |
| A. C. Moore               | 1 " " 13 "       | 1.78          |
|                           |                  | <hr/> \$ 8.14 |



La Société des  
27 9 March 1800. 1802

See the matter of the  
to the society of the  
portion of the society  
from the society to  
Chung in the 27

Petitioners  
See entry in the



M. Baret,

To the Honorable the Judges of the Court  
of quarter Sessions of the peace in and for the  
County of Essex  
The petition of the undersigned, inhabitants of  
The Township of Deming said County,  
Respectfully sheweth that a road now & then  
has laid out from Cambridge Mass.  
Township to the Elder Lee Thomas Pierce  
Greenwood Hill and Westwater Township a road  
well graded and returned to your Honorable  
Court was part to the final opening  
order at the township's then submitted  
it being. But instead of changing your  
order in favor township that township  
is applied to your Honorable Court for a  
road on the side of the town the answer  
is full of road in favor township  
the town has since revised and labor  
to your Honorable Court vacant  
which we humbly request you to set  
aside & granting the graded road to  
be upon a your Honorable Court set  
this road plan from township to  
a matter long as one of the 1/2 do  
to be shown in the Court. Whereas the  
road is now and is now on a mountain  
of say your Honorable Court allow the graded  
road, grant the road, it is now well  
the 31 of 1850 Jonathan Wall

John McRae } Jonathan Wall  
A.B. 41 on } J. C. C. C.  
S. C. C. C. } S. C. C. C.

[illegible][illegible]

|                    |                     |
|--------------------|---------------------|
| Spencer, J. W.     | W. H. Green         |
| T. A. C. Day       | Robert P. Wheeler   |
| C. S. Johnson      | James B. Clark      |
| M. M. Flap         | F. M. Green         |
| J. J. R. [unclear] | Hayes & Day         |
| S. J. Johnson      | Samuel H. Hall      |
| [unclear]          | John L. Mayley      |
| T. R. [unclear]    | George L. [unclear] |
| [unclear]          | [unclear]           |
| John A. [unclear]  | Hebrew N. [unclear] |
| M. A. [unclear]    | Peter W. [unclear]  |
| Essex [unclear]    | Thos. [unclear]     |
| R. M. Hoover       | S. M. [unclear]     |
| J. J. [unclear]    | Peter W. [unclear]  |
| W. W. [unclear]    | [unclear]           |
| Samuel [unclear]   | David [unclear]     |

No 9 March 1882

John Thompson

Remondance

Sept 21 Sept 1882

W. B. Smith

7.

Thomas Wall

John H. Wall

James C. Wall

Sept 21

Sept 21

Sept 21

Sept 21

Sept 21

To the Honorable, the Judges within named:  
We the undersigned, appointed by the within order  
do report: That in pursuance thereof, after having  
been severally duly sworn according to law, viewed  
the ground proposed for the within mentioned road,  
and we do agree that there is occasion for a road as  
desired by the petitioners, and that the same is neces-  
sary for a public road. And having had respect to  
the shortest distance and the best ground for such road,  
we have laid out in such manner as shall, in our  
opinion, do the least injury to private property, and  
as far as practicable agreeably to the desire of the  
petitioners, and do return for public use the fol-  
lowing described road, to wit: Beginning at  
a post in the line between Pike and Penn town-  
ships, on the Turnpike leading from the Bor-  
ough of Curwensville to Pennville; thence by  
the same N.  $86\frac{1}{2}^{\circ}$  E. forty-seven perches; thence S.  $67^{\circ}$  E. eig-  
ht perches; thence S.  $7^{\circ}$  E. fourteen perches; thence S.  $70^{\circ}$  E.  
five perches to a post at the bridge across Brunk's run;  
thence N.  $45^{\circ}$  E. eight perches; thence S.  $62\frac{1}{2}^{\circ}$  E. twenty-eight  
perches; thence N.  $75\frac{1}{2}^{\circ}$  E. twenty-two perches; thence S.  $77\frac{1}{2}^{\circ}$  E.  
fourteen perches; thence N.  $83^{\circ}$  E. six perches; thence N.  $16\frac{1}{2}^{\circ}$   
E. twenty-four perches; thence N.  $40^{\circ}$  E. eighteen perches; 1  
thence N.  $58\frac{1}{2}^{\circ}$  E. fourteen perches; thence S.  $89\frac{1}{2}^{\circ}$  E. eighteen  
perches; thence S.  $73\frac{1}{2}^{\circ}$  E. seventy-eight perches; thence  
S.  $61\frac{1}{2}^{\circ}$  E. eighteen perches; thence S.  $36\frac{1}{2}^{\circ}$  E. fifty-two perch-  
es to a Hemlock; thence S.  $27\frac{1}{4}^{\circ}$  E. eleven perches; thence  
S.  $20^{\circ}$  E. sixteen perches; thence S.  $57\frac{1}{4}^{\circ}$  E. fourteen perches;

thence S.  $75\frac{1}{2}^{\circ}$  E. twenty-six perches; Thence S.  $88\frac{1}{2}^{\circ}$  E. twenty-one perches; Thence S.  $82^{\circ}$  E. thirty-four perches; Thence N.  $80^{\circ}$  E. thirty-three perches; Thence N.  $71\frac{1}{4}^{\circ}$  E. forty-six perches; Thence N.  $87\frac{1}{2}^{\circ}$  E. twenty-four perches; Thence S.  $75^{\circ}$  E. thirty-two perches; Thence N.  $62^{\circ}$  E. sixty perches; Thence N.  $51\frac{3}{4}^{\circ}$  E. sixteen perches; Thence N.  $65^{\circ}$  E. sixty perches; Thence N.  $64\frac{3}{4}^{\circ}$  E. twenty-seven and  $\frac{7}{10}$  perches; Thence N.  $47^{\circ}$  E. twenty and  $\frac{7}{10}$  perches; Thence N.  $29\frac{1}{2}^{\circ}$  E. twenty-four and  $\frac{1}{10}$  perches; Thence N.  $17^{\circ}$  E. thirty-eight perches; Thence N.  $25\frac{1}{2}^{\circ}$  E. eighteen perches; Thence N.  $36\frac{1}{2}^{\circ}$  E. thirty-six perches; Thence N.  $46^{\circ}$  E. eighteen perches; Thence N.  $76^{\circ}$  E. seventeen perches; Thence S.  $72\frac{1}{2}^{\circ}$  E. twenty-four perches; Thence S.  $57\frac{1}{2}^{\circ}$  E. twenty-two perches; Thence S.  $37^{\circ}$  E. twenty-one perches; Thence S.  $32^{\circ}$  E. nine perches; Thence S.  $71\frac{1}{2}^{\circ}$  E. thirteen perches to a post in the line of the Borough of Curwensville.

The undersigned further report that there are no damages resulting to any of the owners of the land over which said road passes, from opening the same, as it is located principally on the ground formerly occupied by the Turnpike. We have inquired and do vacate the following described public road, to wit: Beginning at a post in the aforesaid road at the bridge across Brinker's run, in said Township of Pike; Thence N.  $36^{\circ}$  E. ten and a half perches; Thence N.  $51^{\circ}$  E. thirty-four perches; Thence N.  $43^{\circ}$  E. fourteen perches; Thence N.  $59^{\circ}$  E. eight perches; N.  $17^{\circ}$  W. four perches; Thence N.  $15^{\circ}$  E. twenty-five perches; Thence N.  $35^{\circ}$  E. eight perches; Thence N.  $47\frac{1}{2}^{\circ}$  E. two perches; Thence N.  $59^{\circ}$  E. six and  $\frac{7}{10}$  perches;

thence  $n. 66^{\circ} E.$  ten and  $\frac{1}{10}$  perches; thence  $n. 74^{\circ} E.$  eight perches;  
thence  $n. 80^{\circ} E.$  twenty perches; thence  $n. 88\frac{1}{2}^{\circ} E.$  thirty eight perches;  
 $s. 84^{\circ} E.$  thirty perches; thence  $s. 88\frac{1}{2}^{\circ} E.$  twenty eight perches;  
thence  $s. 83^{\circ} E.$  twenty eight perches; thence  $s. 74\frac{1}{2}^{\circ} E.$  ten perches;  
thence  $s. 63\frac{1}{2}^{\circ} E.$  nineteen perches; thence  $s. 57\frac{1}{2}^{\circ} E.$  eight perches;  
thence  $s. 63\frac{1}{2}^{\circ} E.$  twenty one perches; thence  $s. 43\frac{1}{2}^{\circ} E.$  four perches;  
thence  $s. 24^{\circ} E.$  twelve perches; thence  $s. 8^{\circ} E.$  six perches; thence  
 $s. 9^{\circ} W.$  seven perches; thence  $s. 11^{\circ} E.$  ten perches; thence  $s. 25\frac{1}{2}^{\circ} E.$  nine  
perches; thence  $s. 51\frac{1}{2}^{\circ} E.$  twenty and  $\frac{1}{10}$  perches; thence  $s. 65^{\circ} E.$  nine  
perches; thence  $s. 83\frac{1}{4}^{\circ} E.$  twenty perches; thence  $n. 81^{\circ} E.$  nine per-  
ches; thence  $n. 72^{\circ} E.$  six perches; thence  $n. 51\frac{1}{2}^{\circ} E.$  twelve perches;  
thence  $n. 42\frac{1}{4}^{\circ} E.$  nine perches; thence  $n. 24\frac{1}{2}^{\circ} E.$  six perches; thence  
 $n. 46\frac{1}{2}^{\circ} E.$  two and  $\frac{1}{10}$  perches; thence  $n. 62^{\circ} E.$  nine and  $\frac{3}{10}$  perches;  
thence  $n. 53^{\circ} E.$  eight perches; thence  $n. 69^{\circ} E.$  six perches; thence  
 $n. 83^{\circ} E.$  fifteen perches; thence  $n. 69\frac{1}{2}^{\circ} E.$  twelve perches; thence  
 $n. 64^{\circ} E.$  six perches; thence  $n. 58^{\circ} E.$  eleven perches; thence  $n. 44^{\circ} E.$  six  
perches; thence  $n. 29\frac{1}{2}^{\circ} E.$  nine perches; thence  $n. 25^{\circ} E.$  six perches;  
thence  $n. 15^{\circ} E.$  eleven perches; thence  $n. 10^{\circ} E.$  seven perches; thence  
 $n. 4^{\circ} E.$  five and  $\frac{1}{10}$  perches; thence  $n. 1^{\circ} W.$  seven perches; thence  
 $n. 1\frac{1}{2}^{\circ} E.$  six perches; thence  $n. 10^{\circ} E.$  ten perches; thence  $n. 25^{\circ} E.$  four  
 $n. (4)$  perches; thence  $n. 47\frac{1}{2}^{\circ} E.$  seven and  $\frac{1}{10}$  perches; thence  $n. 36\frac{1}{2}^{\circ}$   
 $E.$  four and  $\frac{1}{10}$  perches; thence  $n. 45^{\circ} E.$  four and  $\frac{3}{10}$  perches;  
thence  $n. 55^{\circ} E.$  six perches; thence  $n. 82\frac{1}{2}^{\circ} E.$  four perches; thence  $s. 74^{\circ} E.$   
four perches; thence  $s. 58^{\circ} E.$  four perches; thence  $s. 35^{\circ} E.$  eight per-  
ches; thence  $s. 25\frac{1}{2}^{\circ} E.$  twenty perches; thence  $s. 47\frac{1}{2}^{\circ} E.$  eight perches;  
thence  $s. 53\frac{1}{2}^{\circ} E.$  eight perches; thence  $s. 43\frac{1}{2}^{\circ} E.$  eighteen perches; thence  
 $s. 39\frac{1}{2}^{\circ} E.$  nine perches; thence  $s. 52\frac{1}{2}^{\circ} E.$  nine perches; thence  $s. 43\frac{1}{2}^{\circ}$   
 $E.$  six perches; thence  $s. 51^{\circ} E.$  eighteen perches; thence  $s. 59^{\circ} E.$  ten  
perches; thence  $s. 66\frac{1}{2}^{\circ} E.$  twenty three perches; thence  $s. 81^{\circ} E.$

fifteen perches; Thence N. 80° E. twelve perches; Thence N. 69° E. eight  
and 1/10 perches; Thence N. 58° E. ten perches; Thence N. 52 1/2° E.  
fifteen perches; Thence N. 36° E. eight perches; Thence N. 29 1/2° E.  
eight perches; Thence N. 24 1/2° E. fourteen perches; Thence N. 19°  
E. eighteen perches; Thence N. 30° E. six perches; Thence N. 37 1/2° E.  
eight perches; Thence N. 39° E. twelve perches; Thence N. 49° E.  
twenty perches to a post in the Turnpike, and being also  
on said hereinbefore described road, which by reason  
of the laying out of the first mentioned road has be-  
come useless, and would be burdensome and unne-  
cessary. We also recommend that the ravine, where said  
first mentioned road crosses, be filled up five feet deep  
and seven perches long. We further report, that before said  
view, public notice of the time and place of the meeting of the  
viewers was given by advertisements put up at three of the  
most public places in the vicinity - ten days before said meet-  
ing, and we annex a plot or draft of said road laid out, stating  
the courses and distances, and noting briefly the improvements there-  
which the same passes, and also a description and draft of  
the road vacated.

Witness our hands this twelfth day of May  
A.D. 1882.

Geo. C. Kirk  
Geo. C. Parsons  
James Wrigley

Witness

[illegible]



## CLEARFIELD COUNTY, SS:\*

At a Court of Quarter Sessions of the Peace of the county of Clearfield, held at Clearfield, in and for said county, on the 20<sup>th</sup> day of March, A. D. 1882 before Judges of said Court upon a petition of sundry inhabitants of the township of Penn and Pike, in said county, setting forth that their desires for

a review vacation and supply of that part of public road laid out from Cumnerville to Cherrytree beginning at the Penn & Pike Township line and running to the line of the Borough of Cumnerville Be Reviewed Vacated & supplied in the following manner viz. see papers of description attached

and therefore praying the Court to appoint proper persons to view <sup>Vacate & supply</sup> and lay out the same according to law, And make Report to the Court whereupon the Court upon due consideration had of the premises, do order and appoint George B. Shirk George B. Passmore James Wingley who, after being respectively sworn or affirmed to perform the duties of their appointment with impartiality and fidelity, are to view <sup>Vacate & supply</sup> the grounds proposed for said road, and if they view the same and any two of the actual viewers agree that there is occasion for such road, they shall proceed to lay out the same agreeable to the desire of the petitioners, as may be, having respect to the best ground for a road and the shortest distance, and in such manner as to do least injury to private property, and state particularly whether they judge the same necessary for a public or private road, together with a plot or draft of the same, with the courses and distances and reference to the improvements through which it passes, and shall also procure releases of damages from persons through whose lands said road may pass, or failing to procure such releases, shall assess the same, if any sustained, and shall make report thereof to the next Court of Quarter Sessions to be held for the said county, in which report they state that they have been sworn and affirmed according to law. Notice is directed given to the owners or occupants of seated lands through which the within road is intended to pass, of the time of the view, according to the 147th Rule of Court.

BY THE COURT.

James Kerr  
CLERK

## RELEASE OF DAMAGES.

KNOW ALL MEN BY THESE PRESENTS: That we, the undersigned, owners of lands through which the road located by the viewers, under the annexed order, passes, for and in consideration of the sum of ONE DOLLAR to us respectively paid by the \_\_\_\_\_ at and before the enseatling and delivery hereof, have remised, released and forever quit-claimed and do hereby remise, lease and forever quit-claim to the said \_\_\_\_\_ all damages that may arise to us respectively by reason of the location and opening of the said road; so that neither we, nor any of us, nor any person claiming under us, can or may hereafter ask, sue for, demand, have or receive any damages for injuries arising or growing out of the location and opening of the road aforesaid.

Witness our hands and seals this \_\_\_\_\_ day of \_\_\_\_\_

188 .

\_\_\_\_\_  
D. S.

\_\_\_\_\_  
D. S.

\_\_\_\_\_  
D. S.

\_\_\_\_\_  
D. S.

## ASSESSMENT OF DAMAGES.

The following persons, having refused to release the damages to which they respectively may be entitled by reason of the location and the opening of the said road in the annexed return described, we, the undersigned viewers, under oath in pursuance of our duty, under the Act of Assembly do assess their damages and make report thereof, as follows:

To \_\_\_\_\_ the sum of \_\_\_\_\_

To \_\_\_\_\_ the sum of \_\_\_\_\_

To \_\_\_\_\_ the sum of \_\_\_\_\_

Witness our hands this \_\_\_\_\_ day of \_\_\_\_\_ A. D. 188 .

Beginning at Curwensville and ending  
at Cherrytree in Indiana County Pa  
land out by order of this Court was confirmed  
at the Jan'y session 1881 thereof and that  
part of said Road situate in the <sup>area</sup> Township  
of Pitke has not yet been opened and your pe-  
titioners further represent that that part of said  
Road is situate in Pitke Township and de-  
scribed as follows viz Beginning at the  
line between Pitke and Township of Penn  
in said County thence North  $86\frac{1}{2}^{\circ}$  East 47 per  
South  $67^{\circ}$  East 8 per South  $7^{\circ}$  East 14 perches  
South  $70^{\circ}$  East 5 per to a post then leaving  
the Road to right and running through  
Anthony Kratzers tract North  $36^{\circ}$  East  $10\frac{3}{10}$   
perches to a hemlock North  $51^{\circ}$  East 34 per  
North  $43^{\circ}$  East 14 perches North  $59^{\circ}$  East  
8 per North  $17^{\circ}$  deg West  $4\frac{1}{2}$  per North  $15^{\circ}$  degrees  
East 25 perches North  $35^{\circ}$  East 8 per North  $47\frac{1}{2}^{\circ}$   
East 2 per North  $59^{\circ}$  East  $6\frac{5}{10}$  per North  $66^{\circ}$   
East  $10\frac{4}{10}$  per North  $74^{\circ}$  East 8 per North  $80^{\circ}$   
East 20 per North  $88\frac{1}{2}^{\circ}$  East 38 per  $384^{\circ}$  East 30  
perches South  $88\frac{1}{2}$  degrees East 28 per South  
 $83^{\circ}$  degree East 28 perches South  $74\frac{1}{2}^{\circ}$  East 10  
perches South  $63\frac{1}{2}^{\circ}$  East 19 perches South  
 $57\frac{1}{2}^{\circ}$  East 8 per South  $63\frac{1}{2}$  deg East  $21\frac{3}{10}$   
perches South  $43\frac{1}{2}^{\circ}$  East 4 per to a Birch  
South  $24^{\circ}$  East 12 per South Eight deg  
East 6 per South  $9^{\circ}$  West 7 perches  
South  $11^{\circ}$  deg East 10 per South  $25\frac{1}{2}^{\circ}$  East  
9 per South  $51\frac{1}{2}^{\circ}$  East  $20\frac{3}{10}$  per South  $68^{\circ}$   
East 9 per South  $83\frac{3}{4}^{\circ}$  East through land  
of A B Reeds Estate 20 perches North  
 $81^{\circ}$  East 9 per North  $72^{\circ}$  East 6 per

North  $51\frac{1}{2}^{\circ}$  East 12 per North  $42\frac{3}{4}$  degrees  
East 9 per North  $24\frac{1}{2}^{\circ}$  East 6 per to a pine  
North  $46\frac{1}{2}^{\circ}$  East  $24\frac{1}{10}$  perches to a hemlock  
North  $62^{\circ}$  East  $9\frac{3}{10}$  per to a hemlock thence  
through land of J. B. Morris North  $53^{\circ}$  East  
8 per North  $69^{\circ}$  East 6 per North  $83^{\circ}$  East 15  
perches to a hemlock North  $69\frac{1}{2}^{\circ}$  East 12  
per North  $64^{\circ}$  East 6 per North  $58^{\circ}$  East  
11 per hemlock North  $44\frac{1}{2}^{\circ}$  East 6 perches  
North  $58^{\circ}$  East 11 per hemlock North  $44\frac{1}{2}^{\circ}$   
East 6 per North  $29\frac{1}{2}$  East 9 per North  $25$   
6 per North  $15$  deg East 11 per Chestnut  
North  $10$  deg East 7 per North  $4$  deg East  $5\frac{1}{10}$   
per North  $1$  degree West 7 per North  $5$  deg  
East 6 per North  $11\frac{1}{2}^{\circ}$  East 6 per North  $10$  deg  
East 10 per North  $25$  deg East 4 per North  
 $47\frac{1}{2}$  degrees East  $7\frac{3}{10}$  per North  $36\frac{1}{2}^{\circ}$  East  
 $4\frac{1}{10}$  perches North  $45$  deg East  $4\frac{3}{10}$  per  
to a Locust North  $55$  degrees East 6 per  
North  $82\frac{1}{2}$  degrees East 4 per South  $74^{\circ}$   
East 4 per South  $58$  degrees East 4 per  
South  $35^{\circ}$  East 8 perches South  $25\frac{1}{2}^{\circ}$  East  
2 per South  $47\frac{1}{2}^{\circ}$  East 8 per to a sugar South  
 $53\frac{1}{2}^{\circ}$  East 8 per to a Double hemlock South  
 $53\frac{1}{2}^{\circ}$  East 18 per to a Birch South  $39\frac{1}{2}^{\circ}$   
East 9 per to a hemlock South  $52\frac{1}{2}^{\circ}$  East  
9 perches South  $43\frac{1}{2}^{\circ}$  East 6 per South  $31^{\circ}$   
East 18 per South  $59^{\circ}$  East 10 perches thence  
through land of James Smith and a Par  
rick Hens South  $66\frac{1}{2}$  degrees East 23 per South  
 $81^{\circ}$  East 15 per North  $80$  deg East 12 per  
North  $69^{\circ}$  East  $8\frac{6}{10}$  perches to a hemlock North  
 $58^{\circ}$  East 10 per North  $52\frac{1}{2}^{\circ}$  East 15 per North

36° East 8 per North 29½° East 8 per North  
24½ deg East 14 per North 19° East 10 per  
North 26° East 18 per North 30° East 6 per  
North 37½ degrees East 8 per North 39½°  
East 12 per North 49° East 20 per to a  
point in the Pike thence on the Pike  
North 56° East 18 per North 76° East 17 per  
South 37½° East 22 South 37° East 21 per  
South 77° East 9 per South 71½ degrees  
East 13 perches to the line of the Borough  
of Currensville

Days.....

$$\delta M = (\cos \theta)^2 \delta \theta$$

*La. Wiley* { Days 2  
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AF Snyder { debts  
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Dr. Harkness

To view and lay out a Road  
**DIRECTIONS**  
*Local Survey*

For Release in the township of  
Oriskany Clearfield county,

Just now - May 29<sup>th</sup> 1892  
 Confirmed, now, need to be  
 about 23 ft wide & light in color  
 during 2 weeks as required  
 at New York City, N. Y.

24<sup>th</sup> 1882  
A. D. Little  
debt 28<sup>th</sup> 1882

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Noted and sang before 1883  
Filed 22 Mar 1883

Reas<sup>25</sup> #1, paid by Snyder

And June 14. 1883 acceptance returned and  
Report sent absolutely by the Council  
9-100

17<sup>th</sup> Nov 1893  
When I received your letter about the Bank  
I was surprised & congratulated you active of Court  
by the Court & I will try  
John Goodenough & Co