

1804 Minutes

Record of the survey of a public highway beginning at a stake on the north line of Township No. 12, 3rd Range 59 rods from the northeast corner of said town, thence south 2 degrees, west 38 rods, thence south 9 degrees, east 26 rods, thence south 5 degrees, west 15 rods, thence south 20 degrees, west 25 rods, thence 26 degrees, west 11 rods, thence south 13 degrees, west 13 rods, thence south 9 degrees, west 26 rods, thence south 21 degrees, west 16 rods, thence south 13 degrees, west 45 rods, thence south 38 degrees, west 25 rods, thence south 33 degrees, west 114 rods, thence south 21 degrees, west 90 rods, thence south 11 degrees, east 81 rods, thence south 19 degrees, east 23 rods, thence south 103 rods, thence south 4 degrees, west 19 rods, thence south 8 degrees, east 59 rods, thence south 22 degrees, east 18, thence south 18 degrees, east 20 rods, thence south 26 degrees, east 21 rods, where it intersects the east line of Moody Stone's farm, thence south on said line 66 rods where it intersects a public highway leading by said Stone's. Explored and approved January 3rd, 1804, by: Charles Bradish and Lemuel Durfee, Commissioners of Highways.

Record of the survey of a public highway beginning on the north line of Township No. 12, 2nd Range 22 rods west of the northeast corner of Lot No. 7 in the Long Land (?) tract from thence south 8 degrees, east 56 rods, thence south 14 degrees, east 30 rods to the east line of said lot, thence south 20 rods, thence south 45 degrees, east 56 rods, thence south 30 degrees, east 86 rods to the east line of Lot No. 6, thence south 12 rods, thence south 22 degrees, east 14 rods, thence south 4 degrees, east 34 rods, thence south 45 degrees, east 63 rods to where it intersects the east line of Lot No. 5, thence south 172 rods where it meets a public highway leading by Benjamin Hopkins'. Explored January 4th, 1804, by: Charles Bradish and James Reeves, Commissioners of Highways.

A true copy.

Stephen Phelps, Town Clerk

A statement of the divisions of the Road Districts (viz.)

1st Road District: the same as formerly.

2nd District: Bounded west by the 1st Road District north and east by a line beginning on the south bank of Mud Creek at the junction of Red and Mud Creek, thence easterly on said bank to the west line of a road leading from Gideon Durfee's to Thomas Goldsmith's, thence across said creek and easterly on its north bank, across said road, thence across said creek and easterly on its south bank

to David Willcox's east line, thence across said creek and easterly on its north bank to Jonathan Horton's east line, thence south to the town line and bounded south by the town line.

3rd, 4th, 5th, and 6th Road district the same as in 1803.

7th District bounded south by the first road district as far west as the west line of No. 12, 2nd Range, thence west on the north bank of Mud Creek to the west line of a road leading from John Swift's to his mill, thence north on said line to the north line of a road leading up and down the north side of said creek, thence westerly on said line of said road to the west line of Lemuel Spears' farm and extending north to Red Creek, excepting a road leading from the north line of Nathan Comstock's farm to Benjamin Woods' and easterly on the 6th Road District.

8th, 9th, 10th, and 11th the same as in 1803.

12th District bounded south on the town line, west by the 11th Road District, north by the 10th Road District, and east by the east line of Lots No. 20 and 5.

13th District bounded west by the 12th Road District, south by the town line, east by the 5th and 7th Road Districts, and north by the 7th Road district and the north line of a road leading up and down Mud Creek on the north side, including Nathan Comstock's and Webb Harwood's. Done at Palmyra, February 21st, 1804, by: Lemuel Durfee, Charles Bradish, James Reeves, Commissioners of Highways. A true copy. Stephen Phelps, Town Clerk

Marks applied for 1803:

Noah Turner's mark: Two round holes through the right ear.

Ephraim Green's mark: A half crop off the upper side of each ear.

Jeremiah Selby's mark: A crop off the left ear and two slits in the end of the same.

Joseph Mansfield's mark: A crop off of the end of each ear and a slit in the end of each. (Transferred to Nathan Durfee on page 191.)

David Lapham's mark: Two round holes through each ear.

Jonathan Horton's mark: A crop off the left ear and a half penny under the right ear. (Transferred to Lucian Harrison on page 198.)

Abraham Aldrich's mark: A swallow's tail in the right ear and a half penny the upper side of the left ear.

Nathaniel White's mark: A half round the upper side of the left ear. (Transferred to page 156.)

Abraham Gallop's mark: A hollow crop the upper side of the right ear. (Transferred to George Moon, page 242.)

Ebenezer Reed's mark: A swallow's tail in each ear and a slit the under side of the right ear.

Isaac Arnold's mark: A swallow's tail in the end of each ear and a half penny under side the left ear.

At an annual town meeting held in Palmyra on the first Tuesday in March, 1804. Agreeable to adjournment, John Swift, Esq. chosen moderator of said meeting.

Stephen Phelps chosen Town Clerk.

John Swift, Esq. – Supervisor

Lemuel Durfee, James Reeves, and Charles Bradish, Assessors and Commissioners of Highways

Thomas Goldsmith and Noah Porter, Overseers of the Poor

Constant Southworth – Collector

Voted to choose two constables. Constant Southworth and William Rogers, Jr. – Constables

John Russell – Overseer of Highways for the 1st Road District.
William Rogers – 2nd District; Donald Cornell – 3rd District; Joshua Terry – 4th District; Benjamin Hopkins – 5th; Pardon Durfee – 6th; Nathan Harris – 7th; Lewis Turner – 8th District; Abner Hill – 9th District; Barnabas Beal – 10th District; Barnabas Peters – 11th; Darius Comstock – 12th; John Bradish – 13th District.

Voted that the Overseers of Highways serve as Fence Viewers.

Isaac Kelly chosen Pound Master.

Voted that rams shall be confined from the first of September to the first of November and for a penalty, the owner of any ram running

at large within the above mentioned term shall pay \$.50 and cost to any person who shall confine said ram.

Voted that if any person shall find male swine running at large shall have liberty to castrate the same with impunity.

Voted that the owner or owners of all swine running at large shall pay all damage done by said swine.

Voted all said horses shall be confined over one year old and for a penalty, the owner of any such horse running at large shall pay a fine of \$1 and all damage done by said horse to any person who shall confine the same.

Voted that the town will pay \$5 for each and every wolf killed by the inhabitants thereof either in this or the adjacent town who shall produce their head intact and make oat they killed the same before the Supervisor or a Justice of the Peace.

Voted to raise \$20 to pay the bounty on wolves.

Voted this meeting stand adjourned to the town house on the first Tuesday in March, 1805, at 10:00 a.m.

A true copy.

Stephen Phelps, Town Clerk

Record of the survey of the alteration of a public highway beginning in the center of a highway two rods east of the northeast corner of William Cook's house, thence west 38 degrees, north 29 rods, thence north 38 degrees, west 34 rods where it intersects the first mentioned highway.

Explored and approved June 9th, 1804, by: Charles Bradish, James Reeves, and Lemuel Durfee, Commissioners of Highways.

Record of the survey of the alteration of a public highway beginning 20 rods and 16 links east of the west line of Stephen Peters' farm in the center of a public highway which runs east and west by said Peters', thence south 39 degrees, east 18 rods, thence south 42 degrees, east 40 rods, thence south 30 degrees, east 3 rods and 16 links, where it intersect the east line of Lot North 14, thence southerly on said line 120 rods, thence east 35 degrees, south 18 rods, thence east 38 degrees, south 49 rods, thence south 6 rods where it intersects the first mentioned highway leading by Joseph Pratt's. So much of the old survey as lays between the east mentioned point of the new and a road running southerly on the west line of Henry Williams' farm is hereby discontinued.

Explored and approved June 15^h, 1805, by: Charles Bradish and Lemuel Durfee, Commissioners.

Record of the survey of the alteration of the survey of a public highway beginning in the center of a road leading by William Rogers' on the west line of said Rogers' land, thence west 8 degrees, north 14 rods, thence west 28 degrees, north 61 rods where it intersects the first mentioned highway.

Approved October 10th, 1804, by: James Reeves and Lemuel Durfee, Commission of Highways.

Record of the survey of the alteration of a public highway beginning in the center of a public highway 2 rods north of the north corner stake between David Baker, Charles and David Smith's near a certain spring owned by said Smith's, thence south 1 degree, south 78 rods, thence east 13 degrees, north 38 rods, thence east 3 degrees, north 50 rods, thence east 9 degrees, south 60 rods, thence east 6 degrees, south 70 rods, thence east 15 degrees, south 20 rods, to where it intersects the first mentioned road.

Explored and approved November 5th, 1804, by: Lemuel Durfee and James Reeves, Commissioners of Highways.

Record of the survey of the alteration of a public highway northerly by Benjamin Cole's beginning in the center of a highway on the north line of Oliver Booth's land, thence east 33 degrees, north 6 rods, thence north 52 rods, thence north 8 degrees, east 49 rods, thence north 38 rods, thence north 115 degrees, east 14 rods, thence north 26 degrees, east 38 rods, thence north 34 rods, thence north 6 degrees, west 60 rods, thence north 20 degrees, west 32 rods, thence north 19 degrees, west 21 rods, thence north 162 rods where it intersects the north line of Township No. 12, 2nd Range.

Explored and approved December, 1804, by: Lemuel Durfee and Charles Bradish, Commissioners of Highways.

Record of the survey of the further continuance and alteration of a public highway beginning at a certain beech tree on Joseph Hamilton's land, thence south 46 rods, thence south 5 degrees, east 38 rods, thence south 3 degrees, east 27 rods, thence south 1½ degrees, west 46 rods, thence south 5 degrees, east 98 rods, where it intersects the highway leading by Joseph Gannett's.

Explored and approved December, 1804, by: Lemuel Durfee and Charles Bradish, Commissioners of Highways.

A true copy of the original. Stephen Phelps, Town Clerk.

Marks applied for in 1804:

Bryan Aldrich's mark: A slit in the end of the left ear.

Calvin Bradish's mark: A half penny the upper side of the right ear.

Moses Baker's mark: A crop and a half the upper side of the right ear.

David White's mark: A mark the upper side of the right ear in this form: (triangle).

Amos Fuller's mark: A half crop the upper side of the left ear and a slit in the end of the right ear.

Paul Reed's mark: A slit the upper side of each ear.

David Baker, Jr's mark: A slit in the end of the right ear and the upper side of the same.

Willy Kelly's mark: A crop off the left ear and a half crop the upper side of the right ear.

Joseph Jones' mark: A half crop the upper side of the right ear and a slit in the end of the left ear. (Transferred to Abraham Lapham, page 135.)

Zebulon Williams' mark: A crop off each ear and a slit the under side of the left ear. (The above mark formerly recorded for Reuben Town.)

David Lapham's mark: A round hole in the left ear and a slit in the end of the same.

Abner Bynbus' (?) mark: A crop off the right ear and a swallow's fork in the end of the same.

Zedediah Foster's mark: A crop off the right ear and a slope the underside of the same.

Linus Foster's mark: A crop off the left ear and a slope the underside of the same and a half penny the underside of the right ear.

Benjamin Cole's mark: A hole in each ear and a swallow's fork in the right ear.

Toil Stafford's mark: A round hole in the right ear and a swallow's fork in the left ear.

Charles Bradish's mark: A swallows' tail in the end of the left ear and a slit the upeer side the same; also his brand: CB (June 14, 1809)