

This is to certify the following pages of the Wonder Line
Field Books were taken from the original books August 6, 1969

I HEREBY CERTIFY THIS TO BE A TRUE
AND CORRECT COPY OF THE ORIGINAL.

Betty Wick
MICROFILM OPERATOR, LOGAN COUNTY, OHIO.

Survey of the Lewistown Reservoir,
Made by J. C. Wonders, under the
direction of the Ohio Canal Com-
mission - 1892.

	+74.5			L $\frac{50}{161}$	L $\frac{49}{145}$
	602				
	+61.9			L $\frac{50}{192}$	L $\frac{49}{217}$
	+07.				
	601				
o	+59.3		6°12' L		L $\frac{49}{28}$
#25	600				
	599				
	598				
	+20.4			R $\frac{50}{24}$	R $\frac{49}{9}$
	597				
	596				
o	+15.9		105°4½ L		
	595				
	+41.5				point of curve L $\frac{49}{22}$
	594				
	593				
	592				
	+82.8			L $\frac{50}{32.5}$	L $\frac{49}{53}$
	591				
o	+69		86°4½ R		L $\frac{49}{62}$
	590				

555.09 W
 644.3

561.21 W
 543.4

N 135°14' W
 496.2

Land line between Spun & Warwick

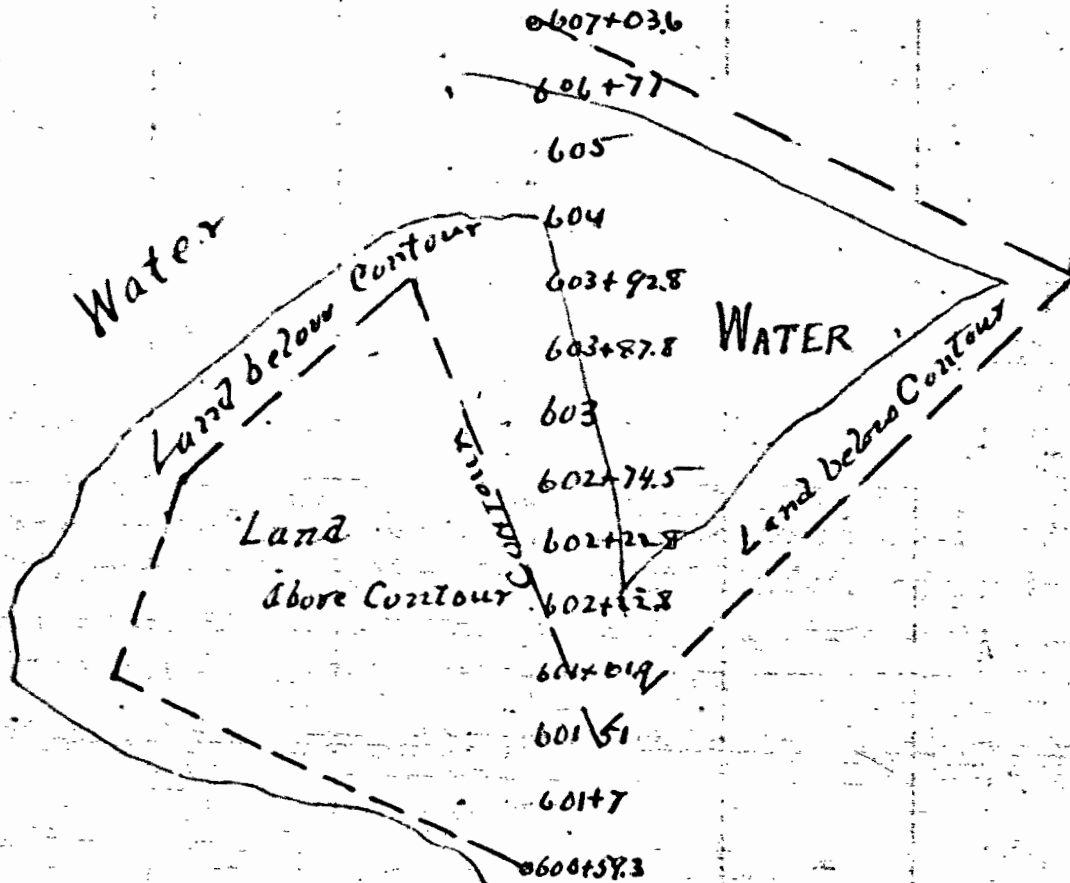
STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
613			
o +92		36°53½ R	L $\frac{49}{15}$
612			
+16			L $\frac{49}{20}$
611			
o +97.4		84°35' L	
610			
609			
608			
#26 +83.6		17°41' L	
607			
+77			edge of water W. Side
606			
605			
604			
+92.8			Edge of water
603			R $\frac{50}{265}$ R $\frac{49}{25}$ R $\frac{49}{238}$
+22.8			
602			point of water R. $\frac{49}{50}$
+5.7			R $\frac{50}{32}$
601			
+87.8			L $\frac{50}{47}$ L $\frac{49}{95}$
603			

547°07'E
 194.6
 537°28'W
 393.8



Contour line running from 600+59.3 to 601+61.9 then to 602+74.5 then 603+87.8 then to 601+51 then to 603+92.8 then to 607+03.6

Water line running from 600+59.3 to 601+61.9 to 602+74.5 to 604 to 603+92.8 to 602+22.8 to 603+92.8 to 606+77 as in figure below



7

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

+82.2

627

626

+47.5

625

624

623

622

+71.7

+56.1

621

620

+50.1

619

+11.8

618

617

+93

616

615

+68

614

L $\frac{50}{27}$

L $\frac{49}{48}$

27° 11' R

L $\frac{49}{37}$

74° 59' L

point of L $\frac{49}{38}$ value

64° 10' R

L $\frac{49}{28}$

R $\frac{50}{66}$

R $\frac{49}{38}$

32° 8' R

L $\frac{49}{42}$

538° 19' W
5207° 01'

4808° 14' W
511° 15' E

4110° 44' W
5122° 2'

4208° 12' W
5211° 11' E

510° 11' E
401

On course produced $\frac{49}{38}$

Line between Vanish & Morrison

9

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

641

+82.5

640

+65.2

639

+11.9

638

637

+10.7

636

635

+11

634

633

632

+68.1

631

+55

630

629

628

R $\frac{50}{20.5}$

$\frac{49}{00}$

L $\frac{50}{15}$

L $\frac{49}{33}$

L $\frac{50}{1}$

L $\frac{49}{7}$

24°16' L

L $\frac{49}{63}$

L $\frac{50}{4}$

L $\frac{49}{41}$

L $\frac{50}{56}$

L $\frac{49}{89}$

36°48' R

L $\frac{49}{21}$

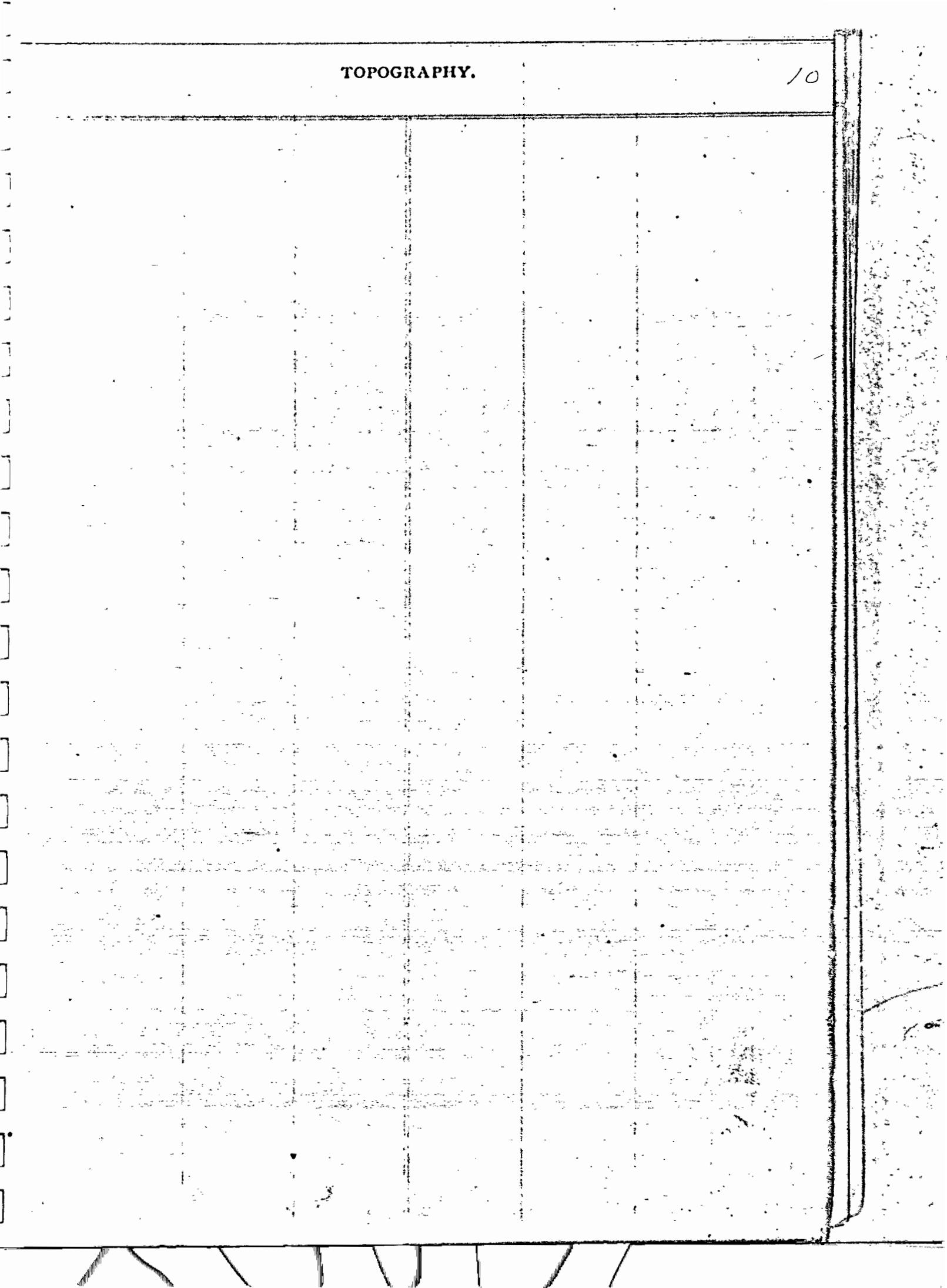
M 15-0-5-11
11 6-8-2

M 8-0-5-5
5 2-0-0-5

#27

✓

o



STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
0 +00.2 654		36°19' R	L $\frac{49}{11.5}$
653 +53.6			L $\frac{50}{8.1}$ L $\frac{49}{25}$
652 +64.6			L $\frac{50}{84.5}$ L $\frac{49}{126.5}$
651 650 +69.1 +10.5	22°12' N 620 E		L $\frac{50}{113}$ L $\frac{49}{142}$
649 648 +79.4 647		28°39' L	L $\frac{49}{81}$
646			
645 +06.5 644			L $\frac{50}{83.5}$ L $\frac{49}{118.5}$
643			
642			

0.4' Wilson

3' 12"
double. Maple

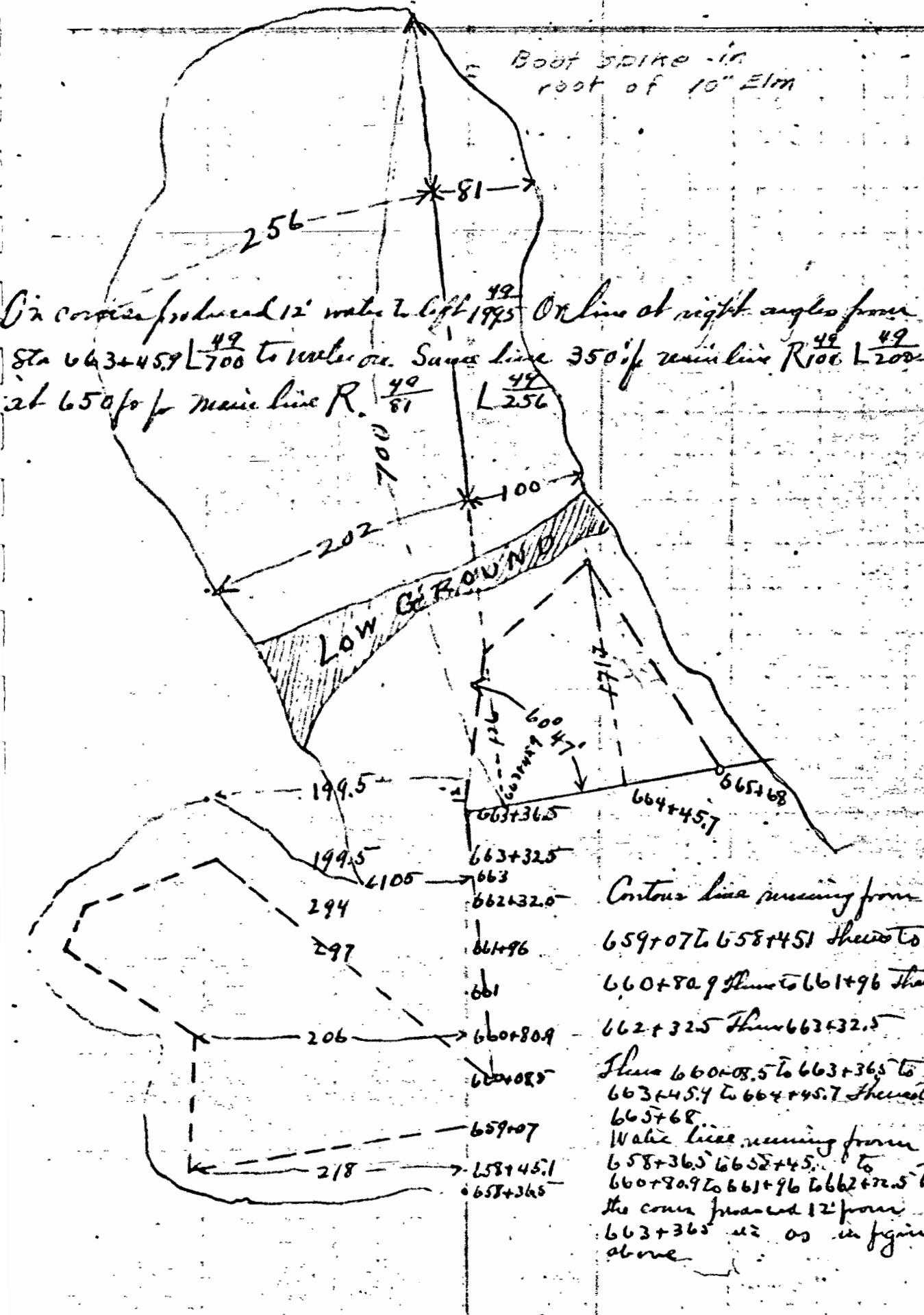
Line between Morrison & Newland

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
13			
o	+68		100°33½ R On course produced $\frac{49}{31.5}$
	665		
	+45.7		L $\frac{50}{171.7}$
	664		
	+45.9		L $\frac{50}{126}$ L $\frac{49}{700}$
o	+36.5		60°47' R
	663		L $\frac{49}{105}$
	+08.5		R $\frac{50}{5}$
	660		
	+32.5		L $\frac{50}{199.5}$
	663		
	+32.5		L $\frac{50}{294}$ L $\frac{49}{367}$
	662		
	+96		L $\frac{50}{297}$ L $\frac{49}{34}$
	661		
	+80.9		L $\frac{50}{206}$ L $\frac{49}{224}$
	660		
o	+07		00°45½ R
	659		
	+45.1		L $\frac{50}{218}$ L $\frac{49}{254}$
	+36.5		point L $\frac{49}{16}$
	658		
	+66		L $\frac{50}{1}$ L $\frac{49}{14}$
	657		
	656		
	655		

M. 25-8-5
 25-8-5
 M. 16-6-5
 16-6-5
 M. 15-8-5
 15-8-5

TOPOGRAPHY.

Boat spike in
root of 10" Elm



On corner produced 12' water to left $\frac{49}{199.5}$ On line at right angles from
Sta 663+45.7 $\frac{49}{700}$ to water line. Same line 350' of main line R $\frac{49}{100}$ $\frac{49}{200}$
at 650' of main line R. $\frac{49}{81}$ $\frac{49}{256}$

Contour line meaning from
659+07 to 658+45.1 then to
660+80.9 then to 661+96 then
662+32.5 then 663+32.5
then 660+08.5 to 663+36.5 to
663+45.4 to 664+45.7 then to
665+68.
Water line meaning from
658+36.5 to 660+80.9 to 661+96 to 662+32.5 to
the corner produced 12' from
663+36.5 as in figure
above.

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

15

o

+79.9
679

20° 1/2' L

L 49/56

678

+67

677

+00.9

676

675

674

+05

673

+00.5

672

671

+23.1

670

669

668

+74.1

667

666

N 26° 08' E
779.4

632.5

N 40° 37' E

L 50/94.5

L 49/103

L 50/38.6

L 49/66

L 50/31

L 49/54

13° 39' L

L 49/34

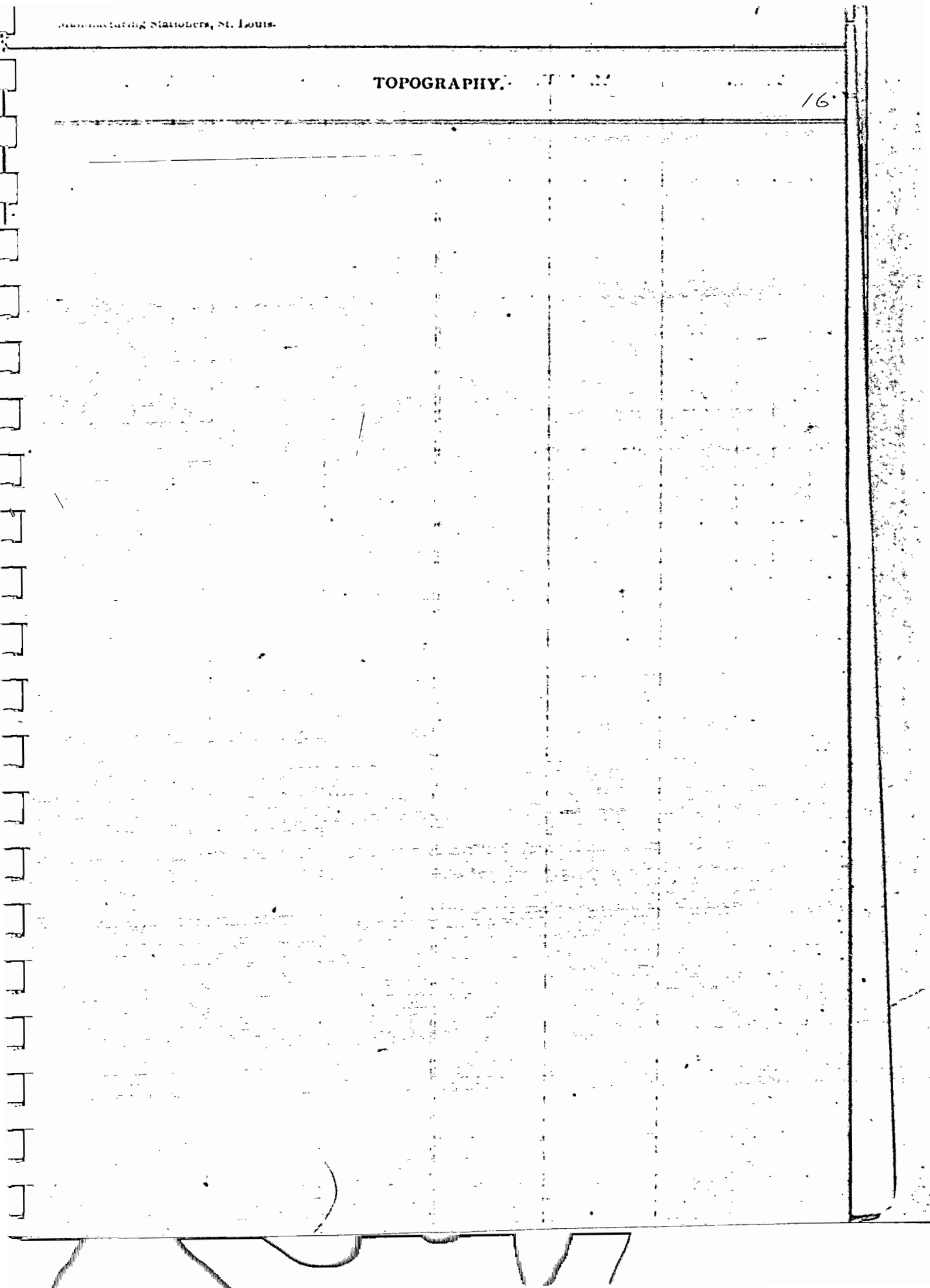
L 50/19.5

L 49/41

L 50/37

L 49/50

TOPOGRAPHY.



STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

17

+12.2
692

694

690

+66.9

689

+55

688

+97.3

687

+35

686

+92.9

28

685

684

+53

683

682

681

680

5482-41 W
190.7

541-21 W
374

5625-1 E
613

This course should be
-174 instead of 374
to correspond with
Notes on page 32, Vol. 2.
Figures 274 plots 474

L $\frac{50}{38}$

L $\frac{49}{48}$

7°19' R

L $\frac{49}{74}$

R $\frac{50}{24.7}$

L $\frac{44}{36}$

joint

L $\frac{49}{8}$

145°29' L

30 153

74 71

2 1737

line between Patrick



line between Midland & Patrick

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
19			
+86.8		L $\frac{50}{20.7}$	L $\frac{49}{28}$
12			
+69.7		L $\frac{50}{78}$	L $\frac{49}{82}$
11			
+89.7		L $\frac{50}{110}$	L $\frac{49}{114}$
9			
8+73.4		L $\frac{50}{185}$	L $\frac{49}{194}$
8+9.7			
+41		L $\frac{50}{136}$	L $\frac{49}{144}$
6			
+33		L $\frac{50}{139}$	L $\frac{49}{146}$
4			
+20.7		L $\frac{50}{127}$	L $\frac{49}{140.5}$
2			
0 → +94.1			112°41' L Sumas Sta 0 on Sub. Line.
699			
O.T.P. +47.9			110°12' R Not a Contour point
698			
+92		L $\frac{50}{64.7}$	L $\frac{49}{71.8}$
697			
696			
695			
+27.7			
694			
693			

Sub. Line

5410.22 N
420.2

2°27' R

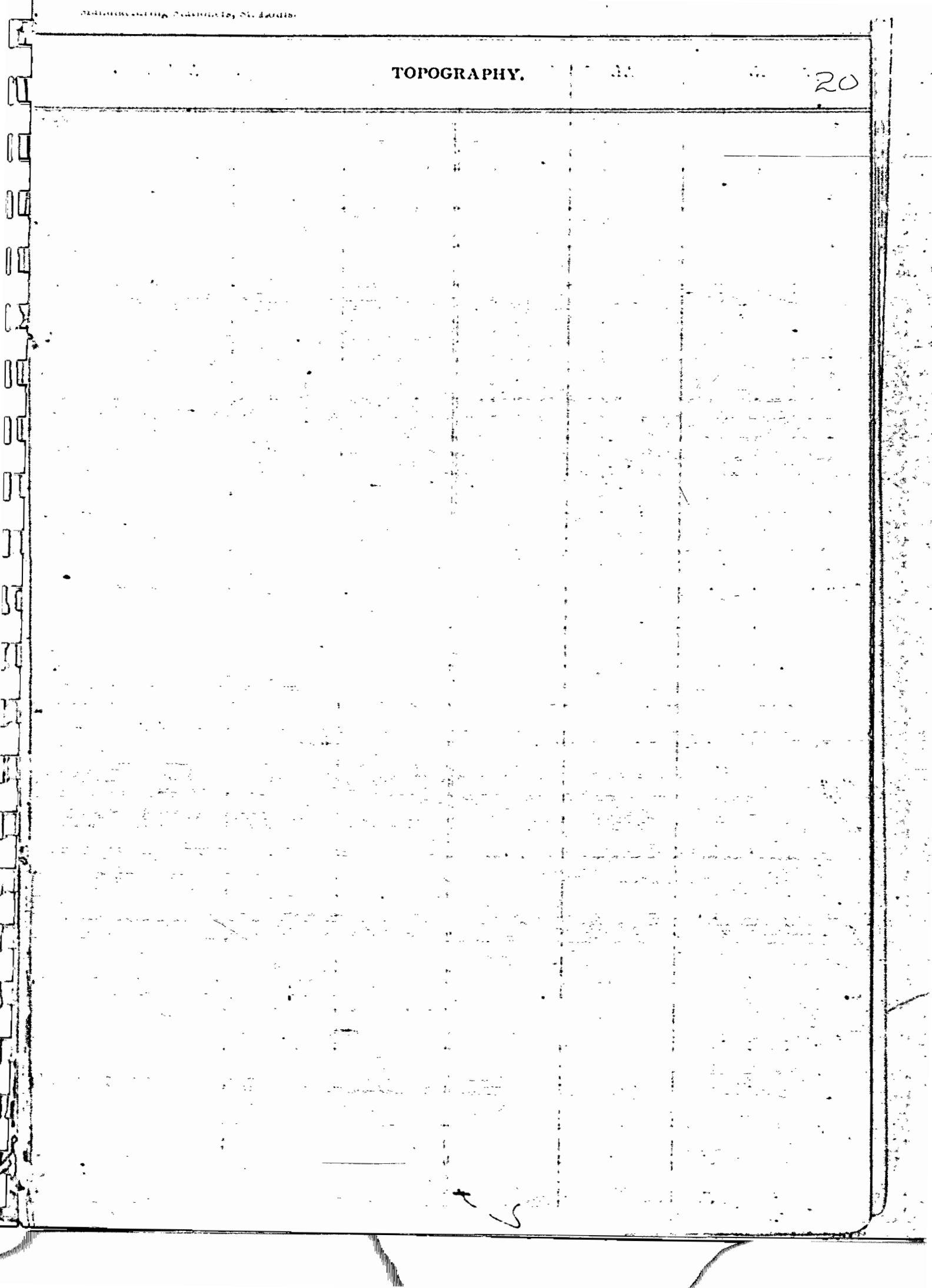
112°41' L Sumas Sta 0 on Sub. Line.

110°12' R Not a Contour point

1°19' L

TOPOGRAPHY.

20



STATION. ALIGNMENT. DEFLECTION. REMARKS.

21

704

703

+25

702

701

700

699

O.T.P.

+47.9

698

o

+79.4

1

+27.1

4

+9.0

5

+33.1

7

+21.8

10

+92.6

12

+26.5

+8

13

W 22° 1' 26" N
 W 25° 1' 26" N

L $\frac{50}{113.7}$ L $\frac{49}{131}$

110°12' R Not a Contour point

R $\frac{50}{124}$ R $\frac{49}{15.0}$

R $\frac{50}{82}$ R $\frac{49}{95.5}$

R $\frac{50}{72}$ R $\frac{49}{77}$

R $\frac{50}{53}$ R $\frac{49}{60}$

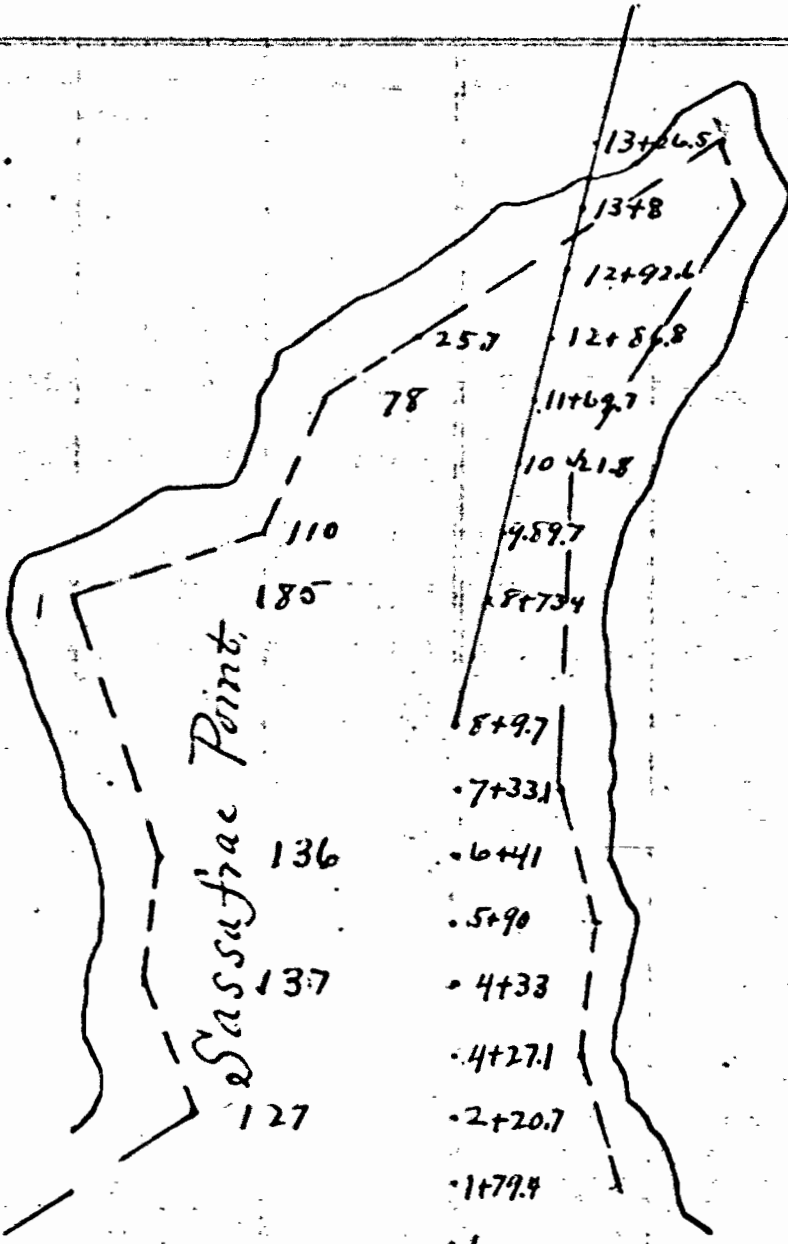
R $\frac{50}{14}$ R $\frac{49}{19}$

R $\frac{50}{77}$ R $\frac{49}{86}$

R $\frac{50}{78.5}$ R $\frac{49}{86}$

point of water line

Sub Line



698+47.9

699+94.5

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

23

+42.1

716

+54

715

+07

714

+43

O.T.P. +40.6

#29 713

712

711

+75.8

710

709

708

+94.5

707

706

+83.1

705

O.T.P. +40.4

704

S 61° 26' W
728.4

N 50° 05' W
900.3

L $\frac{50}{71}$

L $\frac{49}{98}$

L $\frac{50}{94}$

L $\frac{49}{98}$

V

2° 21/2 R Not Contour Pt.

L $\frac{50}{22}$

L $\frac{49}{31}$

L $\frac{50}{21.8}$

L $\frac{49}{32}$

L $\frac{50}{10}$

L $\frac{49}{47}$

98° 29' L Not a Contour Pt.

line between Clark & Vand

line between Mc Miller & Clark

Point of water

25

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

Sub Line

+36

+2.9

5

+03.8

3

+87.6

+45

1

+47.6

724

o T.P. +47.6

#30 724

+57.8

+37.5

723

+39

722

+56

+09.5

721

+41

720

+93.6

719

+69.5

718

o T.P. +69

717

(547.232 in)

114.26
67.2

Edge of water line
Control on line

L $\frac{50}{90.5}$ L $\frac{49}{101.5}$

R $\frac{50}{14.5}$ R $\frac{49}{7}$

Edge of water

112°11' L Same as Sta 0

31°54' R Not a control point

L $\frac{50}{6.4}$ L $\frac{49}{36}$
point L $\frac{44}{30}$

L $\frac{50}{41.5}$ L $\frac{49}{66}$

Edge of water
R $\frac{50}{24.3}$ R $\frac{49}{4}$

L $\frac{49}{42.5}$

L $\frac{50}{39.7}$ L $\frac{49}{89.7}$

L $\frac{50}{243}$ L $\frac{49}{152}$

53°54' R Not a Control Point

L $\frac{49}{11}$ R $\frac{49}{41}$

Sett Line $112^{\circ} 11\frac{1}{2}$

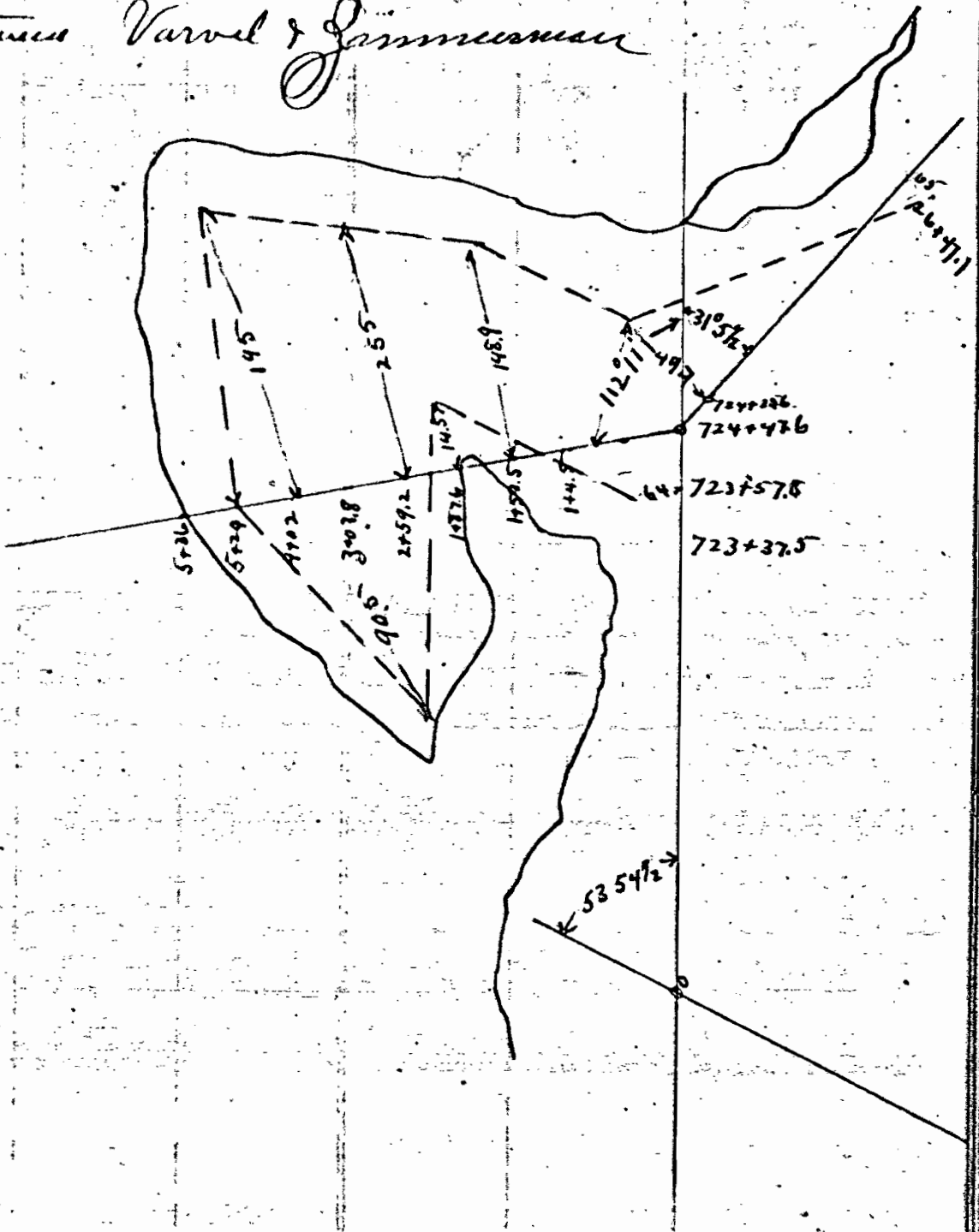
STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
27			
o T.P. +93.2		107° L	Not a Contour Point
#31 732		R $\frac{50}{73.5}$	
+59.1			Point of water on line.
+26			
731			
+105			
730			
+69.4		9° 47' R	Contour L $\frac{49}{16}$
729			
728			
727			
+47.1		R $\frac{50}{65}$	L $\frac{49}{6}$
726			
+03			L $\frac{49}{51}$
725			
+75.6		L $\frac{50}{49.7}$	L $\frac{49}{72}$
o T.P. +47.6		31° 5' R	Not a Contour Point
724			
+53.5		R $\frac{50}{142.9}$	R $\frac{49}{156}$
1			
+59.2		R $\frac{50}{169.5}$	R $\frac{49}{186}$
2			
+02		R $\frac{50}{195}$	R $\frac{49}{200}$
4			

Sub Line

3.23.12

3.30.34 W
3.21.2

ditch from the north
line between Varvel & Jammessan



746
+42
745

N 11° 18' W
619.2

L $\frac{50}{28.5}$ L $\frac{49}{83.5}$

744
+26.9
743

L $\frac{50}{29}$ L $\frac{49}{40.9}$

o.T.P. 742
-07.7
741

65° 11½ R Not a Control Point

740
+14.5
739

N 12° 30' W
526.2

L $\frac{50}{54.5}$ L $\frac{49}{74}$

738

737
+75.7
736

L $\frac{50}{35.7}$ L $\frac{42}{62}$

o.T.P. #32 735
+80.8 L 24° 17½ R Not a Control Point

+78.1
734

N 18° 18' W
277.0

L $\frac{50}{123}$ L $\frac{47}{130}$

733

the course produced 85.2 to water on course produced 22.2 $\frac{50}{488}$ $\frac{49}{69}$

	759			
	+ 55			S. Side of Road
o.T.P.	+ 04.8			114° 9' L Not a Custom Point
	758	N 181 8 5		
	+ 37.5			
	+ 02.7			
	757			
	756			
	755			
o.T.P.	+ 76.5			49° 26' L Not a Custom Point
	+ 65.5			S Side of Co Road
	754			
	+ 15.8			L $\frac{50}{41.3}$ L $\frac{44}{46.5}$
	753			
	752	N 64 2 16 W		
	751			
	750			
	749			
	+ 99.6			L $\frac{50}{81}$ L $\frac{49}{107}$
	748			
o.T.P.	+ 27.6			22° 57 1/4 L Not a Custom Point
	747			

West side of Hog Creek
East side of Hog Creek

33

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

773

772

771

+91

770

769

+66.2

768

+69.7

767

766

765

+79.9

764

763

762

+59.9

761

760

549°-0-7'E
780.3

$\frac{50}{91.2}$ $\frac{49}{122}$

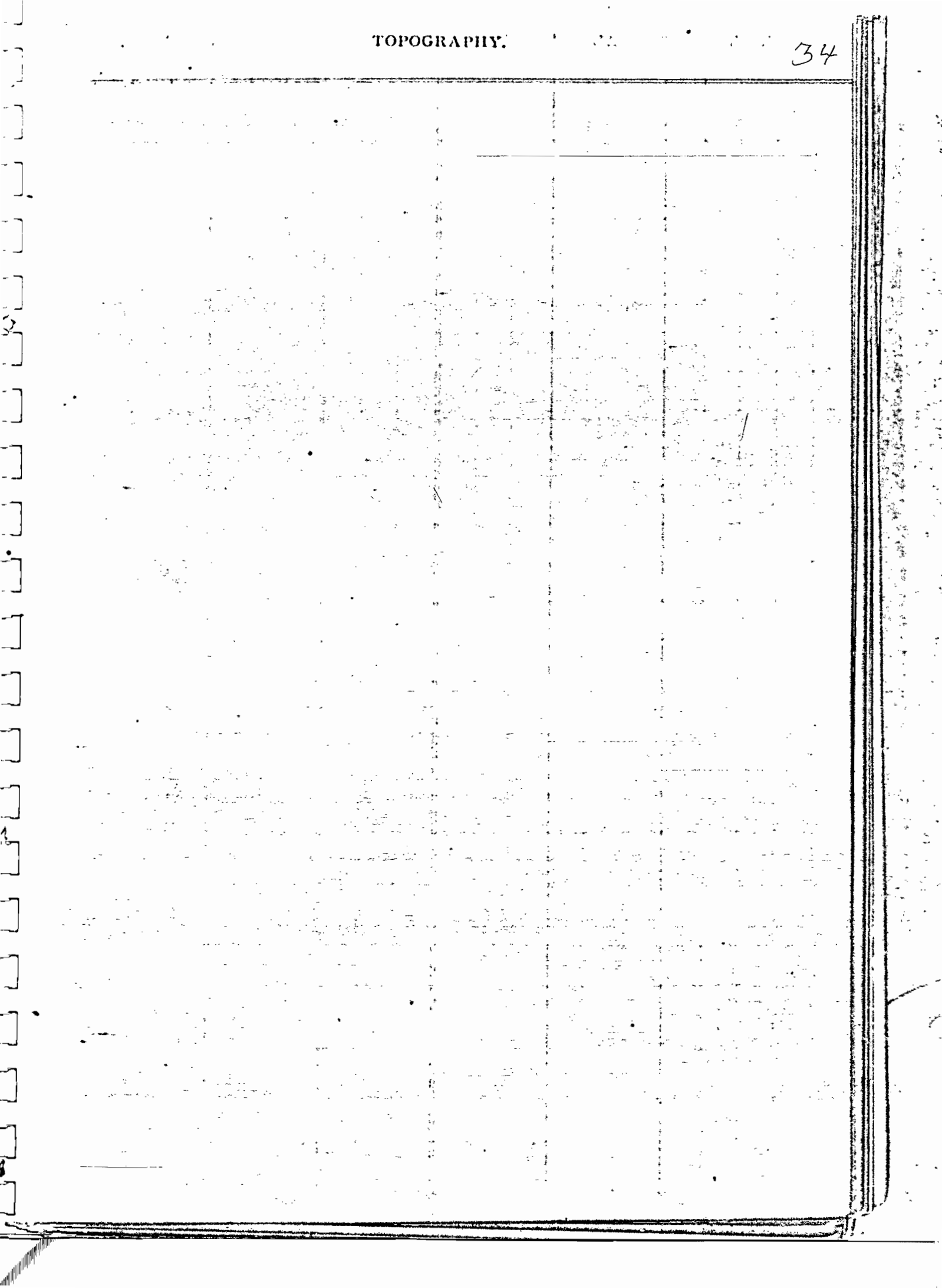
$\frac{50}{140.5}$ $\frac{49}{174.5}$

L 2° 6¼' L Not a Concave Point

o T.P.
#33

517°-51'E
964.2

$\frac{50}{42}$ $\frac{49}{55}$



35 STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

$L \frac{50}{53}$ $L \frac{49}{63}$

+47.5
781

780

779

+43

778

o.T.P. +50

777

+96

2

+48

+31

3

+38.8

2

+50

777

o.T.P. +50

#34 777

776

+04

775

774

517.2
677.6

$L \frac{50}{123.9}$ $L \frac{49}{133.4}$

67°43' R

$R \frac{50}{68}$ $R \frac{49}{72}$

Edge of water on line
50' point of land

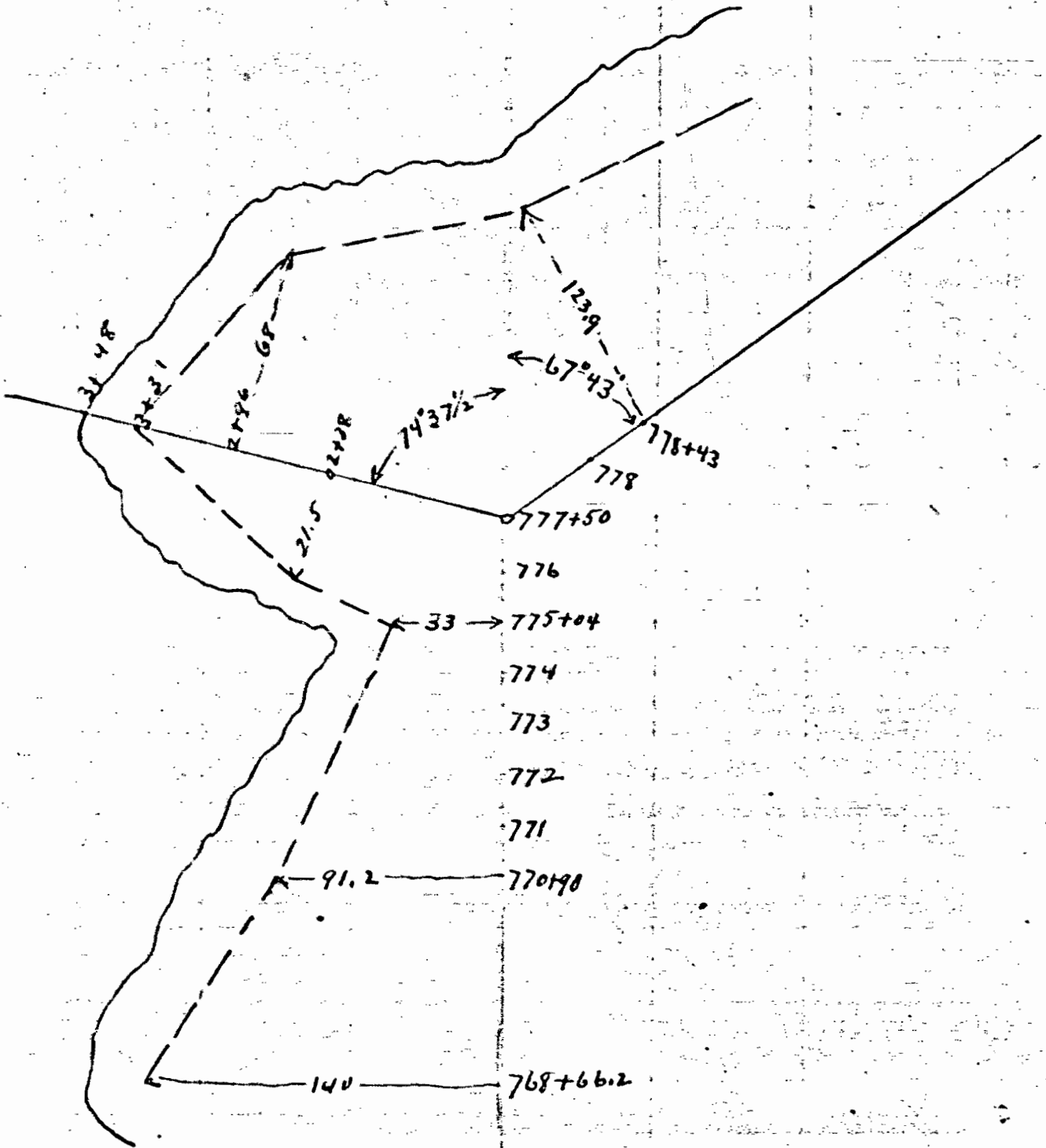
$L \frac{50}{21.5}$ $L \frac{49}{64}$

74°37½' L Same as Sta O on Subline

67°43' R Not a Curve in Profile

$L \frac{50}{33}$ $L \frac{49}{54}$

Sub Line



37 STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

+ 57.5

L $\frac{50}{94.3}$

L $\frac{49}{127}$

795

+ 52.1

L $\frac{50}{101.2}$

L $\frac{49}{111}$

794

O.T.P.

+ 61.3

30° 25' L: *Not a Contour Point,*

793

+ 46

R $\frac{50}{22.5}$

L $\frac{49}{34}$

+ 28.5

L $\frac{50}{145.5}$

L 152.5

792

790

+ 38

L $\frac{50}{52.5}$

L 61

789

788

+ 68.9

L $\frac{50}{54}$

L $\frac{49}{96}$

787

786

785

#

+ 27.6

✓

34° 35' R Contour L $\frac{49}{18.5}$

35

784

+ 38

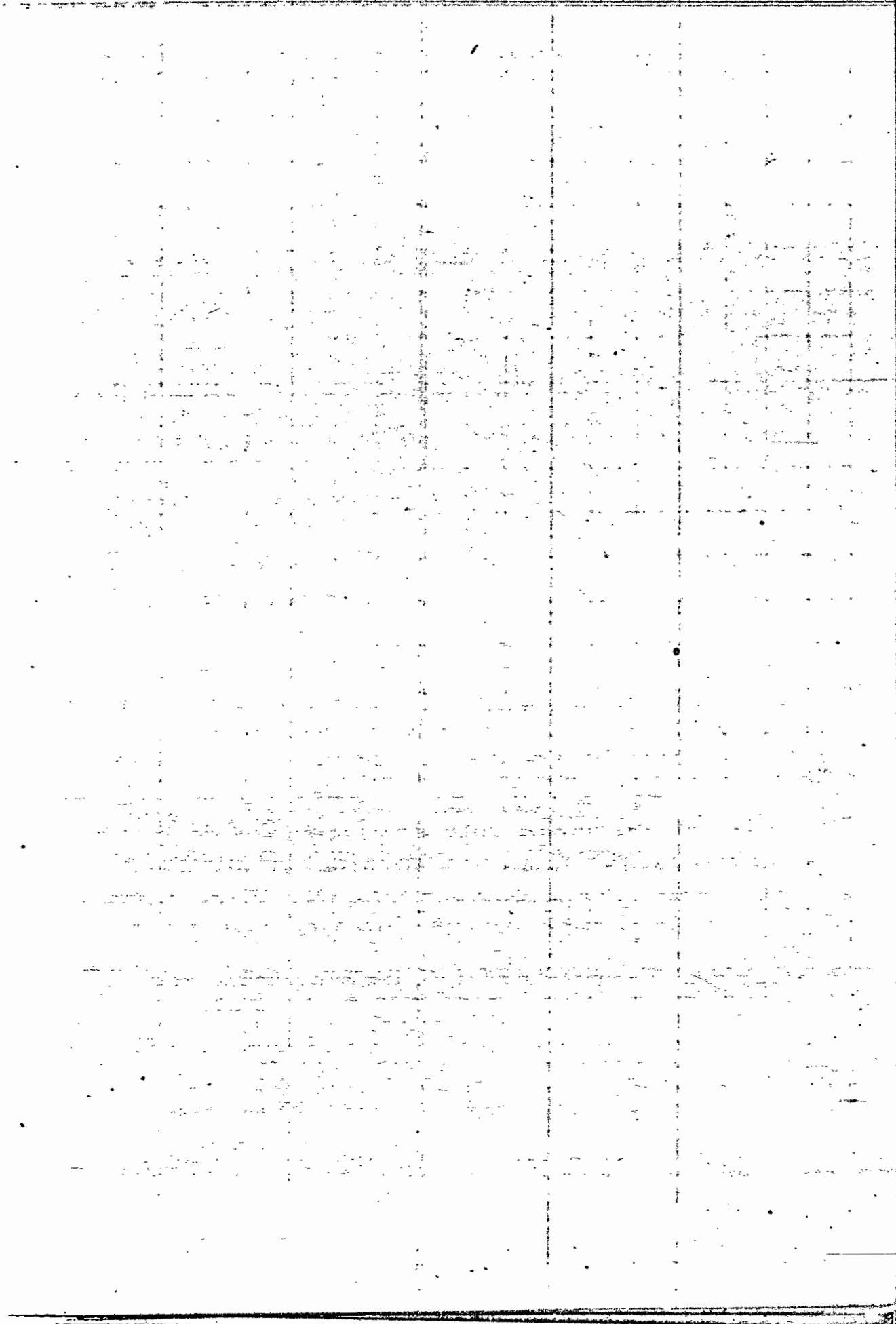
L $\frac{50}{114}$

L $\frac{49}{123}$

783

782

N. 12° 20' W
92.7



+03.5
 808

L $\frac{50}{223}$ L $\frac{49}{280}$

807
 +96

L $\frac{50}{289}$ L $\frac{49}{321}$

o T.P. +92.3

3°17' L Not a Contour

806
 +83.1

L $\frac{50}{29}$ L $\frac{49}{264}$

805
 +66.3

L $\frac{50}{149.5}$ L $\frac{49}{212}$

804

N. 50° 12' W
 784' +16.6 Pass w/ Line

803

+74.4

L $\frac{50}{85.5}$ L $\frac{49}{104}$

802

801

+82.7

R $\frac{50}{6}$ L $\frac{49}{29}$

800

o C +08.3

+64.6 Pass w/ Line.

46°17' R Contour L $\frac{49}{24}$

799

+06

+69° N. line Lowry Ave.

L $\frac{50}{53}$ L $\frac{49}{65}$

798

797

796

N. 50° 12' W
 787'

411.2

(270 to water 1940)

0403.7

2466.5

1449.7

0

31.6
274.4
75.2

304.8

123.1

67.6
53
21.2

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

41

798.3

+09

820

819

818

+49

+18

818

+27.7 = +97.7 ✓

817

+52.5

816

+67.2

815

+17

814

+05.4

813

+38

812

+48

811

+06.6

810

809

360 = 17° N
814.
3
N 24° 49' W
11 1/2
564 = 53° W
619.

R $\frac{50}{73}$ R $\frac{49}{4}$
L $\frac{50}{13.6}$ L $\frac{49}{96}$

Edge of Stream for North
Edge of Stream for North

58° 53 1/2 L Center Point

L $\frac{50}{66.2}$ L $\frac{49}{106}$

L $\frac{50}{12.5}$ L $\frac{49}{86.5}$

R $\frac{50}{195}$ R $\frac{49}{27}$

60° 15 1/2 R On curve from land $\frac{49}{96}$

L $\frac{50}{192}$ L $\frac{49}{294}$

L $\frac{50}{281}$ L $\frac{49}{358}$

L $\frac{50}{360}$ L $\frac{49}{411}$

OC
#36

OC

300.6

211.3

397.1

261.2

111.6

643.1

5790.7

4755.7

3714.0

348 to 700 (1000)

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

43

+ 68

L $\frac{50}{53}$

L $\frac{49}{225}$

833

+ 18

oC

+ 08.8

45° 5 1/4' L Center

sta

832

831

+ 43

Edge of water

R $\frac{50}{48}$

R $\frac{49}{90}$

+ 19

+ 26

R $\frac{50}{313}$

R $\frac{49}{300}$ cur

sta

830

+ 41

Edge of water

sta

829

+ 58

R $\frac{50}{433}$

R $\frac{49}{420}$

+ 18.8

R $\frac{50}{121}$

sta

828

+ 58.5

L $\frac{50}{81.5}$

L $\frac{49}{256.5}$

sta

827

+ 11.7

36° 42' R Center

oC

#37

sta

826

+ 88

L $\frac{50}{240.9}$

L $\frac{49}{376.9}$

sta

825

+ 44

L $\frac{50}{319}$

L $\frac{49}{423}$

sta

824

823

822

821

N 77° 00' W
1.147
0.47

V

Line between Denny & Bealy

408.3

414.3

Bottom line and water line running as in
order noted

246

207.1

20

146.2

790

~~775~~

646.3

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

45

+ 07.4

R $\frac{50}{323.5}$ L $\frac{49}{123}$

847

+06.5

R $\frac{50}{173}$ L $\frac{49}{47}$

846

845

+61.4

L $\frac{50}{154}$ L $\frac{49}{257}$

844

+29

843

C

+79.8

29°12' R Contain L $\frac{49}{139}$

842

841

+88

L $\frac{50}{99}$ L $\frac{49}{234}$

840

+75.7

L $\frac{50}{91.5}$ L $\frac{49}{210}$

839

838

C

+20.5

26°12' R L $\frac{49}{388}$

837

+60

L $\frac{50}{174}$ L $\frac{49}{506}$

836

+54.4

L $\frac{50}{243}$ L $\frac{49}{387}$

835

834

N 67° 41' W
946.9

N 84° 06' W
584.5
55.92

N 44° 05' W
211.0

Robert Ince

Line between Brody Hill & Waterfalls

47 STATION. ALIGNMENT. DEFLECTION. REMARKS.

860

859

R $\frac{50}{33.7}$ L $\frac{49}{240}$

858

+10.7

L $\frac{50}{26.7}$ L $\frac{49}{195}$

857

856

855

+56.6

Center of ditch

+41.7

L $\frac{50}{63}$ L $\frac{49}{210}$

854

853

oC

+26.7

64° 9 1/2' L

852

851

+50

R $\frac{50}{101}$ L $\frac{49}{127}$

850

+63

Edge of water

849

+17

R $\frac{49}{41}$

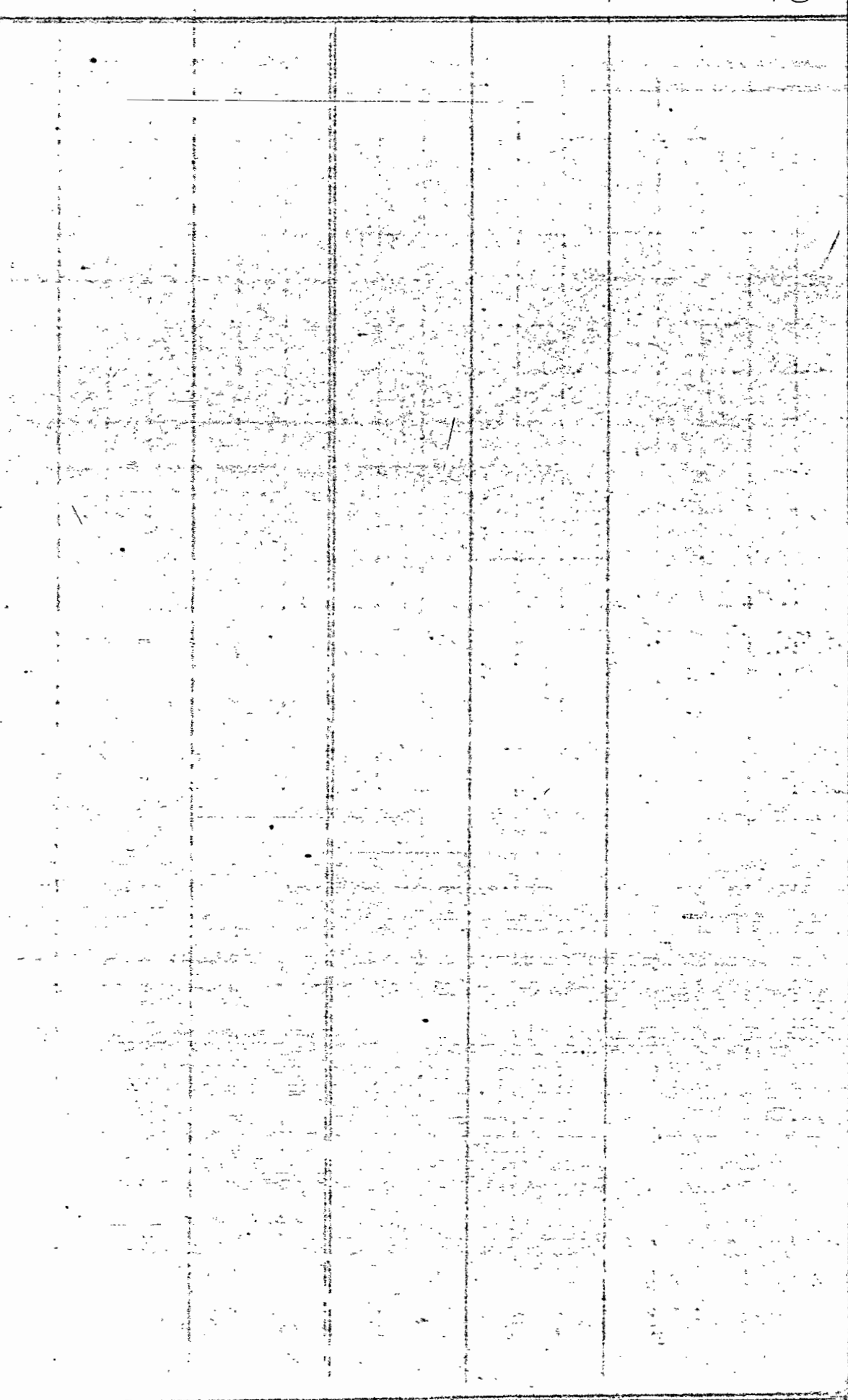
848

+76

Edge of water E. side

847

J 118° 09' W
 1183x



STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

49

CTV + 52.5

+ 76.5

+ 51

873

872

+ 55

871

+ 86.7

870

869

o c

+ 15.7

868

+ 21.3

867

866

865

o c

#38

+ 09.9

864

863

862

861

R ⁵⁰ 368.5

R ⁵⁰ 117

⁴⁹ 00
⁴⁹ 8
⁴⁰ 32

edge of curve S.E. side

R ⁵⁰ 12.4

L ⁴⁹ 72

L ⁴⁹ 76

101° 17' 4" R

L ⁴⁹ 90

L ⁵⁰ 186

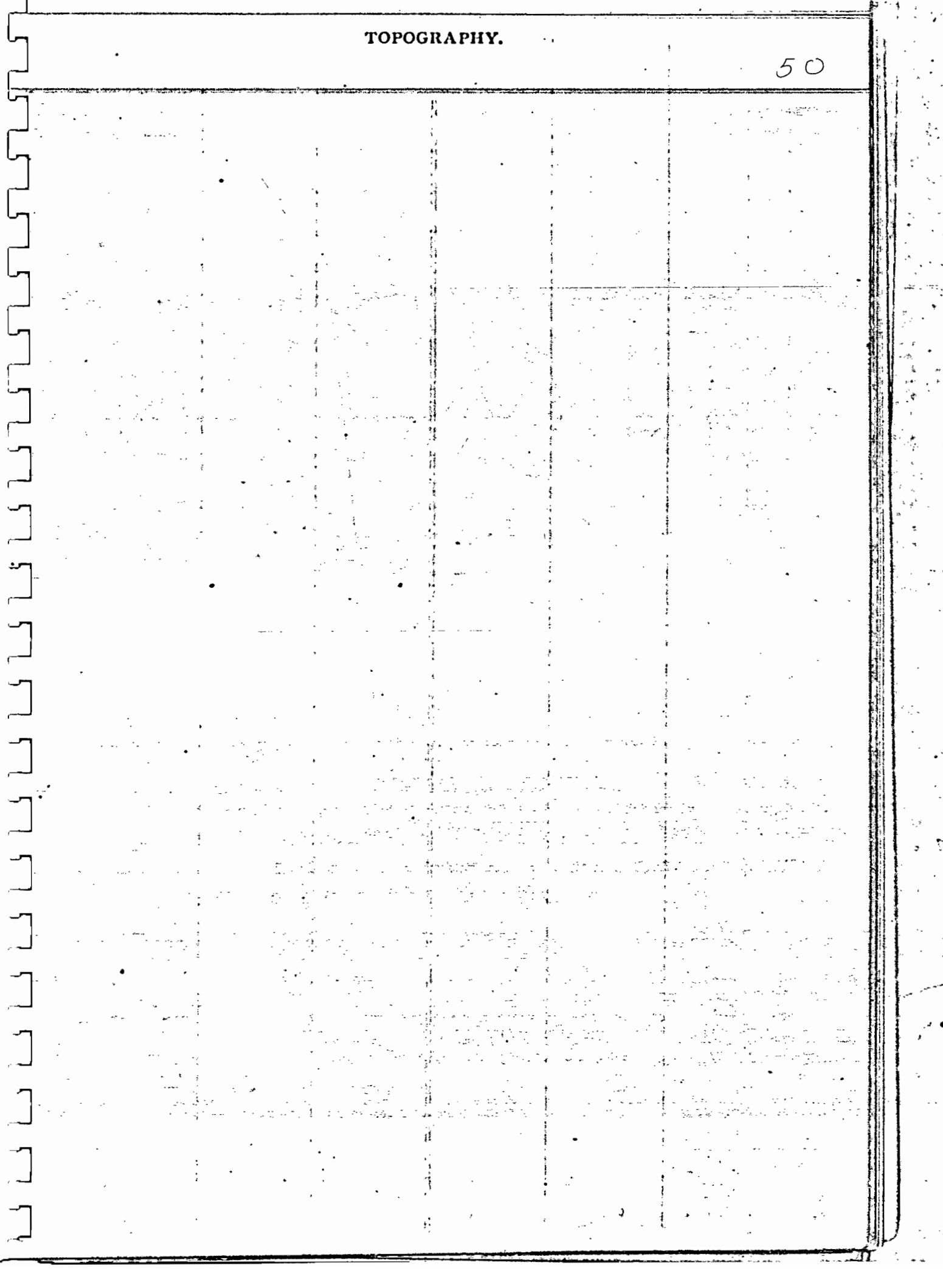
L ⁴⁹ 362

L 4° 13' L

L ⁴⁹ 217

N. 00° 00' 00" E

N. 25° 34' 00" E



STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

51

872 + 52.5

+ 76.5

+ 51

873

872

+ 55

871

+ 86.7

870

869

+ 15.7

868

+ 21.3

867

866

865

+ 09.9

864

863

862

861

R $\frac{50}{368.5}$

R $\frac{50}{117}$

$\frac{49}{00}$

L $\frac{49}{8}$

R $\frac{40}{32}$

edge of woods S.E. side

R $\frac{50}{12.4}$

L $\frac{49}{72}$

L $\frac{49}{76}$

101° 1/4 R

L $\frac{49}{90}$

L $\frac{50}{186}$

L $\frac{49}{562}$

4° 13' L

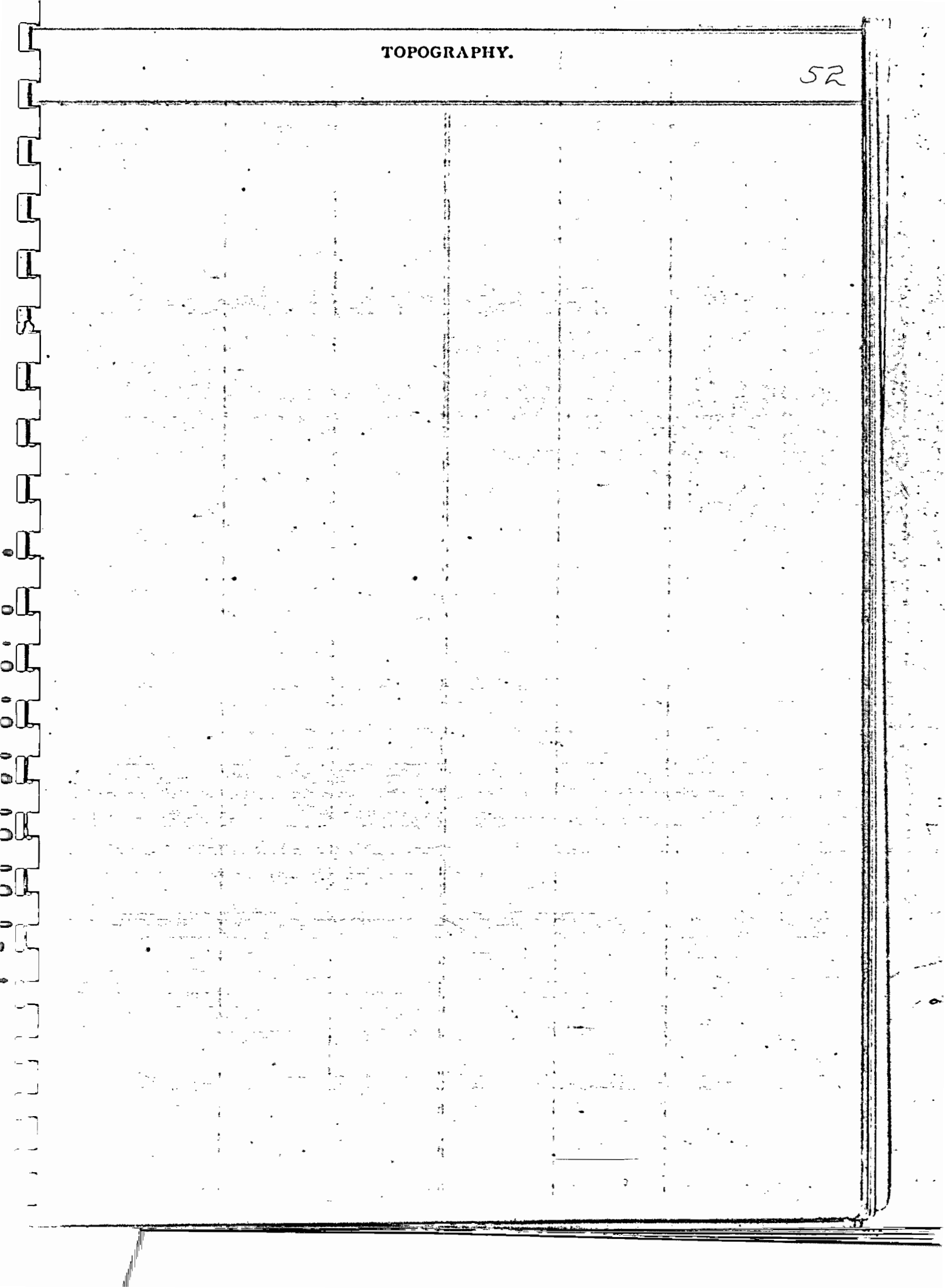
L $\frac{49}{217}$

N 55° 00' E 22.4

N 25° 52' E 105.5

o c

o c #38



STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
53			
887			
+94		R $\frac{50}{8.5}$	
886			
+82.8			L $\frac{49}{42}$
885			
+10.2			L $\frac{49}{125}$
884			
+22.4			L $\frac{49}{165}$
883			
+77.1		R $\frac{50}{508}$	
882			
881			
+80		L $\frac{50}{58.7}$	L $\frac{49}{235.5}$
880			
+50.9		L $\frac{50}{28.5}$	L $\frac{49}{34.5}$
878			
+04.5		L $\frac{50}{21}$	L $\frac{49}{392}$
877			
+38.1			
876			
+25.9		R $\frac{50}{116}$	L $\frac{49}{71}$
875			
874			
+72			
873			

70.9/6.4
 1635.2

74°44' L

Edge of water N.M. side

oC

see
inter line running as noted.

11

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

55

+ 09
901

R ⁵⁰ 265.5 L ⁴⁹ 147.9

900

899

898

897
+20.3
896

R ⁵⁰ 290
R ⁵⁰ 299 L ⁴⁹ 206

895

+60.5

894

R ⁵⁰ 166.5 L ⁴⁹ 225

893

+73.4

892

✓

14° 29 ³/₄ L

L ⁴⁹ 222

#39

891

L ⁴⁹ 151

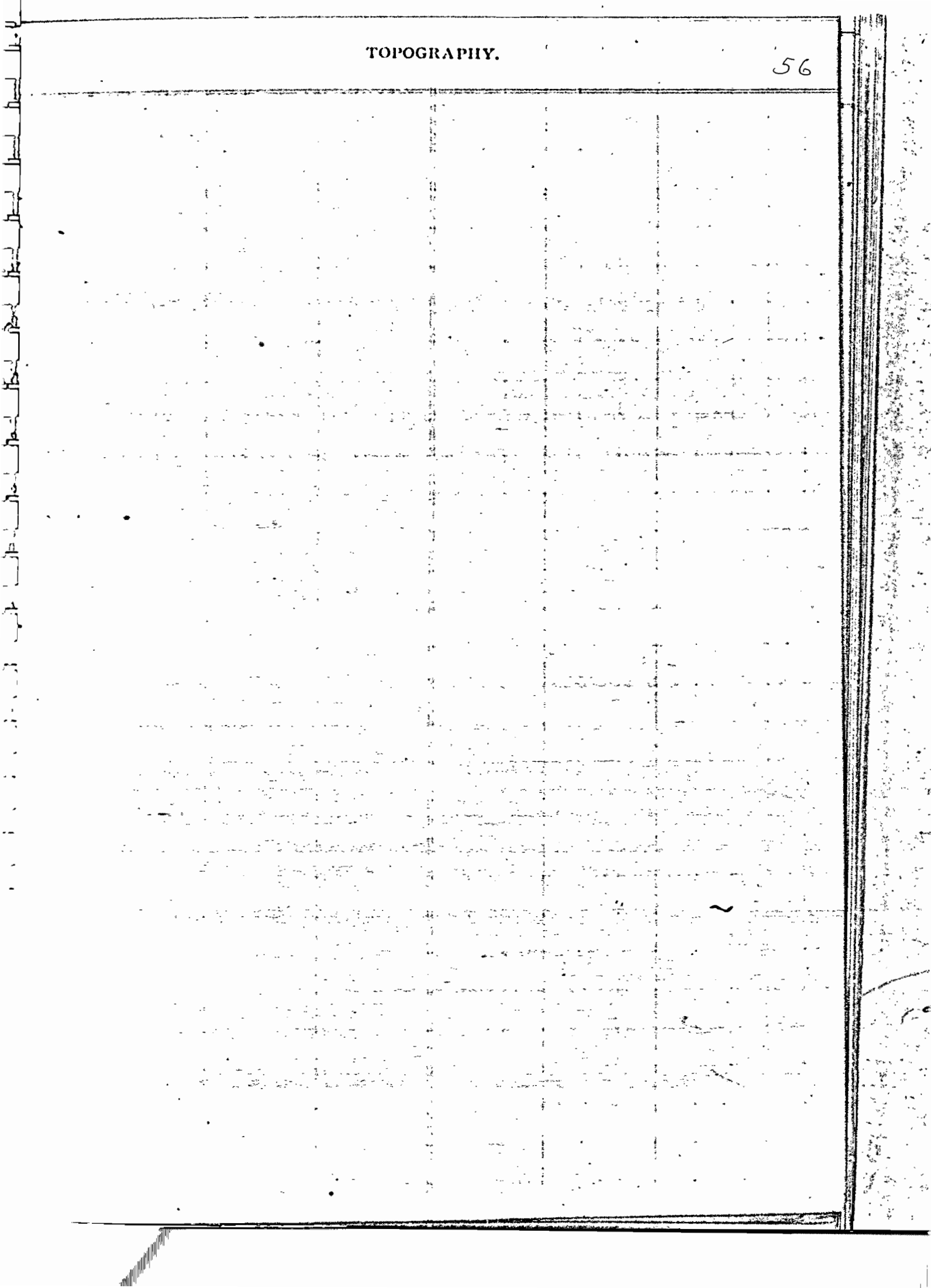
890

+10.1

889

point of 00 station
R ⁵⁰ 136 L ⁴⁹ 39

888



STATION. ALIGNMENT. DEFLECTION. REMARKS.

57

o +72.8 ————— 53°27'R L $\frac{49}{206}$
 914
 913
 912
 +21.7 R $\frac{50}{129}$ L $\frac{49}{80}$
 911
 +80
 +85 Edge of water
 910
 +90 R $\frac{49}{125}$
 +50 Edge of water
 909
 +55 R $\frac{50}{181}$
 908

19°41'E
 812'

o # 907 ✓ 75°27¼L
 40 +60.7
 906
 +72 Center of blocks
 905
 904
 +98.1 R $\frac{50}{296}$ L $\frac{47}{333}$
 903
 902

9
11
50024

184691
152
7858.73

26
26
1710
162.00

line between Ricty & ...

63-162

9.701840

1.902415
2.10492
1.2822
0.701840

1372.9
1372.9
1372.9
1372.9
1372.9

9+B
63-162
1-37
29-04
1372.9
1372.9
1372.9
1372.9

Name List

9.6764
2.2922
9.9023
3.1376

1372.9

1526.4

53-26 A+B

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

59

927

926

925

924

923

922

+99

+97.1

+60

921

920

+51.5

919

918

+38.6

917

916

915

30° 05' W
863.2 W

33° 46' W
771.2 W

R 363 to Slope on W breast
33° 41' L R 1 ft to edge of Level

R $\frac{50}{123}$ L $\frac{49}{248}$

R $\frac{50}{51}$ L $\frac{49}{293}$

of state ditch

east end of level

west side of road 123 Right from Sta. 919+515

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
61			
940			
+24.5			
939			
+96			R 51 to Slope on Bank
+79.5			
938			
937			
936	5 182 5 171 1542.		
935			
934			
933			
932			
+56			L 12 to E side of Levee
931			
+60.2		18° 46' R	L 2 to E side Levee
+46			R 45 to Slope on
930			
+94.5			L 8 to E side of Levee
929			
+95			L 14 to E side Levee
928			

South side of Road from west
of State Ditch
North side of road

R 2' to W side Levee

R 11 to W side of Levee
bank of State ditch

R 7' to W side Levee

R 2' to W side of Levee

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

63

o

+ 56

13° 14' L R 2' W side Levee

958

957

956

955

954

953

952

951

950

949

552-006 W
12.53 E

948

947

+55

R 57.5 to Station Bench

o

+02.2

14° 5' R L 7.5 to E side Levee

946

+44

L 5' to E side Levee

945

944

943

942

941

L 16' E side Levee

of Sect. Aitch R 8' W side Levee L 7' E side Levee

R 13 to W side Levee

R 10' to W side Levee

65

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

980
979
978
977
976
975
974
+09.4

R 61 to State on

973
972
971
970
969
968
967
966
965
964
963

50° 20' E
3170.1

962
+98
961
+82.5
+73.8
960
+01
959

R 53' to State on

20° 2' L R 11 W side Survey
R 57 to State
R 11 W side Survey
R 60.5 to State

19° 42' N
226.2

2
Bank of State Ditch

Bank of State Ditch

L 14' E side Levee
on bank of State Ditch

L 5' E side Levee
on bank of State Ditch

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

67

+50

+23

994

+14

995

+90.2

+89.7

+52

+15

994

993

+52.6

992

+85.5

991

990

989

988

+10

987

986

985

984

983

982

+16.5

981

E
7.80 ÷ 2.5 = 3.12

E
7.90 ÷ 2.2 = 3.59

L 2' to N side

R 70.5 to stake

R 4' to W side fence

995 + 11.7 S side

R 55 to stake on

33° 2' L R 1' to W side of

R 81 to stake on

22° 45' L R 1.5 W side fence

R 52 to stake on

R 56 to stake

R 52.5 to stake

0

41

Levee R 15' to S side Levee
on S bank of State Ditch

L 13 to E side Levee
of Road from west

bank of State Ditch

Levee L 16 to E side Levee

North side of course Road from West

W Bank of State Ditch R 16 Levee L 2 Levee

L 11 E side Levee

bank of State Ditch

on W bank of State Ditch

on bank of State Ditch

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

69

1020

1019

1018

1017

1016

1015

1014 -

1013

1012

+12

1011

1010

1009

1008

1007

1006

1005

1004

1003

1002

+34

1001

1000

999

998

+38.1

997

R 56.4 to station

R 55 to station

20°42' L L 15.5' edge of line

76°30' W
3272.1

on back of slope Sicuti

S side slope Sicuti

R 1' level

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

1042

1041

1040 E

1039

1038

1037

1036

+87

1035

+63.7

1034

1033

1032

1031

+10.2

1030

+31

1029

1028

1027

1026

1025

1024

1023

+71.4

1022

1021

R 35.4 to Stake

R 9.5 S Side Line

R 56' to Stake

00°32'4" R R 15 S Side Line

R 66.3 to Stake

R 56.5 to Stake

576.0
3120.6

at end of State Street

L 10.56 N side Sewer

on bank of State Street

L 02.5 N edge of Sewer

on S side of State Street

on S side of State Street

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
73			
1063			
+25			L 12' to W side Levee
+07.9			R 12' to W side Levee
1062			
+60			L 17' to E side Levee
+30.8			61° 39' $\frac{3}{4}$ R R 17' to S side Levee
1061			
+45.5			R 1' S side Levee
1060			
1059			
+36.3			R 2' to S side Levee
1058			
1057			
1056			
1055			
1054			
1053			
+47			R 35' to toe of
1052			
1051			
1050			
1049			
1048			
1047			
1046			
1045			R 34 to the toe
1044			
1043			

L 25' to E side Levee R 2.5' to State on Bank of ditch

R 2' to W side Levee

L 2.8. N side Levee

L 17' to N side Levee

L 16' to N side of Levee

Slope of Levee

of slope of Levee

75

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
----------	------------	-------------	----------

Sub Curve

2

+84

+09.2

1

0+91.8

0+32.5

0+19.2

1076

+02.8

1076

0+19.2

1076

+69.9

1075

1074

1073

1072

1071

1070

1069

1068

+21

1067

1066

1066

1064

S 13 3/4 E

$\frac{50}{338.5}$	$\frac{46}{387}$
$\frac{50}{280.2}$	$\frac{49}{375.2}$
$\frac{50}{115}$	$\frac{39}{314}$
$\frac{50}{32}$	$\frac{49}{66}$
61°32' L Same as Station 0	
$\frac{50}{10}$	$\frac{49}{15}$

1°19 1/2 R R-14' Edge of Sewer

R 27.5 to Stake

L 13 to E side Sewer

514-38'E

1488.4

Plot the Notes in the order they are givened

on Sub Line

Sub line of Contours for Grand Bank lies running back
from the Levee

L 1 edge of Levee

20 feet of Levee.

R 1' to 10' side of Levee

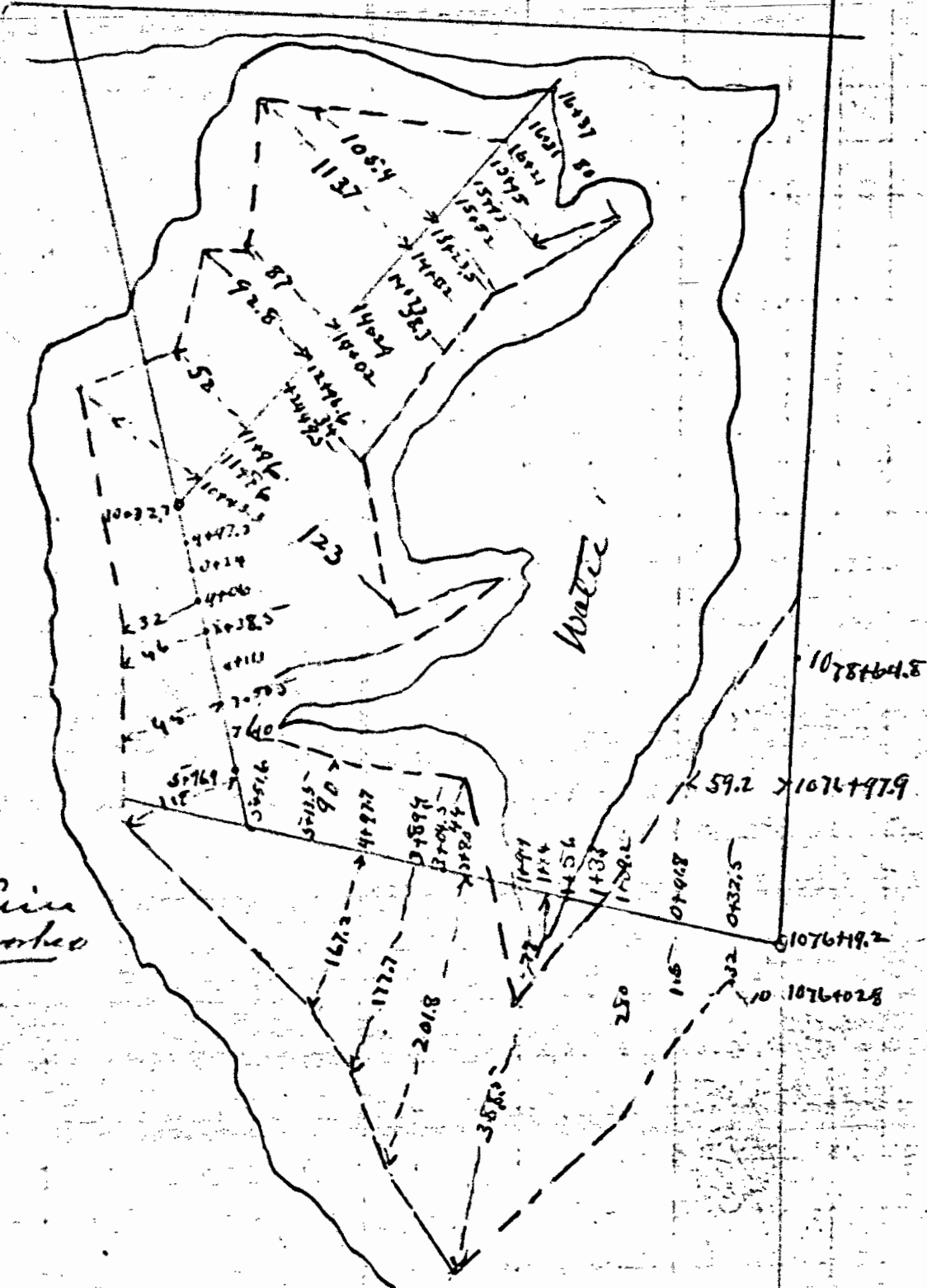
STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
77			
+27.1			(Continue on line, on line produced)
16			
+23.5		L $\frac{50}{105.4}$	L $\frac{49}{125}$
15			
+82		L $\frac{50}{113.7}$	L $\frac{44}{131.7}$
+02.2		L $\frac{50}{87}$	L $\frac{49}{100}$
14			
+96.6		L $\frac{50}{92.8}$	L $\frac{49}{125}$
12			
+96.2		L $\frac{50}{52}$	L $\frac{41}{76}$
11			
10+44.3		L $\frac{50}{53.7}$	L $\frac{49}{61.8}$
o.T.P. 10+32.7		37°41'R	
+06.2		L $\frac{50}{32.3}$	L $\frac{49}{34.3}$
9			
+38.5		L $\frac{50}{46.2}$	L $\frac{49}{52}$
8			
+55.5		L $\frac{50}{95.7}$	L $\frac{49}{107}$
7			
+95.9		L $\frac{50}{118}$	L $\frac{49}{126.5}$
o.T.P. +51.6		57°47½R	
5			
+97.7		L $\frac{50}{167.2}$	L $\frac{49}{170}$
4			
+89.9		L $\frac{50}{117.7}$	L $\frac{49}{179.7}$
3			
+80		L $\frac{50}{201.8}$	L $\frac{49}{203}$
2			

Line

Sub

1/2 to water point

This point occupied by Russell



See Line Part covered

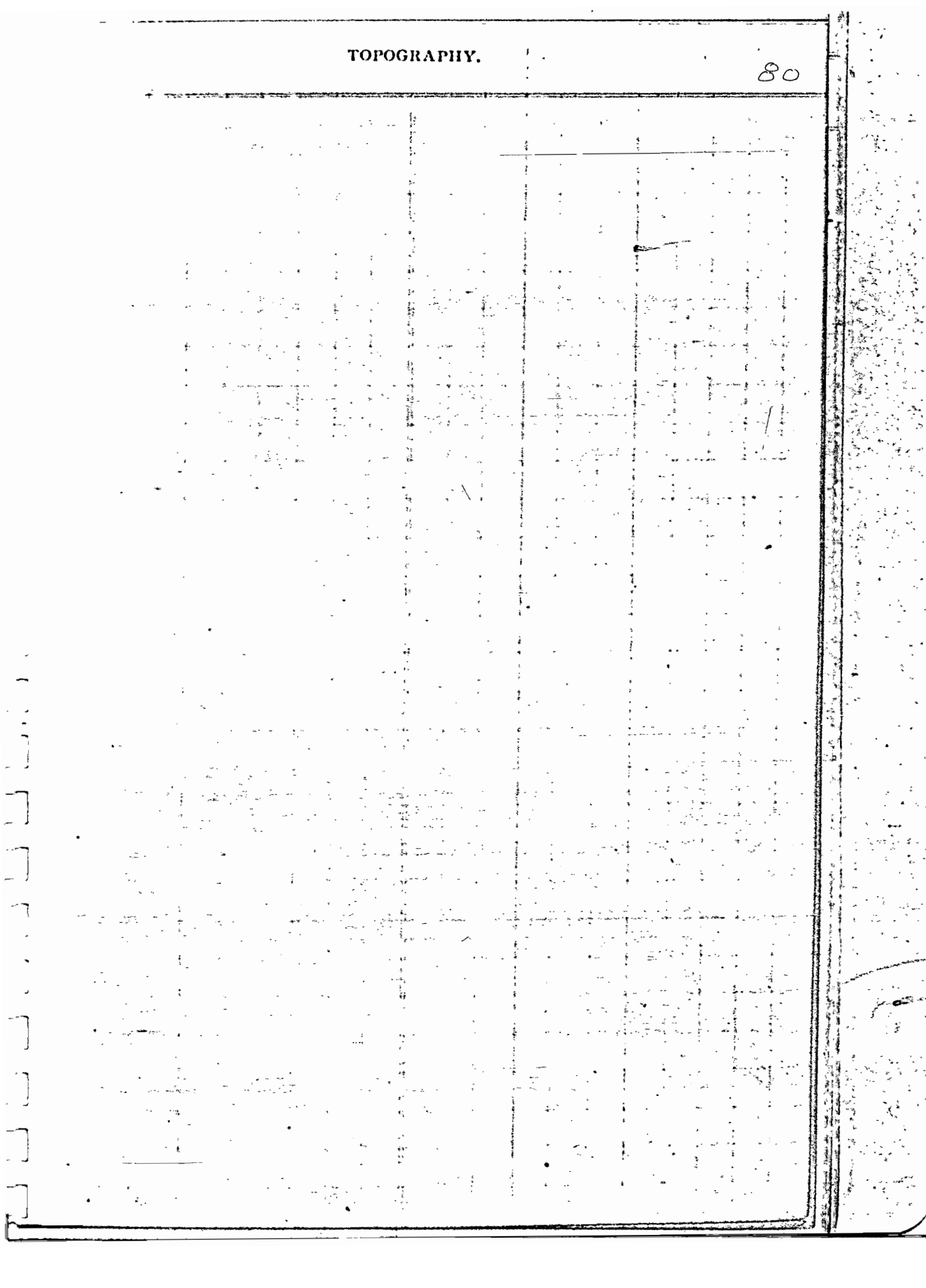
79

Sub Patch

+04.5		R $\frac{50}{44}$	R $\frac{49}{120}$
3			
+13.5		R $\frac{50}{90}$	R $\frac{49}{114.5}$
5			
+40		R $\frac{50}{95}$	R $\frac{49}{146}$
7			
+11.1		R $\frac{50}{129}$	R $\frac{49}{19}$
8			
+24		R $\frac{50}{66.5}$	R $\frac{49}{84.5}$
+97.2		R $\frac{50}{140}$	R $\frac{49}{174}$
9			
+86		R $\frac{50}{123}$	R $\frac{49}{141}$
11			
+49.5		R $\frac{50}{34}$	R $\frac{49}{100}$
12			
+29			point of water $\frac{49}{00}$
+77.4		L $\frac{50}{33.3}$	
14			
+23.5		R $\frac{50}{33}$	
+52			point R $\frac{49}{128}$ water
15			
+35			point R $\frac{49}{83}$
+31		R $\frac{50}{80}$	R $\frac{49}{75}$
16			
+95			point R $\frac{49}{30}$
+92		R $\frac{50}{36}$	
15			

TOPOGRAPHY.

80



STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

81

+25.5

L 19 to S side Line

1089

T.P.

+25.3

S 60° E

46 21' L L 41 to Edge of curve

1088

+97.3

24' to Stone to R of

+34

1087

+40

R 9.5 to edge of line

1086

1085

1084

1083

1082

1081

1080

1079

+75

+64.8

Water level of
L $\frac{52}{13.9}$ L $\frac{40}{33}$

1078

1077

+97.9

L $\frac{50}{59.7}$ L $\frac{49}{76}$

+19.2

S 137° E

1° 19 1/2' R on line

1076

+84

L $\frac{50}{77}$

+33

West edge of wall

+56

L $\frac{49}{20}$

+99

E edge of wall

1

Dirk Line

5 130' E
1206 L

L 29 to N edge of Levee

of Levee L 58.9 to inside of curve of Levee

Line on inside of Levee

edge of Levee L 15.7 to E side of Levee

L 6.5 edge of Levee

Levee

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

83

T.P. +43.9
+28
1104

126° 74' R Not a Contour point
L $\frac{50}{138}$ L $\frac{49}{147}$

1103
+33.2

L $\frac{50}{132}$ L $\frac{49}{149}$

1102
+16.5

L $\frac{50}{48}$ L $\frac{49}{80}$

1101
+18.5

L $\frac{50}{32}$ L $\frac{49}{63}$

1099
+67.7

R $\frac{50}{40}$ L $\frac{49}{14.5}$

1098
+17

L $\frac{50}{41.5}$ L $\frac{49}{84.5}$

1097
1096

+52
1095

point L $\frac{49}{45}$ water

T.P. +59.3
1094

103° 51' L Not a Contour Point.

+85.4
1093

Terminus of Level

+26
1092

Edge of Level

1091
1090

N 160° 29' E
984.6

N 65° 06' E
634.

Course produced 113.1 L $\frac{58}{63.7}$ L $\frac{49}{104}$ on course produced
130' to Edge of water

5L edge of Level 18.2 to Stake R side of Level

L 15 to N side Level

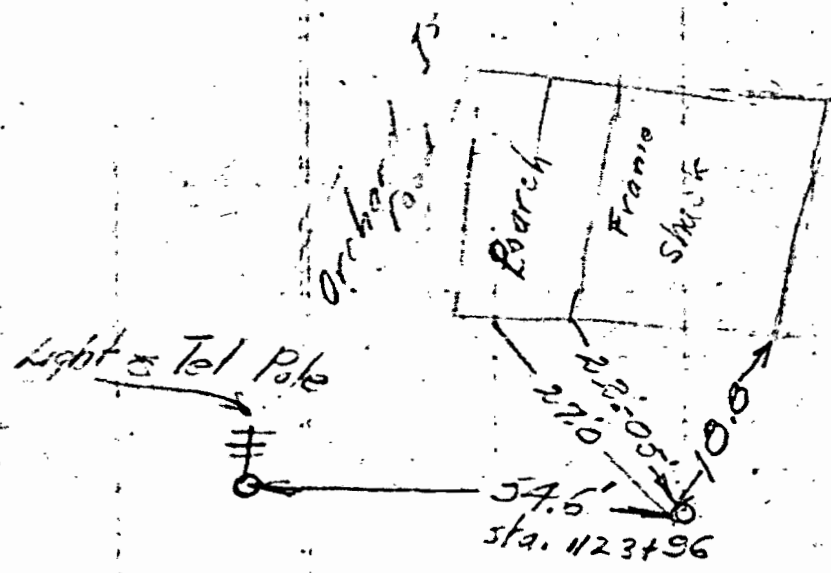
STATION	ALIGNMENT	DEFLECTION	REMARKS
o.T.P. +96			119° 36' 4" R Not a Control point
+53			L $\frac{50}{59.8}$ L $\frac{49}{115}$
1123			
1122			
1121			
1120			
1119			
1118			
1117			
+01			L $\frac{50}{106.2}$ L $\frac{49}{145}$
1116			
1115			
1114			L $\frac{49}{72}$
+40			R $\frac{50}{61.2}$
1113			
o.T.P. +37			68° 18' 1/2" L Not a Control point
1112			
+39.7			L $\frac{50}{103}$ L $\frac{49}{26.7}$
+14.7			L $\frac{50}{27}$ L $\frac{49}{275.7}$
1111			
+31.5			L $\frac{49}{90}$
1110			
+03.5			L $\frac{50}{130.9}$ L $\frac{49}{170.7}$
1109			
1108			
1107			
1106			L $\frac{50}{145.6}$ L $\frac{49}{174.3}$
1105			

820.319' E
110.9

537.225' E
793.1

TOPOGRAPHY.

On Course produced 58' to water $\frac{49}{58}$



STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
87			
+ 16			Stake on line
1140			
o.T.P. + 60		72° 6 ³ / ₄ ' L	
+ 28			
1139			
+ 76.1		84°	L ⁵⁰ / ₈₃ L ⁴⁹ / ₁₄₇
1138			
+ 38.3		138°	R ⁵⁰ / ₁₉₄
+ 15		23°	L ⁵⁰ / ₄₄ L ⁴⁹ / ₈₂
1137	211		edge of water
+ 96			R ⁵⁰ / ₇₀₇ R ⁴⁴ / ₃₅₇
1134			
+ 98.3			R ⁵⁰ / _{482.2} R ⁴⁹ / ₁₀₃
1130			
+ 79			R ⁵⁰ / ₃₂₆
1131			
+ 89			edge of water
+ 51			R ⁵⁰ / ₁₁₅
1130			
+ 79.3			L ⁵⁰ / ₅₉ L ⁴⁹ / ₁₁₉
J			
o.T.P. + 52.9		7° 42 ¹ / ₂ ' L	Note location of point
#42 1129			
1128			
1127			
1126			
1125			
+ 66			L ⁵⁰ / _{22.5} L ⁴⁹ / _{75.5}
1124			

7-1001
 5-14-15 W

5-5-6 E
 2-3-5 W

TOPOGRAPHY.

Torke R of Levee L $\frac{49}{47}$ point of water

North side of Road

"Dist in this order noted"

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

89

1160

1159

1158

1157

1156

1155

1154

1153

+86.3

1152

1151

1150

1149

1148

1147

+99.5

+39.2

1146

o T.P. +38.9

#43 +04.3

1145

1144

1143

1142

+31

1141

+21

1140

576°33'E
R 57°41'

557°54'E
R 57°41'

R 10.5 to S side

R 132 to S side Lane

R 13' to S side

18°38½ L R 6 inches to S

R 5' to S side Lane

R 10 to S side

edge S side Lane

End of Lane

Lease L 11 to N side Lease R 39 to Stake outside Lease

L 7.5 to N side Lease R 35 to Stake outside Lease
Lease L 7 to N side Lease

side Lease L 19.3 N side Lease

15' to N side Lease R 12 to Stake outside Lease

Lease L 7 to N side Lease

L 20 1/2 to N side Lease

L 2' to edge of Lease L 25' to N side Lease

91

1175
1171
578.8

+16.9

1175

1174

+18.5

1173

+93

+63

1172

o T.P. +28

44 1171.

+65

+63

1170

+77.5

+61

1169

1168

1167

1166

1165

1164

1163

1162

1161

639.25
388.8

3°36' R checking angle

L 29 to Edge of Lane

L 6.5 to SW corner

L 2 to S E cor of 1/4 acre

L 14.5 to cor of 13 acre

40°1' L

L 18 to S side Lane

R 17 to stake

L 15 to N side Lane

R 2 to S side Lane

Same as Sta. 0 angle turned to Sta 9+74

L 40' to N side lower

L 2' to S.E. Cor. E N mile Grassy

Grassy of E N mile
Barrel

of E to N mile S S of Levee

L 35' to N side Levee

outside of Levee

R 3 to S side Levee

E side of stone work at Bull Head

W side of stone work on Bull Head L 15.96 N side 28' to S. Side

L 14 to N side Levee

93

Sub Line

STATION	ALIGNMENT	DEFLECTION	REMARKS
0+92	S 82° 52' E	105° 57' R	R $\frac{50}{41}$ R $\frac{49}{78}$
0+80			edge of water S.E. side
0+41			edge of water N.W. side
+00.8			Same as Sta. 0 on sub. line
13	N. 41° 11' E. 534.3		
12			
11			
10			
+84			R $\frac{50}{34.3}$ R $\frac{49}{89}$
9			
+56.1	N 41 3/4° E +	130° 32 1/2 L	R $\frac{50}{35.3}$ R $\frac{49}{67}$
8			
+66.5			R $\frac{49}{47}$ on
7			
6	S. 8° 16 1/2 E. 345.		
+73			L $\frac{50}{37.6}$ R $\frac{49}{40}$
5			
+21.5	S 8 1/4° E.	51° 43 1/2 R.	R $\frac{49}{18}$
4	421.5		
3			
+61			R $\frac{50}{32}$ R $\frac{49}{50}$
2			
+74.5	S. 60° E		L $\frac{50}{22.8}$ R $\frac{49}{07}$
1			
+89.7			
0	S 60° E	Continuation line	R $\frac{49}{25}$ R $\frac{49}{32}$

Orchard Island

line produced $\frac{49}{140}$

Benjamin at a stake Ele 50. S $20\frac{3}{4}^{\circ}$ W 49. + from 18" Red
 scale on most westerly point of Orchard Island and
 S $78\frac{1}{2}^{\circ}$ E of Bellfountain Chert Rose

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

95

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
19			
0 +21.7	N 64 1/2° E	40° 10' L	R 49/15
18			
17			
+93.9			R 50/17.9
+17.4			R 50/53.6
16			
15			
+60			R 50/60.8
14			
+71.6			R 50/23
0 +00.8	S 75 1/6° E	63° 30' R	Continue point R 49/52
13			
+44.7			L 50/27
1			
+44			L 50/16.5
2			
+06.9			L 50/36.7
4			
+24.3	Continue point		on line produced 49/27
4			
+58.4			R 50/86.2
+23			R 50/133
3			
+57			R 50/110.4
2			
+68.3			R 50/115.4
1			R 49/153
			R 49/162
			R 49/125
			R 49/150

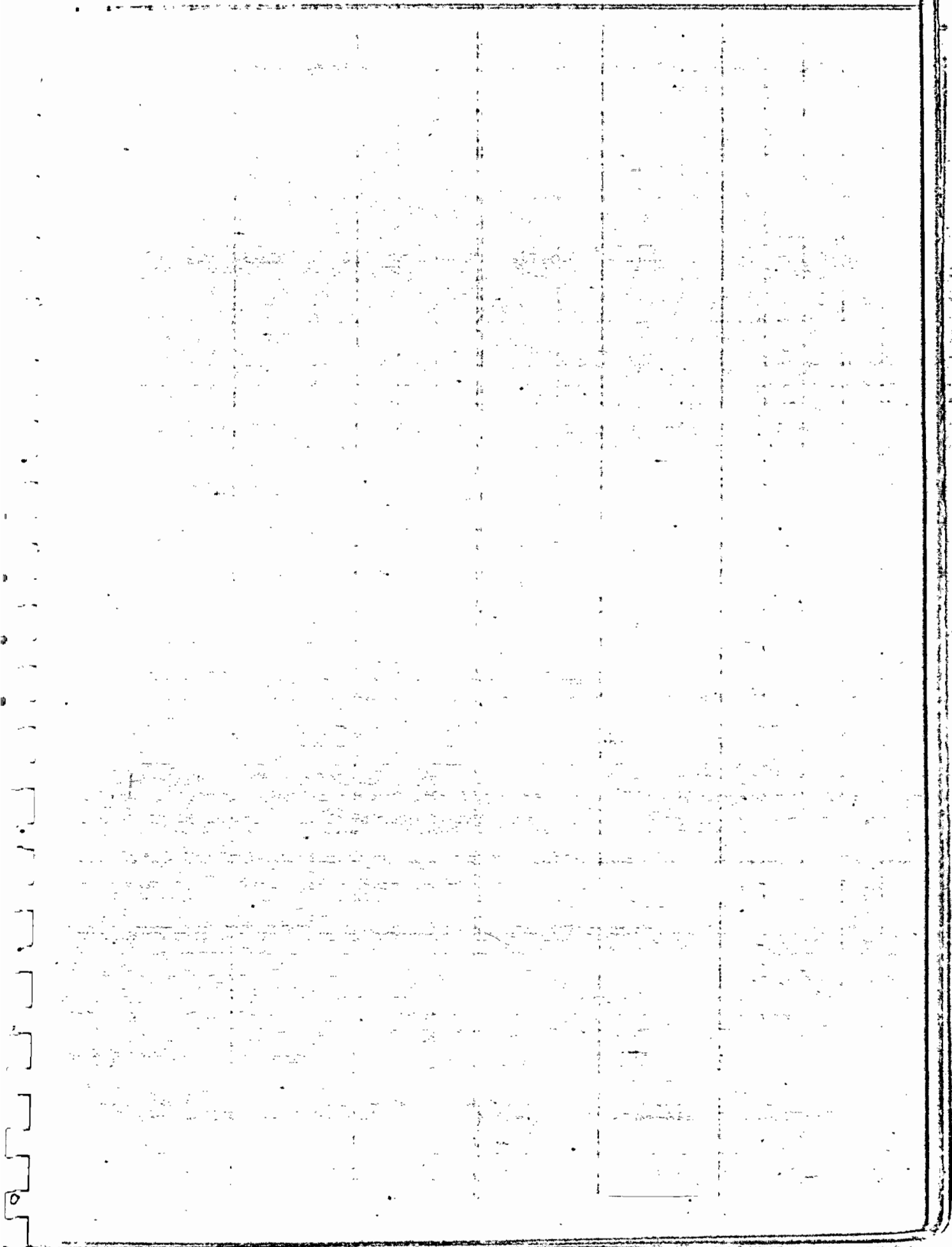
N. 64° 24' 1/2"

S. 75° 19' E 520.9'

S. 32° 52' E

Sub Line





STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
97			
+ 25			R $\frac{50}{274.4}$ R $\frac{49}{283}$
T.P. 0 + 20.5	N 19 1/2° W	57° 30' L	on course produced
33			
32			
+ 90.8			R $\frac{50}{237.5}$ R $\frac{49}{266}$
+ 52.7			R $\frac{50}{194.5}$ R $\frac{49}{272}$
+ 36			R $\frac{50}{1.5}$ R $\frac{49}{34}$
31			
30			
+ 89.5			R $\frac{50}{424}$ R $\frac{49}{52}$
29			
+ 08.1			R $\frac{50}{128.5}$ R $\frac{49}{141}$
28			
27			
+ 69.5			R $\frac{50}{73}$ R $\frac{49}{115}$
+ 41	N 38 1/2° E	26° 59' L	R $\frac{49}{15}$
26			
+ 41.9			R $\frac{50}{37}$ R $\frac{49}{59}$
25			
24			
+ 25.2			R $\frac{50}{27.7}$ R $\frac{49}{36}$
23			
22			
+ 98.1			R $\frac{50}{7}$ R $\frac{49}{12}$
21			
+ 77.5			R $\frac{50}{44}$ R $\frac{49}{59}$
20			
+ 73			R $\frac{50}{54.9}$ R $\frac{49}{75.5}$
19			

N. 20° 04' 11"

N. 37° 25' 1/2" E. 819.3

N. 64° 24' E. 520.9

→ not a bearing point

25 $\frac{R\ 50}{96.6}$ $\frac{R\ 48}{108}$ i
froulweedy 5' $\frac{R\ 50}{82.4}$ $\frac{R\ 49}{96}$

8

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

99

+ 45

47

+ 10

46

45

+ 33.8

44

43

+ 93

+ 20.9

42

41

+ 83

40

+ 32.3

39

+ 15

38

+ 15.6

37

36

+ 42.2

+ 36.1

35

+ 93.6

+ 04.3

34

N. 63° 16 1/2' W. 501.6

N. 56° 18 1/2' W. 611.8

N. 20° 04' W. 679.5

N 63° W

N 56° W

6° 57' L

36° 15' L

R

R $\frac{50}{100.9}$

R $\frac{50}{24}$

R $\frac{50}{54}$

R $\frac{50}{36.5}$

R $\frac{50}{11}$

R $\frac{50}{8.5}$

R $\frac{50}{30}$

L $\frac{50}{2.9}$

R $\frac{50}{50}$

R $\frac{50}{148.7}$

R $\frac{50}{224}$

R $\frac{49}{114}$

R $\frac{49}{37}$

R $\frac{49}{17}$

R $\frac{49}{67}$

R $\frac{49}{49}$

R $\frac{49}{24}$

R $\frac{49}{12}$

R $\frac{44}{22.4}$

R $\frac{49}{42}$

R $\frac{49}{20}$

R $\frac{49}{68}$

R $\frac{49}{157}$

R $\frac{49}{242}$



+38.9

L $\frac{50}{10.4}$ R $\frac{49}{41}$ ✓

60

59

58

+96

+65

+18.8

57

+36 N 77 1/2° W

55° 35' R

R $\frac{49}{94}$ ✓

56

55

+84.5

54

+73

53

+91.7 S 46 3/4° W

13° 48' R

R $\frac{49}{17}$

52

+42

51

+49

+06.5

50

+65.6

49

+80.9 S 33° W

84° 8' L on line produced $\frac{44}{17}$

+47.4

+07

48

R $\frac{50}{109}$ R $\frac{49}{126}$

R $\frac{50}{113.5}$ R $\frac{49}{131}$

344.3
N 78° 01' W

410.
S 46° 23 1/2' W

447.1
S 32° 35 1/2' W

edge of water ✓
L $\frac{50}{125}$ L $\frac{49}{31}$ ✓

edge of water ✓
R $\frac{50}{21.4}$ R $\frac{49}{57}$ ✓

L $\frac{50}{9.5}$ R $\frac{49}{31}$ ✓

R $\frac{50}{315}$ R $\frac{49}{48}$ ✓

Sta 52+53 edge of water
L $\frac{50}{60}$ L $\frac{49}{26}$

Edge of water
Continue on line R $\frac{49}{78}$

L $\frac{50}{108}$ R $\frac{49}{15}$

27 30
18

73
72
+63
71

S. 2° 27' W 241.

+944

+78.4 S 2 3/4° W

70

+92

+82

+15

69

+681

S. 63° 36 1/2' W 535.6

+37.4 S 63 1/4° E

+35

68

+17.6

67

+34.6

66

+12.9

65

64

+65

+01.8 S 2 1/2° W

63

+008

62

61

Edge of water

R ⁵⁰/_{53.9} R ⁴⁹/₇₉

point of R ⁴⁹/₄₇ water

66° 3 1/2' R

Edge of water

L ⁵⁰/₇₇ L ⁴⁹/₁₈

Edge of water

L ⁵⁰/_{18.9} R ⁴⁹/₁₇

65° 40' L On line produced 7.8'

R ⁵⁰/₂₅₂ R ⁴⁹/₂₇₆

R ⁵⁰/₂₃₇ R ⁴⁹/₂₅₄ ✓

R ⁵⁰/_{182.3} R ⁴⁹/_{203.3} ✓

R ⁵⁰/_{171.9} R ⁴⁹/_{231.9} ✓

R ⁵⁰/₇₅ R ⁴⁹/₁₂₇ ✓

99° 55 1/2' L

R ⁴⁹/₃₂ ✓

R ⁵⁰/_{14.4} R ⁴⁹/₃₆ ✓

$R \frac{50}{82.5}$ $R \frac{49}{85}$ on line produced $\frac{49}{20}$

105

Bearings and distances, calculated by
Whitlock May 1922

o

41.3
+10.1
79
+66.3
+46
78
77
+69
76
+34.4

S. 64°13' W. 505.1

124°13' L

R $\frac{50}{59}$ R $\frac{49}{70}$

L $\frac{50}{315}$ R $\frac{49}{35}$

Edge of water

L $\frac{50}{61}$ L $\frac{49}{23}$

L $\frac{50}{05.5}$ R $\frac{49}{27}$

o

+36.2 S 64 $\frac{3}{4}$ ° W

61°46' R

R $\frac{49}{10}$

+14

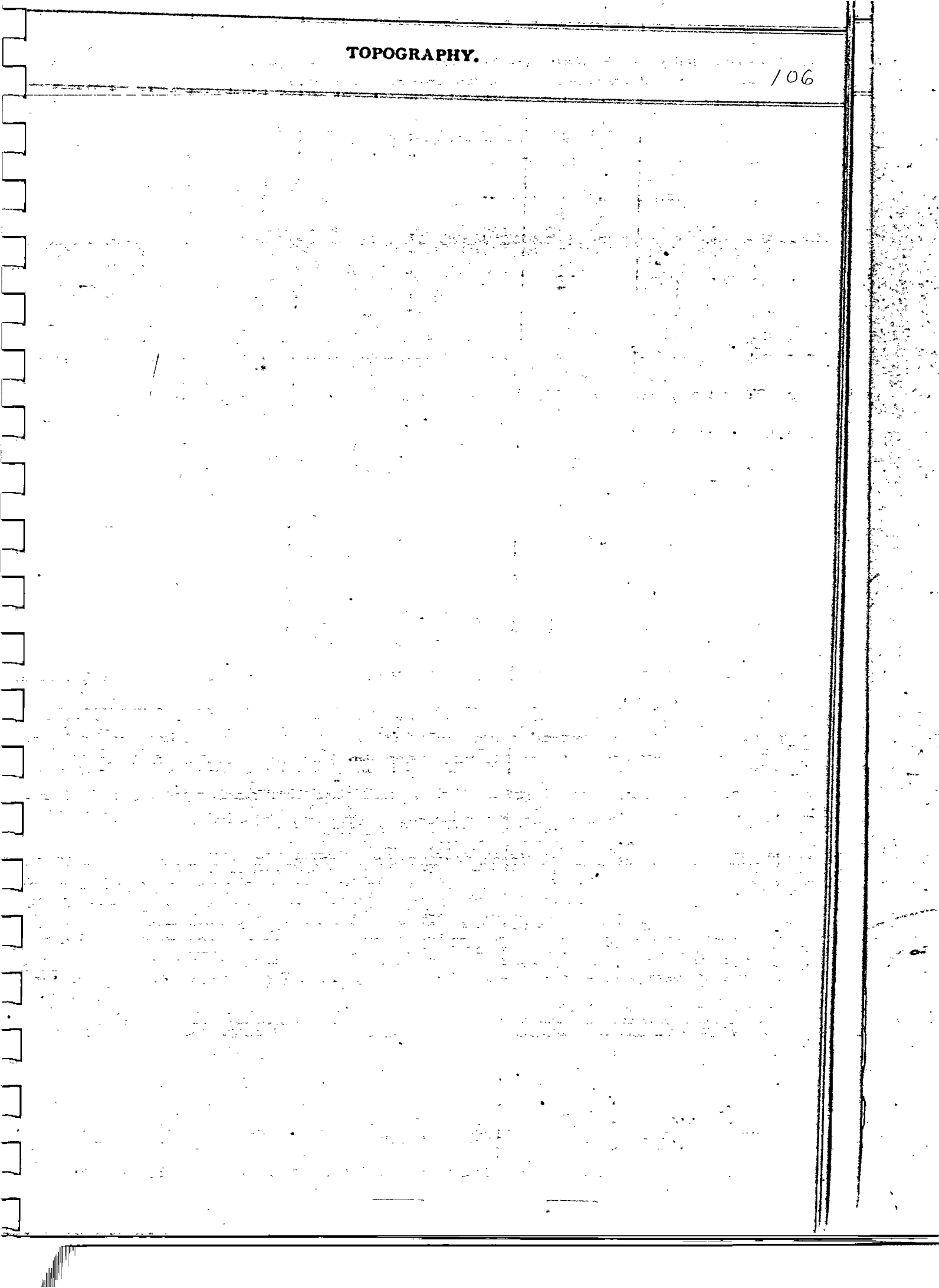
Edge of water

74

+13.3

L $\frac{50}{41.2}$ L $\frac{49}{8}$

73



107

Bailey Island

2+58.1

3+27

3+05

5+15

5+41

4+94

4+27

3+16

+ 17.3

2

0+41

Sta. 7+41.75

→ Sta. 0

L $\frac{50}{34}$

L $\frac{50}{39}$

L $\frac{50}{34.3}$

L $\frac{50}{36.5}$

R $\frac{50}{72}$

R $\frac{50}{94}$

R $\frac{50}{82.5}$

L $\frac{49}{46.3}$

L $\frac{49}{47}$

L $\frac{49}{42}$

L $\frac{49}{40.5}$

R $\frac{49}{81}$

R $\frac{49}{100}$

R $\frac{49}{89}$

at front Contour on line produced $\frac{49}{18}$

16° 30' R Between front

Edge of water N side

Edge of water

55° 49' L Back sight to Sta.

Can be plotted from the
Main Line

43+802

Beginning of Stn 47+41.7 Sausseas Sta 0 on Sub Line
to Island Bank of Sausseas Bailey

109

+ 46.9

0

+ 48.4

1

+ 10.3

2

+ 93.5

2

+ 46.9

+ 67

4

+ 47.8

5

+ 41.8

+ 62.6

6

O.T.P.

+ 62.1

4

+ 52.4

3

+ 51.9

2

+ 43

1

+ 71

0

N 11 1/2° E

95° 25' R on course produced $\frac{49}{82}$

L $\frac{50}{77}$ L $\frac{49}{86}$

L $\frac{50}{88.8}$ L $\frac{49}{102}$

L $\frac{50}{62.7}$ L $\frac{49}{91}$

L $\frac{50}{50.5}$ L $\frac{49}{66}$

L $\frac{50}{51.5}$ L $\frac{49}{70}$

L $\frac{50}{26}$ L $\frac{49}{46}$

R $\frac{50}{36.9}$ R $\frac{49}{60}$

R $\frac{50}{13.8}$ R $\frac{49}{25.4}$

R $\frac{50}{62}$ R $\frac{49}{130}$

R $\frac{50}{154.3}$ R $\frac{49}{178}$

R $\frac{50}{75.5}$ R $\frac{49}{112}$

R $\frac{50}{49}$ R $\frac{49}{73}$

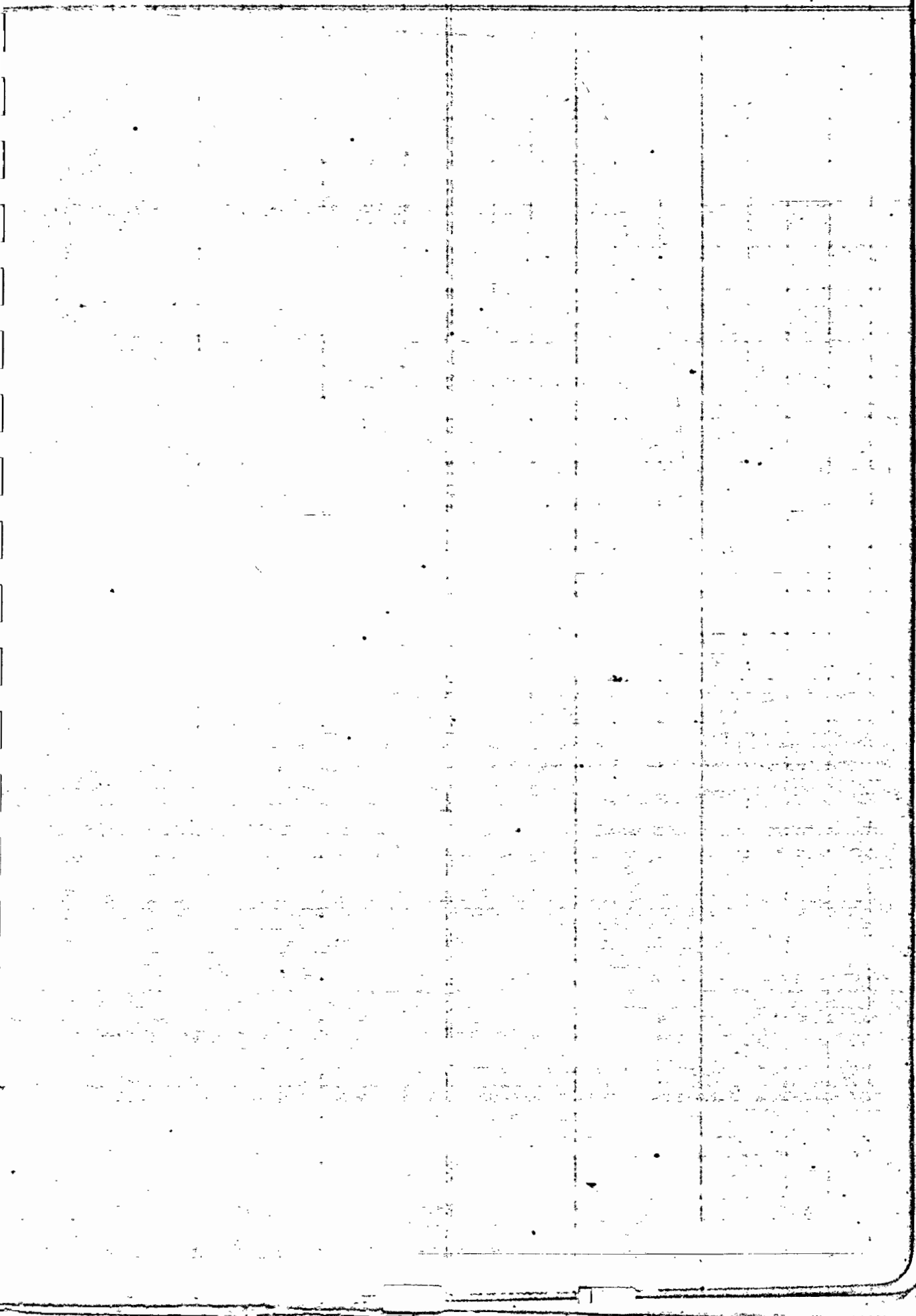
R $\frac{50}{47.0}$ R $\frac{49}{63}$

on line produced

Beginning at a stake E 50 S.E. corner of Island, Stake
 $S 15^{\circ} E$ 9' from 27" Birch $N 16^{\circ} 4' E$ 31' from 19" Line
 $N 78^{\circ} 4' W$ 20 ft 18" Maple, Running distance $N 83^{\circ} 4' W$.

111

STATION	ALIGNMENT	DEFLECTION	REMARKS
8+51		L $\frac{50}{42}$	L $\frac{49}{82}$
9+46		L $\frac{50}{28}$	L $\frac{49}{61}$
10+38.3		L $\frac{50}{8.2}$	L $\frac{49}{57}$
+04		L $\frac{50}{41.5}$	L $\frac{49}{48}$
11+85		L $\frac{50}{200}$	L $\frac{49}{215}$
12+26		L $\frac{50}{137}$	L $\frac{49}{143}$
+10.5		L $\frac{50}{95}$	L $\frac{49}{103}$
+72.7		L $\frac{50}{11.4}$	L $\frac{49}{33}$
13+76.9	Not a Pointover	on line from center	$\frac{49}{6}$
+93		R $\frac{50}{59}$	R $\frac{49}{98}$
12+46.5		R $\frac{50}{95.5}$	R $\frac{49}{118}$
+58.2		R $\frac{50}{90}$	R $\frac{49}{107}$
11		R $\frac{50}{71.5}$	R $\frac{49}{86}$
+80.7		R $\frac{50}{132}$	R $\frac{49}{155}$
+23			
10			
0 T.P. +74.7	N 47 1/2° W	59'6" L R $\frac{50}{62}$	R $\frac{49}{87}$
+24		R $\frac{50}{61}$	R $\frac{49}{86}$
9			
+55		L $\frac{50}{36}$	
+36			Edge of water N side
8			
7			
+70			Edge of water S side
6			



STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

113

• +22.5 Same as Sta. 0 116° 37 1/2 L Sight to Sta. 1420

5

+39.8

R ⁵⁰ 47.5 R ⁴⁹ 59

4.

+84.7

R ⁵⁰ 64.5 R ⁴⁹ 72.5

• +36.4 N 13° 3/4 W 82° 46' L

R ⁴⁹ 8 4 ⁴⁹ 78 on line of previous

3

• +66.8 N 69 1/4 E 82° 5' L

R ⁴⁹ 20 ⁴⁹ 19 on line of previous

2

+93.3

R ⁵⁰ 8.5 R ⁴⁹ 28

• +20 S 29 1/2 E 78° 31 1/2 L

R ⁴⁹ 45 on line of previous

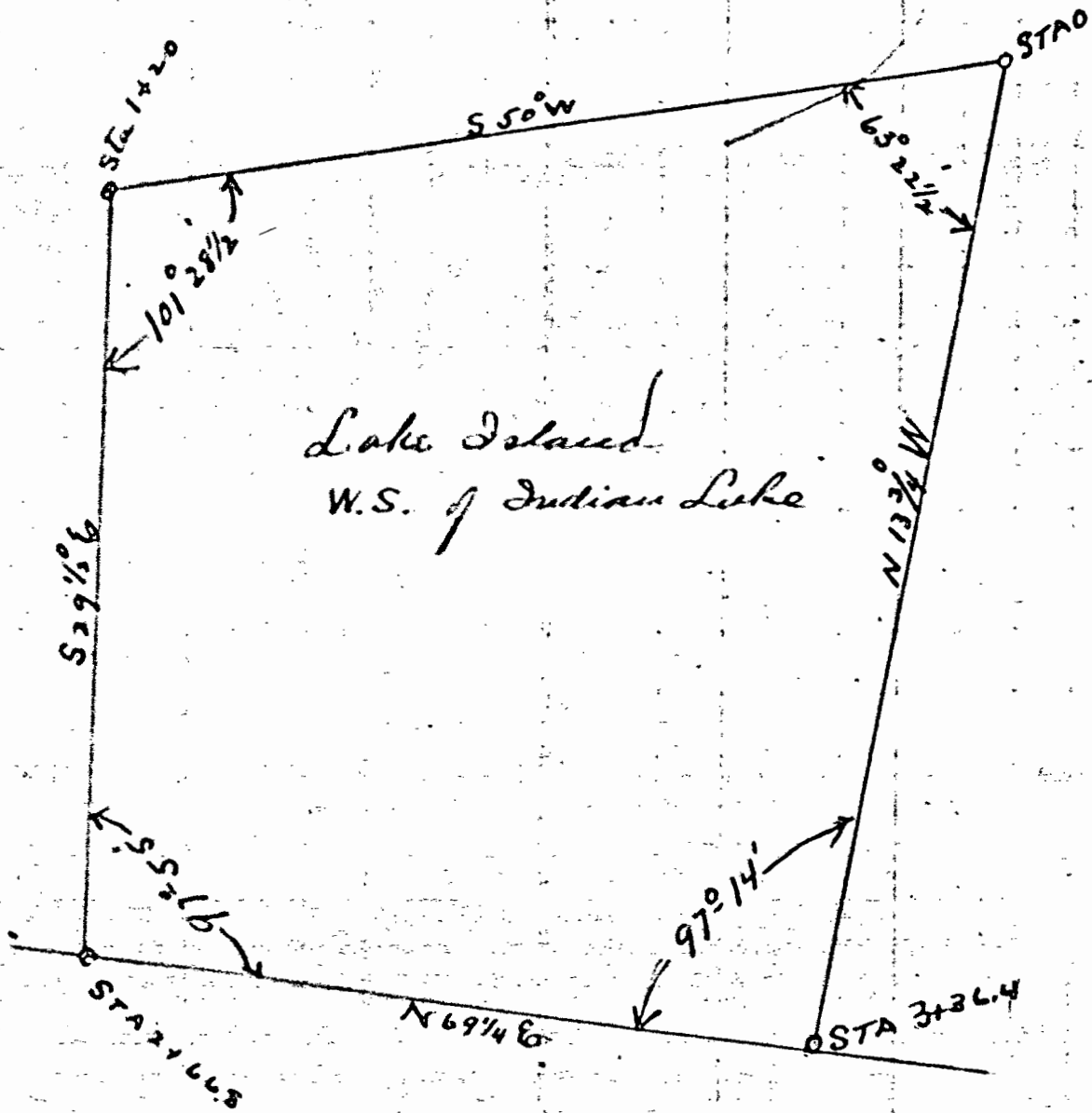
1

+77.2

R ⁵⁰ 70 R ⁴⁹ 87

• 0 S 50 W

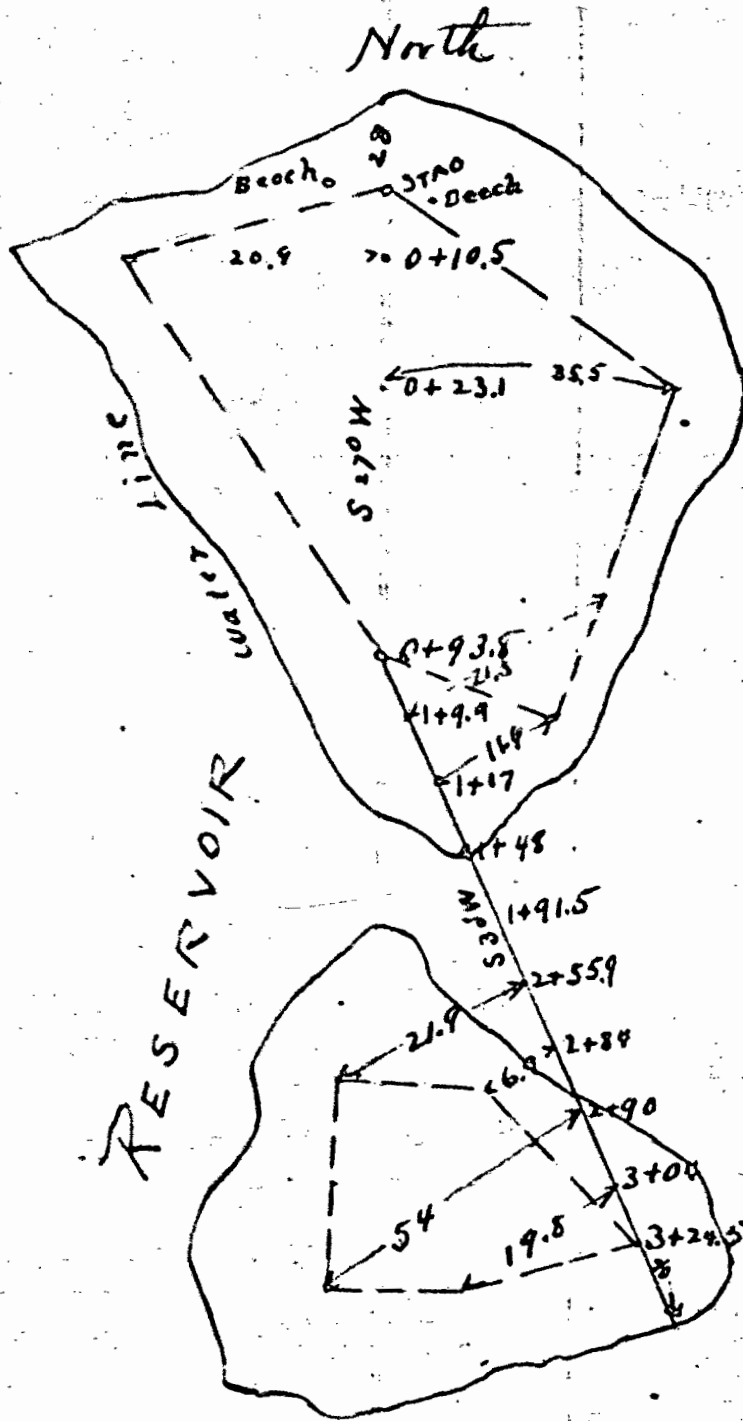
R ⁴⁹ 21 on curve
↪ ⁴⁹ 14



49
2

beginning at a stake elevation 50 at N.E. corner island
 N 61 1/4 E of x marked 5 oak 3.9 N 27 1/2 W 10.5 from 6" x oak
 N 67 1/4 W 12.5 feet 10" x oak running thence S 50° W.

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
115			
+ 84 2			R $\frac{50}{6.9}$ L $\frac{49}{0.4}$
+24.5 <i>Custom point</i> +04.5 3			<i>Custom point</i> $\frac{49}{4.0}$ L $\frac{49}{1.4}$ R $\frac{50}{19.5}$ R $\frac{49}{2.4}$
+90 +55.9 2			R $\frac{50}{5.4}$ R $\frac{49}{6.3}$ R $\frac{50}{21.9}$ R $\frac{49}{36.5}$ R $\frac{49}{5}$
+91.5 1			<i>point</i> R $\frac{49}{1.0}$
+23.1 0			L $\frac{50}{35.5}$ L $\frac{49}{5.9}$
+9.9 +48 +17 1			L $\frac{50}{21.3}$ L $\frac{49}{36.3}$ <i>point</i> L $\frac{44}{7.5}$ L $\frac{50}{11.9}$
+93.8 +10.5	S 30° W	27° 11' L	R $\frac{49}{8}$ R $\frac{50}{20.9}$ R $\frac{49}{2.9}$
0	S 27° W		<i>on Custom point and to claim</i> $\frac{49}{2.8}$



Beginning at a State Highway between two beech trees
 on the northern extremity of the Bellfontaine
 facing East Deland, State at Section 50
 bearing S 27° W to Stake 6 50.
 the slope is 5.8 feet per cent beech

