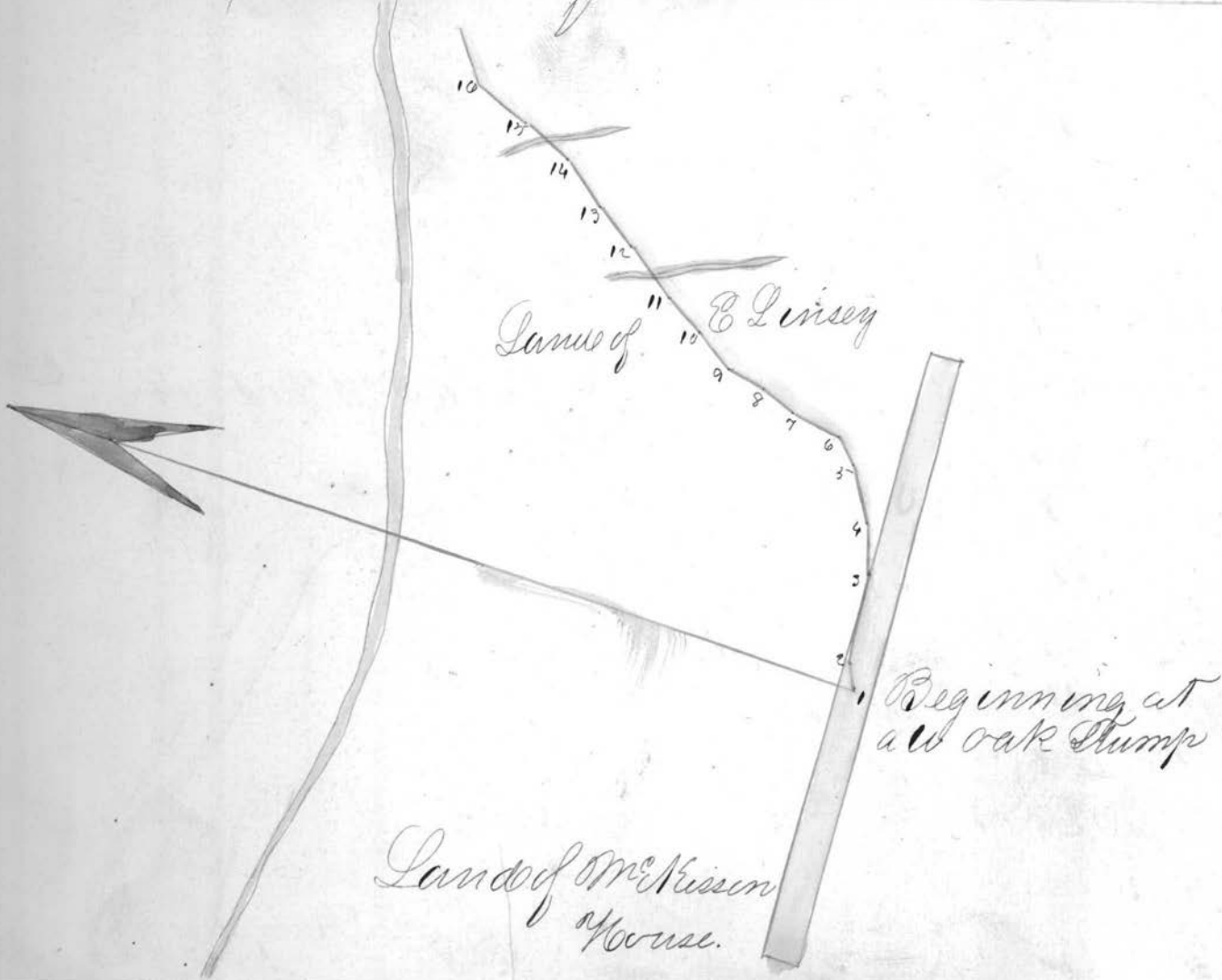
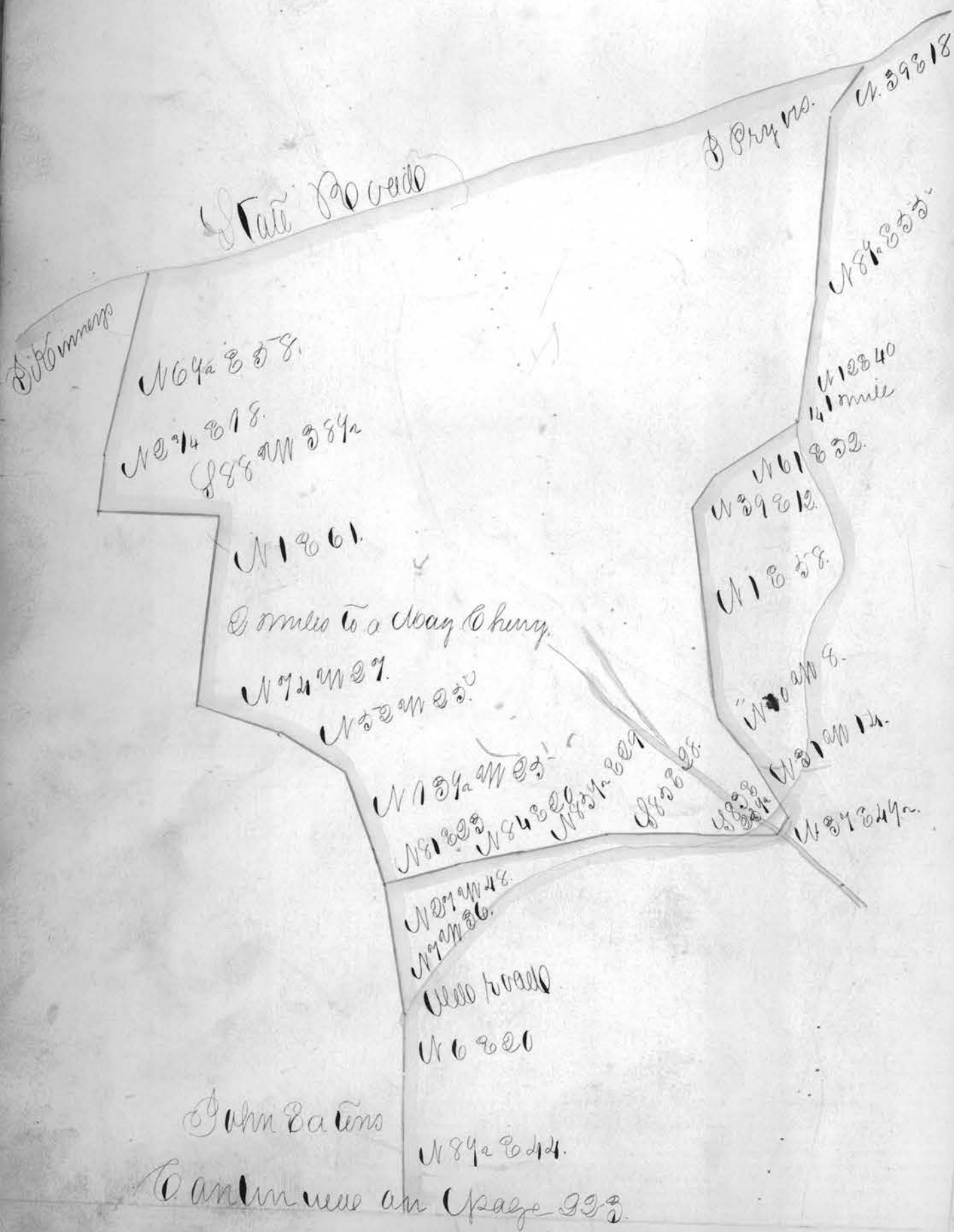


Continued from 001.



Plan of a road beginning on the road
from Captina to Belmont near Isaac
Orisons, and ending in State roads near
John Kinney. Plan of an alteration on
the road from Lewis Mills to Captina be-
gins on a road near John Eatons and ends on
the State roads near John Pryors as survey-
ed by Thomas Lewis A.D. 1841



Continued from page 222

Road from Lewis Smith to
Capitina road.

N 23 1/2 E 32

N 3 W 30.
Saml McMorrahans.

N 38 1/2 E 24

N 32 3/4 E 12
1 mile to a road cut

N 9 1/4 E 22.

N 25 W 25.
Moath his, & other fields

N 49 E 20.

N 24 1/2 E 10.

N 1 E 20

N 24 1/2 E 1/2 road

N 59 E 28.

N 38 1/2 E 21.

N 50 30 8.

N 30 18.

N 19 W 29

Road from Capitina

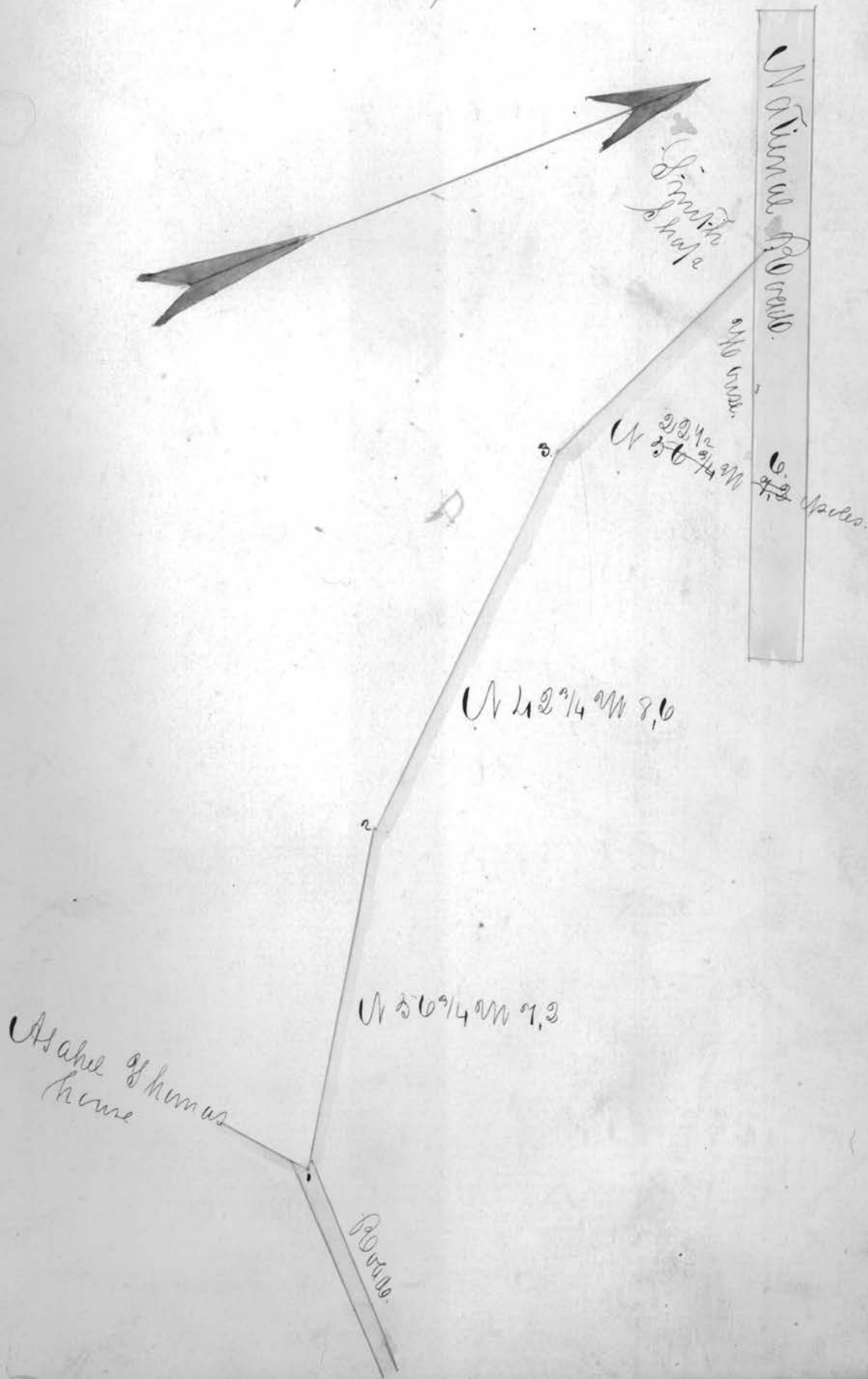
Mooney Linn & W. P. ...

S 66 1/2 E 17

N 45 30 8.

That of a road beginning near Asahel
Thomas house and ends at National
road as surveyed by C. C. Moore A.D.

road as surveyed by C. C. Moore A.D.



23/4. Plat of a County road beginning at
Isaac Martmans Saw Mill thence to
intersect the graded road from Jacobs
burgh to Behan near John Gellerspys
as Surveyed by ^{Wm} ~~Thom~~ Shepherd
Thomas Lewis A. D. 1841

Beginning

S 68° W 20

S 33° W 54

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Continued on ၃၃၃၅၅၀

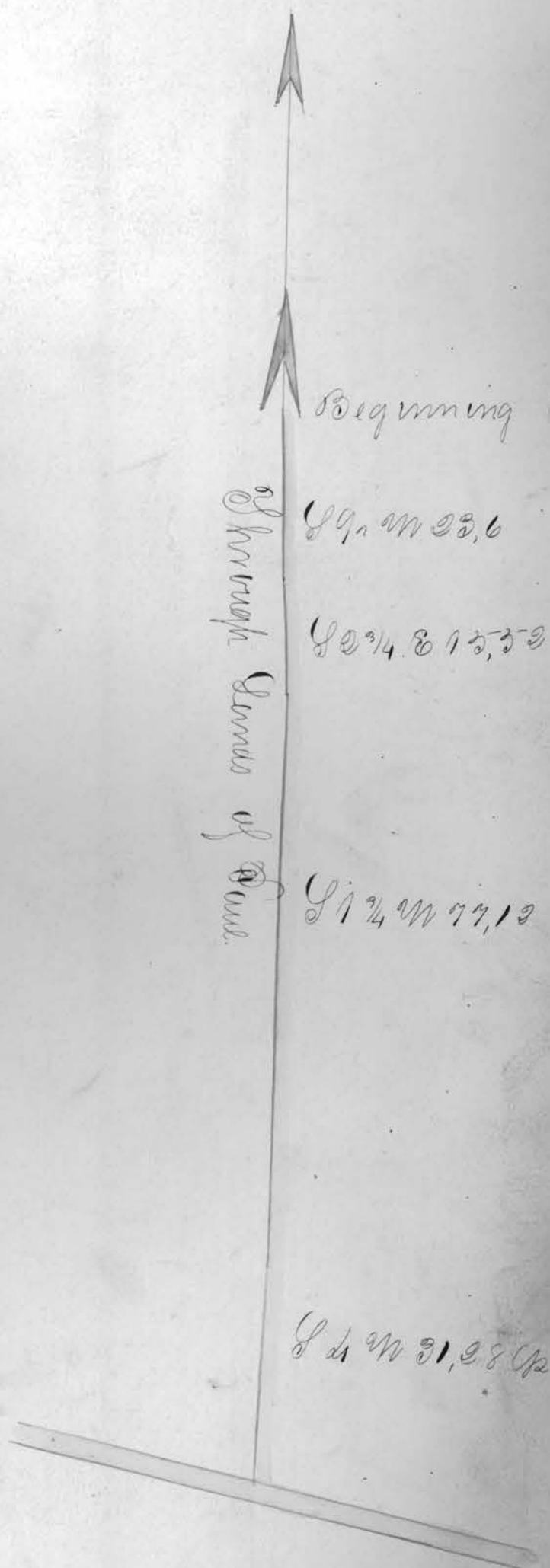
Continued from Page 334

West 75° Op.

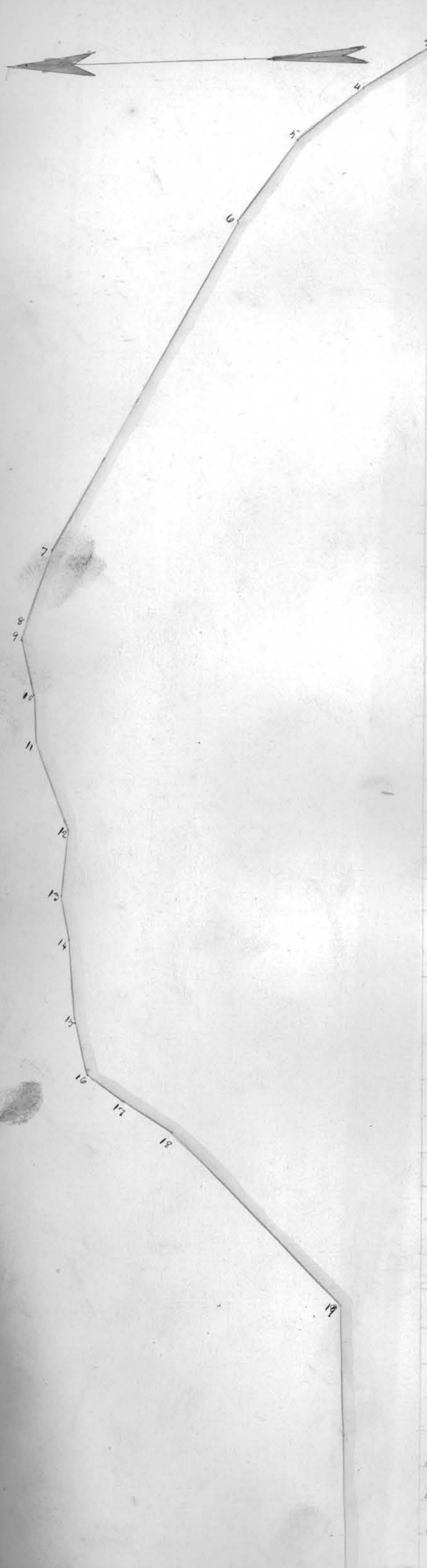
Divided

No. 100.

Plot of a road beginning at the South end
of Sugar Street in St. Charles running
thence to the middle of the road leading
from St. Charles to Jacobstown as
surveyed by Casper S. Buckner A.D. 1841



Plan of a road beginning near Sa-
col Matthews an Crabapple run in
Washington Co. and ending in the
road from New Castle to Bellville near
Bony Papers as surveyed by C. H. Bickett 1840

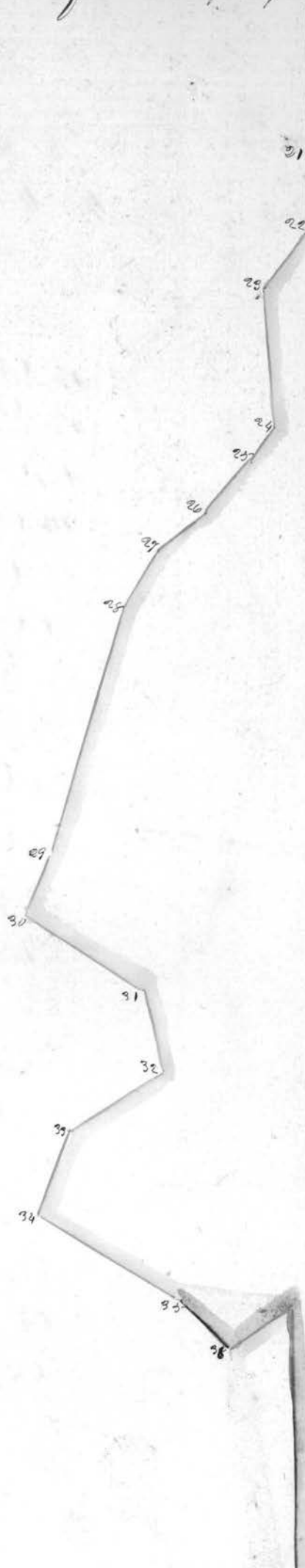


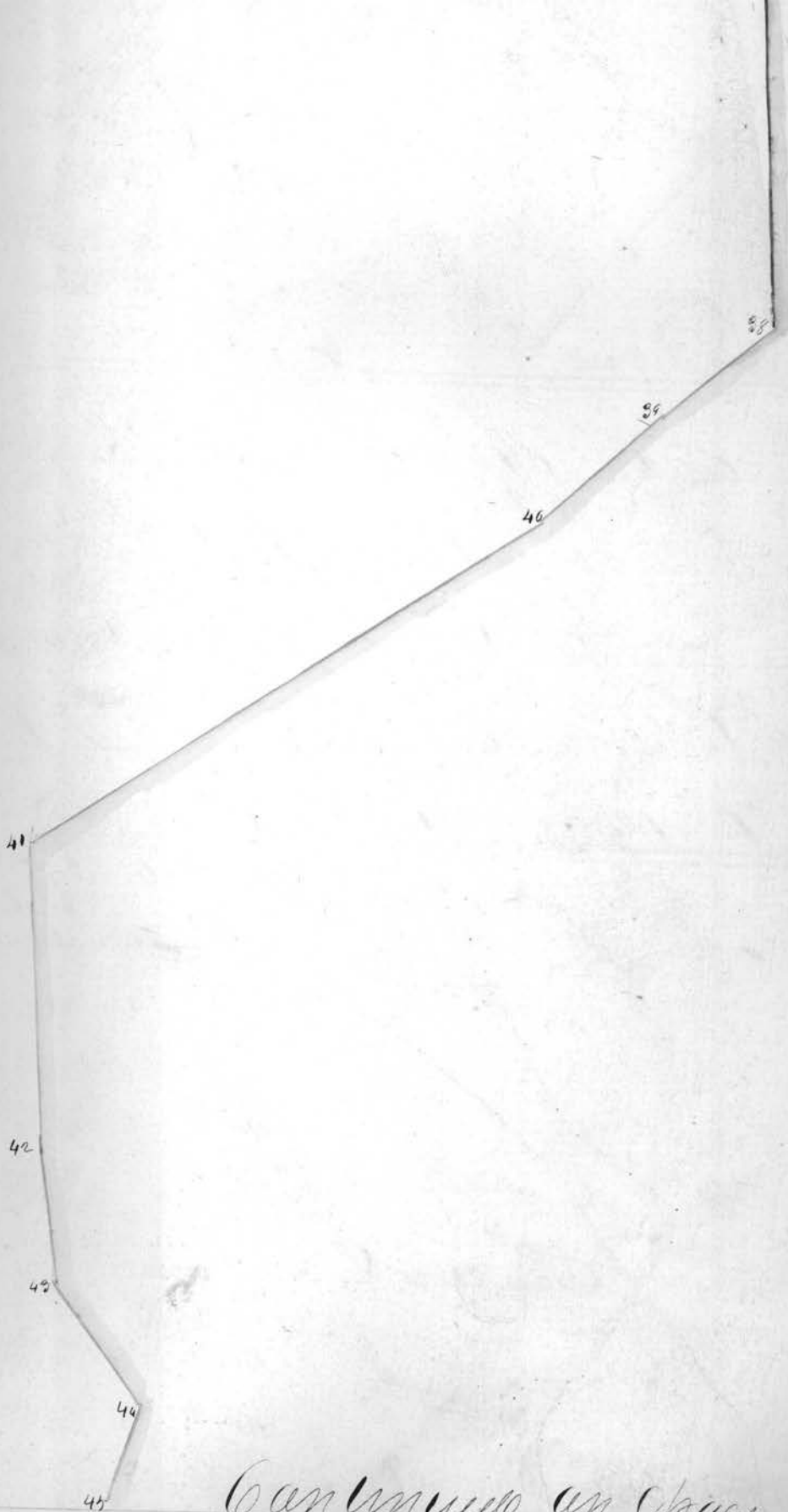
No	Course	Dist
1	N 17 1/2 W	23
2	N 5 W	19,30
3	N 28 1/2 W	10,20
4	N 33 1/2 W	17,30
5	N 31 1/2 W	21,60
6	N 28 W	80,00
7	N 67 1/2 W	10,40
8	N 68 1/2 W	21,20
9	S 78 1/2 W	11,60
10	S 89 1/2 W	10,00
11	S 71 1/2 W	20
12	S 78 1/2 W	13,80
13	S 9 1/2 W	9,20
14	S 88 1/2 W	16,30
15	S 78 1/2 W	12
16	S 22 W	9,30
17	S 31 1/2 W	12,20
18	S 46 1/2 W	50,76
19	West	64,30
20	N 82 1/2 W	21,10
21	N 82 3/4 W	10
22	N 49 W	10,20
23	N 88 W	19,50
24	N 33 1/2 W	6
25	N 23 1/2 W	10
26	N 32 W	8
27	N 33 W	9
28	N 69 1/2 W	26
29	N 62 W	9,30
30	S 3 1/2 W	19,44
31	S 82 1/2 W	12
32	N 37 1/2 W	13,60
33	N 63 W	12,80
34	S 81 W	22,90
35	S 50 1/2 W	10,30
36	S 26 E	10
37	N 85 W	62,00
38	N 81 1/2 W	18
39	N 33 1/2 W	20
40	N 25 W	15
41	N 86 3/4 W	39
42	N 89 W	16
43	S 60 W	18,20
44	N 63 1/2 W	12,20
45	N 32 W	10

Continued on page 227.

Continued from Page 996

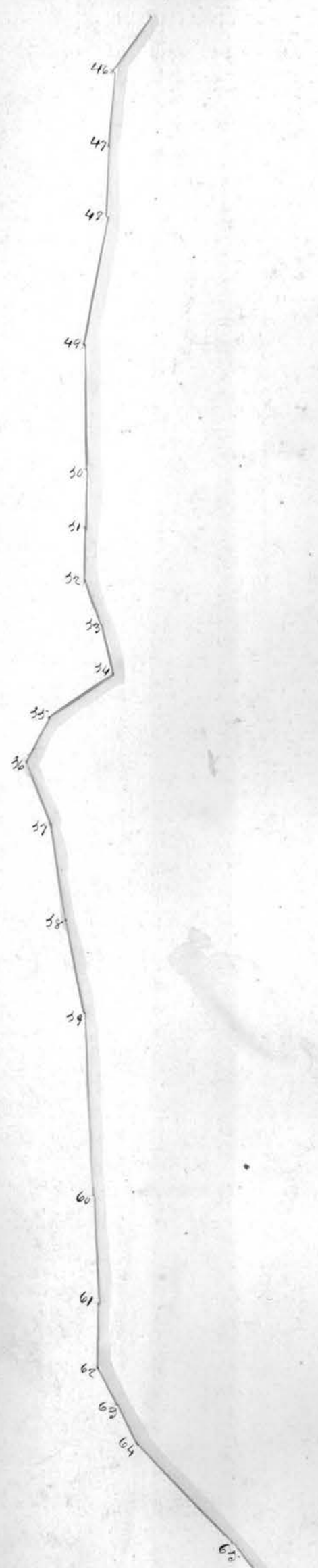
997





Continued on Page 208.

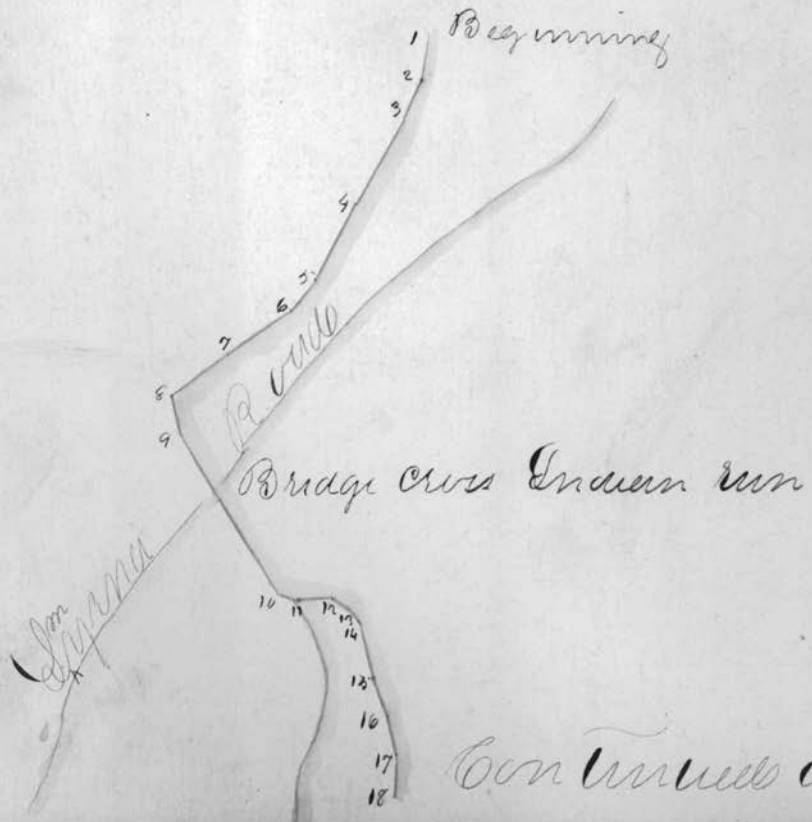
Continued from Page 227



46	N 82 3/4 W	11, 10
47	S 85 3/4 W	11, 20
48	N 86 1/2 W	19, 70
49	N 88 1/2 W	79.
50	N 85 1/4 W	9, 10
51	N 86 3/4 W	8, 30
52	S 68 1/2 W	7.
53	S 84 W	2, 60
54	N 30 1/2 W	11, 70
55	N 57 W	7, 7
56	S 73 W	10, 20
57	S 82 W	12, 20
58	S 81 W	13, 20
59	N 89 3/4 W	28.
60	N 89 W	10, 70
61	N 86 3/4 W	9, 50
62	S 70 W	0.
63	S 60 1/2 W	0, 50
64	S 49 1/2 W	20.
65	S 53 W	19, 5
		1200.90/200.

Derry, Luper's

Plan of a road beginning near Henry
Vernfassens running thence to the bridge
an Indian run on the road from Cham-
berlins Mill to Smyrna. as surveyed by
Casper H. Buckler A.D. 1842.

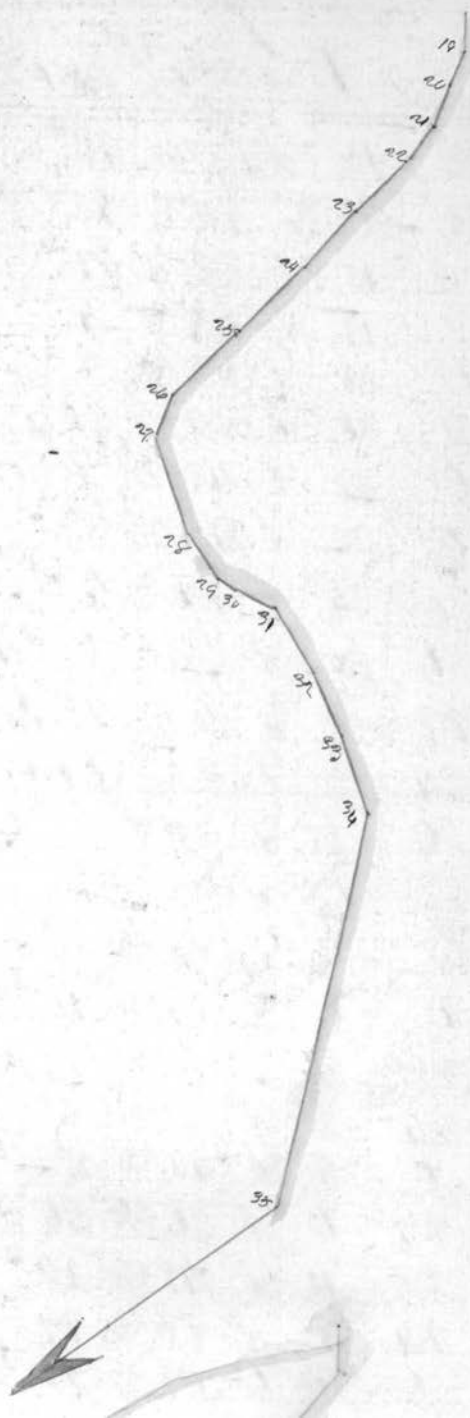


Continued in p 929

Continued from page 328

329

- 1 N 25 1/2 W 10.4
- 2 N 14 W 8.
- 3 N 13 W 21
- 4 N 14 W 18
- 5 N 5 1/2 W 8.
- 6 N 88 16.5
- 7 N 78 14
- 8 N 52 1/2 W 8.2
- 9 N 75 W 39.6
- 10 S 83 1/2 W 3.1
- 11 S 43 W 7.5
- 12 S 70 1/2 W 4.
- 13 N 79 1/4 W 4.8
- 14 N 58 1/4 W 16.0
- 15 N 61 1/4 W 8.42
- 16 N 49 1/2 W 8.80
- 17 N 58 1/2 W 8.08
- 18 N 44 W 7.88
- 19 N 49 1/2 W 6.72
- 20 N 29 W 7.13
- 21 N 74 W 8.50
- 22 N 11 W 15.0
- 23 N 10 W 18
- 24 N 10 1/4 W 18.
- 25 N 9 1/2 W 17.5
- 26 N 33 1/4 W 9.5



- 27 U 72 1/2 W 21.
- 28 U 89 1/2 W 13.
- 29 U 74 1/2 W 3,5
- 30 U 61 W 10.
- 31 U 88 1/2 W 14,5
- 32 U 78 1/2 W 14,5
- 33 U 40 W 9,5
- 34 U 32 1/2 W 7,8
- 35 U 71 1/2 W 13,5 492 rods
- 1 U 60 1/2 W 9
- 2 U 14 1/2 W 22.
- 3 U 11 1/2 W 7,5
- 4 U 18 7,5
- 5 U 39 1/2 18.
- 6 U 37 1/2 9,5
- 7 U 34 1/2 19,5
- 8 U 43 1/2 12,5
- 9 U 37 1/2 W 28.
- 10 U 25 1/2 9,5
- 11 U 40 1/2 W 10
- 12 U 39 1/2 W 20
- 13 U 18 1/2 W 11.
- 14 U 53 W 11,5
- 15 U 73 1/2 W 8,5
- 16 U 27 1/2 W 3
- 17 U 77 1/2 W 2,5
- 18 U 49 1/2 W 4,5
- 19 U 47 W 7.
- 20 U 63 1/2 W 6.
- 21 U 66 1/2 W 5
- 22 U 53 1/2 W 4
- 23 U 31 1/2 W 3
- 24 U 19 1/2 6
- 25 U 21 1/2 6,5
- 26 U 19 1/2 4,5
- 27 U 11 W 2,5
- 28 U 43 W 2,9
- 29 U 88 1/2 W 6,5

- 30 U 59 W 10
- 31 U 57 1/2 W 7
- 32 U 81 W 7
- 33 U 85 1/2 W 9
- 34 U 57 1/2 W 23.
- 35 U 77 1/2 W 23.
- 36 U 74 1/2 W 23,5
- 37 U 87 1/2 W 13
- 38 U 88 1/2 W 14
- 39 U 78 1/2 W 26,5
- 40 U 83 1/2 W 21.
- 41 U 79 W 7
- 42 U 21 1/2 W 4
- 43 U 64 1/2 W 6,5
- 44 U 75 W 9.
- 45 U 80 1/2 W 6,5
- 46 U 79 1/2 W 6,5
- 47 U 70 1/2 W 5
- 48 U 70 1/2 W 5,5
- 49 U 53 1/2 W 5.
- 50 U 79 1/2 W 7
- 51 U 23 1/2 W 6.
- 52 U 62 1/2 W 8
- 53 U 25 W 23.
- 54 U 80 1/2 W 10
- 55 U 75 W 11,5

391,5 1/2

Co Lane
be man to elm in 100 ft corner.

