

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 Lewisstown Reservoir,  
Made by J. C. Wonders, under  
the direction of the Ohio Canal  
Commission - 1892.

See page 49 for Calculated  
Bearings + Distances

3

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

11

10

0 ②

+ 74

3° 6' L

9

8

+ 71

7

6

5

4

3

+ 21

2

1

MON #1.

0 ①

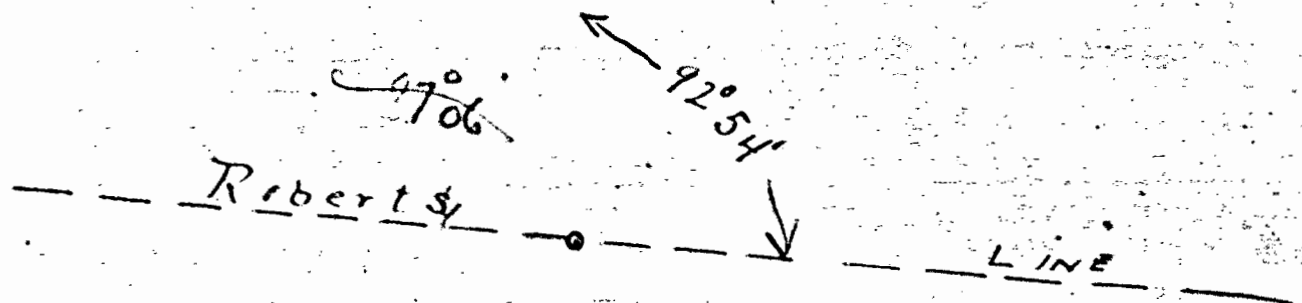
0

N 66° 30' E

Note - The name of the line on which the line of survey starts is Robert Dunn line.

E End Waste Weir

W. End Waste Weir



Sta. 0 in Roberts line 46 feet south of water edge  
 in Reservoir, and N 20½ W 637 ft Stone in  
 Roberts line connects S. L. Horns land  
 bearing of Roberts line N 20½ W.

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
25			
+54	N 32° 17' E		L $\frac{49}{29}$
24	357 1/2		
23			
93.7	N 112° 47' E	20° 30' R	L $\frac{49}{32}$
22	157		
+39.7		16° 53' R	L $\frac{49}{58}$
21			
+27	N 5° 06' W	K $\frac{50}{31}$	L $\frac{44}{45}$
20	497.6		
19			
+36	N 5° 06' W	L $\frac{50}{95}$	L $\frac{49}{124}$
18			
17			
+421		31° 20' L	L $\frac{49}{70}$
16	N 26° 14' E		
15	271.7 381.7		
14			
+60.4		37° 25' L	
+433	N 69° 04' E		
13	386.4		
12			

TOPOGRAPHY.

(90° from back line)

(90° from back line)

(70° from back line)

End of page



S

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
37.5	The following bearings by theodolite Mr. Bailey's	L $\frac{50}{33}$	L $\frac{44}{64}$
38			
37			
+39			R $\frac{50}{219}$
+33.3	N 28° 16' E	16° 36' L	L $\frac{47}{67}$
36	N 42° 41' E		R $\frac{49}{77}$
+84			
35			
+93	N 44° 52' E	L 16° 48'	
+22	N 61° 41' E	R $\frac{50}{37}$	L $\frac{47}{84}$
34			
33			
32	N 61° 40' E	L 11° 41'	L $\frac{49}{40}$
+88			
31			
30	N 73° 20' E	L $\frac{50}{27}$	L $\frac{49}{51}$
+20			
29			
28			
27	N 73° 20' E	41° 5' R	L $\frac{49}{28}$
+45			
26			

⊙ ⊙

⊙ ⊙

⊙ ⊙

⊙ ⊙

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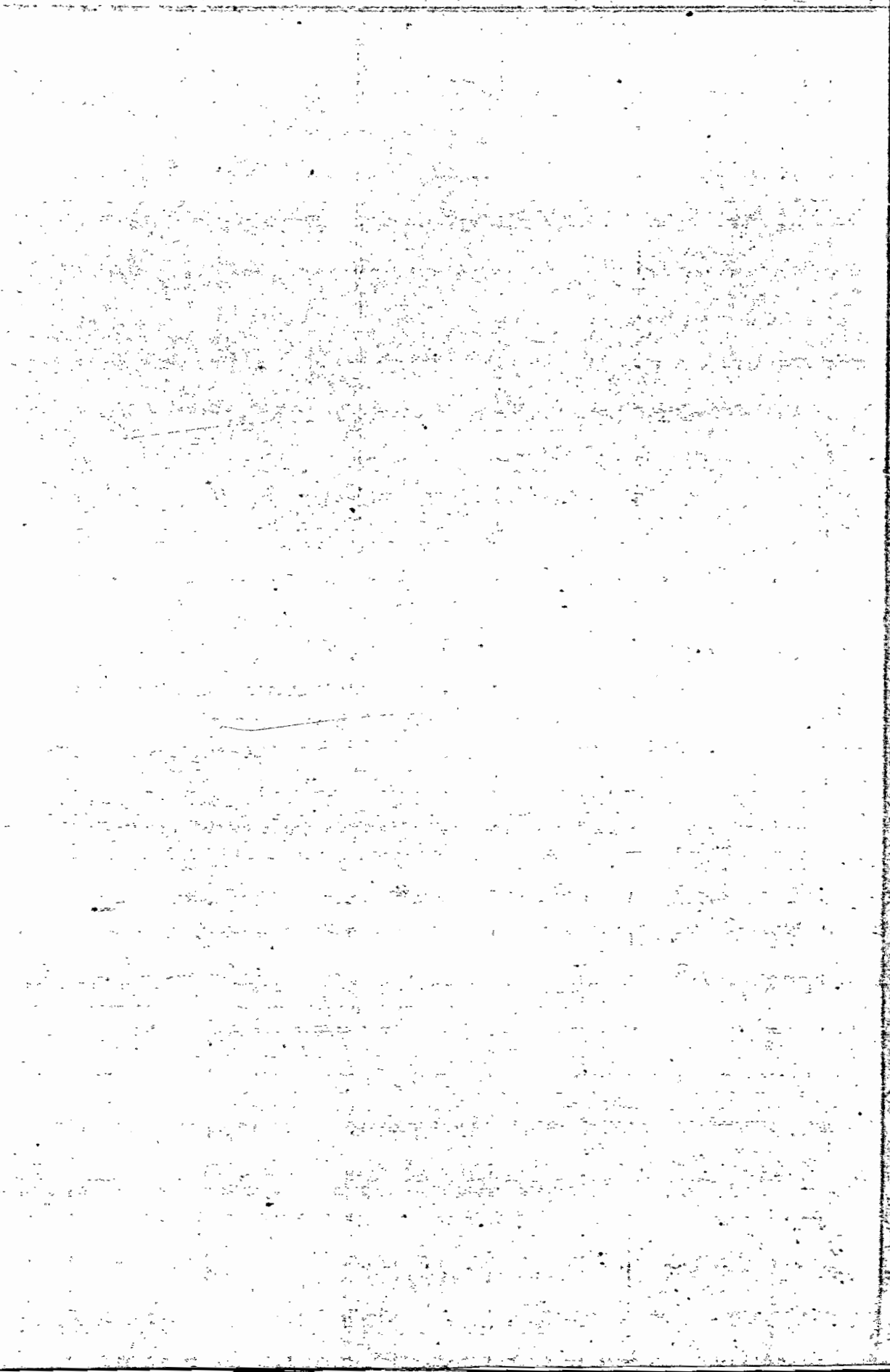
⊙ ⊙

⊙ ⊙

⊙ ⊙

TOPOGRAPHY.

00





STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
52			
51			
○ +02.3	S 11° 49' E	3° 55' R	L $\frac{49}{48}$
50.			
49			
+96.			L $\frac{50}{118}$ L $\frac{49}{134}$
48			
○ +41.7	S 15° 44' E	134° 24' R	L $\frac{49}{73}$
47			
+05.9			L $\frac{50}{35}$ L $\frac{49}{152}$
46			
45			
MON #3 44			
○ +80.2	N 29° 52' E	24° 1' L	L $\frac{49}{171}$
43			
+45.8			R $\frac{50}{56}$ L $\frac{49}{183}$
42			
MON #2 41			
○ +53.9	N 53° 53' E	25° 37' R	L $\frac{49}{64}$
40			
39			

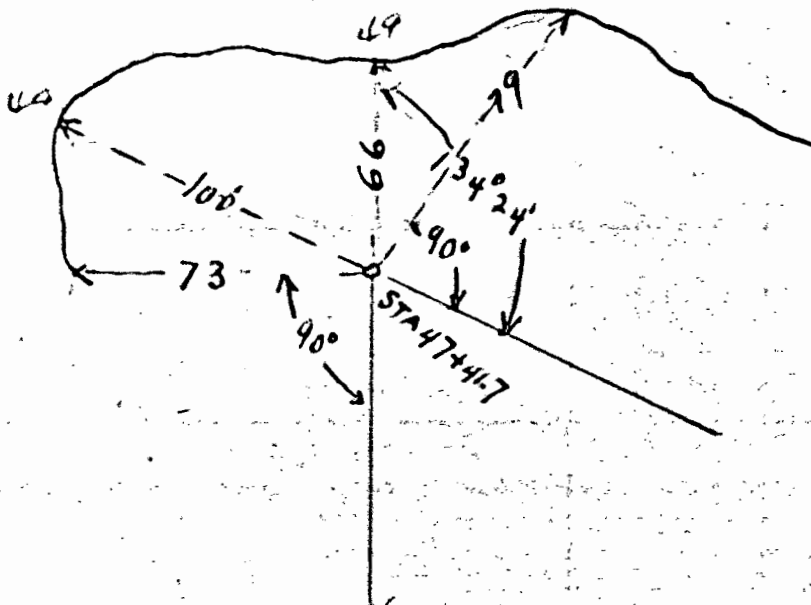
S 11° 49' E  
RRR

S 15° 44' E  
RRR

N 29° 52' E  
RRR

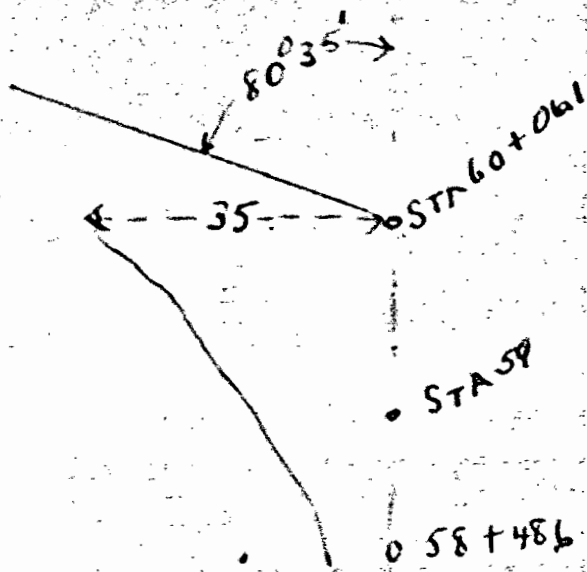
N 53° 53' E  
RRR

TOPOGRAPHY.

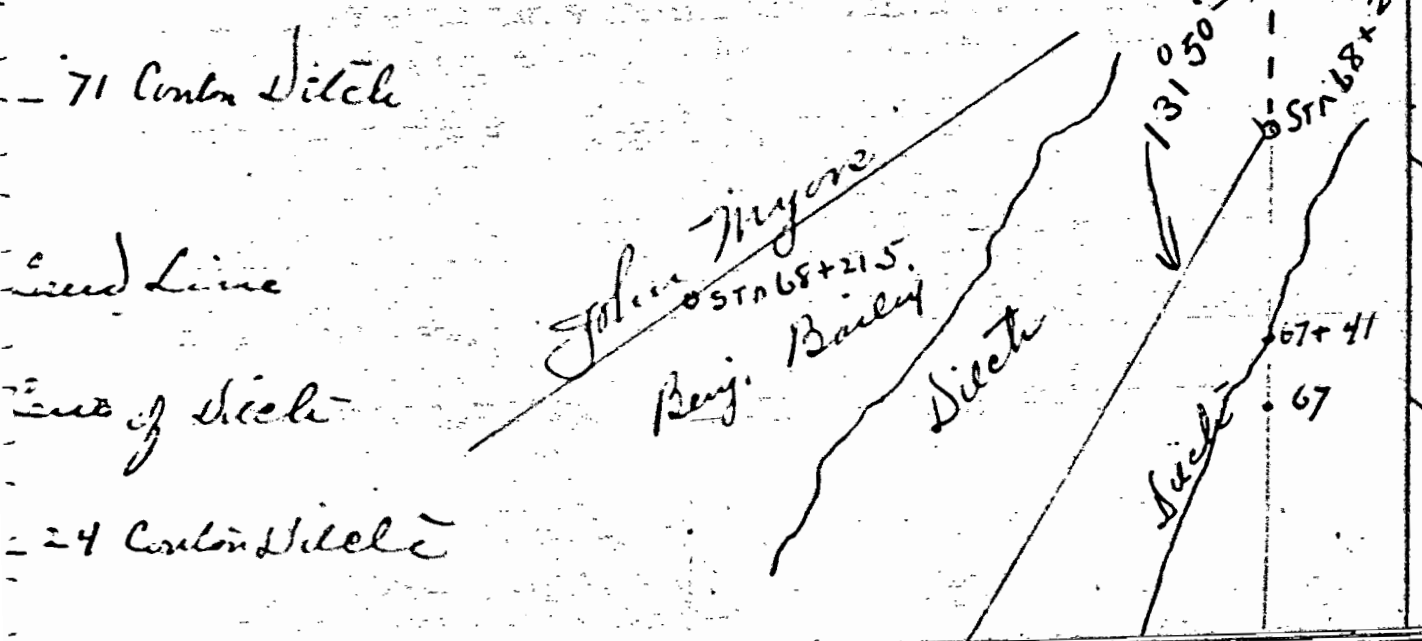


$\therefore$  course produced  $\frac{49}{66}$  on forward course produced backward  $\frac{49}{100}$

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
+ 57 65	560.1' E 40%	L $\frac{50}{45}$	L $\frac{49}{66}$
① + 22 64	S 61° E	15° 16' R	L $\frac{47}{17}$
63 + 81.5 62	576.15' E 41%	R $\frac{50}{62}$	R $\frac{49}{12}$
② + 06.1 60	S 76° 16' E	80° 35' L	L $\frac{49}{35}$
59 + 48.6 58	348.20' W 33%	R $\frac{50}{56.5}$	R $\frac{49}{07}$
③ + 83.3 56	S 41° 19' W	16° 32' L	L $\frac{49}{52}$
55 54 + 96	520.52' W 45%		L $\frac{49}{28}$
④ + 24.9 52	S 20° 51' W	32° 40' R	L $\frac{49}{14}$



STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
13			
78			
77			
+50			
76			
75	N 22° 01' E		
	799.2		
74			
+14.8			L $\frac{50}{15.5}$ L $\frac{49}{44}$
73			
72			
+58.7	N 22° 0	34° 50' R	L $\frac{49}{27}$
71			
70	N 12° 49' W		
+01.6	221.2		R $\frac{51}{71.6}$
69			
+26	N 12° 50' W	131° 50' L	
+21.5			
68			
+41			
67			
+96.4	S 60° 59' E		
66	110.7		



STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
15			
92 +91.5 91	N 25° 31' E 151.7		L $\frac{50}{59}$ L $\frac{49}{78}$
90 +73.8 89 +07 88	N 26 1/2° E	87° 48' R	L $\frac{49}{21}$
87 86	N 61° 17' W 128.9		L $\frac{50}{14}$ L $\frac{49}{31}$
MON # 5 85 84	N 61° 18' W	16° 56' L	L $\frac{49}{17}$
MON # 4 83	N 44° 22' W	67° 28' L	L $\frac{49}{66}$
82 81	N 23° 07' E 273.1		
80 +58 79	N 23° 6' E	1° 6' R +	L $\frac{49}{28}$

TOPOGRAPHY.

16

Sta 79+58 to 52+24.9 113° 27' Left from 52+24.9 to 56+83.3  
5° 40' Left angles changing around curves found within 2"



Repeat this station to avoid changing station.

This line was measured through water 3-4 feet deep and we afterwards discovered that the boys lost one of their marking sticks making actual length of line 100 feet more than shown.

102<sup>3</sup>  
 102  
 +13.5 N 39° 38' W 102° 28' R L  $\frac{49}{53}$   
 100

99  
 98  
 +79 R  $\frac{50}{53}$  R  $\frac{49}{39}$   
 97

+80  
 +95.3 S 37° 54' W 74° 11' L Edging water line  
 +60 produced 47.7 R  $\frac{50}{1645}$   
 R  $\frac{50}{175}$  R  $\frac{49}{150}$

+08.3  
 +40 Edging water line  
 +32 R  $\frac{50}{110}$  L  $\frac{44}{18}$

+96  
 +71 L  $\frac{50}{22}$  L  $\frac{49}{48}$

+61.2 N 67° 55' W 94° 25' L  
 +21 L  $\frac{49}{06}$

94

93



19 STATION. ALIGNMENT. DEFLECTION. REMARKS.

115

114

113

• (+) +97.8 N 80° 44' E 0° 52' R L  $\frac{49}{6}$

112

111

110

109

108

• (+) +38.3 N 79° 52' E 6° 59' R L  $\frac{49}{04}$

107

106

• (+) +70.5 N 72° 55' E 112° 33' R L  $\frac{49}{26}$

105

104

103

+99.7

+845

1102

L  $\frac{50}{37}$   
R 495

L  $\frac{49}{60}$   
L  $\frac{49}{49}$

N 80° 47' E  
29.5

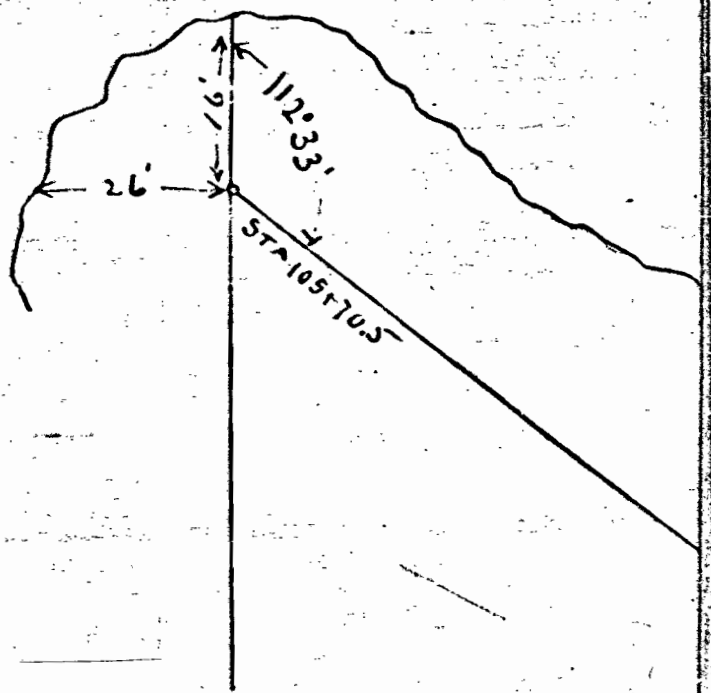
N 79° 52' E  
55.5

N 72° 55' E  
112.0

N 37° 11' W  
53.0

From Sta. 112+97.5 to Sta. 96+95.3 Angle 121° 57' R from Sta. 96+95.3 to Station  
100+13.5 Angle 16° ± R clearing to width 1'

See cross produced 42  
16



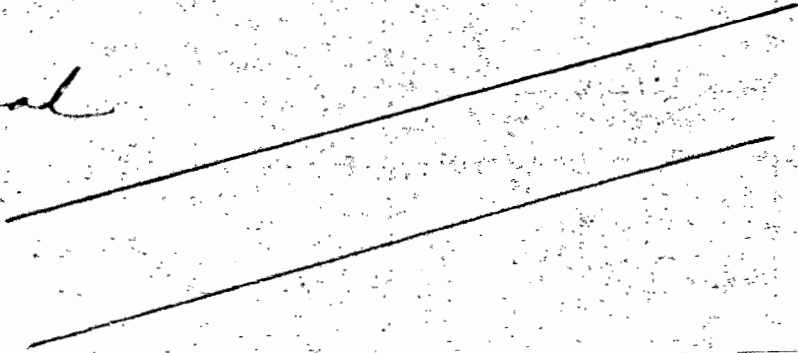
STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
21			
128			
127			
126			
0 125		31°54' R	L $\frac{49}{6}$
+58.3			East side of spur
+40.3			West side of spur
125			
+72.3			
124			
+83.4			R $\frac{50}{34.5}$ R $\frac{49}{32}$
123			
0 122	N 85° 26'	44° 26' R	L $\frac{49}{5}$
+00.7			
122			
121			
120			
0 119	N 40° 36' E	33° 56' L	L $\frac{49}{6}$
+10.4			
119			
118			
+2.2			L $\frac{50}{17}$ L $\frac{49}{26}$
117			
116			
0 115	N 74° 32' E	6° 12' L	L $\frac{49}{9}$
+90.8			
115			

This time by  
100 ft too long  
763.02 F  
512  
715

N 20° 05' E  
351 E  
N 70° 39' E  
300 E

Gravel Road

2000



23

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

142  
+ 03  
141

N 58° 43' E  
422.5

R  $\frac{50}{14.5}$  R  $\frac{49}{9}$

140  
+ 02.8

Mon 6.

57° 7 1/2 L

L  $\frac{42}{08}$

139  
+ 90

R  $\frac{50}{31}$  R  $\frac{42}{47}$

138  
+ 07

R  $\frac{50}{27}$  R  $\frac{42}{22}$

137  
+ 10

R  $\frac{50}{5.3}$  R  $\frac{49}{533}$

136

564° 09 1/2 E  
421.5

135  
+ 81.3

Mon 7.

55° 15' R

L  $\frac{49}{6}$

134  
+ 11

L  $\frac{50}{30.5}$  L  $\frac{49}{41.5}$

133

132

N 65° 55 1/2 E  
400.

131  
+ 73.3

Mon 8.

56° 23 1/2 L

L  $\frac{49}{31}$

130  
+ 50

R  $\frac{50}{40.4}$  R  $\frac{49}{354}$

129

143253  
134218  
4223



25 STATION. ALIGNMENT. DEFLECTION. REMARKS.

155

154

153

+98

+85

+65

152

+33

+13

151

+79.4

150

149

148

147

146

+62

145

Mon 7.

144

+25.3

143

N 49° 55' W  
692.0

N 09° 24' E  
707.1

North side of creek  
South side of creek  
L  $\frac{50}{63}$

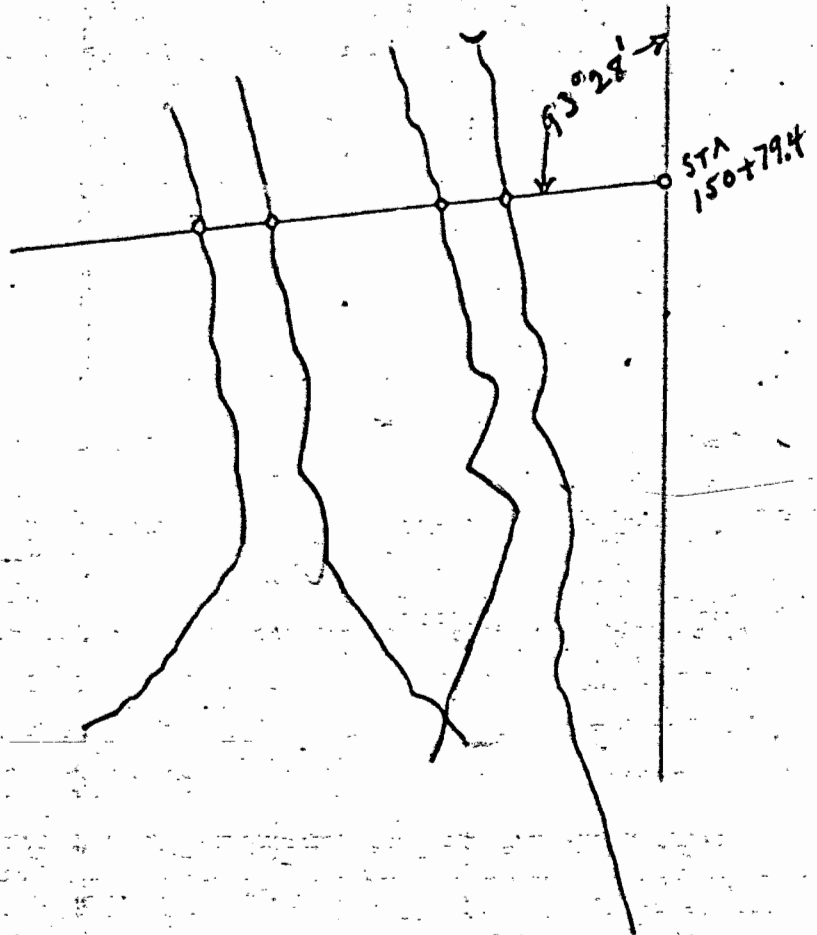
North side creek  
South side creek

93° 28' L

R  $\frac{67}{32}$  = R  $\frac{47}{24}$

30° 39' 1/2 R

L  $\frac{49}{09}$



27

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

o

+23.9

168

31°24' L

L  $\frac{49}{35}$

167

166

N 50°10' W  
44.4  
3.74

165

o

+79.9

164

30°00' R

L  $\frac{49}{5}$

163

+41.9

162

161

N 05°50' W  
50.5  
50.5

R  $\frac{50}{13}$

L  $\frac{49}{6}$

160

o

+71.4

159

+20

158

+63

+17

157

+11.2

156

86°4 1/2' L

North Side

L  $\frac{50}{735}$

South Side

L  $\frac{50}{70}$

Little Branch of Miami

Little Branch

181  
+03  
180

R  $\frac{50}{155}$  L  $\frac{49}{7}$

179  
+04.5  
178  
+43.3  
+34.7

N  $33^{\circ} 23' E$   
579.6

L  $\frac{50}{42}$  L  $\frac{49}{58}$   
L  $\frac{50}{108}$  L  $\frac{49}{125}$

Vo  
#9

+34.7  
177  
+93.5  
176

On course p. Sta. 177+14  
78°00' R. On course produced from

L  $\frac{50}{169}$  L  $\frac{49}{149}$

175  
+71.5  
174  
+10  
173

N  $44^{\circ} - 37' W$   
572.8

L  $\frac{50}{79}$  L  $\frac{49}{101}$   
L  $\frac{50}{16}$  L  $\frac{44}{46}$

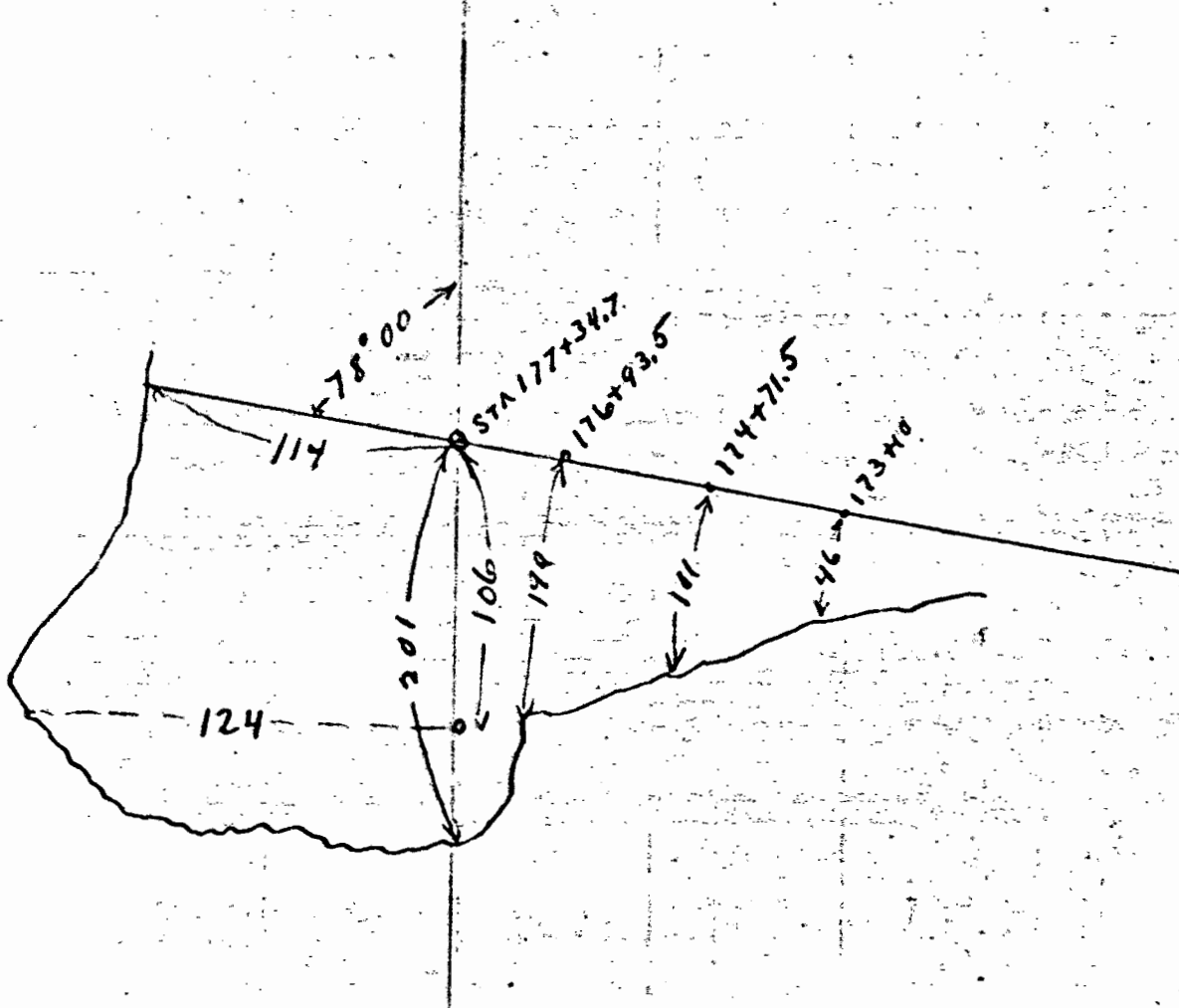
Mon 8  
172  
+61.9  
171  
+34.9  
170  
169

46°57' R L  $\frac{49}{6}$   
L  $\frac{50}{9}$

N  $58^{\circ} 26' W$   
320

5 52+54.3 produced backward  $\frac{49}{201}$  at 106 to L  $\frac{50}{112}$  L  $\frac{49}{124}$   
 21+24.9 to 177+34.7  $\frac{50}{81}$   $\frac{49}{114}$

No shown below on plot



31

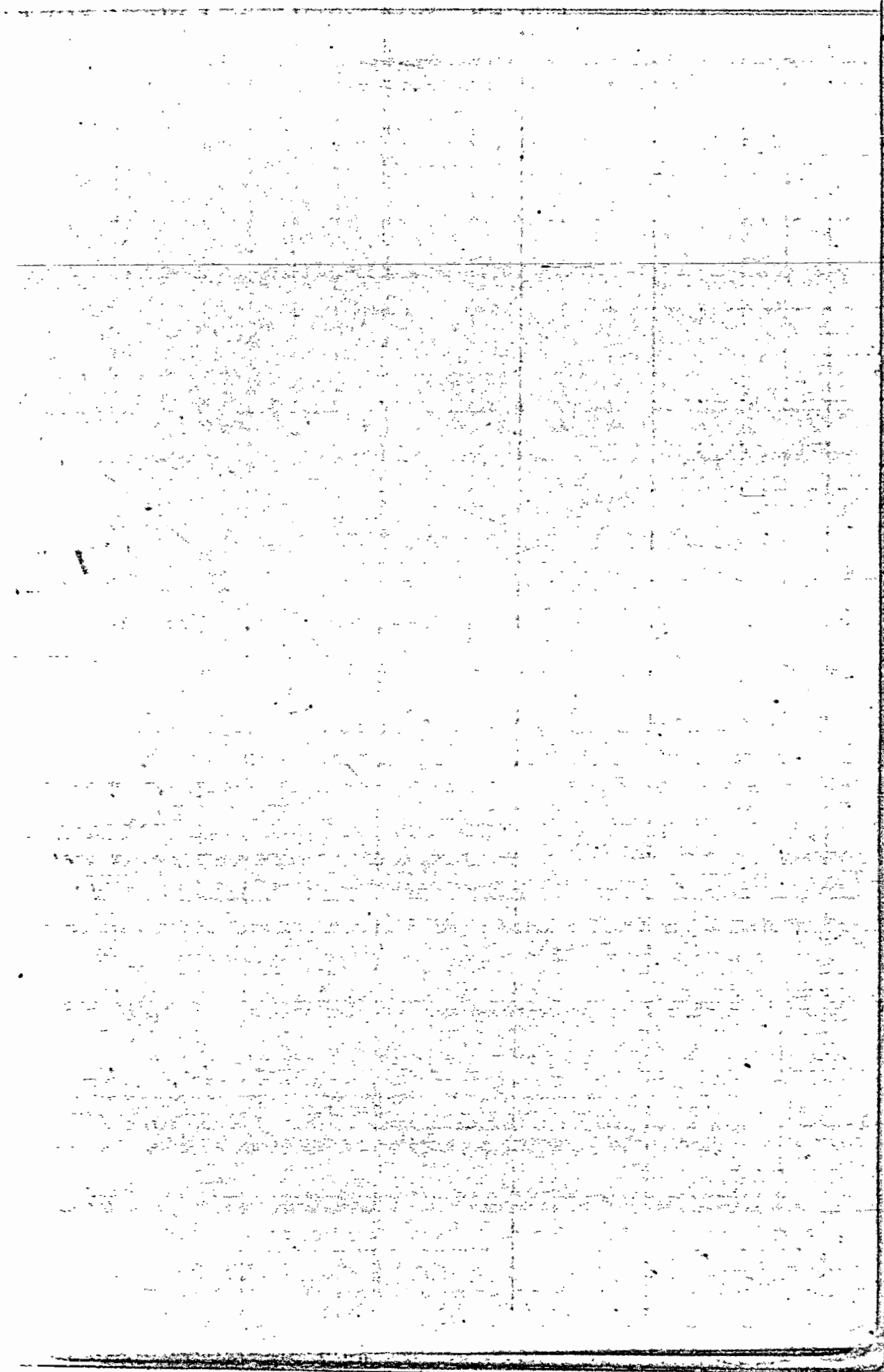
STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

195	N 38° 25' E		
1	281.2		
194			
○ +98.7		37° 26' R	L $\frac{49}{10}$
193	N 09° 59' E		
	A 70.8		
192			
+13.9			L $\frac{57}{41}$ L $\frac{49}{53}$
191			
190			
○ +21.9		48° 39' R	L $\frac{49}{12}$
189	N 47° 40' W		
	281.9		
188			
187			
○ +40		35° 00' L	L $\frac{49}{9}$
186	N 12° 40' W		
185	142.7		
○ +97.3		33° 46' R	L $\frac{49}{7}$
184	N 46° 25' W		
+43.6	293		L $\frac{50}{237}$ L $\frac{49}{35}$
183			
○ +54.3		79° 49' L	R $\frac{49}{28}$
182			
+53.9			R $\frac{50}{72}$ R $\frac{49}{13}$
181			





+74.4  
210

+95  
209

L  $\frac{50}{84}$  L  $\frac{49}{104}$

208

207  
+67  
206

L  $\frac{50}{85}$  L  $\frac{49}{99}$

205

204

203

0 202  
+67.9  
201

11°55' L L  $\frac{49}{24.8}$

199  
+81.8  
198

R  $\frac{50}{13.7}$  R  $\frac{49}{8}$

0 197  
+80  
196

40°34' R L  $\frac{49}{9}$

N 67°03' E  
914.0 (2.554.5)

N 78°59' E  
487.9

line between N. Spence & T. V. J. O. Curran

STATION.

ALIGNMENT.

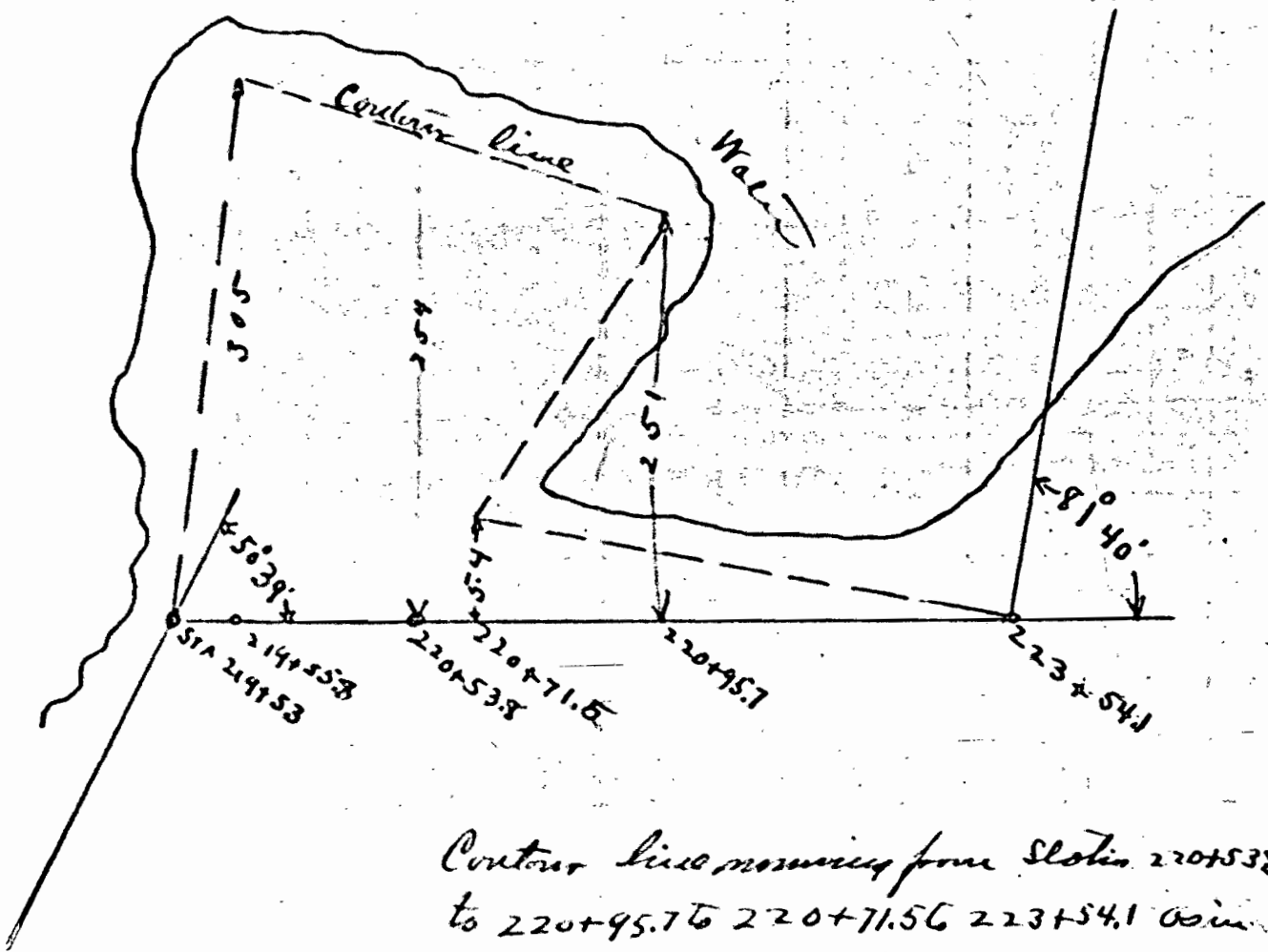
DEFLECTION.

REMARKS.

35

STATION	ALIGNMENT	DEFLECTION	REMARKS
o #10	+54.1	81°40' L	L $\frac{49}{37}$
	223		
	222	N 63°18½' E 401.1	
	221		L $\frac{49}{20}$
	+95.7		L $\frac{50}{257}$ L $\frac{49}{258}$
	+71.5		L $\frac{50}{5.4}$ L $\frac{49}{297}$
	+53.8		L $\frac{50}{254}$ L $\frac{49}{267}$
	220		
	+55.8		L $\frac{50}{305}$ L $\frac{49}{326}$
o	+53	50°34' R	L $\frac{49}{10}$
	219	N 12°39½' E	
	+00.5	297.2	L $\frac{50}{16}$ L $\frac{49}{29}$
	218		
	217		
o	+63.8	43°57' R	L $\frac{49}{12}$
	216	N 31°17½' W	
	215	206.5	
o	+57.3	23°56' L	L $\frac{49}{11}$
o	214		
	213		
	+87.4		L $\frac{50}{20}$ L $\frac{49}{33}$
	212		
	211		
o	+22.4	74°25' L	L $\frac{49}{31}$

N 72°21½' W  
 374.9 (21)  
 This should be written  
 + 82.4 or 92.4



Contour line running from station 220+53.8 to 220+95.76 220+71.56 223+54.1 as in the above figure

233  
+87.1

N 11° 58' W  
50.0

L  $\frac{50}{34.5}$     L  $\frac{49}{48}$

234  
+14.1

60° 22 1/2 R

L  $\frac{49}{32}$

233  
+14

Edge of water

232  
+35  
+20

N 72° 20 1/2 W  
54.9

Edge of water

R  $\frac{50}{25}$     L  $\frac{49}{19}$

231  
+48.2

L  $\frac{50}{116}$     L  $\frac{49}{134}$

230

229

228  
+65  
+38

N 72 3/4 W

53° 59' L

Edge of water

#11

227

226  
+88.1

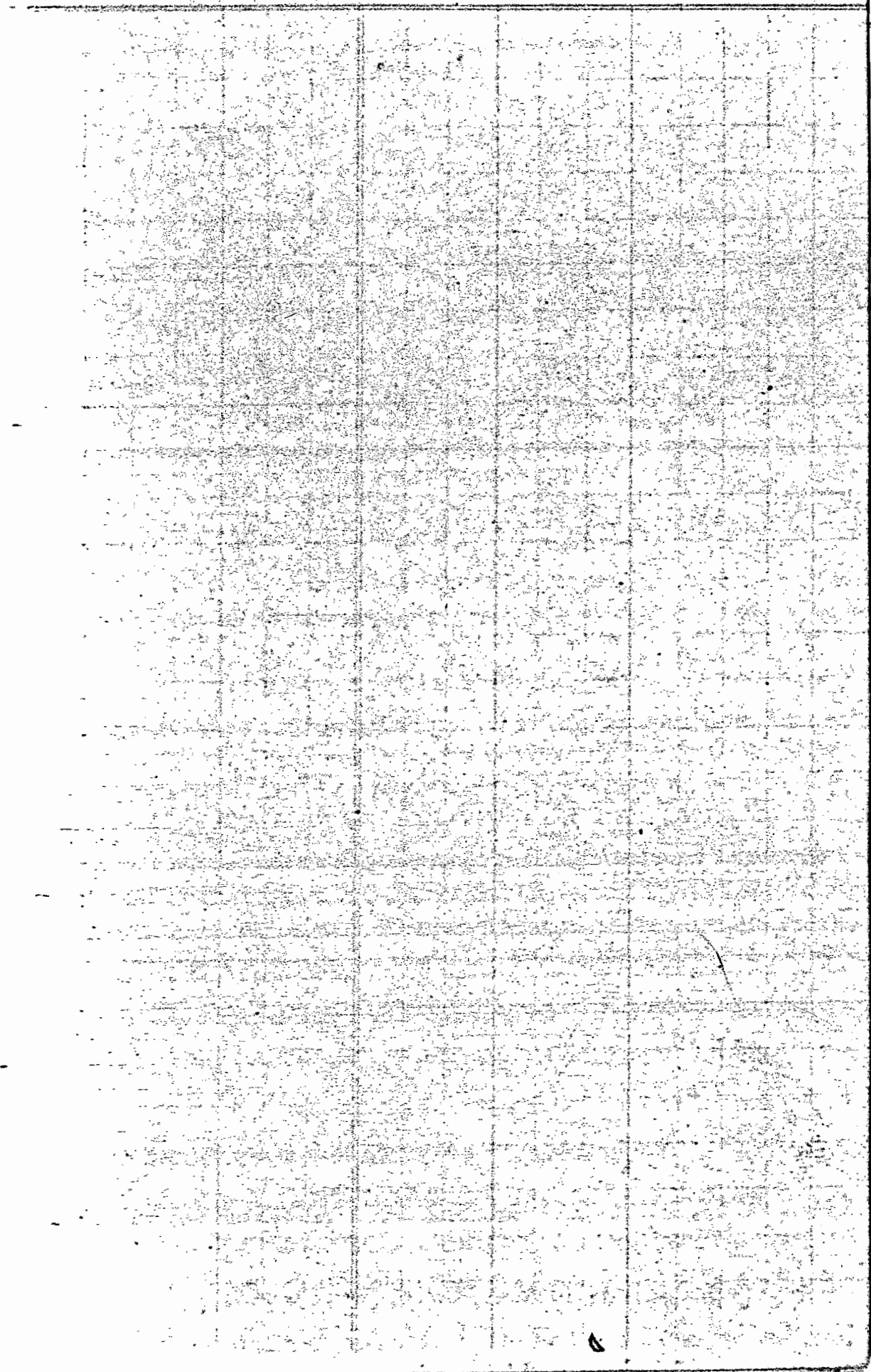
N 18° 21 1/2 W  
410.9

R  $\frac{50}{287}$     R  $\frac{49}{233}$

225

224  
+74.4

R  $\frac{50}{194}$     R  $\frac{49}{179}$



STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
39			
+29.8	N 26° 05' 1/2" E 474.5		L $\frac{50}{321}$
245		L $\frac{49}{345}$	
244			
+47.3		7° 24' R	
+40.4			L $\frac{50}{132}$
+14			L $\frac{49}{150}$
243			point L $\frac{49}{20}$
242			
+37.8	N 10° 41' 1/2" E 698.5		L $\frac{50}{48}$
241		L $\frac{49}{65}$	
240			
+54			Edge of water
+47			R $\frac{50}{17}$ L $\frac{49}{2}$
239			
+85			Edge of water
+28.9			L $\frac{50}{20}$ L $\frac{49}{30}$
238			
237			
+48.8		30° 39' 1/2" R	L $\frac{44}{9}$
236			
235			
234			

Center Line running from Sta. 243+47.3 to 243+404

236+98  
233+14  

---

3.347



STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

41

258

N 54° 16' E  
309.

257

o

+52

2° 43' L

L  $\frac{49}{27}$

256

255

N 56° 50' E  
319.2

254

o

+33

18° 17' R

L  $\frac{44}{16}$

253

252

251

+67

N 58° 42' E  
311.2

+38.8

250

249

+77

o

+21.8

12° 36' R

Edge of water  
R  $\frac{50}{24}$  R  $\frac{44}{14}$

248

+33

L  $\frac{50}{8.5}$

246

+55.6

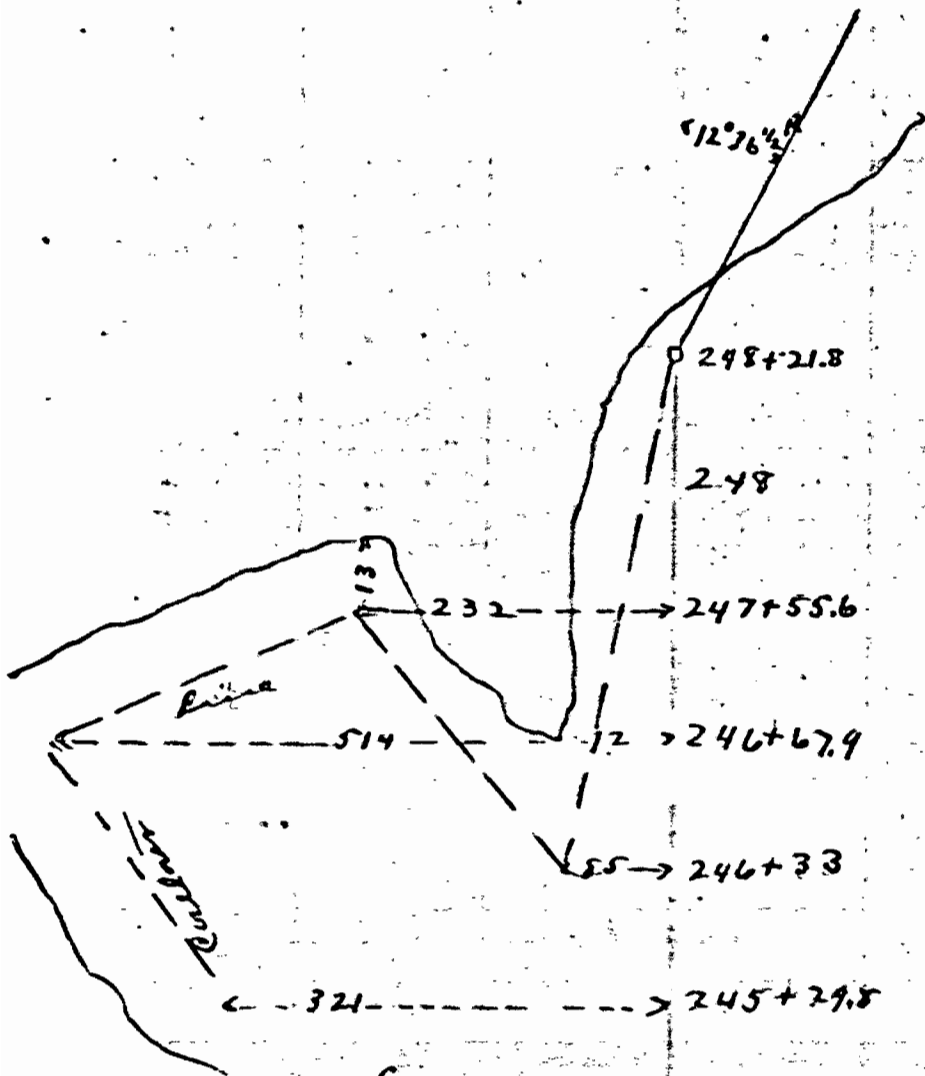
Edge of water  
L  $\frac{49 W. 44}{16 L 160}$  L  $\frac{50}{232}$

247

+67.9

L  $\frac{50}{51.4}$  L  $\frac{49}{530}$  L  $\frac{49}{40}$

246



Line running as noted and by the figures above

248+23 Line between Russell & O Course

$\frac{49}{-314}$  at  $\frac{50}{232}$  note 13't. Right of Sul Line

40 to L of same point of note

43 STATION. ALIGNMENT. DEFLECTION. REMARKS.

272

271

270

+69.8

269

268

+39

267

+63

266

265

264

+45

263

+29.1

262

+74.5

261

260

+61

259

N 42° 57' 1/2  
586.

N 22° 36' 5  
433.9

N 33° 41' 5  
260.1

L  $\frac{50}{100}$

L  $\frac{49}{117}$

L  $\frac{50}{55}$

L  $\frac{49}{71}$

20° 18' R

L  $\frac{42}{39}$

L  $\frac{50}{151}$

L  $\frac{44}{164}$

11° 3 1/2' L

L  $\frac{42}{49}$

L  $\frac{50}{120}$

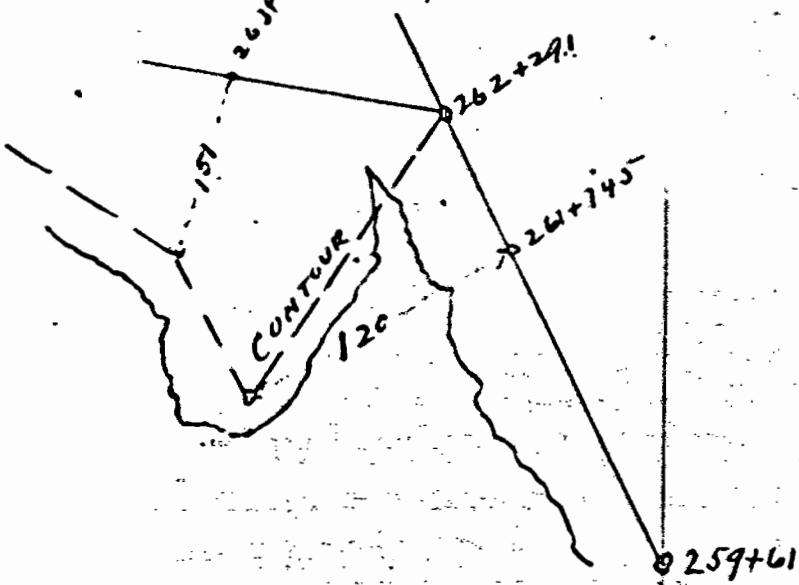
L  $\frac{49}{149}$

28° 36' L

L  $\frac{49}{19}$

#

Contour line running from Sta. 259+61 to 262+29.1 then  
to left at right angles to slope of 261+745 120'



285  
+14.1

L  $\frac{50}{21}$       L  $\frac{49}{26}$

284  
283

S 39° 35' E  
592.2

282  
+70.5

L  $\frac{50}{133}$       L  $\frac{49}{111}$

0  
#12

+32  
281

116° 42' R      L  $\frac{49}{26}$  in error

280

279  
+90.2

L  $\frac{50}{52.8}$       L  $\frac{49}{40}$

278

N 25° 56' E  
437.1

277  
+94.9

47° 24' L      L  $\frac{49}{32}$

276  
+98

L  $\frac{50}{142}$       L  $\frac{49}{110}$

275  
+31.7

L  $\frac{50}{142}$       L  $\frac{49}{101}$

274

N 11° 06' E  
445.9

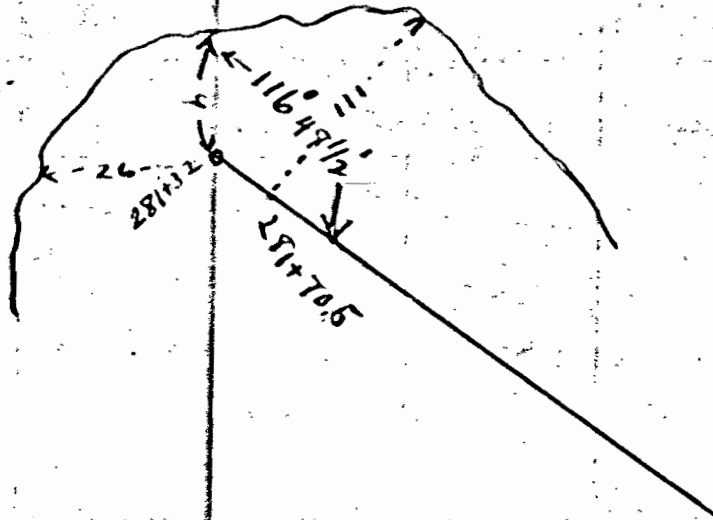
273  
+49  
272

28° 12' R      L  $\frac{49}{28}$

TOPOGRAPHY.

46

2000  $\frac{47}{6}$



47 STATION. ALIGNMENT. DEFLECTION. REMARKS.

297

296

+42.2

+33

295

+87

294

293

+54.3

292

291

+23.9

290

+9.2

289

288

+24

287

+94

+57

+28

286

285

5726.0

530.2

R  $\frac{50}{41}$  R  $\frac{41}{28}$   
Edge of water

L  $\frac{50}{385}$  L  $\frac{49}{46}$

27°41'R L  $\frac{49}{42}$

L  $\frac{50}{127}$  L  $\frac{49}{163}$

L  $\frac{50}{376}$  L  $\frac{49}{385}$

75°36'L to point

Edge of ditch  
Edge of ditch  
L  $\frac{49}{50}$

#13

out of water



49

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

309

308

307  
+89.3  
306  
+67.7

305<sup>2</sup>

304

303

+87  
+343

302

+36.7

301

300

299

298

+81.2

+68

+59.3

297

L  $\frac{50}{141}$  L  $\frac{49}{166}$

L  $\frac{50}{222}$  L  $\frac{49}{268}$

L  $\frac{50}{319}$  L  $\frac{49}{575}$   
L  $\frac{49}{21}$

73°45'R

edge of water  
R  $\frac{50}{109}$  R  $\frac{49}{79}$

151°12'L

edge of water  
R  $\frac{50}{186}$  R  $\frac{49}{185}$

736  
202

737  
408



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

#14 321  
 0 / +99.2  
 +34  
 320

49°38' L

L  $\frac{49}{40}$

Edge of Stream

319  
 +84  
 +57  
 +32  
 318

Edge of Stream  
 L  $\frac{50}{9}$  L  $\frac{49}{296}$   
 L  $\frac{50}{278}$  L  $\frac{49}{309}$

N 80° 34' E  
5796.2

317  
 +18

point of view L  $\frac{49}{145}$

316  
 0 / +52.5  
 315

53°48' L

314

313  
 +86  
 312

N 15° 37' E  
5450.37 E  
5781.2

R  $\frac{50}{605}$  R  $\frac{49}{16}$

311  
 +71  
 310

0 / +71.2  
 309

119°19 1/2 R

L  $\frac{49}{57.5}$

TOPOGRAPHY.

52

line between Kennedy & Ewing.  
or Course produced  $\frac{49}{4.5}$

53 STATION. ALIGNMENT. DEFLECTION. REMARKS.

334

333

+262

332

331

330

+48.5

329

+05.

328

0 +74.9

327

326

+10

325

+34.5

324

323

322

+74

N 20° 39' E  
112.32

N 30° 5' E  
67.07

L  $\frac{50}{36}$

L  $\frac{49}{108}$

L  $\frac{50}{155.5}$

L  $\frac{49}{370.5}$

point of L  $\frac{49}{120}$  water

2° 57 1/2 L

L  $\frac{49}{115}$  L  $\frac{49}{190}$  L  $\frac{49}{413}$

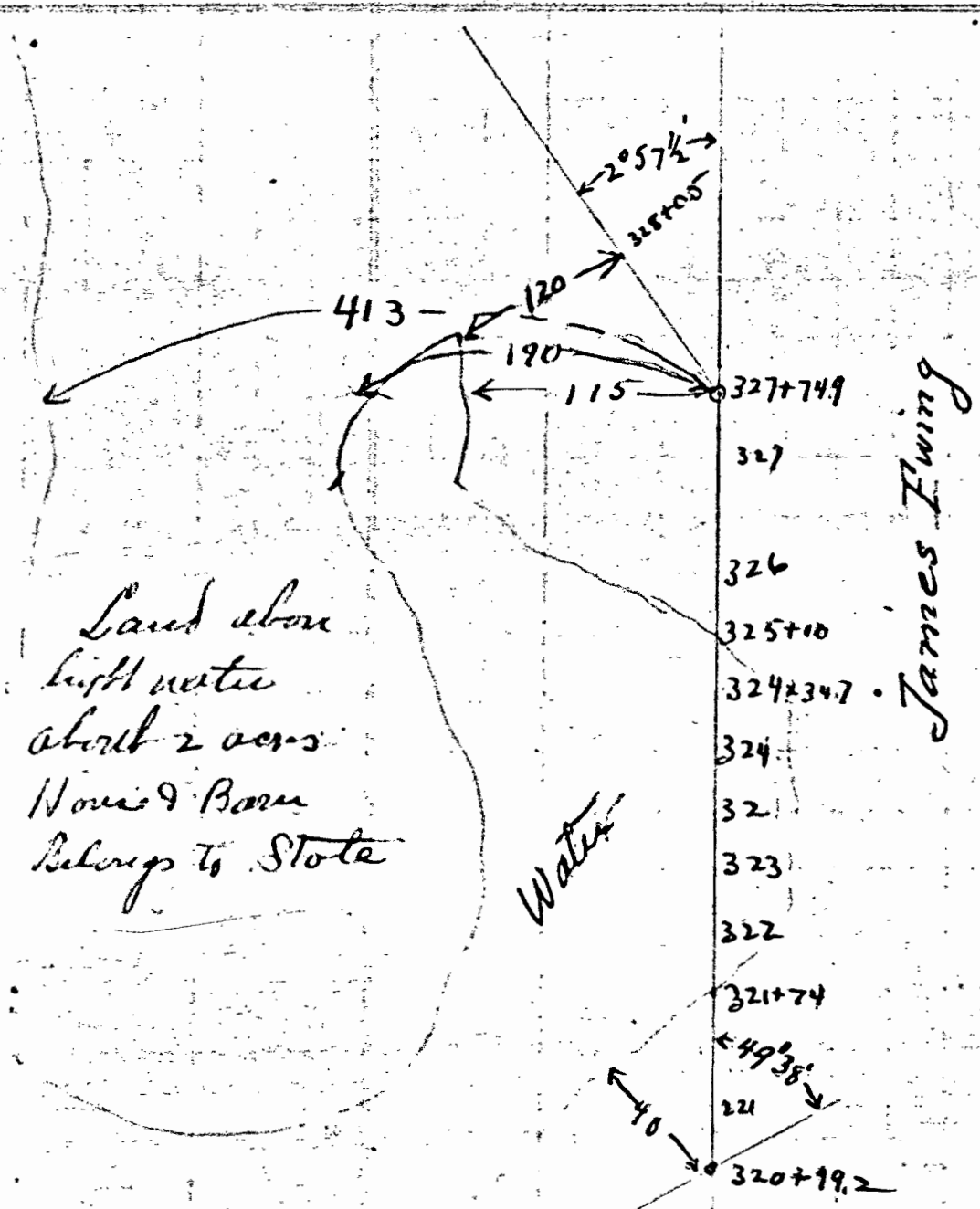
Edge of water Stream

R  $\frac{50}{75}$  · R  $\frac{49}{19}$

Edge of water Stream

TOPOGRAPHY.

54



Land above  
high water  
about 2 acres.  
Now a Barn  
belongs to State

Water

James Fwing

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
55 +93.4 347		12° 7 1/2' L	L $\frac{49}{44}$
+64 346			L $\frac{50}{28}$ L $\frac{49}{45}$ River.
345			
344			
343			
342			
+59 +36 341	N 17° 47' E 844.3		L $\frac{50}{19.5}$ L $\frac{49}{20}$ River
340			
339			
+98.1 338		10° 12' L	L $\frac{49}{16}$
337			
+61.2 336			L $\frac{50}{177}$ L $\frac{49}{187}$
+50 335			L $\frac{50}{203}$ L $\frac{49}{228}$

895.3

TOPOGRAPHY.

56

*line between Shop. & Ewing*



57 STATION. ALIGNMENT. DEFLECTION. REMARKS.

360	N 24° 29' W 386.8		
359			
358			
+91			
+86.5			
+46			R <sup>50</sup> / <sub>324</sub> New base of Creek
357			
+41.1		30° 8 1/2' L	
356			
355			
354			
+51.6			L <sup>50</sup> / <sub>73</sub> L <sup>44</sup> / <sub>79</sub> River
353			
+16			L <sup>50</sup> / <sub>121</sub> L <sup>49</sup> / <sub>130</sub> River
352			
351	N 59° 39' E 947.7 847.7		
350			
+78.7			L <sup>50</sup> / <sub>408</sub> L <sup>49</sup> / <sub>46</sub> River
349			
348			

TOPOGRAPHY.

58

Edge of bank of North Fork  
Edge of bank of North Fork of Missouri

STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
+78.4			Contour Point and
+58.2			R $\frac{50}{657}$
10			
+16.7			R $\frac{50}{795}$
9			
+16.3			R $\frac{50}{114}$
8			
7			
+64			R $\frac{50}{40}$
o T.P. +37.9			37°12' R Not a Contour Point
6			
+90			R $\frac{50}{37}$
5			
+44			R $\frac{20}{49}$
4			
+48.8			R $\frac{50}{104}$
o T.P. +42.9			28°39' L Not a Contour Point
3			
2			
1			
o 360' + 27.9			115°28' R Sta O on Sub Line.
o +27.9			66°45' L
+23			edge of ditch

Sub. Line

5 80° 27' E

N 62° 20' E  
290°

S 89° 01' E  
342.9

S 88° 46' W

TOPOGRAPHY.

60

end of line

see sight to Sta. 356+41.1

R. P. Studley & Co.

# SUB LINE NORTH FORK

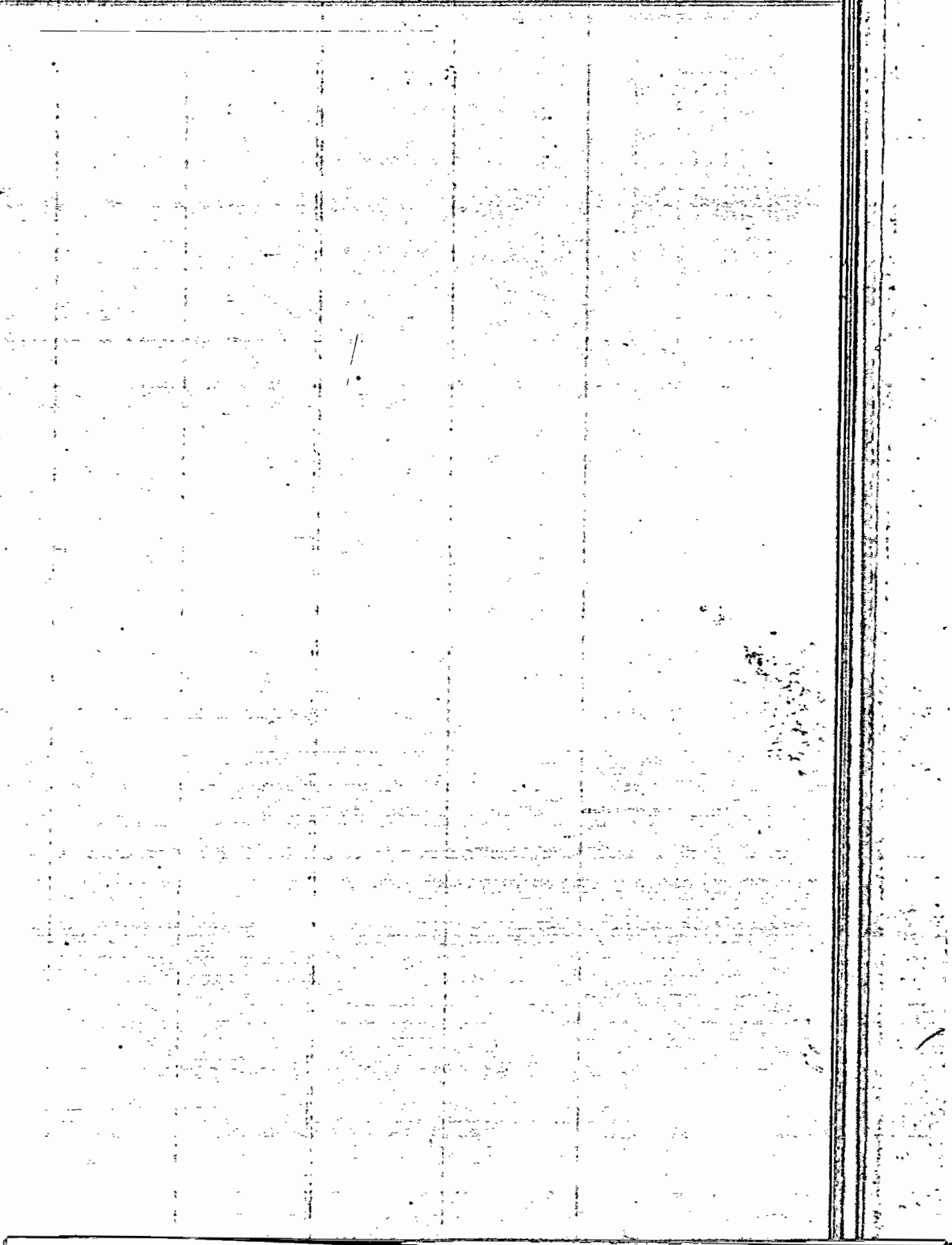
61 STATION. ALIGNMENT. DEFLECTION. REMARKS.

360			
1 +72.9		L $\frac{50}{178.5}$	
1			
+16.7		L $\frac{50}{134}$	
3			
+67		L $\frac{50}{52}$	
4			
5			
+14		L $\frac{50}{130}$	
+37.9		L $\frac{50}{195}$	
6			
+86.9		L $\frac{50}{65.6}$	
7			
+55.5		L $\frac{50}{63.5}$	
8			
+06		L $\frac{50}{21.5}$	
9			

Sub Line

TOPOGRAPHY.

62



63 STATION. ALIGNMENT. DEFLECTION. REMARKS.

373  
 372  
 +08.5  
 371

N. 61° 19' W.  
 652.9

R  $\frac{50}{99}$  L  $\frac{49}{150}$

370

369  
 +33  
 368

14° 53' L L  $\frac{49}{62}$

367  
 366

N. 42° 42' W.  
 548.1

365  
 +84.1  
 364

22° 4' L L  $\frac{49}{20}$

363  
 362

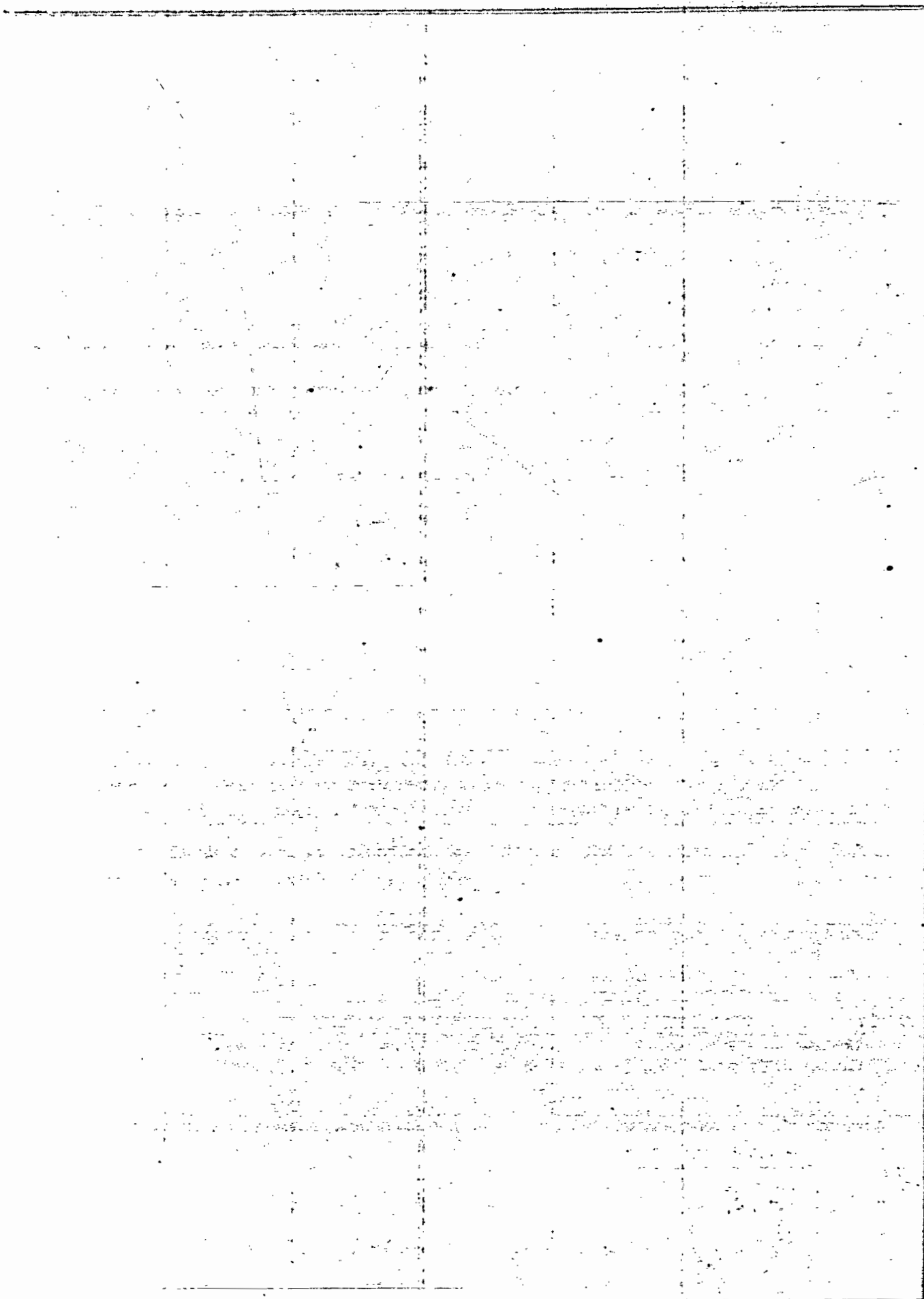
N. 46° 46' W.  
 406.1

361  
 +27.9

66° 45' L

TOPOGRAPHY.

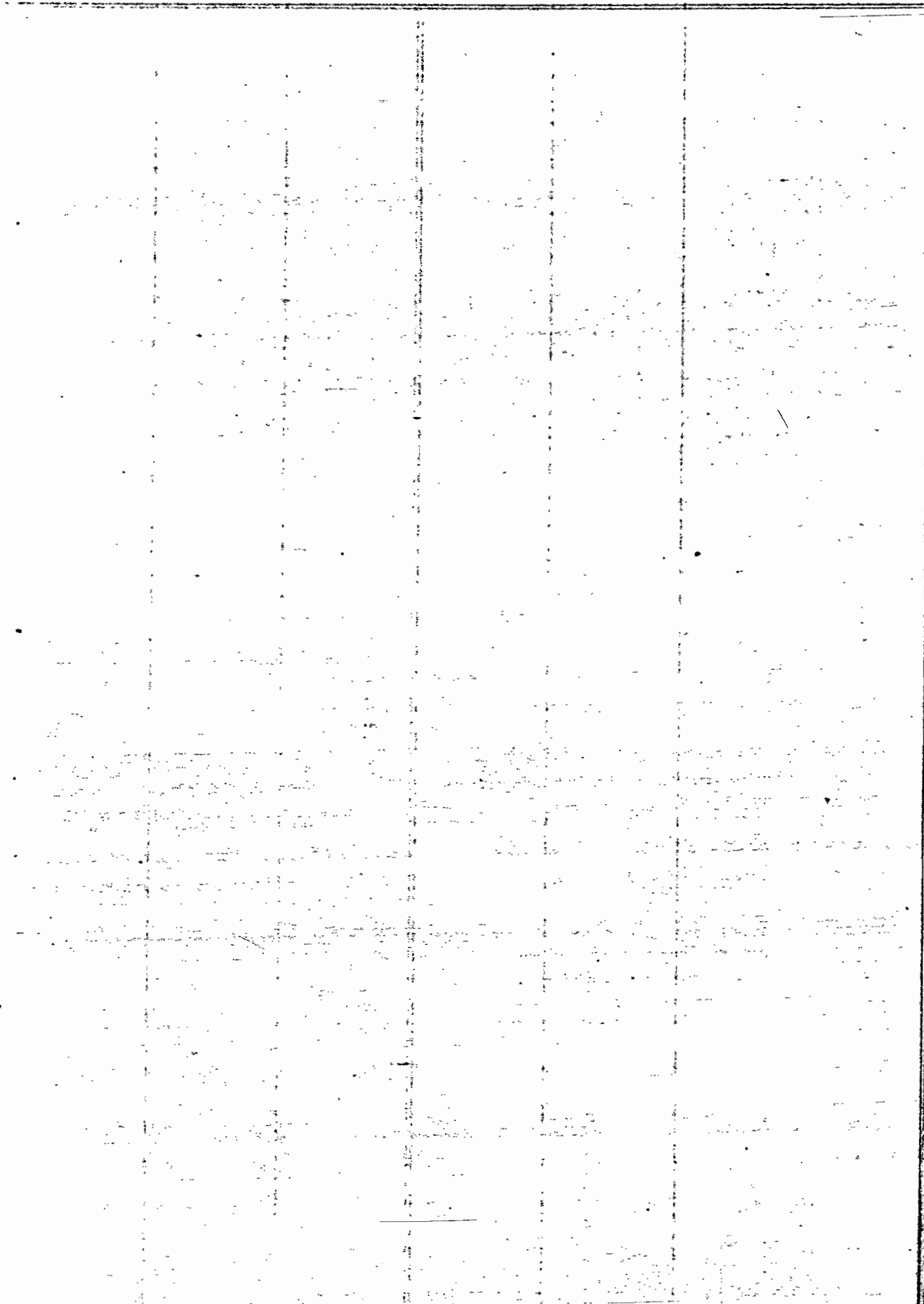
64





65	STATION.	ALIGNMENT.	DEFLECTION.	REMARKS.
	0 +14.5		35° 7 1/2 R	L $\frac{49}{16}$
#16	387			
	386			
	385			
	384			
	+68			L $\frac{50}{126}$ L $\frac{49}{155}$
	383			
	382	M. L. 27' W 5 37° 26' S 76.6.1		
	381			
	380			
0	+48.4		51° 00' L	
#15	379			point of L $\frac{49}{35}$ water
	378			
	+65.5	N 89° 51' W 9 2.6		L $\frac{57}{75}$ L $\frac{47}{105}$
	377			
	376			
	375			
0	+55.8		38° 40' R	L $\frac{49}{18}$
	374			

TOPOGRAPHY.



67 STATION. ALIGNMENT. DEFLECTION. REMARKS.

401

400

+18.9

399

+26.5

398

397

+48

396

+40.2

395

394

393

+50.8

+31.5

392

391

+83.6

390

+08.5

389

388

N 84° 11' E  
729.3

N 78° 40' W  
515.1

N 57° 59' W  
577.8

L  $\frac{50}{63}$

L  $\frac{41}{104}$

91° 51' R

L  $\frac{41}{105}$

L  $\frac{50}{70}$

L  $\frac{44}{101}$

L  $\frac{50}{37.5}$

L  $\frac{49}{85}$

L  $\frac{50}{84}$

L  $\frac{49}{111}$

94° 45' R

L  $\frac{49}{17}$

L  $\frac{50}{48.5}$

L  $\frac{49}{58}$

L  $\frac{50}{72}$

L  $\frac{49}{81}$

TOPOGRAPHY.

*in course produced  $\frac{49}{106}$*

69 STATION. ALIGNMENT. DEFLECTION. REMARKS.

414  
 N 38° 31' E  
 260.3

413  
 + 85  
 16° 33' R L  $\frac{49}{14}$

412  
 + 48.4  
 411 R  $\frac{58}{145}$  L  $\frac{49}{14}$

410

409  
 + 44.5  
 L  $\frac{50}{35.5}$  L  $\frac{49}{58.5}$

408  
 407  
 N 22° 18' E  
 730.2

406  
 + 54.8  
 + 24.5  
 61° 53' L  
 point of L  $\frac{49}{50.6}$  meter

405  
 404

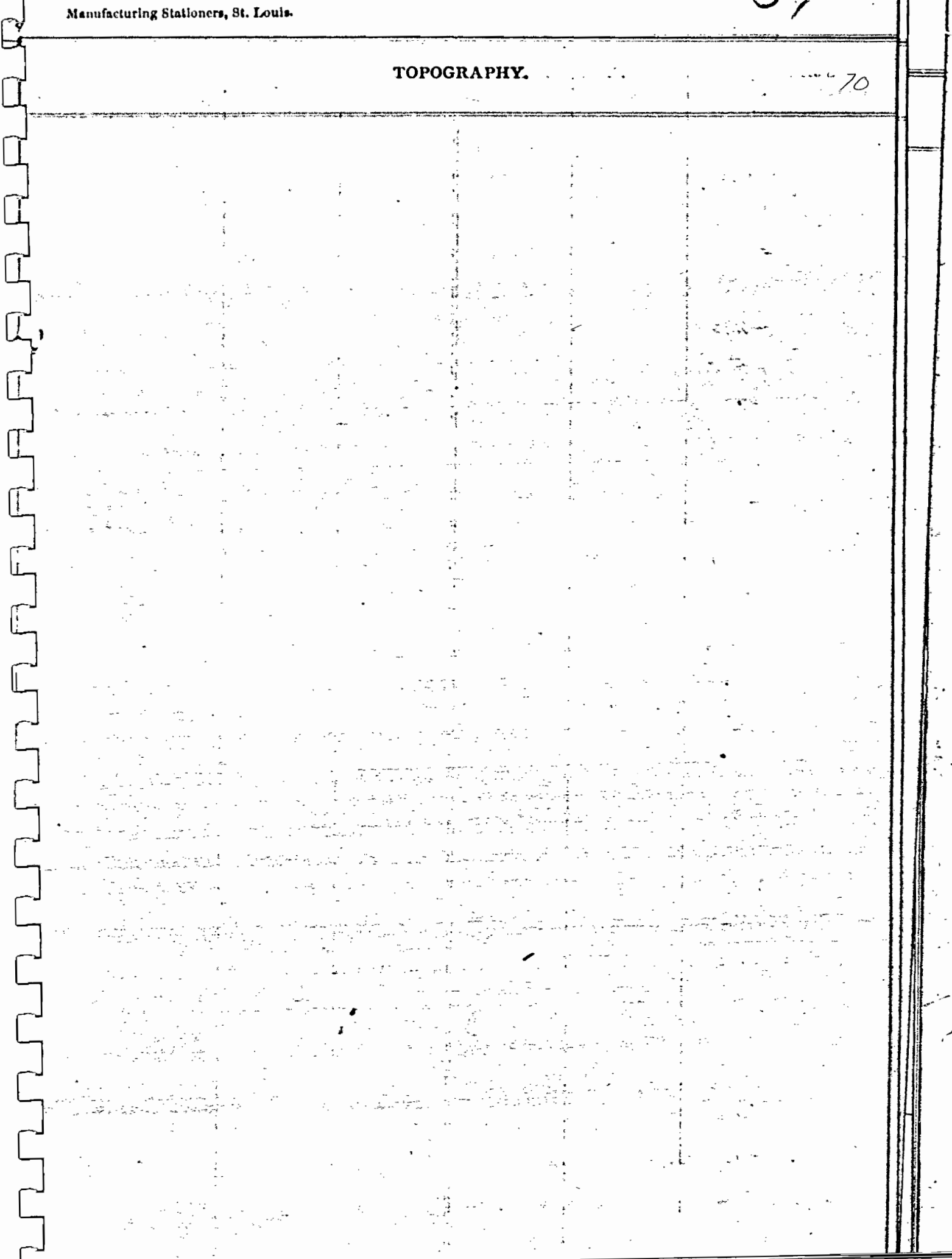
403  
 + 83.2  
 403 L  $\frac{50}{123}$  L  $\frac{49}{179}$

+ 26.5  
 402 L  $\frac{50}{130}$  L  $\frac{49}{210}$

34

TOPOGRAPHY.

70



71 STATION. ALIGNMENT. DEFLECTION. REMARKS.

427

426

425

+25.3

424

+50.3

423

422

6 +86.9

421

420

+09.2

419

+02.6

418

417

416

0 +45.3

415

M. L. 110.81 N  
 16.08  
 80.91

N 24° 25' E  
 64.16

R  $\frac{50}{30.5}$  R  $\frac{44}{4}$

R  $\frac{50}{76}$  R  $\frac{49}{13}$

42° 42' L ±

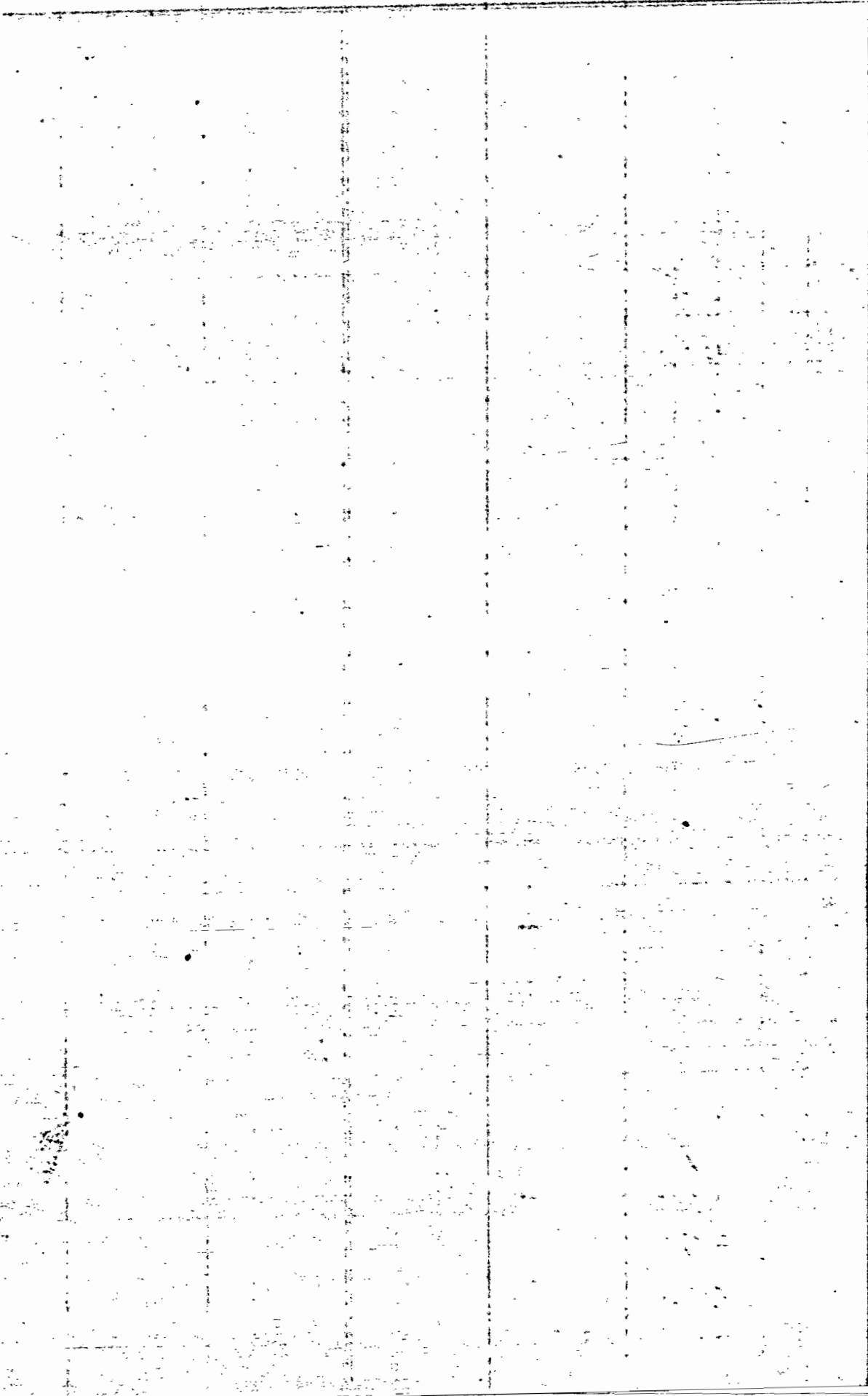
R  $\frac{50}{32}$  L  $\frac{49}{24}$

L  $\frac{50}{15}$  L  $\frac{42}{49}$

14° 26' 1/2 L L  $\frac{49}{22}$

TOPOGRAPHY.

72





73 STATION. ALIGNMENT. DEFLECTION. REMARKS.

STATION	ALIGNMENT	DEFLECTION	REMARKS
440	N 62° 15' E 457.3		
439			
438	N 58° 15' E 244.3	4° 00' R	L $\frac{49}{60}$
+27.8			
437			
436	N 71° 50' E 437.5	13° 35' L	L $\frac{49}{62}$
+83.5			
435			
+13.5		L $\frac{50}{10}$	L $\frac{49}{68}$
434			
433			
432		L $\frac{50}{45}$	L $\frac{49}{74}$
+74			
431			
<del>430</del>		70° 7' R the course produced	$\frac{49}{40}$
+46			
430		L $\frac{50}{183}$	L $\frac{49}{244}$
+99.3			
429		L $\frac{50}{27}$	L $\frac{49}{93}$
+87.7			
428		L $\frac{50}{1.5}$	L $\frac{49}{53.5}$
+71			

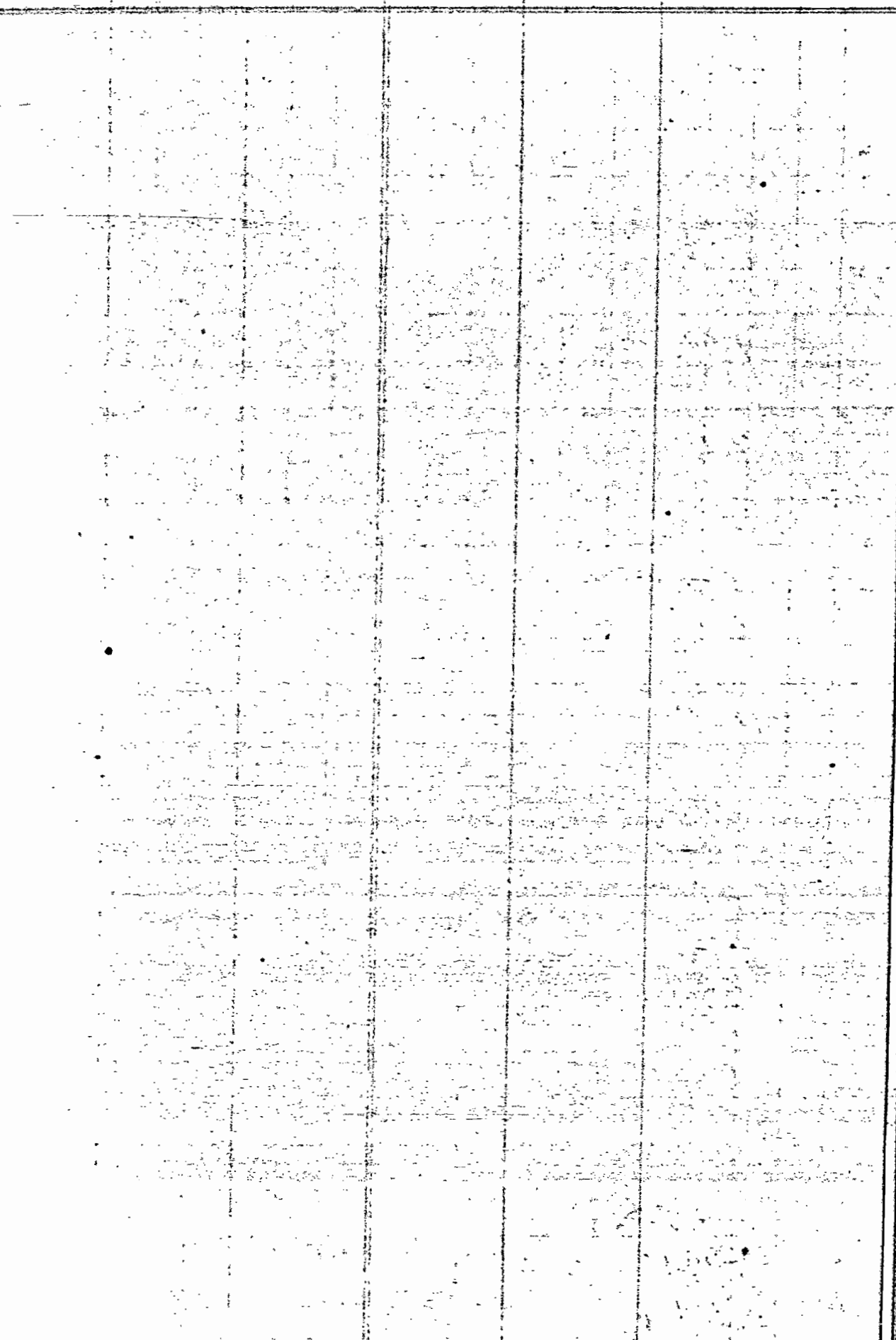
o

#18

o #17

TOPOGRAPHY.

74



75 STATION. ALIGNMENT. DEFLECTION. REMARKS.

o +24.3 455' L *point* L  $\frac{49}{400}$

453

452

451

450

449

o +02.9 147' R L  $\frac{49}{202}$

448

447

446

445

+24

444

o +98 7°12' L L  $\frac{49}{116}$

+27

443

442

o +79.1 58°22' L L  $\frac{49}{150}$

441

N 10° 48' E  
521.2

N 30° 19' W  
404.9

N 23° 03' E  
218.0

Line between Spring & Steamboat

- the bank of creek  
- the bank of creek

77 STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

429

R  $\frac{50}{316}$

466

465

N 83° 26' W  
588'

464

463

+79

R  $\frac{50}{230}$

o

+28.5

89° 16' L

462

461

460

459

458

457

+63.5

L  $\frac{50}{35}$

456

455

N 90° 00' E  
904'

454



79 STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

+29

R  $\frac{50}{316}$

466

465

N 83° 26' W  
588'

464

463

+79

R  $\frac{53}{230}$

+28.5

89° 16' L

462

461

460

459

458

457

+63.5

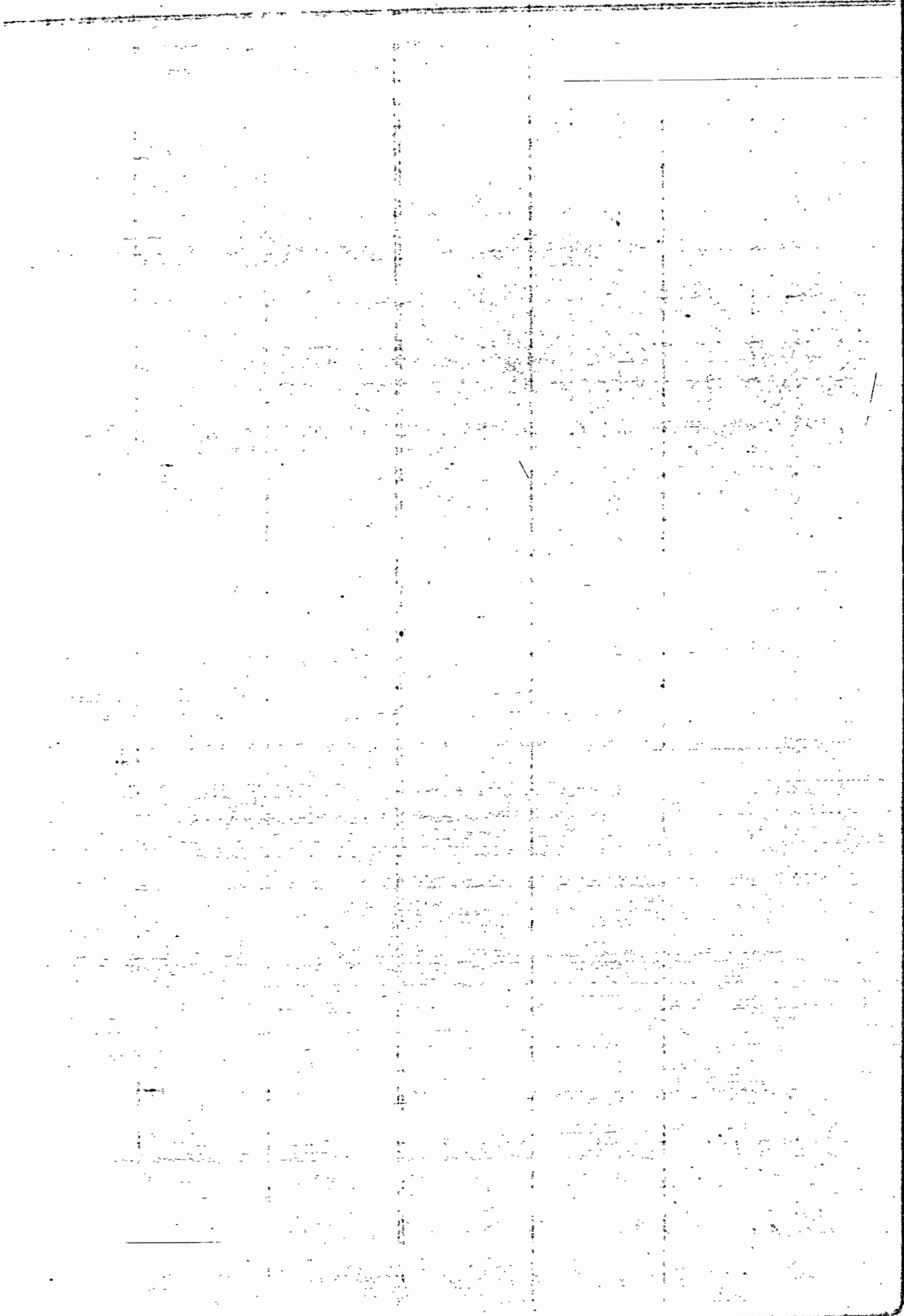
L  $\frac{50}{35}$

456

455

N 55° 30' E  
904.2

454





81

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

480

S 27° 23' W  
660.3

479

478

+85.8

21° 20' R

point

L 49  
94

#19

477

476

+17

L 50  
97.5

475

S 6° 03' W  
528.6

474

473

+57.2

49° 10' L

472

471

+79.3

R 50  
17.5

470

S 55° 10' W  
440.7

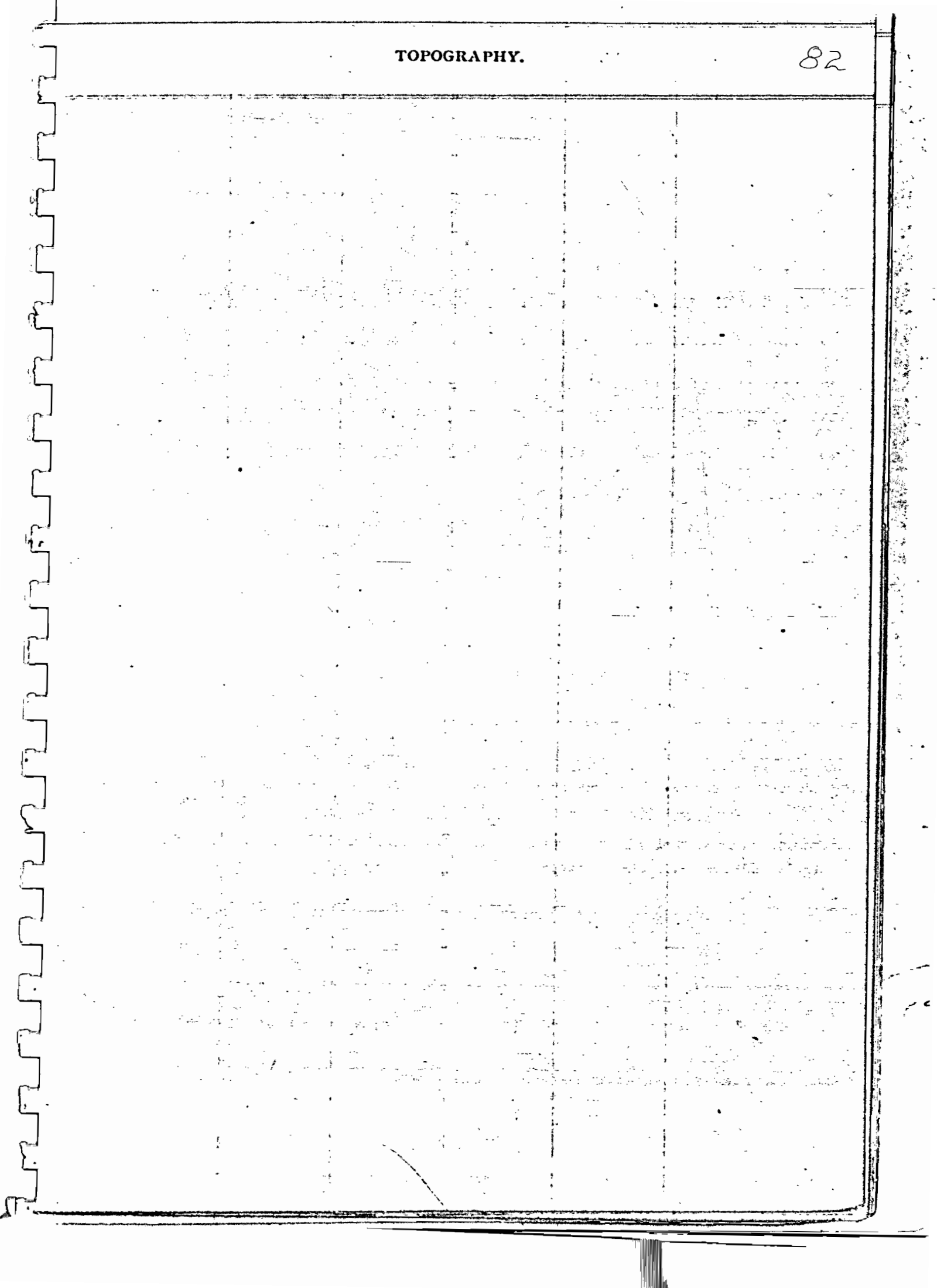
469

+16.5

41° 21' L

468

467



83 STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

+05.7

493

55°40'19"W  
377.4

L  $\frac{50}{66}$

L  $\frac{49}{113}$

492

+67.1

491

69°49'R

L  $\frac{49}{99}$

490

+17.3

489

R  $\frac{50}{11.5}$

L  $\frac{49}{129.5}$

488

487

486

51°30'30"E  
721

485

+68.5

+46.1

484

42°53'L

L  $\frac{49}{201}$

#20

483

482

+44

481

R  $\frac{50}{53}$

L  $\frac{49}{78}$

line between Nonchun & Sturoots

85 STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

507

+14

506

505

+40

504

503

+26.7

502

501

+12.8

500

+62.5

499

+00.5

498

497

496

+44.5

495

494

N 14° 48' W  
1022.6

N 31° 01' W  
477.2

S 66° 49' W  
418

R  $\frac{50}{43}$  R  $\frac{49}{41}$

16° 13' R L  $\frac{49}{47}$

L  $\frac{50}{121}$  L  $\frac{49}{199}$

L  $\frac{50}{161}$  L  $\frac{49}{208}$

82° 9 1/2' R L  $\frac{49}{41}$

L  $\frac{50}{40.5}$  L  $\frac{49}{79}$

12° 30' R L  $\frac{49}{73}$

0

0

0

Piece Sta 495+44.5 to Sta 430+46 Ang.  $90^{\circ}$  from 430+46 to Sta. 434+83.5  
Angle  $72^{\circ} 29\frac{1}{2}'$  L Angles checked from 495+44.5  
to 430+46 it is 368 feet.

87

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

518

+70

517

+32

516

N. 1. 1. 3  
42° 55' W  
964.3

R  $\frac{50}{160}$

R  $\frac{49}{73}$

Edge of water

515

+62.6

✓

122° 18' L

# 21

+41.9

+19

514

+52

+09

513

+53.5

+27

512

R  $\frac{50}{105}$

Edge of water S.S

R  $\frac{50}{221}$

R  $\frac{49}{203}$

Edge of water

R  $\frac{50}{50}$

L  $\frac{49}{90}$

R  $\frac{50}{224}$

L  $\frac{49}{94}$

511

+69.9

510

R  $\frac{50}{34}$

L  $\frac{49}{60}$

509

508

+95

+25

R  $\frac{50}{68}$

R  $\frac{49}{30}$

R  $\frac{50}{161}$

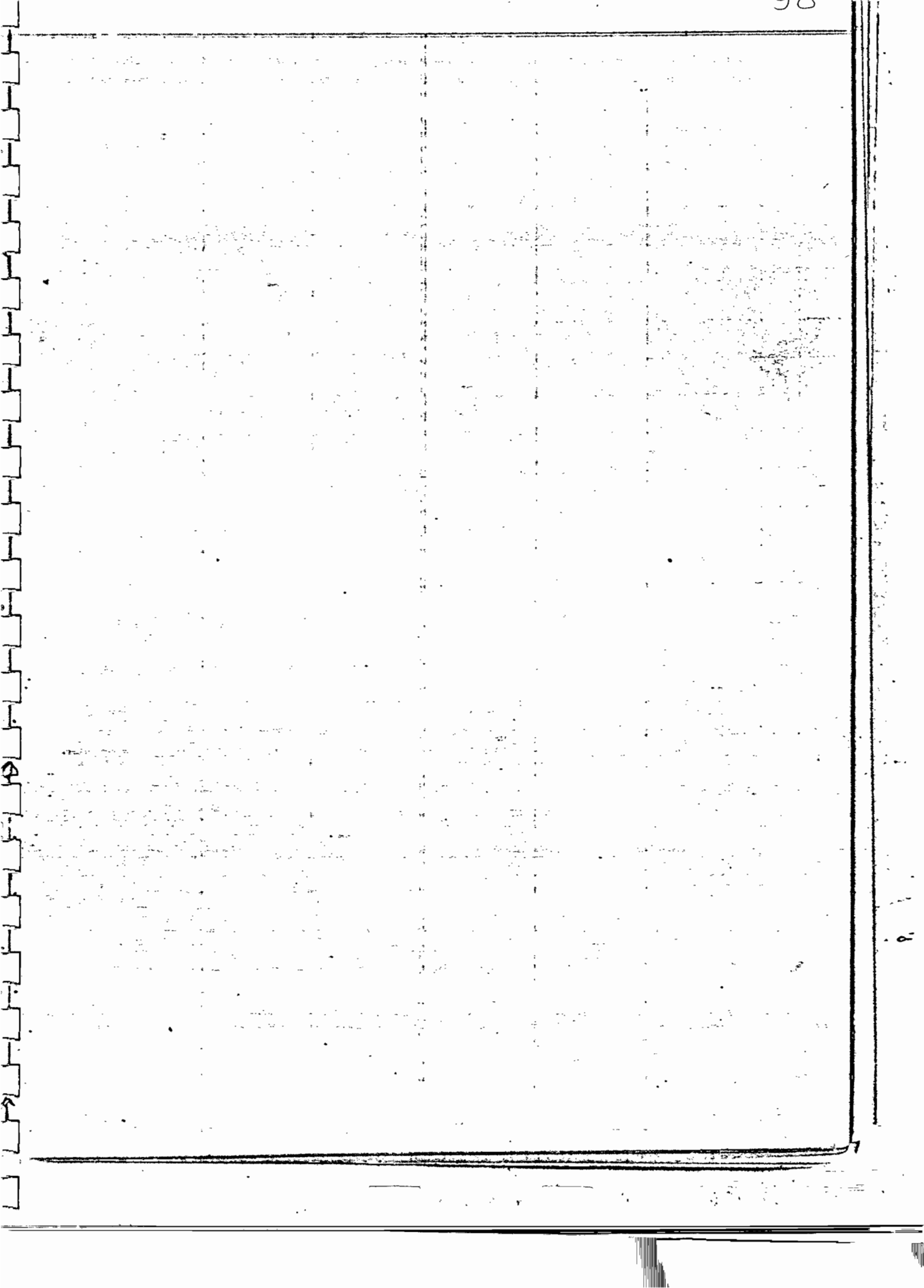
R  $\frac{49}{47}$

"Vitel"

Longitude line running from  $512 + 53.5$  to  $512 + 27$  then  
to  $513 + 52$



•	+	63.4		5° 4' R	L	$\frac{49}{20}$
		532				
		+39.7			L	$\frac{50}{18.5}$
		531			L	$\frac{49}{46.5}$
		530				
		529	562° 22' W 830.5'		R	$\frac{50}{8}$
		+90		L	$\frac{49}{12}$	
		528				
		527				
		526				
		+65.2			L	$\frac{50}{28}$
		525			L	$\frac{49}{77}$
0		+26.9	✓	19° 28' R	L	$\frac{49}{24}$
#22		524				
		+81				Edge of water
		523			R	$\frac{50}{74}$
		+91.5			R	$\frac{49}{62}$
		522			R	$\frac{50}{184}$
					R	$\frac{49}{145}$
		521				
		520				
		519				



546

o

+95.2

71°41½ R

L  $\frac{49}{13}$

545

+19.5

L  $\frac{50}{23}$

L  $\frac{49}{35}$

544

543

+19

L  $\frac{50}{86.5}$

L  $\frac{49}{119.5}$

542

75°30' W  
518.2

541

o

+76.9

13°45½ R

L  $\frac{49}{19}$

540

+07.

L  $\frac{50}{57}$

L  $\frac{49}{76}$

539

56°04' W  
374.2

538

o

+02.7

5°41½ L

L  $\frac{49}{50}$

537

536

+04.5

R  $\frac{50}{25}$

$\frac{49}{60}$  first quarter

535

567°26' W  
439.2

534

533

93

STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

+10

R  $\frac{49}{150}$

559

+50

west side  
R  $\frac{50}{167}$  L  $\frac{49}{22}$  g

+37

558

+78.6

R  $\frac{50}{26}$  L  $\frac{49}{47}$

557

+97

L  $\frac{50}{24}$  L  $\frac{49}{66}$

556

o

+78.9

80°27' R

L  $\frac{49}{55}$

555

+57.5

L  $\frac{50}{45}$  L  $\frac{49}{63}$

554

553

+53

L  $\frac{50}{50}$  L  $\frac{49}{68}$

552

551

o

+97

49°36' L

point L  $\frac{49}{15}$

+93

550

549

o

+36.2

83°21' R

L  $\frac{49}{9}$

548

+71.7

L  $\frac{50}{29}$  L  $\frac{49}{31}$

547

N 81° 24' E  
443.4

N 0° 56' E  
481.9

N 50° 41' E  
460.3

N 32° 49' W  
241.

*unlike*

*Course produced*  $\frac{44}{41}$

*Course produced*  $\frac{49}{12}$

*meter*

*Course produced*  $\frac{49}{41}$

*Course produced*  $\frac{49}{12}$

95

STATION.

ALIGNMENT.

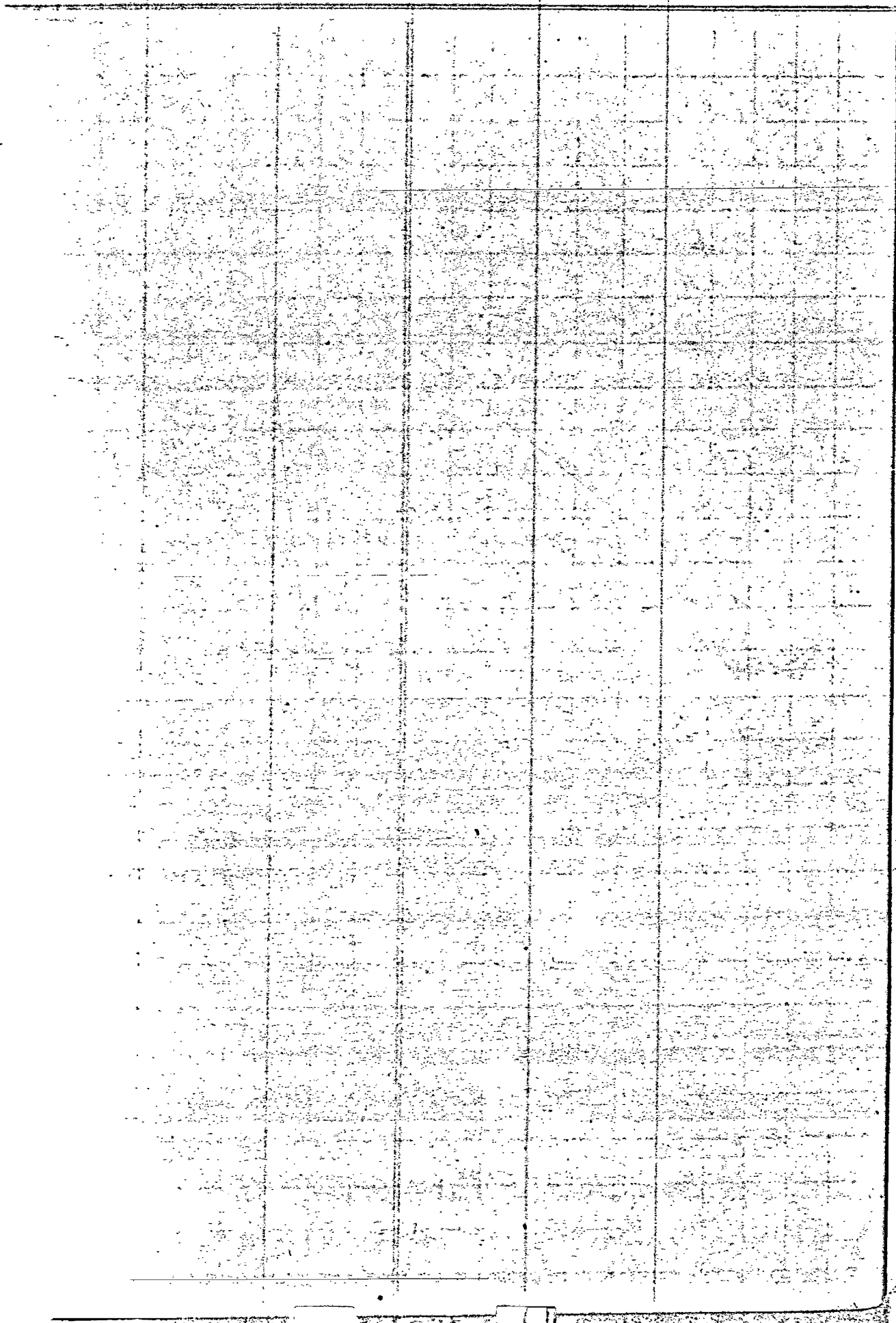
DEFLECTION.

REMARKS.

0 + 98.5      19°40' R      L  $\frac{49}{54}$   
      + 17      Edge of meter  
      570  
      + 73.5      R  $\frac{50}{165}$  R  $\frac{49}{77}$   
      + 52      Edge of meter  
      569      N 1°40' E  
      + 80      477  
      568

0 #24 567  
      + 21.4      51°54' L      L  $\frac{49}{276}$   
      566      Edge of meter  
      + 09  
      565      R  $\frac{50}{150}$  R  $\frac{49}{106}$   
      + 57.5  
      564      N 5°39'34" E  
      563      599.4  
      + 92  
      + 25      Edge of meter  
      562      R  $\frac{50}{2}$  L  $\frac{49}{25}$

0 #23 561  
      + 22      27°50' L      L  $\frac{49}{39}$   
      560  
      + 78.5      R  $\frac{50}{147}$   
      + 71      Edge of meter





97 STATION.

ALIGNMENT.

DEFLECTION.

REMARKS.

+ 11.5

R 380 to well

582

+ 61.5

R  $\frac{50}{160}$  R  $\frac{49}{140}$

+ 46

Edge of water

o + 33.5

49°04' L

+ 27

581

580

N 33°06' W  
315.7

579

o + 17.8

54°26' L

L  $\frac{49}{62}$

578

577

R  $\frac{50}{87}$  L  $\frac{49}{52}$

576

+ 66

R  $\frac{50}{2}$  L  $\frac{49}{196}$

575

574

+ 55

573

N 21°20' E  
719.3

R  $\frac{50}{26}$  L  $\frac{49}{1.15}$

572

571

defined streams of water

line between Honche & state

99

o +15.9  
595

594

593

592

+82.8

591

o +69

590

589

588

+32

587

586

o +68

585

584

+73.2

+20

583

+85

N 13° 14' W  
446.9

S 80° 05' W  
501.

N 82° 10' W  
434.5

L  $\frac{50}{32.5}$

L  $\frac{49}{53}$

86° 41 1/2 R

L  $\frac{49}{62}$

L  $\frac{50}{72}$

L  $\frac{49}{102}$

17° 45 1/2 L

L  $\frac{49}{47}$

R  $\frac{50}{16}$

L  $\frac{49}{20}$

R  $\frac{50}{97}$

On course produced 177  $\frac{50}{64}$  left  $\frac{79}{111}$  left on course produced 210 feet  
to edge of water

Edge of water W side of Bayou

101

The following bearings and distances calculated from J. C. Warder's field notes of the survey of the Lewistown Reservoir were used in preparing the official plots of said reservoir, which plots are on file in the office of the Ohio Canal Commission and eventually to be filed in the Board of Public Works.

Mon #1	Station	Bearings	Distance
	0	N. 66° 45' E	974 Feet
	9 + 74	N. 63° 39' E	386 <sup>1</sup> / <sub>2</sub>
	13 + 60 <sup>1</sup> / <sub>2</sub>	N. 26° 14' E	281 <sup>1</sup> / <sub>2</sub>
	16 + 42 <sup>1</sup> / <sub>2</sub>	N. 5° 06' W	497 <sup>1</sup> / <sub>2</sub>
	21 + 39 <sup>1</sup> / <sub>2</sub>	N. 11° 47' E	154
	22 + 93 <sup>1</sup> / <sub>2</sub>	N. 32° 17' E	351 <sup>2</sup> / <sub>2</sub>
	26 + 45	N. 73° 22' E	543
	31 + 88	N. 61° 41' E	305
	34 + 93	N. 44° 53' E	140 <sup>2</sup> / <sub>2</sub>
	36 + 33 <sup>2</sup> / <sub>2</sub>	N. 28° 17' E	420 <sup>1</sup> / <sub>2</sub>
#2	40 + 53 <sup>1</sup> / <sub>2</sub>	N. 53° 54' E	326 <sup>3</sup> / <sub>2</sub>
#3	43 + 80 <sup>1</sup> / <sub>2</sub>	N. 29° 53' E	361 <sup>1</sup> / <sub>2</sub>
	47 + 41 <sup>1</sup> / <sub>2</sub>	S. 15° 43' E	260 <sup>1</sup> / <sub>2</sub>
	50 + 02 <sup>2</sup> / <sub>2</sub>	S. 11° 48' E	222 <sup>1</sup> / <sub>2</sub>
	52 + 24 <sup>1</sup> / <sub>2</sub>	S. 20° 52' W	458 <sup>1</sup> / <sub>2</sub>
	56 + 83 <sup>3</sup> / <sub>2</sub>	S. 4° 20' W	322 <sup>1</sup> / <sub>2</sub>
	60 + 06 <sup>1</sup> / <sub>2</sub>	S. 76° 15' E	415 <sup>1</sup> / <sub>2</sub>
	64 + 22	S. 60° 59' E	404



Stations	Bearings	Distance
68+26	N 12° 49' W	332 <sup>7</sup> Feet
71+58 <sup>2</sup>	N 22° 00' E	799 <sup>3</sup>
79+58	N 23° 07' E	349 <sup>1</sup>
#4 83+07'	N 44° 21' W	207 <sup>5</sup>
#5 85+14 <sup>2</sup>	N 61° 17' W	458 <sup>9</sup>
89+73 <sup>5</sup>	N 26° 31' E	487 <sup>4</sup>
94+61 <sup>2</sup>	N 67° 54' W	234 <sup>1</sup>
96+95 <sup>2</sup>	S 37° 59' W	418
<del>97+65<sup>2</sup></del>		
100+13 <sup>4</sup>	N 39° 38' W	557
105+70 <sup>5</sup>	N 72° 55' E	167 <sup>8</sup>
107+38 <sup>3</sup>	N 79° 54' E	559 <sup>5</sup>
112+97 <sup>5</sup>	N 80° 46' E	293
115+90 <sup>2</sup>	N 74° 34' E	319 <sup>6</sup>
119+10 <sup>4</sup>	N 40° 38' E	290 <sup>3</sup>
122+00 <sup>7</sup>	N 85° 04' E	357 <sup>6</sup>
125+58 <sup>3</sup>	S 63° 02' E	515
130+73 <sup>3</sup>	N 60° 35' E	408
134+81 <sup>3</sup>	S 64° 10' E	421 <sup>5</sup>
#6 139+02 <sup>5</sup>	N 58° 43' E	422 <sup>5</sup>
#7 143+25 <sup>3</sup>	N 89° 22' E	754 <sup>1</sup>
150+79 <sup>4</sup>	N 4° 06' W	892
159+71 <sup>4</sup>	S 89° 50' W	508 <sup>5</sup>
164+79 <sup>2</sup>	N 60° 10' W	344
168+23 <sup>2</sup>	S 88° 26' W	338
#8 171+61 <sup>9</sup>	N 44° 37' W	572 <sup>8</sup>
#9 177+34 <sup>2</sup>	N 33° 23' E	519 <sup>6</sup>
182+54 <sup>3</sup>	N 46° 26' W	243

(318)  
 some hundred feet error  
 added to correct error

103

Stations	Bearings	Distances	REMARKS.
184+97 <sup>3</sup>	N 12° 40' W	142 <sup>2</sup>	
186+40	N 47° 40' W	281 <sup>1</sup>	—
189+21 <sup>2</sup>	N 0° 59' E	476 <sup>2</sup>	
193+98 <sup>7</sup>	N 38° 25' E	281 <sup>2</sup>	
196+80	N 78° 59' E	487 <sup>2</sup>	
201+67 <sup>9</sup>	N 67° 04' E	214 <sup>5</sup>	○
210+82 <sup>4</sup>	N 7° 21' W	374 <sup>2</sup>	○
214+57 <sup>3</sup>	N 31° 17' W	208 <sup>5</sup>	— 206.5
216+63 <sup>8</sup>	N 12° 40' E	289 <sup>2</sup>	—
219+53	N 63° 19' E	401 <sup>1</sup>	—
#102 23+54 <sup>1</sup>	N 18° 21' W	410 <sup>2</sup>	
#112 27+65	N 72° 20' W	549 <sup>1</sup>	
233+14 <sup>1</sup>	N 11° 58' W	334 <sup>2</sup>	
236+48 <sup>E</sup>	N 18° 41' E	698 <sup>2</sup>	
243+47 <sup>2</sup>	N 26° 05' E	474 <sup>5</sup>	
248+21 <sup>8</sup>	N 38° 41' E	511 <sup>2</sup>	
253+33	N 56° 58' E	319	
256+52	N 54° 15' E	309	
259+61	N 33° 39' E	268 <sup>1</sup>	
262+29 <sup>1</sup>	N 22° 36' E	433 <sup>2</sup>	
266+63	N 42° 58' E	586	
272+49	N 71° 06' E	485 <sup>2</sup>	
276+94 <sup>9</sup>	N 23° 37' E	437 <sup>1</sup>	
#128 1+32	S 39° 35' E	592	
#132 87+24	N 64° 49' E	530 <sup>3</sup>	
292+54 <sup>2</sup>	S 87° 30' E	526 <sup>2</sup>	
297+81 <sup>2</sup>	N 58° 42' W	453 <sup>1</sup>	

30334.3 ST

Stations	Bearings	Distances
302+34 <sup>3</sup>	N 15° 03' E	736 <sup>2</sup>
309+71 <sup>2</sup>	S 45° 38' E	581 <sup>3</sup>
315+52 <sup>3</sup>	N 80° 34' E	546 <sup>2</sup>
320+99 <sup>2</sup>	N 30° 56' E	675 <sup>1</sup>
327+74 <sup>2</sup>	N 27° 59' E	1123 <sup>2</sup>
338+98 <sup>1</sup>	N 17° 47' E	895 <sup>3</sup>
347+93 <sup>4</sup>	N 5° 40' E	847 <sup>2</sup>
356+41 <sup>2</sup>	N 24° 28' W	386 <sup>E</sup>
360+27 <sup>2</sup>	S 88° 47' W	456 <sup>2</sup>
364+84	S 66° 43' W	348 <sup>9</sup>
368+33	S 51° 50' W	652 <sup>8</sup>
374+85 <sup>8</sup>	N 89° 30' W	462 <sup>6</sup>
379+48 <sup>4</sup>	S 39° 30' W	766 <sup>1</sup>
387+14 <sup>5</sup>	S 77° 37' W	517
392+31 <sup>5</sup>	N 7° 40' W	595
398+26 <sup>5</sup>	N 84° 11' E	728 <sup>3</sup>
405+54 <sup>8</sup>	N 22° 18' E	730 <sup>2</sup>
412+85 <sup>5</sup>	N 38° 51' E	260 <sup>3</sup>
415+45 <sup>2</sup>	N 24° 25' E	641 <sup>6</sup>
421+86 <sup>9</sup>	N 18° 17' W	859 <sup>1</sup>
430+46 <sup>4</sup>	N 71° 50' E	437 <sup>5</sup>
434+83 <sup>5</sup>	N 58° 15' E	244 <sup>3</sup>
437+27 <sup>5</sup>	N 62° 15' E	451 <sup>3</sup>
441+79 <sup>1</sup>	N 3° 53' E	218 <sup>9</sup>
443+98	N 3° 19' W	404 <sup>2</sup>
448+02 <sup>9</sup>	N 10° 48' E	521 <sup>4</sup>
453+24 <sup>3</sup>	N 5° 50' E	904 <sup>2</sup>

32  
3 20+99-2  
315+52.5  
5+46-7

46.328.5 ST.



	Stations	Bearings	Distances
	462+28 <sup>5</sup>	N 83° 26' W	588
	468+16 <sup>5</sup>	S 55° 13' W	440 <sup>2</sup>
	472+57 <sup>2</sup>	S 6° 03' W	528 <sup>6</sup>
#19	477+85 <sup>5</sup>	S 27° 23' W	660 <sup>3</sup>
#20	484+46 <sup>1</sup>	S 15° 30' E	721
	491+67 <sup>1</sup>	S 54° 19' W	377 <sup>4</sup>
	495+49 <sup>5</sup>	S 66° 49' W	418
	499+62 <sup>5</sup>	N 31° 02' W	477 <sup>5</sup>
	504+40	N 14° 49' W	1022 <sup>6</sup>
#21	514+62 <sup>6</sup>	S 42° 53' W	964 <sup>3</sup>
#22	524+26 <sup>9</sup>	S 62° 21' W	836 <sup>5</sup>
	532+63 <sup>4</sup>	S 67° 25' W	439 <sup>3</sup> ✓
	537+02 <sup>2</sup>	S 61° 44' W	374 <sup>2</sup> ✓
	540+76 <sup>1</sup>	S 75° 29' W	518 <sup>3</sup>
	545+95 <sup>2</sup>	N 32° 50' W	241
	548+36 <sup>2</sup>	N 50° 31' E	260 <sup>8</sup>
	550+97	N 0° 55' E	481 <sup>2</sup>
	555+78 <sup>2</sup>	N 81° 22' E	443 <sup>1</sup>
#23	560+22	N 53° 32' E	599 <sup>4</sup>
#24	566+21 <sup>2</sup>	N 1° 38' E	477 <sup>1</sup>
	570+98 <sup>2</sup>	N 21° 18' E	719 <sup>3</sup>
	578+17 <sup>8</sup>	N 33° 08' W	315 <sup>7</sup>
	581+83 <sup>2</sup>	N 82° 12' W	434 <sup>5</sup>
	585+68	S 80° 03' W	501
	590+69	N 13° 16' W	446 <sup>2</sup>
	595+15 <sup>2</sup>	S 61° 20' W	543 <sup>4</sup>
#1	600+59 <sup>3</sup>	S 55° 08' W	644 <sup>3</sup>

Stations	Bearings	Distances
607+03'	S 37° 27 W	393 <sup>5</sup> / <sub>6</sub>
610+97'	S 47° 08 E	194 <sup>6</sup> / <sub>6</sub>
612+92	S 10° 13 E	401
616+93	S 21° 55 W	257 <sup>1</sup> / <sub>6</sub>
619+50'	S 86° 05 W	221 <sup>6</sup> / <sub>8</sub>
621+71 <sup>7</sup>	S 110° 06 W	375 <sup>8</sup> / <sub>8</sub>
625+47 <sup>5</sup>	S 38° 17 W	507 <sup>5</sup> / <sub>5</sub>
630+55	S 75° 05 W	555 <sup>7</sup> / <sub>7</sub>
636+10 <sup>10</sup>	S 50° 49 W	1168 <sup>4</sup> / <sub>7</sub>
647+79 <sup>4</sup>	S 22° 10 W	620 <sup>8</sup> / <sub>8</sub>
654+00 <sup>2</sup>	S 58° 29 W	506 <sup>8</sup> / <sub>8</sub>
659+07	S 59° 14 W	429 <sup>5</sup> / <sub>5</sub>
663+36 <sup>5</sup>	N 59° 59 W	232 <sup>5</sup> / <sub>5</sub>
665+68	N 40° 34 E	632 <sup>5</sup> / <sub>5</sub>
672+00 <sup>5</sup>	N 26° 55 E	779 <sup>4</sup> / <sub>4</sub>
679+79 <sup>3</sup>	N 6° 48 E	613
685+92 <sup>3</sup>	S 41° 19 W	374
689+66 <sup>9</sup>	S 48° 38 W	460 <sup>5</sup> / <sub>5</sub>
694+27 <sup>7</sup>	S 47° 19 W	420 <sup>2</sup> / <sub>5</sub>
698+47 <sup>9</sup>	N 22° 29 W	592 <sup>5</sup> / <sub>5</sub>
704+40 <sup>4</sup>	S 59° 02 W	900 <sup>2</sup> / <sub>2</sub>
713+40 <sup>5</sup>	S 61° 23 W	428 <sup>4</sup> / <sub>4</sub>
716+69	N 64° 43 W	678 <sup>6</sup> / <sub>6</sub>
724+47 <sup>6</sup>	N 33° 38 W	521 <sup>5</sup> / <sub>5</sub>
729+69 <sup>4</sup>	N 23° 51 W	323 <sup>5</sup> / <sub>5</sub>
732+93 <sup>2</sup>	S 49° 08 W	287 <sup>6</sup> / <sub>6</sub>
735+80 <sup>5</sup>	S 73° 25 W	526 <sup>5</sup> / <sub>5</sub>

Stations	Bearings	Distances
741+07 <sup>2</sup>	N 41° 24' W	619 <sup>1</sup>
747+27 <sup>6</sup>	N 64° 21' W	748 <sup>4</sup>
754+76 <sup>5</sup>	S 66° 13' W	328 <sup>3</sup>
758+04 <sup>8</sup>	S 47° 56' E	964 <sup>1</sup>
767+69 <sup>7</sup>	S 50° 02' E	980 <sup>2</sup>
777+50	S 17° 41' W	677 <sup>6</sup>
784+27 <sup>6</sup>	S 52° 16' W	933 <sup>7</sup>
793+61 <sup>3</sup>	S 21° 51' W	547
799+08 <sup>3</sup>	S 68° 08' W	784
806+92 <sup>3</sup>	S 64° 57' W	613 <sup>1</sup>
813+05 <sup>4</sup>	N 54° 54' W	492 <sup>3</sup>
817+97 <sup>2</sup>	S 66° 13' W	814
826+11 <sup>2</sup>	N 77° 05' W	597 <sup>1</sup>
832+08 <sup>7</sup>	S 57° 50' W	511 <sup>7</sup>
837+20 <sup>5</sup>	S 84° 02' W	559 <sup>3</sup>
842+79 <sup>8</sup>	N 67° 46' W	946 <sup>2</sup>
852+26 <sup>7</sup>	S 48° 05' W	1183 <sup>2</sup>
864+09 <sup>2</sup>	S 43° 52' W	405 <sup>8</sup>
868+15 <sup>1</sup>	N 35° 04' W	822 <sup>4</sup>
876+38 <sup>1</sup>	S 70° 12' W	1635 <sup>3</sup>
892+73 <sup>4</sup>	S 55° 43' W	1387 <sup>3</sup>
906+60 <sup>7</sup>	S 79° 44' E	812 <sup>1</sup>
914+72 <sup>8</sup>	S 33° 43' W	724 <sup>3</sup>
921+97 <sup>1</sup>	S 0° 02' E	863 <sup>1</sup>
930+60 <sup>2</sup>	S 18° 44' W	1542
946+02 <sup>2</sup>	S 32° 49' W	1253 <sup>8</sup>
958+56	S 19° 35' W	226 <sup>5</sup>

841+26,  
Robert

33° 40'

TOPOGRAPHY.

Stations	Bearings	Distances
960+82 <sup>2</sup>	S 0°	27'E 3170 <sup>1</sup>
<sup>41</sup> 992+52 <sup>6</sup>	S 23°	12'E 237 <sup>1</sup>
994+89 <sup>2</sup>	S 56°	14'E 248 <sup>4</sup>
997+38 <sup>1</sup>	S 76°	56'E 3272 <sup>1</sup>
<sup>7</sup> 1030+10 <sup>2</sup>	S 76°	24'E 3120 <sup>6</sup>
1061+30 <sup>8</sup>	S 14°	45'E 1488 <sup>4</sup>
1076+19 <sup>2</sup>	S 13°	26'E 1206 <sup>1</sup>
1088+25 <sup>3</sup>	S 59°	47'E 634
1094+59 <sup>3</sup>	N 16°	22'E 984 <sup>6</sup>
1104+48 <sup>2</sup>	S 37°	30'E 793 <sup>1</sup>
1112+37	N 82°	12'E 1159
1123+96	S 21°	48'W 556 <sup>9</sup>
<sup>42</sup> 1129+52 <sup>2</sup>	S 14°	06'W 1007 <sup>1</sup>
1139+60	S 58°	01'E 578 <sup>2</sup>
<sup>43</sup> 1145+38 <sup>9</sup>	S 76°	39'E 2589 <sup>1</sup>
<sup>44</sup> 1171+28	N 63°	20'E 388 <sup>9</sup> to Sta. 1175+16 <sup>9</sup> = 0

815.9

117,816.9'  
117,617.2 T