

7.37

56.0

86

1.6

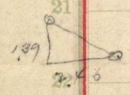
17

$$\begin{array}{r} 5657 \\ 244 \\ \hline 38042 \\ 192628 \\ \hline 11314 \\ 1391622 \end{array}$$

$$\begin{array}{r} 246 \\ 5657 \\ \hline 1722 \\ 1230 \\ \hline 1476 \\ 1230 \\ \hline 1391622 \end{array}$$

20

31



28

$$\begin{array}{r} 40 \\ 17.20 \\ \hline 22.80 \end{array}$$

$$\begin{array}{r} 139 \\ 139 \\ \hline 278 \\ 419 \\ \hline 139 \\ \hline 1.9821 \end{array}$$

24

25

$$\begin{array}{r} 23.85 \\ 14.10 \\ \hline 38.01 \\ 37.47 \end{array}$$

$$\begin{array}{r} 246 \\ 246 \\ \hline 492 \\ 984 \\ \hline 60516 \end{array}$$

$$\begin{array}{r} 282 \\ 282 \\ \hline 564 \\ 246 \\ \hline 79524 \end{array}$$

26

27

28

29

30

32

	N 1.82	W 0.06	N 1° 57'	W 1.82
	N 2.61	W 3.17 1/2	N 50° 36'	W 4.11
	N 1.26	W 0.02 1/2	N 39.8	W 0.09
	N 1.62	W 1.28	N 38° 37'	W 2.06 1/2
	N 1.74	W 1.95	N 48° 12'	W 2.62 1/2
	N 3.03	W 1.17	N 21° 7'	W 3.25

1.26 to line then 3.98 to turn  
 3.25 ch. G.C.S. Mark  
 W line 2279 ch  
 E. from N.W. 200