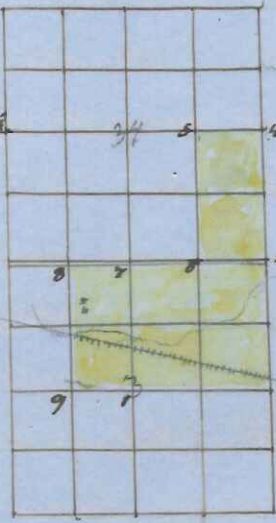


west side of Sec: 9. 12. 15. The N & P Lines on Sec: 9. Variation 8° the E & W Lines 8 1/2°. Variation of N & S Lines on Sec: 94 var 10° and E & W Lines 8 1/2°. The corners were adjusted after the field notes.

Remarks

- 1. 1 Aspen 10 S 11 E 20
- 2. 1 Maple 8 N 17 1/2 W 12 1/2
- 3. 1 W Pine 14 N 75° W 49
- 4. 1 W Pine 22 N 19 1/2 E 26
- 5. 3 Buck 9 N 42 E 12
- 6. 1 Aspen 10 N 58 W 35
- 7. 4 W Pine 24 N 61 E 92
- 8. 1 W Pine 9 N 12 W 22
- 9. 5 W Pine 20 N 85 1/2 W 56
- 10. 1 Buck 8 8 1/2 W 130.
- 11. 6 Dry W Pine 20 N 80 1/2 W 49 no other tree near
- 12. 7 established by a former survey
- 13. 8 established by a former survey
- 14. 9 Buck 12 N 22 E 45 1/2 & Aspen 10 S 88 E 38 1/2



4 Rods Chain was used. The Chain man was sworn according to law.

I hereby certify that the proceedings are correct as stated.

J. H. Doble

Best remembered that I on the 24th day of October 1868. I was surveying a Highway in town of Adams Monroe co Mo by request of Mr J. Hull ^{Chapman} Supervisor in said town and in presence of him and Supervisor H. Wyatt, and proceeded as follows commenced at a Stake with P. S. N Oak 14 inches through marked H N 28 W. 57 Lumber on the top of the Hill on the so called Lewis Hill Road where a Road running to Colts Valley crosses it thence S 42 E 5,38 to a Stake with P. S. Buck 18 S 43 W 42 L thence S 87 1/2 E 4,42 to a Buck 20" thence S 80 E 17,93 to a Stake with P. S. W Oak 6" S 84 W 78 L thence S 35° E 6 Ch 20. Where it intersects with an old former time laid out Road at a point 20 Ch 80 Lumber East from the Stake on the Line between Sec: 26 & 35. 17. 2. W 4 Rods Chain was used, the topography of the ground was not taken notice of, and note the variance of the rods. The Road is to be a paved 4 Rods wide and the Line of the survey on the center of the Road. Chain man was sworn