

Copy of Field Notes M Corp 731 a.p.

FILE IN PAPERS OF;

OWNER: C. C. Starr

GRANT: M. Corp. 511 7/2/22

COUNTY: ... Maryland

York
July 1891

Comm. at the extreme N.E. C. of Stephenson and N.W. C. of
 McPhail, Thence E 82° 10' N. P.O. 14 Inches S 35° 7' N. P.O. 15 Inches
 47 W 20° 5' N. North of Road, Thence E 80° 00' N. to R. H. V. Moors W.B.C. 18°
 South of Road a State Red Oak 11 Inches S 57° 12' N. P.O. 6 Inches N 84° 15' W.
 Thence from McPhail & Stephenson Corner west with Stephenson
 N.B.C. plainly marked, 610° N. a State, Bl. J. 7 Inches S 20° 4' N. Red Oak
 6 Inches N 35° 0' 8' W. Thence W N 35° W 1515° N. North side Scrub Primus
 P.O. 9 Inches S 12° 15' W. P.O. 30 Inches S 37° 12' W. (Substitute) Original down
 Thence N 50° W. 2125° W. Bl. J. 9 Inches N 10° 8' W. P.O. 6 Inches N 62° 14' W.
 Thence S. 45° E. 1912° N. H. V. Moors N.W.C. P.O. 28 Inches S 23° 11' W.
 P.O. 16 Inches N 40° W 9° W. Thence South with H. V. Moors west
 B line 920° N. to beginning Bl. J. from Thence
 West, 605° N. with A b line, in S edge of Road a State Bl. J. 4 Inches S 86°
 0' 7' W. Bl. J. 4 Inches S 25° W 4° 10' W.
 Thence N 45° W 535° N. a State Bl. J. 6 Inches S 82° W 5° W. P.O. 18 Inches N 69° 6'
 14° W. Thence E 50° North 1100° N. to E B line H. V. 9 Inches N 85° W 4° W. H. V.
 6 Inches S 42° W 5° W.
 Thence S 45° E. 180° N. to N.W.C. of H. V. Moors Sur. P.O. 28 In
 ches S. 23° 11' W. P.O. 16 Inches N 40° W 9° W.
 Thence S with H. V. Moors W.B.C. 920° N. 18° N. North of Road the
 place of beginning

copy 12/25/24

Blk 2

Cont. NW C Blk 1. Post. Blk 6. In bus 83 w 5 v P.O. 18 In bus N 69 E 14 v. Thence N. 45° W 600 v. a Stake R. Oak 22 In bus N 87 W 5 v. P.O. 16 In bus N 73 E 11 v. Thence E 50° N 1100 v to E B line Double Red Oak 6 In bus N 80 1/2 W 2 v. P.O. 16 In bus S 86 E 8 v. Thence S 45° E 600 v with E B line to N. E. C Blk 1. Here 9 In bus N 85 W 4 v. 410 6 In bus S 42 W 5 v. Thence W. 50° S. 1100 v. to beginning

Blk B.

Cont. NW C Blk 2. Stake Red Oak 22 In bus N 87 W 5 v. P.O. 16 In bus N 73 E 11 v. Thence N 45° W 600 v. a Stake P.O. 14 In bus N 78 1/2 W 10 v. P.O. 14 In bus S 82 E 3 1/2 v. Thence E 50° N. 1100 v. to E B line a Stake P.O. 18 In bus N 80 W 1 v. P.O. 18 In bus N 65 E 3 v.

Thence S 45° E 600 v. to N. E. with E. B. L. to N. E. C Blk 2 Double R. O. 6 In bus N 80 1/2 W 2 v. P.O. 16 In bus S. 86 E 8 v. Thence W 50° S. 1100 v. with N B L Blk 2, to beginning

Blk A.

Cont. at NW C Blk 3. P.O. 14 In bus N 78 1/2 W 10 v. P.O. 14 In bus S 82 E 3 1/2 v. Thence N 45° W 600 v. to N B line P.O. 16 In bus S 30 E 10 v. P.O. 20 In bus S 36 W 15 v. Thence E 50° N 1100 v. with N B L. to E B line a Stake Blk 3 9 In bus N 10 E 8 v. P.O. 6 In bus N 62 E 14 v. (Original)

Thence S 45° E with E B line 600 v. to N. E. C Blk 3. P.O. 18 In bus N 80 W 1 v. P.O. 18 In bus N 65 E 3 v.

Thence W. 50° S 1100 v. with N B line Blk 3. to beginning
Blk 5

Cont. at NW C Blk 4. On N. B. line. P.O. 16 In bus S 30 E 10 v. P.O. 20 In bus S 36 W 15 v.

Thence N. 50° S. with N B line to Original N. W. C. 1562 v. P.O. 9 In bus S 12 E 15 v. P.O. 30 In bus S 37 W 28 v. (Original down) Thence S 55° E 625 v. with N B line a Stake R. O. 6 In bus N 50 E 7 v. R. O. 10 In bus N 87 W 5 v.

Thence E 50° N 968 v. to S. W. C. Blk 4 + NW C Blk 3. a Stake P.O. 14 In bus N 78 1/2 W 10 v. P.O. 14 In bus S 82 E 3 1/2 v. Thence N 45° W with W B line Blk 4. 600 v. a Stake (the beginning)

Blk 6.

Cont. NW C Blk 3. + SW C Blk 4. P.O. 14 In bus N 78 1/2 W 10 v. P.O. 14 In bus S 82 E 3 1/2 v. Thence W 50° S. with S B L Blk 5. 968 v. a Stake on W B line SW C Blk 5. R. O. 6 In bus N 50 E 7 v. R. O. 10 In bus N 87 W 5 v. Thence S 55° E with W B L. 615 v. a Stake R. O. 10 In bus N 26 E 3 v. R. O. 10 In bus N 45 E 4 v. Thence E 50° N. 875 v. to S W C Blk 3. + NW C Blk 2. R. O. 22 In bus N 87 W 5 v. P.O. 16 In bus N 73 E 11 v. Thence N 45° W 600 v. with W B line Blk 3. to beginning

47 - Van Tandt

BLW 7



Comp. of Nw c Bm 2 + Sw c Bm 3.

R.O. 22 In bus N 87 W 5 V; P.O. 16 In bus N 73 E 11 V.

Thence W 50° S 875 V with S B L Bm 6. a Station on W B line

R.O. 10 In bus N 26 E 3 V; P.O. 10 In bus N 45 E 4 V.

Thence S 55° E 368 V, with west B line Bm 7, In bus S 20 E 4 V.

R.O. 5 In bus N 35 E 8 V.

Thence E 311 V with S B line it being the N B L of Stephens as set;

Bm 7, 6 In bus N 33 W 4 V; P.O. 6 In bus S 15 E 8 V.

Thence E 50° N 568 V, to Sw c Bm 2 + Nw c Bm 1.

Bm 7, 6 In bus S 82 W 5 V; P.O. 18 In bus N 69 E 14 V.

Thence N 45° W with west B line Bm 2, to beginning

BLW 8.

Comp. Sw c Bm 3 + Nw c Bm 1.

Bm 7, 6 In bus S 82 W 5 V; P.O. 18 In bus N 69 E 14 V.

Thence W 50° S 568 V with S B L Bm 7, to S B line Station Bm 7, 6 In bus N 33 W

4 V; P.O. 6 In bus S 15 W 8 V.

Thence E with S B L, 814 V a Station on Side Road Bm 7, 14 In bus S 86 E 24.

Bm 7, 4 In bus S 25 W 48 V.

Thence N 45° W 535 V, to the Nw c Bm 1 + Sw c Bm 2, to beginning