

CANADA LANDS SURVEYS RECORDS

Date 3 0 7 8 9
2 NOV. 1967

CANADA LANDS SURVEYS RECORDS

3 0 7 8 9

FIELD NOTES
OF RESURVEY OF
PART OF LOT 5
AND
PART OF LOT B
EAGLES NEST TRACT
CITY OF BRANTFORD
COUNTRY OF BRANT
PROVINCE OF ONTARIO
BY R.T.McCurdy, O. and D.L.S.
1966

FIELD NOTES
OF

Page 1

RESURVEY OF
PART OF LOT 5, AND PART OF LOT B
EAGLES NEST TRACT
SIX NATIONS I.R. NO 40
CITY OF BRANTFORD
COUNTY OF BRANT
ONTARIO

N.T.S. MAP-40 P/1 EAST HALF

Surveyed by R.T. McCURDY D.L.S., O.L.S.

Commenced 27 JUNE Ended 23 JULY

1966.

FIELD NOTES

1960

MISSISSIPPI

2000 ft. above sea level

1000 ft. above sea level

500 ft. above sea level

City of New Orleans

County of Orleans

Orleans

1000 ft. above sea level

FB 30789

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this resurvey is 97

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9

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See Folded
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in Pocket
of Back Cover

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14

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1971

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L E G E N D

BEARINGS ARE ASTRONOMIC, AND WERE DERIVED FROM THE AZIMUTH $63^{\circ}43'40''$ FOR THE LINE BETWEEN BRANTFORD MUNICIPAL SURVEY MONUMENTS N^o 326 AND N^o 328. BEARINGS WERE VERIFIED FROM AN OBSERVATION ON THE JUN (SEE PAGE 87) TAKEN AT THE INTERSECTION OF THE EASTERLY LIMIT OF MOHAWK ROAD AND THE SOUTHERLY LIMIT OF MORRISON ROAD (SEE PAGE 42)

TAPE CORRECTIONS

D 65-30 --- -0.08 PER 500' FEET

D 65-32 --- -0.01 PER 500' FEET

TRANSITS

50-2 WILD T2

62-78 WILD T2

54-162 KERN DKM2

SYMBOLS AND ABBREVIATIONS

TRAVERSE STATIONS

Δ^{210}

TRAVERSE LINES

— — — — —

BOUNDARY LINES

— — — — — AND

POST AND WIRE FENCE

+ * * * *

PICKET FENCE

— — — — —

RE-EST STANDS FOR RE-ESTABLISHED

E.N.T. STANDS FOR EAGLES NEST TRACT

C. P. STANDS FOR CHAINAGE POINT.

FB 30789

L E G E N D

T.H. - STANDS FOR TEMPORARY HUB

T.H. & B - STANDS FOR TORONTO, HAMILTON AND
BUFFALO RAILWAY.

L.R.O. stands for Land Registry OFFICE

NOTE:

THE 5^{IN.} OAK POSTS PLACED NEAR CERTAIN
MONUMENTS DO NOT CONSTITUTE A PART OF THE
MONUMENT. THE OAK POSTS WERE PLACED TO
ENABLE THE OWNERS OF THE LANDS TO LOCATE
THE BOUNDARIES AND TO SERVE AS A PROTECTIVE
MEASURE FOR THE MONUMENT PLACED.

ALFRED H. D.

FB 30789

L E G E N D

NOTE :

All posts placed in this survey are marked with my O.L.S. Registration Number - 1046.

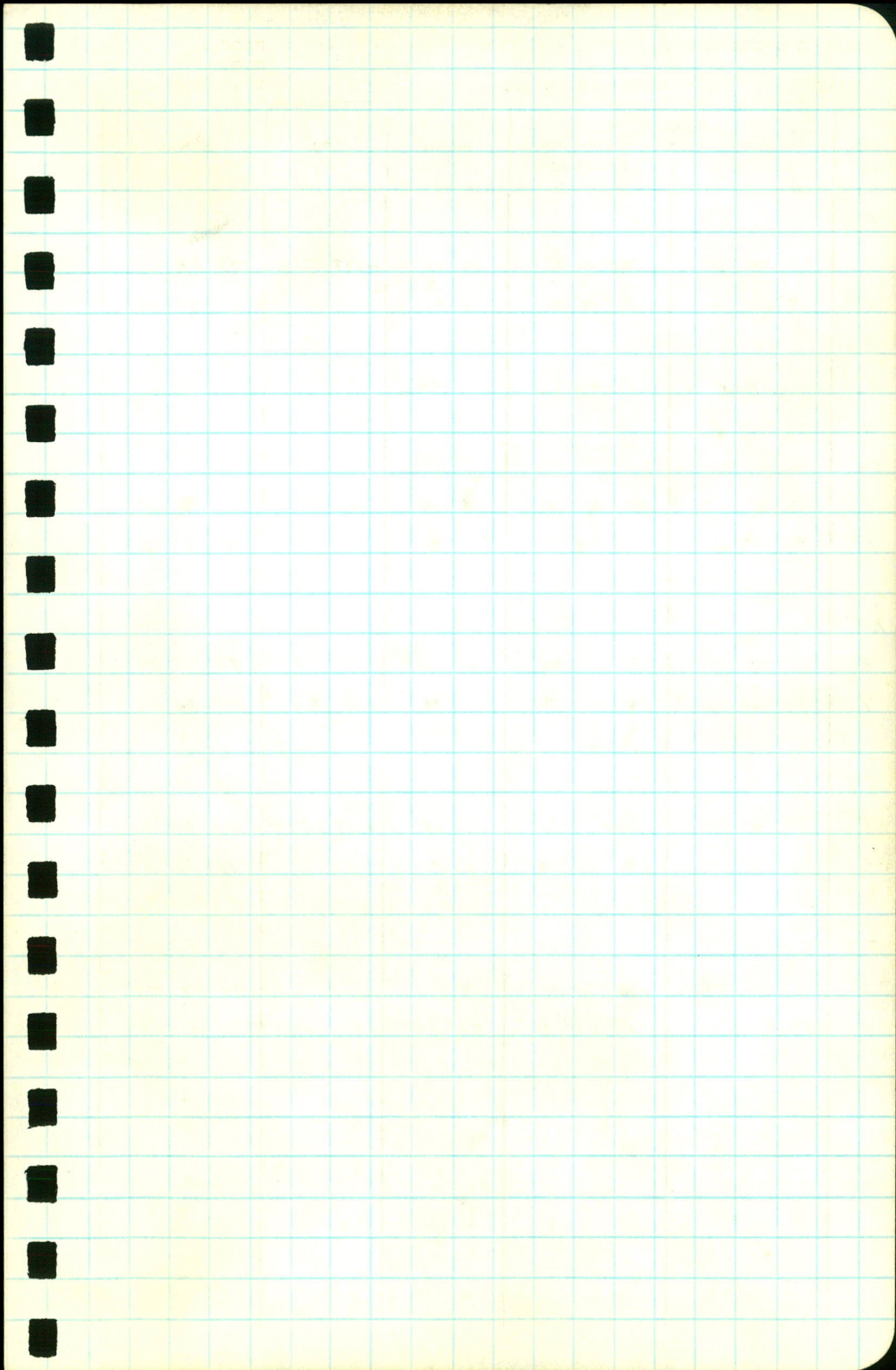
NOTE :

Land designated as Mohawk Road - should now be called Mohawk Street. Name changed by City of Brantford in 1958. By-Law #3860 Jan. 1, 1958.

FB 30789

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DATE June 28, 1966 OBSERVER M.D.

BOOK

TRANSIT 50-2.

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|----------|---------------------------------------|--------------|---------|---------------|--------------|
| | FORWARD | REVERSE | | | |
| $\pi 2$ | | | | | |
| 1 | 0° 00' 00" | 180° 00' 00" | 00' 00" | +197° 58' 22" | 197° 58' 22" |
| 4 | 76° 00' 00" | 256° 00' 00" | 00' 00" | | 93° 58' 22" |
| $\pi 2$ | sighted 1 | placed 3 | on line | | |
| $\pi 4$ | | | | | |
| 2 | 0° 00' 00" | 180° 00' 00" | 00' 00" | +93° 58' 22" | 93° 58' 22" |
| 5 | 97° 03' 30" | 277° 03' 30" | 03' 30" | | 191° 01' 52" |
| $\pi 5$ | | | | | |
| 3 | 0° 00' 00" | 180° 00' 00" | 00' 00" | | 93° 57' 49" |
| 7 | 194° ^{07'} 00 00" | 14° 07' 00" | 07' 00" | +93° 57' 49" | 288° 04' 49" |
| $\pi 7$ | | | | | |
| 5 | 88° 33' 00" | 268° 33' 00" | 33' 00" | +19° 31' 49" | 108° 04' 49" |
| 6 | 0° 00' 00" | 180° 00' 00" | 00' 00" | | 19° 31' 49" |
| $\pi 7$ | | | | | |
| 5 | 0° 00' 00" | 180° 00' 00" | 00' 00" | | 108° 04' 49" |
| 9 | 182° 52' 00" | 2° 52' 00" | 52' 00" | +108° 04' 49" | 290° 56' 49" |
| FB 30789 | | | | | |

TRAVERSE - MORRISON ROAD

LOT 15 E.N.T.

EAST BDY. LOT 5

Placed by G.B. MacRae
G.B. MacRae
1911

No Markings
8 1/2 ft
11 ft
11 ft
11 ft

Placed by G.B. MacRae
G.B. MacRae
1911

Placed by G.B. MacRae
G.B. MacRae
1911

Placed by G.B. MacRae
G.B. MacRae
1911

E.N.T.

LOT 18

ROAD

MORRISON

E.N.T.

LOT 5

PLAN 1998 (KSR)



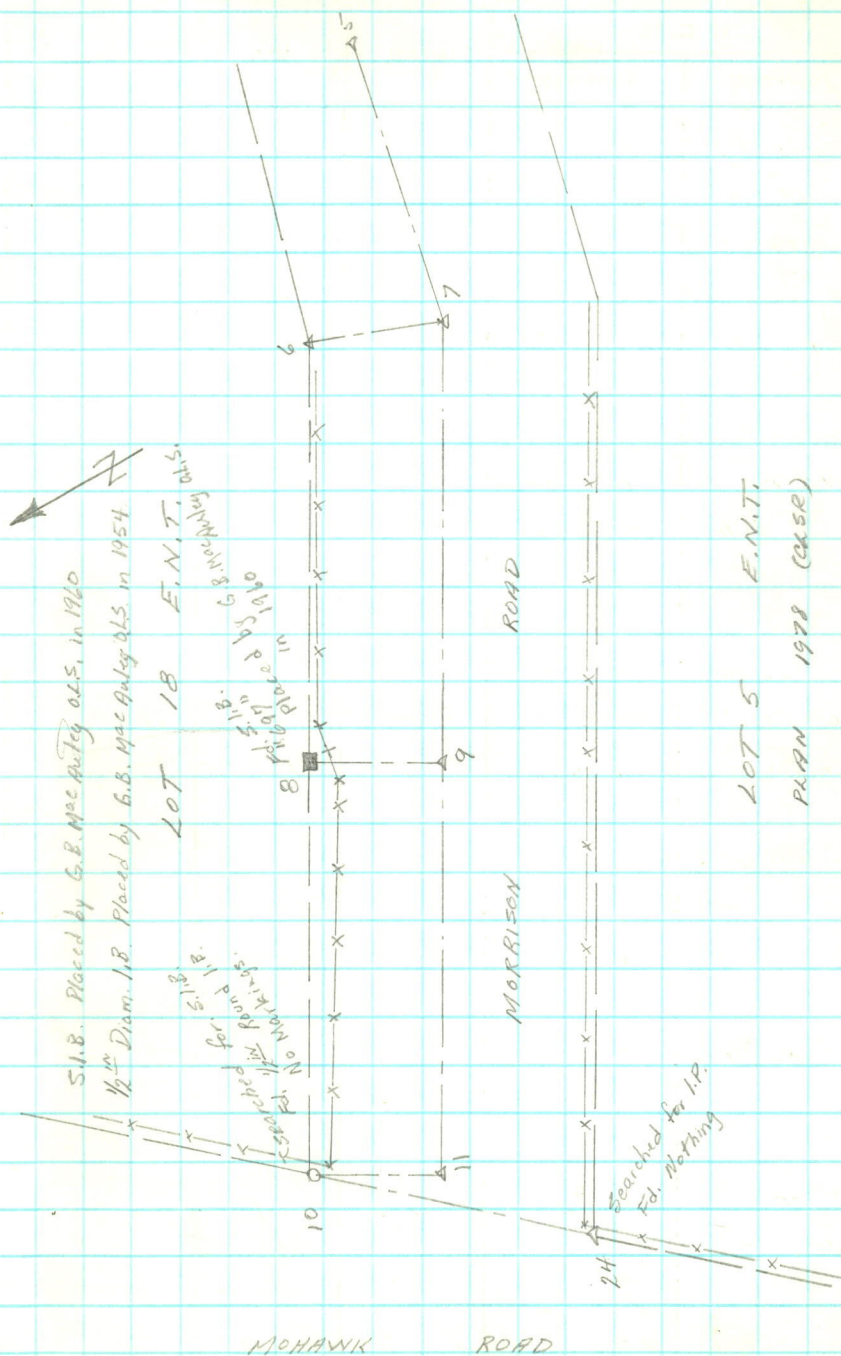
SURVEY OPERATION *& TRAVERSE OF MORRISON ROAD*

OBSERVER *M. D.*

PAGE 11
BOOK
TRANSIT 50-2

[illegible]

£ TRAVERSE OF MORRISON ROAD



SURVEY OPERATION

TRAVERSE OF EAST BOUNDARY LOT 5
ON 25 FT. OFFSET LINE

PAGE 12

DATE 30/6/66

OBSERVER M.D. & J.L.

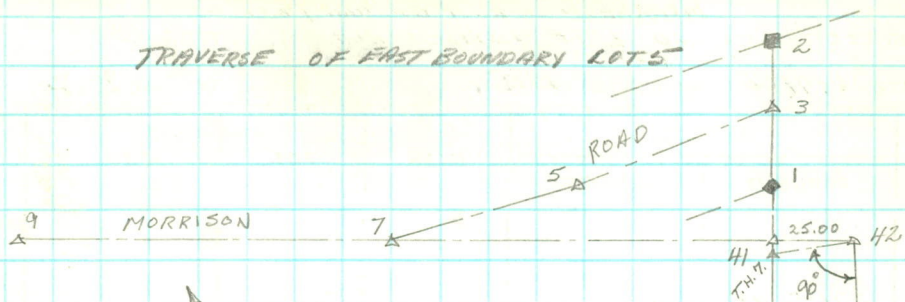
BOOK

TRANSIT 50-2
62-78

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|-------|---|--|--------|-------------|------------|
| | FORWARD | REVERSE | | | |
| X7 | sighted 9 | } produced line to place 41 | | | |
| X1 | sighted 2 | | | | |
| 41 | is intersection of East Boundary Lot 5 and E of Morrison Road. | | | | |
| X7 | sighted 9 | produced line to 42. | | | |
| | 42 is 25.00 FT. OFFSET to run down East side of Lot 5 | | | | |
| X42 | | | | | |
| 9 | 93°22'00" | 273°22'00" | 22'00" | +197°34'49" | 290°56'49" |
| 43 | 0°00'00" | 180°00'00" | 00'00" | | 197°34'49" |
| | BEARING MIS-CLOSURE SEE PAGE 17 | | | | |
| X42 | | | | | |
| 43 | 0°00'00" | | | | |
| T.H.7 | 90°00'00" | → To determine chainage for placing 43 on PLAN DISTANCE | | | |
| X43 | sighted 42 | produced line to 56 | | | |
| X43 | | | | | |
| 42 | 0°00'00" | TURNED ANGLE OF 90° FROM OFFSET LINE | | | |
| 417 | 270°00'00" | | | | |
| X56 | sighted 42 | placed 57 on line. | | | |

FB 30789

TRAVERSE OF EAST BOUNDARY LOT 5

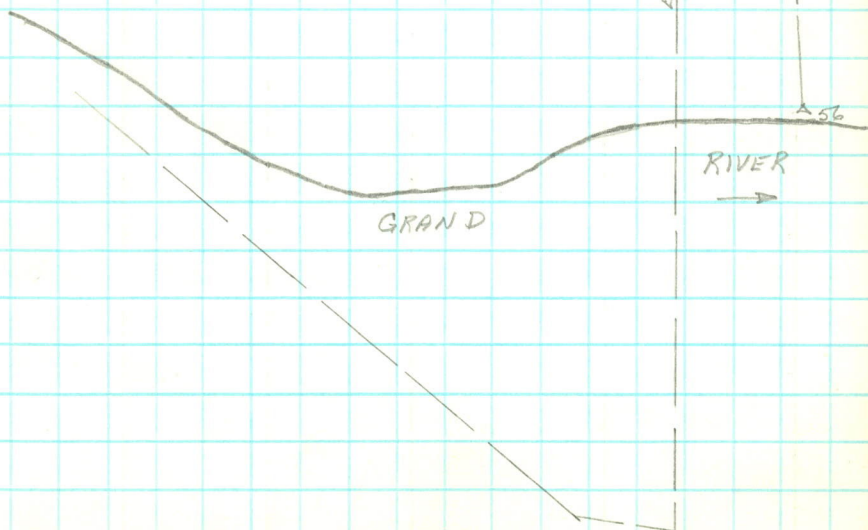


THE ANGLE TURNED AT
42 TO PLACE 43 IS

FROM PLAN 1978 TO MAKE
OFFSET LINE PARALLEL
TO BOUNDARY

417
Searched for L.P.
Fcd. Nothing

LOT 5 E.N.T.
PLAN 1978 (C.L.S.R.)



SURVEY OPERATION AND E OF MORRISON ROAD

SURVEY OPERATION AND E OF MORRISON ROAD

PAGE 13

BOOK

TRANSIT 50-2

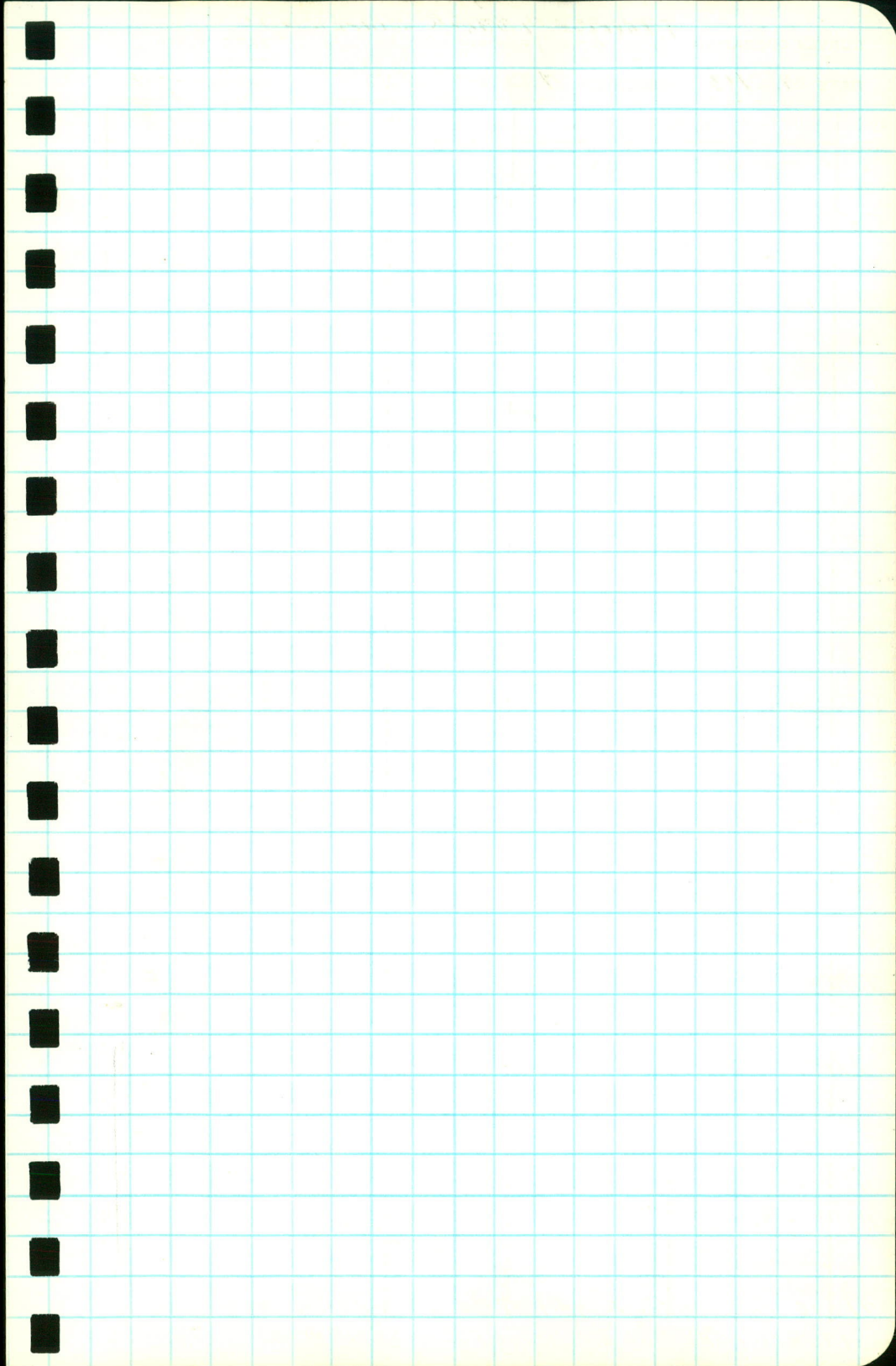
DATE 6/7/66. OBSERVER M.D.

OBSERVER

M.D.

[illegible]

FB 30789



DATE 29/6/66

OBSERVER M.D. & J.L.

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|---|--|------------------------|-----------------------------|-------------|----------------------|
| | FORWARD | REVERSE | | | |
| T14 | | | | | |
| 15 | 0°00'00" | 180°00'00" | | | |
| 13 | 106°01'00" | 286°01'00" | ANGLE FROM PLAN 1953 (CLSR) | | |
| T13 | | | | | |
| 14 | 0°00'00" | | | | |
| 12 | 153°10'09" | TRIAL ANGLE FOR CHECK. | | | |
| T15 | | | | | |
| 14 | 109°57'00" | 289°57'00" | | | |
| 16 | 00°00'00" | 180°00'00" | ANGLE FROM PLAN 1953 (CLSR) | | |
| T12 | | | | | |
| 13 | 8°03'00" | 188°03'00" | 03'00" | | 34'52" 196°33'22" |
| T.H.2 | 0°00'00" | 180°00'00" | 00'00" | +188°30'22" | 31'52" 188°30'22" |
| T12 | sighted T.H.2 placed 48 on line at 10.00 FT. OFFSET. | | | | |
| THE ABOVE ANGLE FROM 12 WAS TURNED TO GIVE A RIGHT ANGLE OFFSET FROM THE LIMIT AS SHOWN ON PLAN 1978 (CLSR) | | | | | |
| T48 | | | | | |
| T.H.2 | 0°00'00" | 180°00'00" | 00'00" | | 31'52" 188°30'22" |
| 49 | 270°00'00" | 90°00'00" | 00'00" | +188°30'22" | 31'52" 98°30'22" |
| 49 IS ON LINE Parallel To LIMIT shown on plan 1978 (CLSR) and 10.00 FT. SOUTHERLY. | | | | | |

TRAVERSE MOHAWK CHAPEL SITE

LOT 18

MORRISON ROAD

N

ROAD

LOT 5

No Search Made.
Point Falls in
Paved Road 18

LOT 5 ENT
PLAN 1978 (CLSR)

44 Searched for I.P.
Fd. NOTHING

FENCE
14 Fd. O.P.I.P.
No Marking

13 Searched for I.P.
Fd. Nothing.

15 Fd. O.P.I.P.
No Markings

Mohawk Chapel
Plan 1953 (CLSR)

16 Searched for I.P.
Fd. Nothing.
Placed Nail in Fence Post.
ON PLAN 1953 ANGLE

12 Fd. O.P.I.P.
No Markings
48

10.0 FT. OFFSET
PARALLEL TO LIMIT AS PER
PLAN 1978 (CLSR)

LOT 14 ENT

T.H.2

49

TRAVERSE McHAWK ROAD North of Chapel

SURVEY OPERATION PER PLAN 1978 (CLSR)

PAGE 15

DATE 29/6/66

OBSERVER J.L.

BOOK

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|------|------------------------------------|--------------|---------|---------------|-----------------------------|
| | FORWARD | REVERSE | | | |
| TX10 | | | | | |
| 8 | 0° 00' 00" | 180° 00' 00" | 00' 00" | | 58' 40" 110° 56' 32" |
| 44 | 102° 46' 00" | 282° 46' 00" | 46' 00" | +110° 56' 32" | 144' 40" 213° 42' 32" |
| | ANGLE FROM PLAN 1978 (CLSR) | | | | |
| TX44 | | | | | |
| 10 | 0° 00' 00" | 180° 00' 00" | 00' 03" | | 44' 40" 33° 42' 32" |
| 48 | 184° 16' 28" | 4° 16' 50" | 16' 39" | +33° 42' 29" | 216° 00' 58" 47° 59' 08" |
| TX48 | | | | | |
| 44 | 0° 00' 07" | 180° 00' 31" | 00' 19" | | 38° 00' 58" 87° 52' 52" |
| 49 | 60° 31' 33" | 240° 32' 04" | 31' 48" | +37° 58' 49" | 31' 52" 98° 30' 22" |
| TX44 | | | | | |
| 10 | 0° 00' 00" | 180° 00' 00" | 00' 00" | +33° 42' 32" | 44' 40" 33° 42' 32" |
| 18 | 97° 03' 30" | 287° 03' 30" | 03' 30" | | 48' 10" 130° 46' 02" |
| | X Plunged to search for I.P. at 18 | | | | |
| | ANGLE FROM PLAN 1978 (CLSR) | | | | |
| | ANGLE TURNED TO search for I.P. | | | | |

FD 30789

Misclosure from calculated bearing between

Sta. 10 and Sta. 8 of $110^{\circ} 58' 40''$

Misclosure of $-00^{\circ} 02' 08''$

ANGLES Adjusted to give FINAL FIELD BEARINGS.

SURVEY OPERATION

RANDOM TRAVERSE RIVER BOUNDARY LOTS

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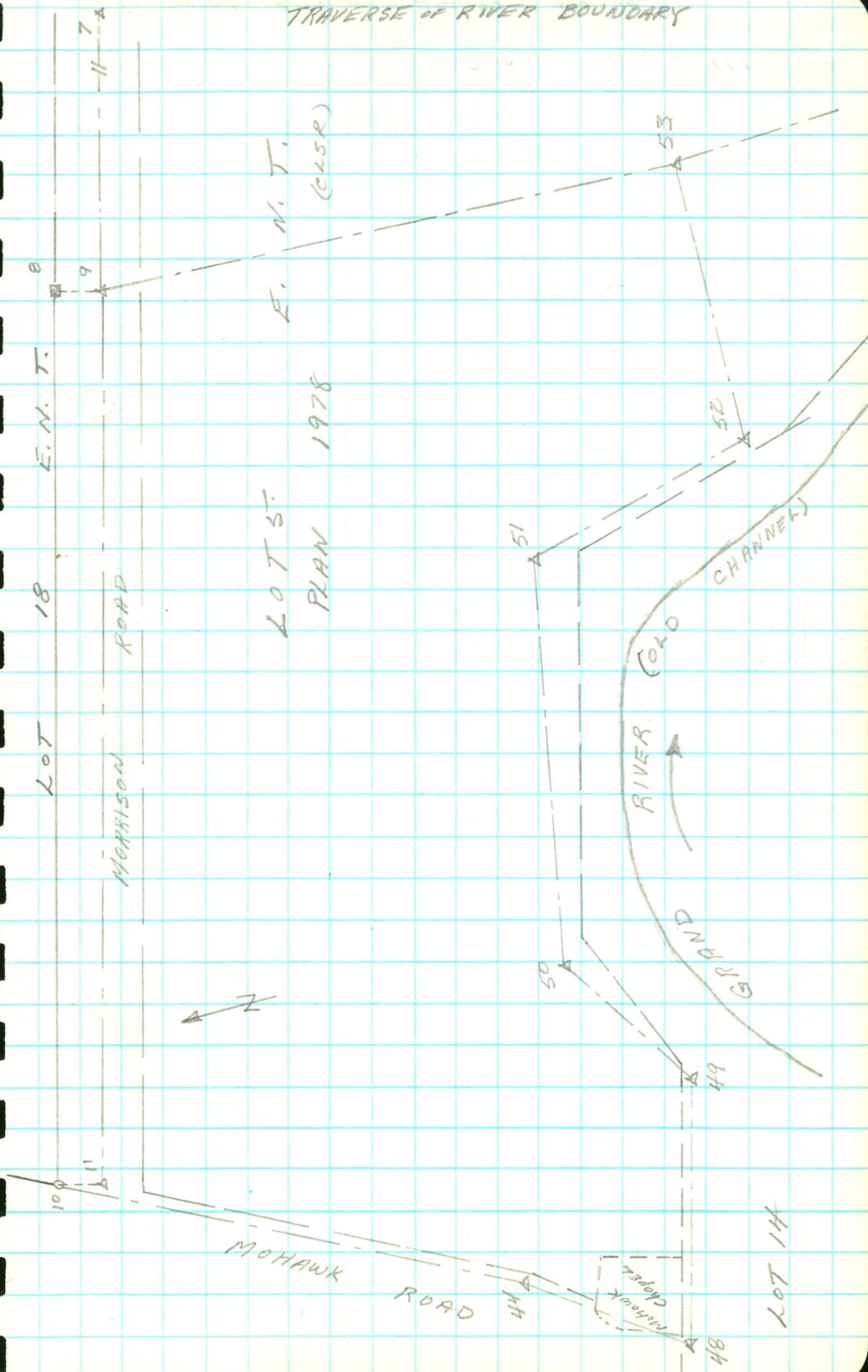
DATE 4/7/66

OBSERVER M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|-----------|------------|------------|--------|-------------|-----------------------|
| | FORWARD | REVERSE | | | |
| $\pi 49$ | | | | | |
| 48 | 0°00'15" | 180°01'22" | 00'49" | | 31' 52" 278°52'22" |
| 50 | 147°54'42" | 327°55'34" | 55'08" | -81°30'27" | 25' 53" 66°24'41" |
| $\pi 50$ | | | | | |
| 49 | 0°00'01" | CATTLE | 00'01" | | 25' 53" 246°24'41" |
| 51 | 210°58'05" | 30°58'15" | 58'10" | -113°35'20" | 23' 44" 97°22'50" |
| $\pi 51'$ | | | | | |
| 50 | 0°00'12" | 180°00'57" | 00'34" | | 23' 44" 277°22'50" |
| 52 | 224°20'10" | 44°20'38" | 20'24" | -82°37'44" | 43' 16" 141°42'40" |
| $\pi 52$ | | | | | |
| 51 | 0°00'01" | 180°00'42" | 00'21" | | 43' 16" 321°42'40" |
| 53 | 137°36'16" | 317°37'09" | 36'42" | -38°17'41" | 19 99°19'01" |
| $\pi 53$ | | | | | |
| 9 | 0°00'06" | 180°00'43" | 00'24" | +4°13'09" | 4°13'33" |
| 54 | 158°31'50" | 338°32'25" | 32'07" | | 36 162°45'16" |
| 52 | 275°05'33" | 95°06'11" | 05'52" | | 19 279°19'01" |
| $\pi 9$ | | | | | |
| 42 | 0°00'10" | 180°00'40" | 00'25" | +110°56'24" | 110°56'49" |
| 53 | 73°16'47" | 253°17'32" | 17'09" | | 184°13'33" |
| FB 30789 | | | | | |

TRAVERSE OF RIVER BOUNDARY



SURVEY OPERATION

RANDOM TRAVERSE OF RIVER BOUNDARY
LOT 5 E.N.T.

PAGE 17

BOOK

DATE 4/7/66

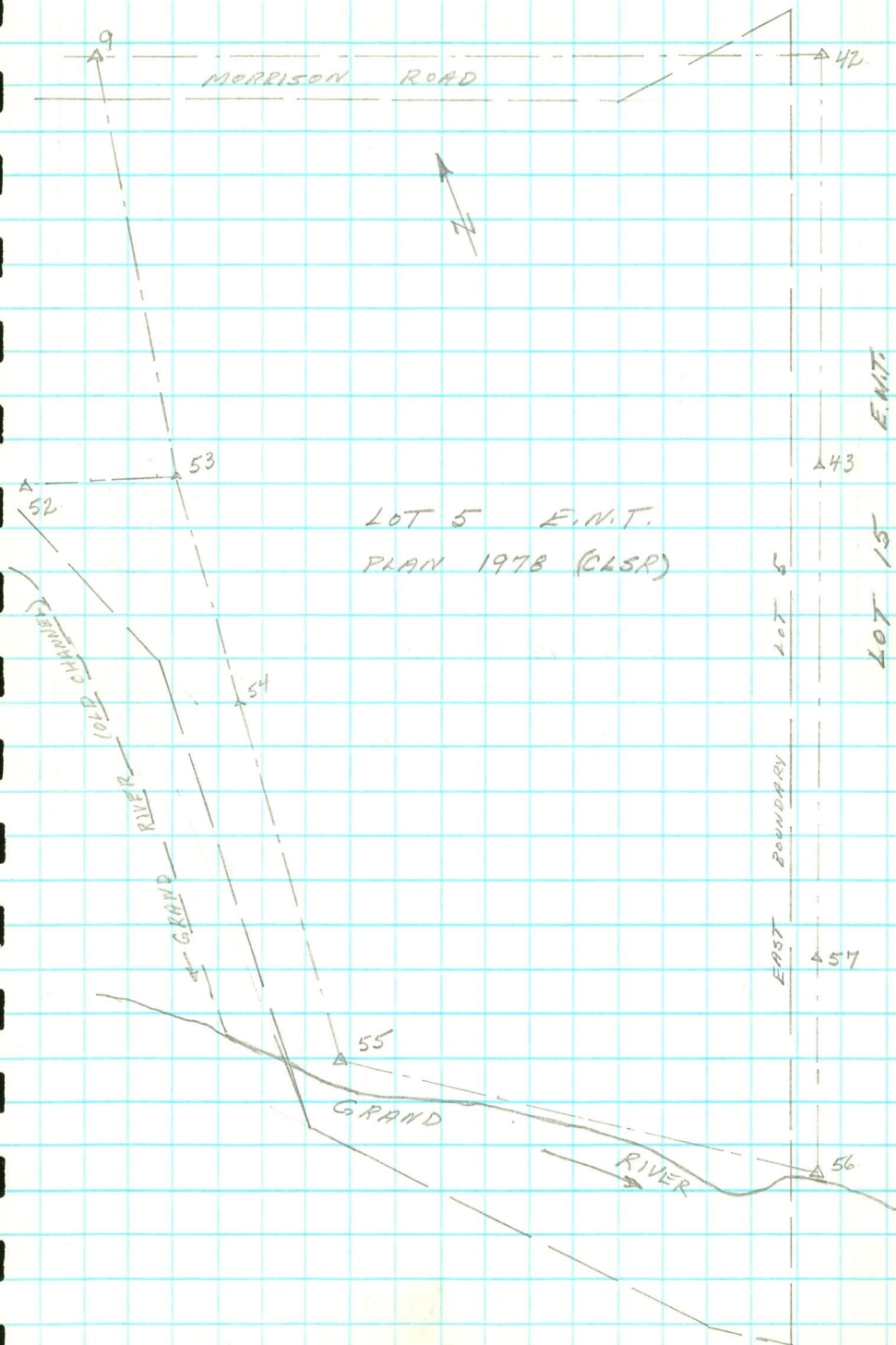
OBSERVER M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|----------------------------------|------------|------------|--------|------------|-------------------------------|
| | FORWARD | REVERSE | | | |
| 154 | | | | | |
| 53 | 0°00'07" | 180°00'31" | 00'19" | -17°15'03" | 342°45'16" ^{36"} |
| 55 | 188°03'52" | 8°04'40" | 04'18" | | 170°49'15" ^{55"} |
| 135 | | | | | |
| 54 | 0°00'46" | 180°01'25" | 01'05" | -9°11'50" | 350°49'15" ^{53"} |
| 56 | 150°49'42" | 330°50'26" | 50'04" | | 141°38'14" ^{39' 13"} |
| 156 | | | | | |
| 55 | 0°00'06" | 180°00'50" | 00'28" | -38°22'14" | 321°32'14" ^{39' 13"} |
| 42 | 55°55'23" | 235°56'07" | 55'45" | | 17°33'31" ^{34' 49"} |
| BEARING Misclosure of + 0°01'18" | | | | | |
| SEE PAGE 12 | | | | | |
| ANGLES ADJUSTED TO GIVE | | | | | |
| BEARING CLOSURE. | | | | | |

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TRAVERSE OF RIVER BOUNDARY



SURVEY OPERATION

TRAVERSE TO JOIN SURVEY OF
R.T. MCCURDY IN 1963.

PAGE 18

BOOK

DATE 30/6/66

OBSERVER J.L.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|----------|------------------------------------|------------|--------|-------------|----------------------|
| | FORWARD | REVERSE | | | |
| $\pi 48$ | | | | | |
| 47 | 118°46'00" | 298°46'07" | 46'03" | | 12'09" 273°12'37" |
| 49 | 304°05'37" | 124°06'00" | 05'48" | +154°24'34" | 31'52" 98°30'22" |
| $\pi 47$ | | | | | |
| 48 | 164°13'55" | 344°13'27" | 13'41" | -71°03'04" | 12'09" 93°12'37" |
| 46 | 19°40' ⁴⁵ 46 | 199°40'42" | 40'43" | | 39'11" 308°32'39" |
| $\pi 46$ | | | | | |
| 47 | 0°00'55" | 180°01'35" | 01'15" | +128°36'24" | 39'11" 128°37'39" |
| 45 | 211°00'05" | 31°00'21" | 00'13" | | 38'09" 339°36'37" |
| | BEARING MISCLOSURE | | | | |
| | SEE PAGE 22 | | | | |
| | ANGLES ADJUSTED. | | | | |

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TRAVERSE TO JOIN 1963 SURVEY

LOT 5 ENT

49

16

15

44

CHAPPEL
PLAN 1953 (CLSR)

MOHAWK

ROAD

12

48

13

ENT.

LOT 14

MOHAWK

47

LOT 5 ENT.

PLAN 1978 (CLSR)



F.D.P.

46



45

F.D.P. 2000

51933 (CLSR)

PLAN

School Site

SURVEY OPERATION

TRAVERSE OF BOUNDARY BETWEEN
LOT 5 and LOT 19

PAGE 19

BOOK

DATE 8/17/66

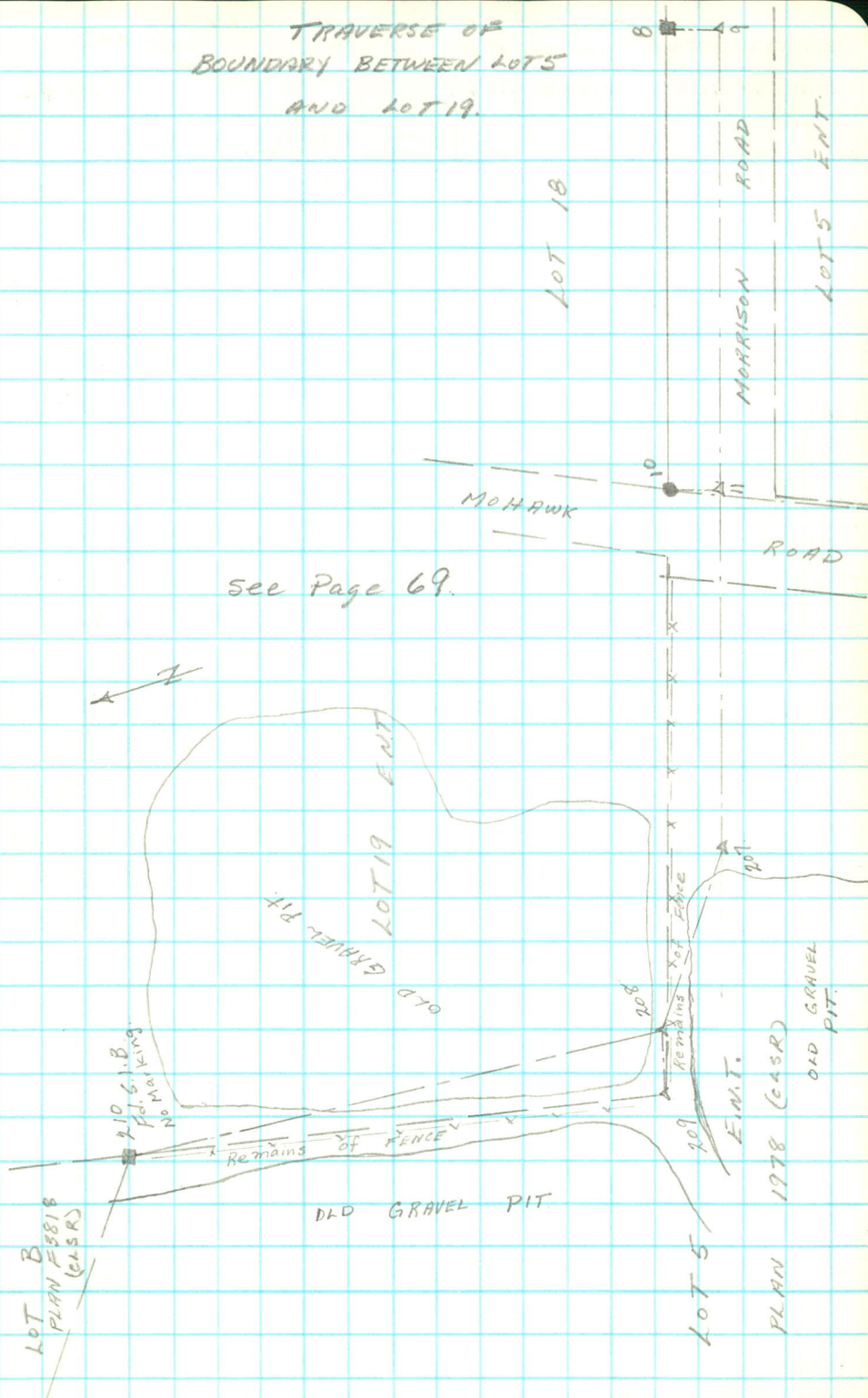
OBSERVER S. L.

TRANSIT 54-162

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|------|--------------|----------------------|---------|---------------|---------------------|
| | FORWARD | REVERSE | | | |
| K11 | sighted 9 | produced line to 207 | | | |
| K207 | | | | | |
| 11 | 0° 00' 02" | 180° 00' 14" | 00' 08" | +110° 56' 41" | 110° 56' 49" 25" |
| 208 | 194° 03' 41" | 14° 03' 44" | 03' 42" | | 305° 00' 23" 25" |
| K208 | | | | | |
| 207 | 0° 00' 11" | 180° 00' 31" | 00' 21" | +125° 00' 02" | 125° 00' 22" 25" |
| 209 | 165° 36' 02" | 345° 36' 01" | 36' 01" | | 290° 36' 05" 23" |
| 210 | 236° 13' 23" | 56° 13' 45" | 13' 34" | | 10° 13' 39" 36" |

FB 30789

TRAVERSE OF BOUNDARY BETWEEN LOTS AND LOT 19.



DATE 7/7/66

OBSERVER J.L.

BOOK

TRANSIT 54-162

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|--|--------------|--------------|---------|---------------|--|
| | FORWARD | REVERSE | | | |
| $\pi 210$ | | | | | |
| 208 | 0° 00' 20" | 180° 00' 13" | 00' 17" | +181° 13' 19" | 181° 13' ³⁹ 34 " |
| 211 | 181° 39' 06" | 1° 39' 05" | 39' 05" | | 2° 52' ³⁰ 44 " |
| $\pi 211$ | | | | | |
| 210 | 359° 59' 57" | 180° 00' 08" | 00' 02" | +182° 52' 22" | 182° 52' ³⁰ 44 " |
| 212 | 183° 36' 47" | 3° 37' 00" | 36' 53" | | 6° 29' ²³ 45 " |
| $\pi 212$ | | | | | |
| 211 | 0° 00' 18" | 180° 00' 39" | 00' 28" | +186° 28' 47" | 186° 29' ²³ 45 " |
| 215 | 63° 52' 28" | 243° 52' 31" | 52' 29" | | 250° 21' ²⁶ 46 " |
| $\pi 212$ sighted 211 placed 213 on line. 213 is also on fence line along R/W | | | | | |
| $\pi 212$ sighted 215 placed 214 on line. | | | | | |
| $\pi 215$ | | | | | |
| 212 | 0° 00' 00" | 180° 00' 18" | 00' 09" | +70° 21' 07" | 70° 21' ²⁶ 46 " |
| 216 | 184° 58' 35" | 4° 58' 43" | 58' 39" | | 255° 19' ⁵⁷ 46 " |

FB 30789



TRAVERSE OF RAILROAD BOUNDARY OF LOT 5

SURVEY OPERATION

PAGE 21

DATE 8/17/66

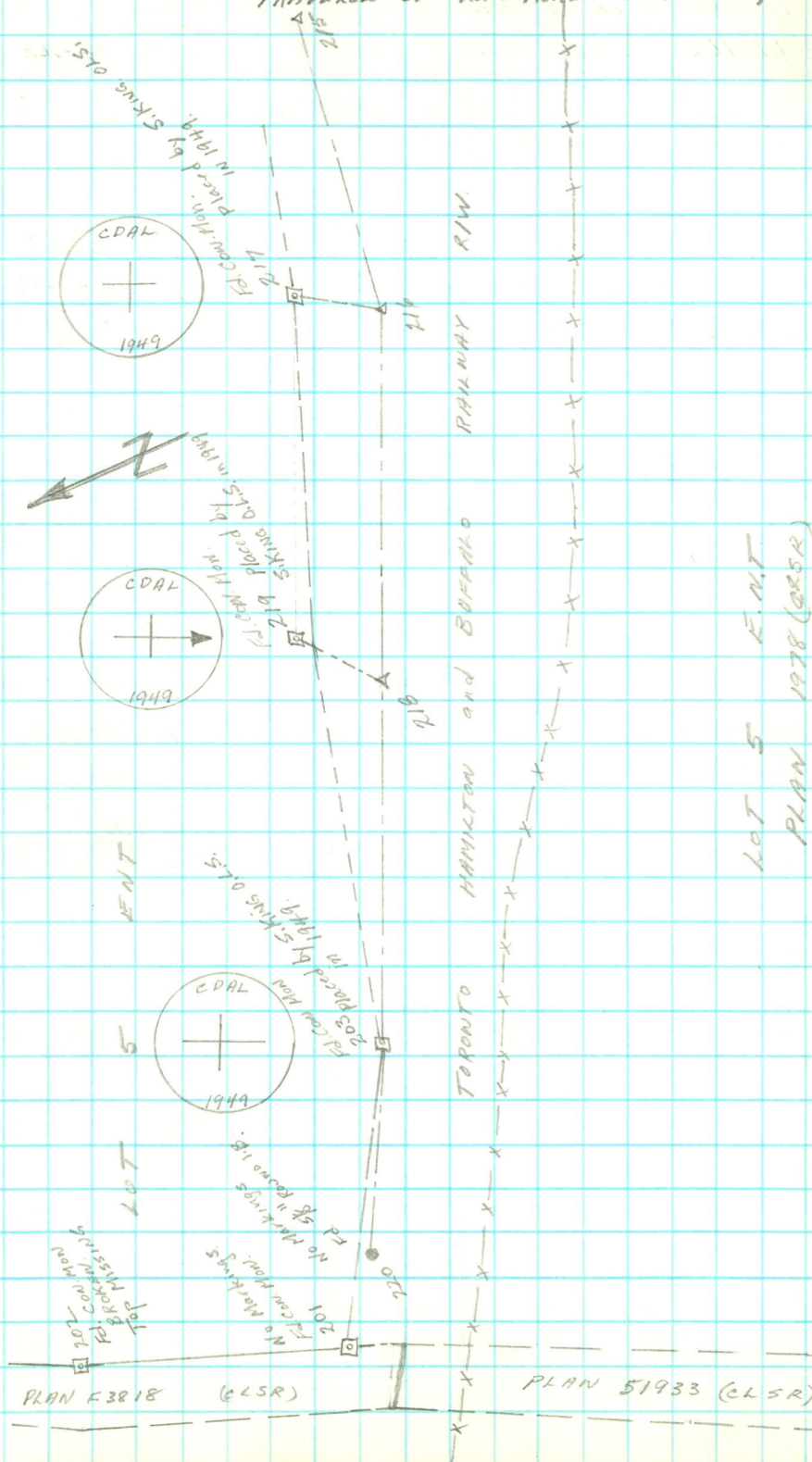
OBSERVER J.L.

BOOK

TRANSIT 54-162.

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|--------------------------------------|--------------|--------------|---------|---------------|--|
| | FORWARD | REVERSE | | | |
| X216 | | | | | |
| 215 | 0° 00' 03" | 180° 00' 12" | 00' 07" | + 75' 19' 41" | 75° 19' ⁵⁷ 41 " |
| 203 | 192° 41' 22" | 12° 41' 31" | 41' 26" | | 268° 01' ¹⁸ 41 " |
| 217 | 282° 32' 33" | 102° 32' 29" | 32' 31" | | 357° 52' ²³ 42 " |
| X 216 sighted 203 placed 218 on line | | | | | |
| X218 | | | | | |
| 219 | 0° 00' 01" | 180° 00' 00" | 00' 00" | | 10° 16' ⁴⁰ 29 " |
| 216 | 77° 44' 31" | 257° 44' 45" | 44' 38" | + 16° 16' 29" | 88° 01' ¹⁶ 47 " |
| ²⁰³ X214 | | | | | |
| 216 | 0° 00' 19" | 180° 00' 31" | 00' 25" | + 88° 00' 42" | 88° 01' ¹⁸ 47 " |
| 220 | 180° 50' 39" | 0° 50' 43" | 50' 41" | | 268° 51' ³⁵ 42 " |
| 201 | 181° 32' 05" | 1° 32' 31" | 32' 18" | | 269° 33' ¹³ 40 " |
| FB 30789 | | | | | |

TRAVERSE OF RAILROAD BOUNDARY



LOT 5 E.N.T.
PLAN 1978 (Q25R)

5 choo / SITE

TRAVERSE OF FOUND MONUMENTS

SURVEY OPERATION MARKING LIMITS OF HOFT ROAD PAGE 22

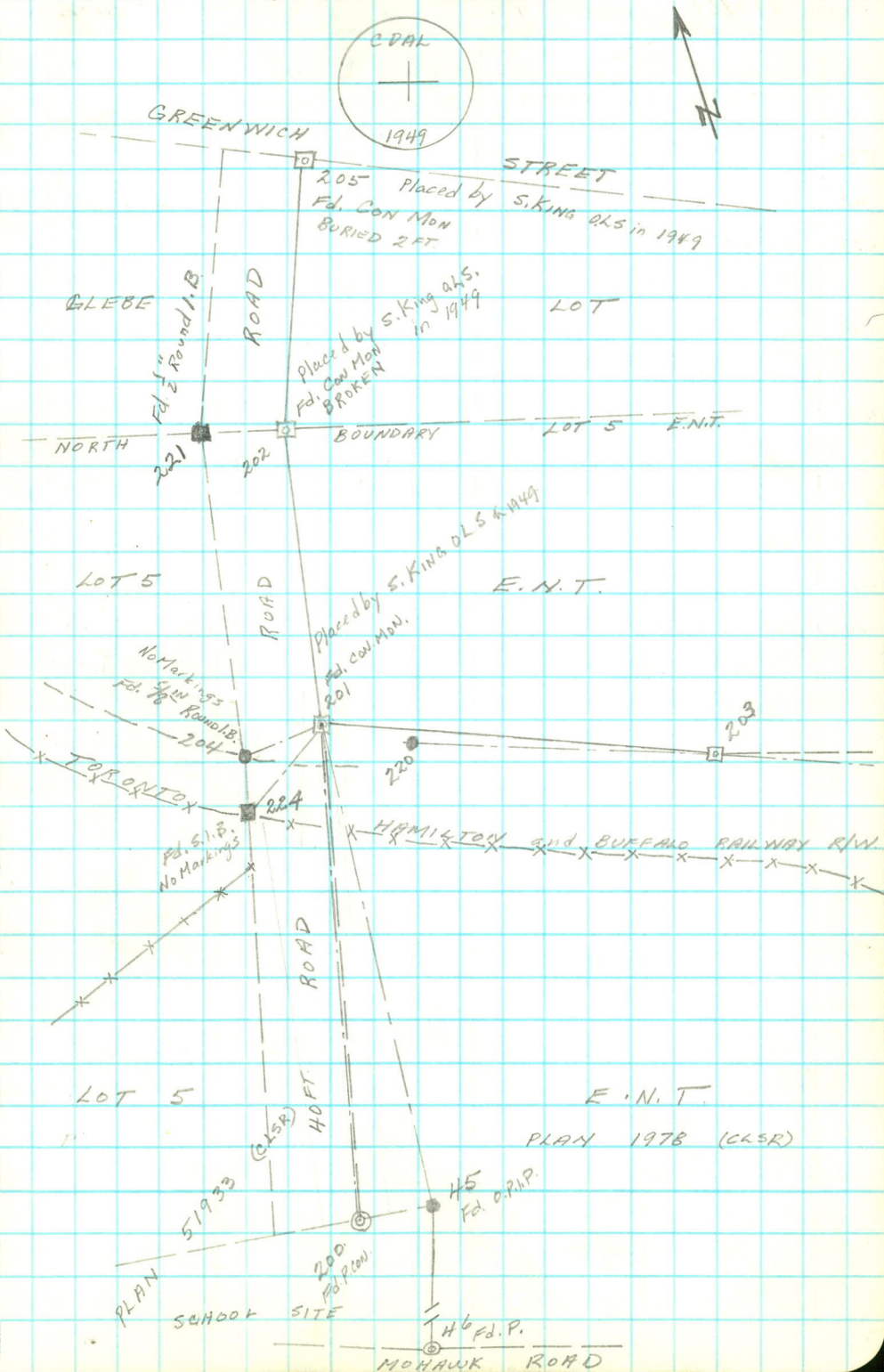
DATE 6/7/66 OBSERVER J.L.

BOOK
TRANSIT 54-162

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|------------------------------------|--------------|--------------|---------|---------------|--|
| | FORWARD | REVERSE | | | |
| Σ 201 | | | | | |
| 200 | 0° 00' 03" | 180° 00' 10" | 00' 06" | | 156° 55' ³⁷ 24" |
| 204 | 61° 47' 33" | 241° 47' 33" | 47' 33" | | 218° ⁴³ 42' ⁰⁴ 51" |
| 202 | 177° 10' 58" | 357° 11' 05" | 11' 01" | | 334° 06' ³² 19" |
| 203 | 292° 37' 33" | 112° 37' 51" | 37' 42" | -203° 04' 42" | 89° 33' ¹³ 06" |
| Σ 202 | | | | | |
| 201 | 0° 00' 01" | 179° 59' 53" | 59' 57" | +154° 06' 22" | 154° 06' ³² 19" |
| 205 | 190° 20' 21" | 10° 20' 28" | 20' 24" | | 344° 20' ⁵⁹ 44" |
| Σ 201 | | | | | |
| 202 | 0° 00' 06" | 179° 59' 43" | 59' 54" | +334° 06' 25" | 334° 06' ³² 19" |
| 224 | 213° 49' 45" | 33° 49' 57" | 49' 51" | | 187° 56' ²⁹ 14" |
| Σ 201 | | | | | |
| 203 | 0° 00' 53" | 180° 00' 59" | 00' 56" | +89° 32' 04" | 89° 33' ¹³ 06" |
| 45 | 62° 13' 35" | 242° 13' 44" | 13' 39" | | 151° 45' ⁵⁸ 42" |
| Σ 45 | | | | | |
| 46 | 0° 00' 10" | 180° 00' 28" | 00' 19" | | 159° ³⁸ 52' ⁰⁹ 52" |
| 200 | 76° 47' 16" | 256° 47' 08" | 47' 12" | | 236° ²⁶ 24' ⁰⁰ 45" |
| 201 | 172° 08' 08" | 352° 08' 12" | 08' 10" | +159° 37' 33" | 331° 45' ⁵⁸ 42" |
| BEARING MISCLOSURE OF - 0° 00' 18" | | | | | |
| SEE PAGE 18 | | | | | |
| ANGLES ADJUSTED | | | | | |

430789

TRAVERSE OF FOUND MONUMENTS ON 40 FT. ROAD



SURVEY OPERATION

EVIDENCE SEARCH ON
EAST BOUNDARY LOT 5

PAGE 23

BOOK

DATE 11/7/66

OBSERVER M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|----------------|------------|--------------------------------------|------|------|-------|
| | FORWARD | REVERSE | | | |
| T43 | | | | | |
| 42 | 0°00'00" | TURNED ANGLE OF 90° FROM OFFSET LINE | | | |
| 417 | 270°00'00" | | | | |
| T43 | | | | | |
| 42 | 17°34'49" | | | | |
| 418 | 241°52'40" | | | | |
| T57 | | | | | |
| 42 | 17°34'49" | | | | |
| 415 | 268°12'10" | | | | |
| 416 | 279°09'57" | | | | |
| FD 30789 | | | | | |

7

MORRISON ROAD

2 Fd. S.I.B.

1 Fd. 1/2 in Square B
Searched for I.F.

41 25.00 42

EVIDENCE SEARCH ON EAST BOUNDARY

LOT 5 ENT.

PLAN 1978 (CLSR)

Ed. Nothing
Searched for I.P. #17
Searched for 418
Evidence of Fence
Shown on page 11
in F.B.

searched for Evidence
of Fence shown on
Page 11 in F.B. 775
(43R)
F.d. Post Stubs. H16.
See Next Page.

36.7 Searched for $\frac{1}{2}$ ⁱⁿ Diam 1.8.
Placed by G.B. MacHuley OLS.
in 1954. Fd. Nothing.

No Search Made
CORNER FALLS IN
NEW CHANNEL OF
GRAND RIVER.

HIA No Search Made
CORNER OF FALLS IN New channel
OF GRAND RIVER.

SURVEY OPERATION ON EAST BOUNDARY LOT 5

SURVEY OPERATION ON EAST BOUNDARY LOT 5

DATE 11/7/66

OBSERVER *M.D.*

PAGE 24

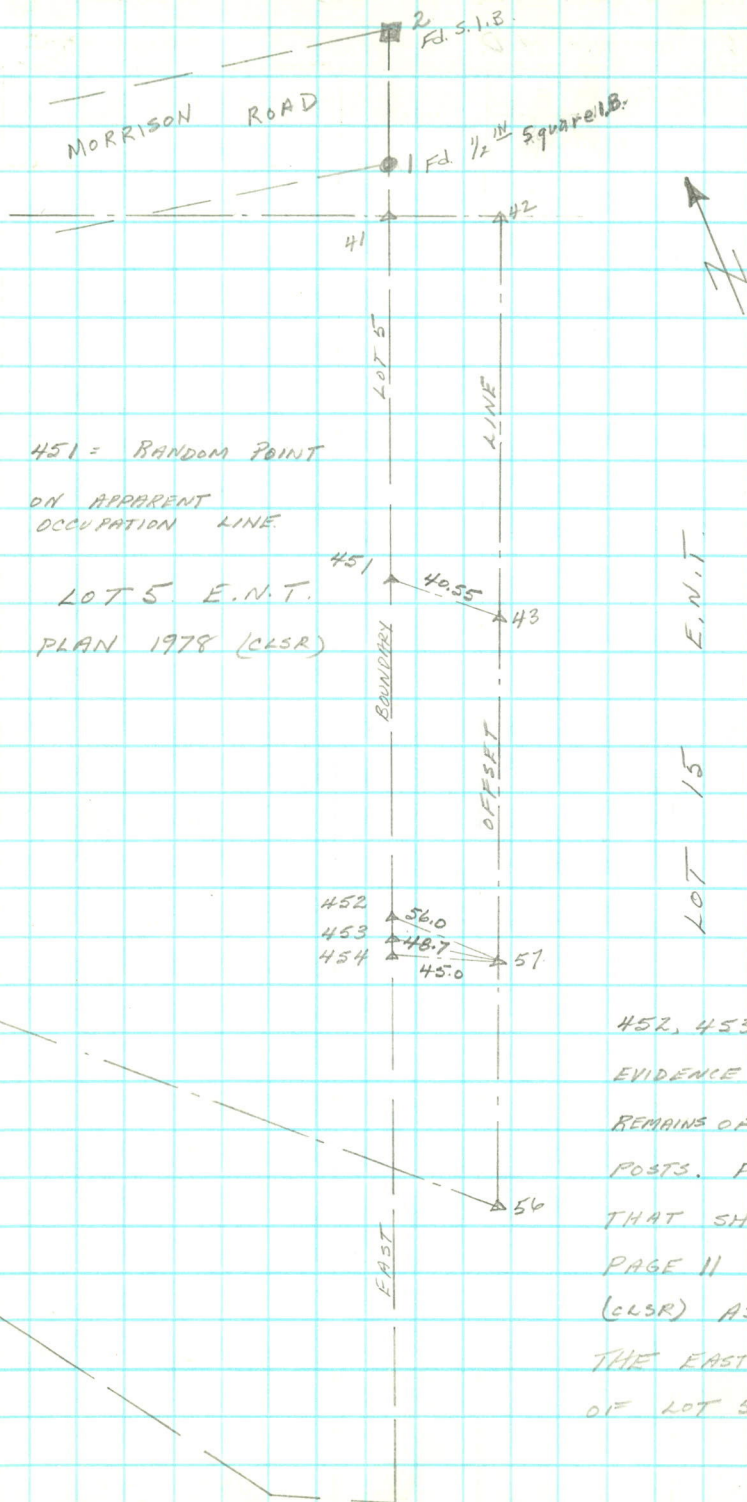
BOOK

TRANSIT 50-2

[illegible]

FB 30789

TIES TO FOUND EVIDENCE ON EAST BOUNDARY



PAGE 25

SURVEY OPERATION

PAGE 25

DATE 9/7/66

OBSERVER *M. D.*

BOOK

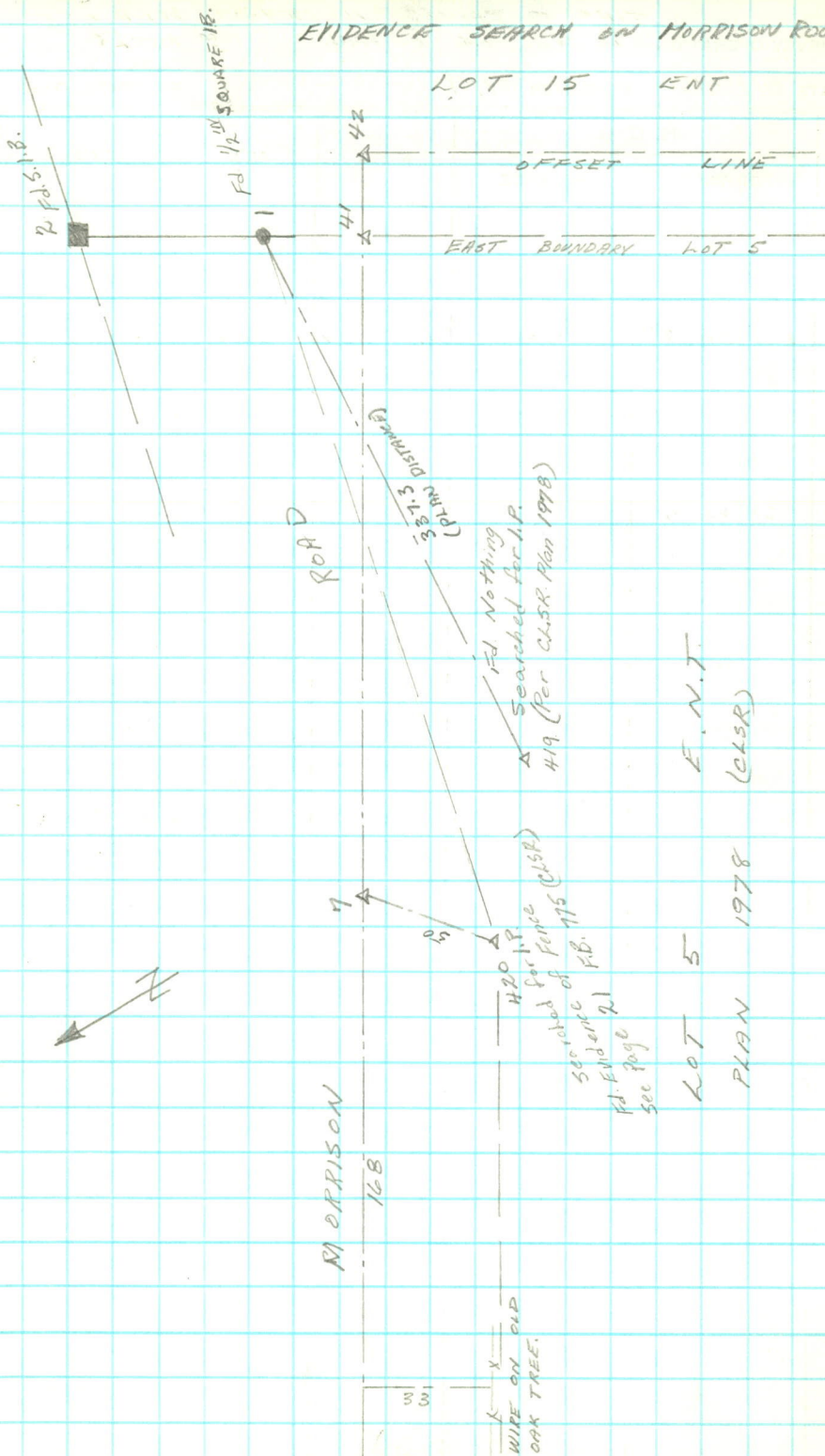
TRANSIT 50-2

[illegible]

FB 30789

EVIDENCE SEARCH ON MORRISON ROAD,

LOT 15 ENT



TIES TO FENCES ON MOHAWK ROAD
NORTH OF CHAPEL

SURVEY OPERATION

PAGE 26

BOOK

DATE 8/7/66

OBSERVER

M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|----------|--------------|---|---------|------|--------------|
| | FORWARD | REVERSE | | | |
| π 10 | sighted 8 | produced line to 421 | | | |
| π 10 | sighted 44 | measured 67.5 ^{ft} to search on the line at 24. | | | |
| π 44 | | | | | |
| 10 | 33° 44' 40" | | | | |
| 18 | 310° 48' 10" | | | | |
| π 11 | sighted 207 | placed 40 on line | | | |
| π 40 | | | | | |
| 9 | 110° 56' 49" | 290° 57' 27" | 57' 08" | -19" | 110° 56' 49" |
| 39 | 211° 37' 10" | 31° 37' 54" | 37' 42" | | 211° 37' 23" |
| 422 | 83° 50' 05" | | 50' 05" | | 83° 49' 46" |
| π 39 | | | | | |
| 40 | 31° 37' 30" | 211° 38' 10" | 37' 50" | -27" | 31° 37' 23" |
| 44 | 130° 48' 23" | 310° 49' 25" | 48' 54" | - | 130° 48' 27" |
| FB 30789 | | | | | |

TIES TO FENCES ON MOHAWK ROAD

LOT 19

LOT 18

209
Searched for I.P.
Not Found.
Vol. Remains of old
corner post.

201

FENCE POST 422

Point Falls in
Paved Road
No Search

421

11 MORRISON
ROAD

24 Searched for I.P.
Fd Nothing.



LOTS E.N.T.
PLAN 1978 (CLSR)

LOT 5 E.N.T.
PLAN 1978 (CLSR)

NOTE:

18, 39, 44
on SAME STRAIGHT LINE

No Search
Points Falls
Road.

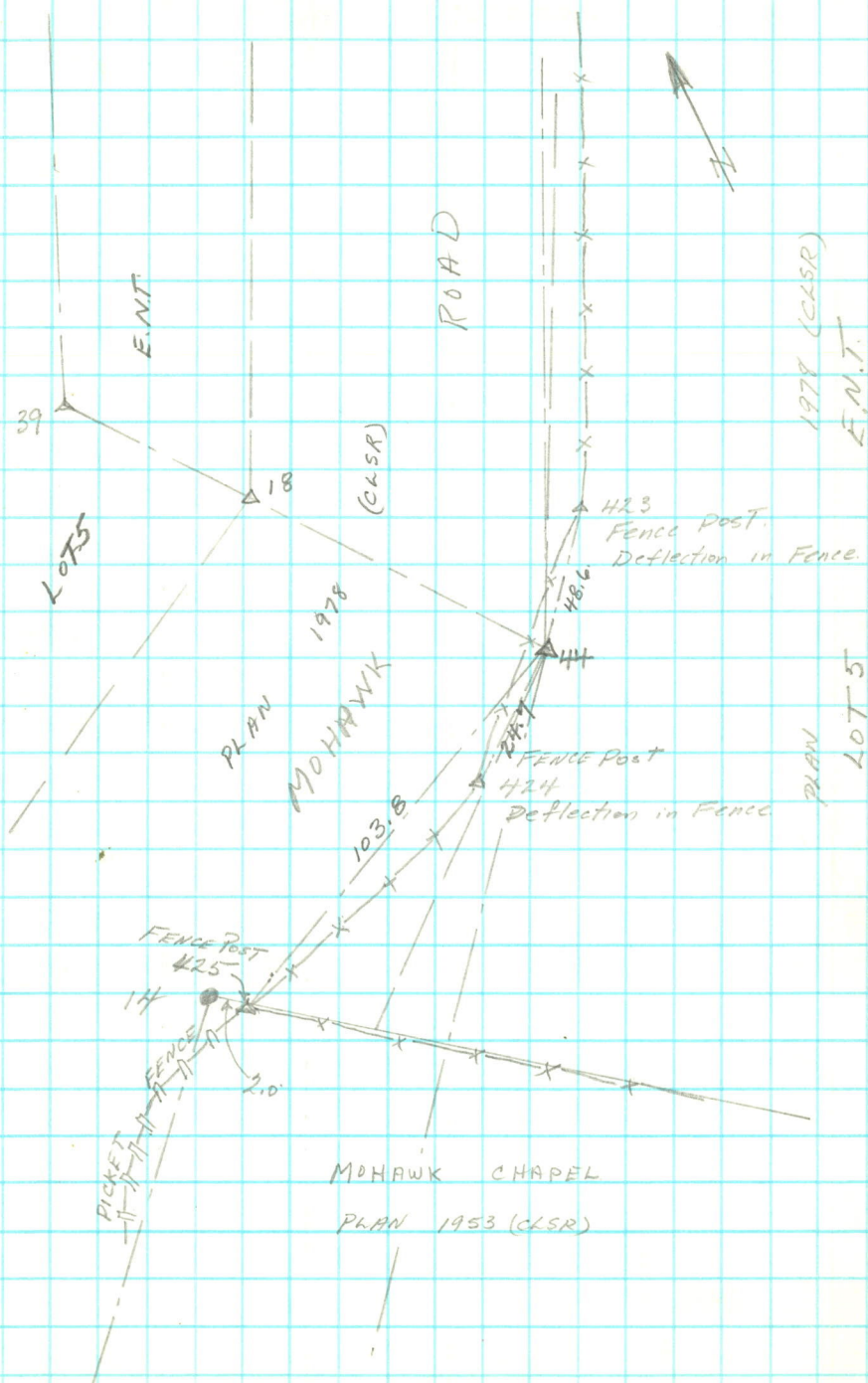
DEFLECTION IN FENCE
FENCE POST

44 searched for I.P.
Fd Nothing.

FENCE POST
DEFLECTION IN FENCE

14 425
FENCE POST
MOHAWK
CHAPEL

TIES TO FENCES - MOHAWK ROAD



Searches for Evidence ALONG RIVER.

SURVEY OPERATION

717166

DATE

8/7/66

OBSERVER

M.D.

PAGE 28

BOOK

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|----------------|--------------|--------------|---------|--------|--------------|
| | FORWARD | REVERSE | | | |
| 449 | | | | | |
| 48 | 278° 31' 52" | | | | |
| 426 | 52° 24' 10" | | | | |
| 450 | | | | | |
| 49 | 246° 25' 53" | | | | |
| 427 | 131° 19' 14" | | | | |
| 428 | 157° 37' | | | | |
| 450 | | | | | |
| 49 | 246° 25' 38" | 66° 26' 07" | 25' 53" | 0' 00" | 246° 25' 53" |
| 502 | 118° 51' 31" | 298° 52' 37" | 52' 04" | | 118° 52' 04" |
| 439 | 121° 35' | | | | |
| 450 | | | | | |
| 49 | 246° 25' 53" | | | | |
| 438 | 248° 21' 22" | | | | |

30789
FB

SURVEY OPERATION

Searches for Evidence
Along RIVER

PAGE 29.

8/7/66

BOOK

DATE 7/17/66

OBSERVER M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|----------|----------------------|---------|------|------|-------|
| | FORWARD | REVERSE | | | |
| $\pi 51$ | | | | | |
| 50 | 277° 23' 44" | | | | |
| 429 | 151° 01' 50" | | | | |
| 430 | 259° 26° | | | | |
| $\pi 52$ | | | | | |
| 53 | 99° 19' 19" | | | | |
| 431 | 170° 41' 36" | | | | |
| 432 | 155° 11 | | | | |
| 433 | 214° 43' | | | | |
| $\pi 53$ | | | | | |
| 52 | 279° 19' 19" | | | | |
| 434 | 180° 00' 00" | | | | |
| $\pi 51$ | | | | | |
| 50 | 277° 23' 44" | | | | |
| 440 | 142° 54' 20" | | | | |
| $\pi 52$ | | | | | |
| 53 | 99° 19' 19" | | | | |
| 441 | 156° 152° 46' 45" | | | | |
| $\pi 53$ | | | | | |
| 52 | 279° 19' 19" | | | | |
| 442 | 177° 09' 30" | | | | |

FB 30789

SURVEY OPERATION

ALONG RIVER

DATE 8/7/66

OBSERVER *M.D.*

OBSERVER

M.D.

PAGE 30

BOOK

TRANSIT 58-2

[illegible]

EVIDENCE SEARCHES ALONG RIVER



TIE IN OF EVIDENCE ALONG
BOUNDARY BETWEEN LOTS 5 & 8 and 19

BOOK

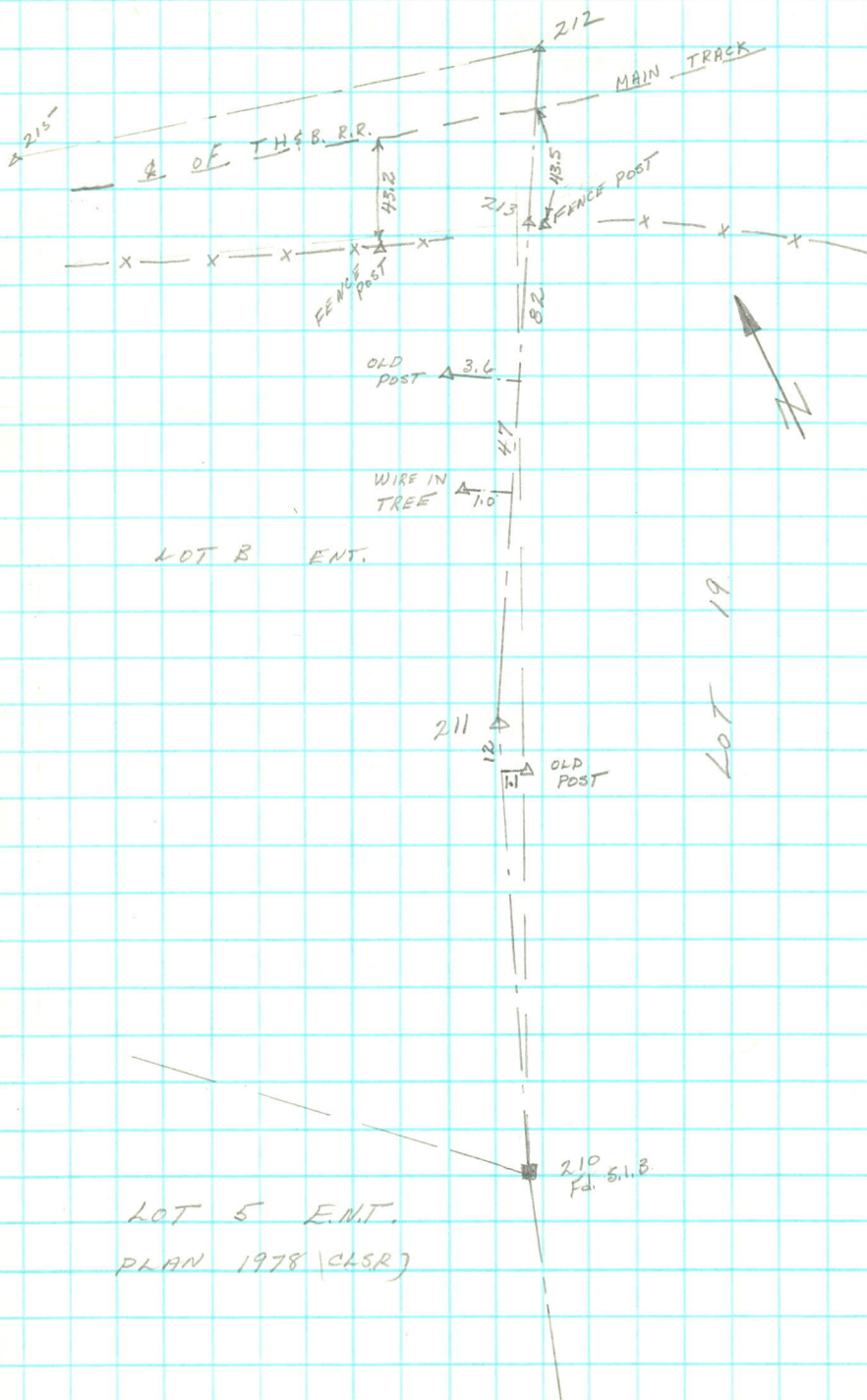
TRANSIT

DATE 9/7/66

OBSERVER J. L.

[illegible]

TIES TO EVIDENCE OF FENCE



LOT 5 E.N.T.
PLAN 1978 (CLSR)

SURVEY OPERATION *TIES TO FENCE ALONG RAILWAY* PAGE 32

and LOT B.

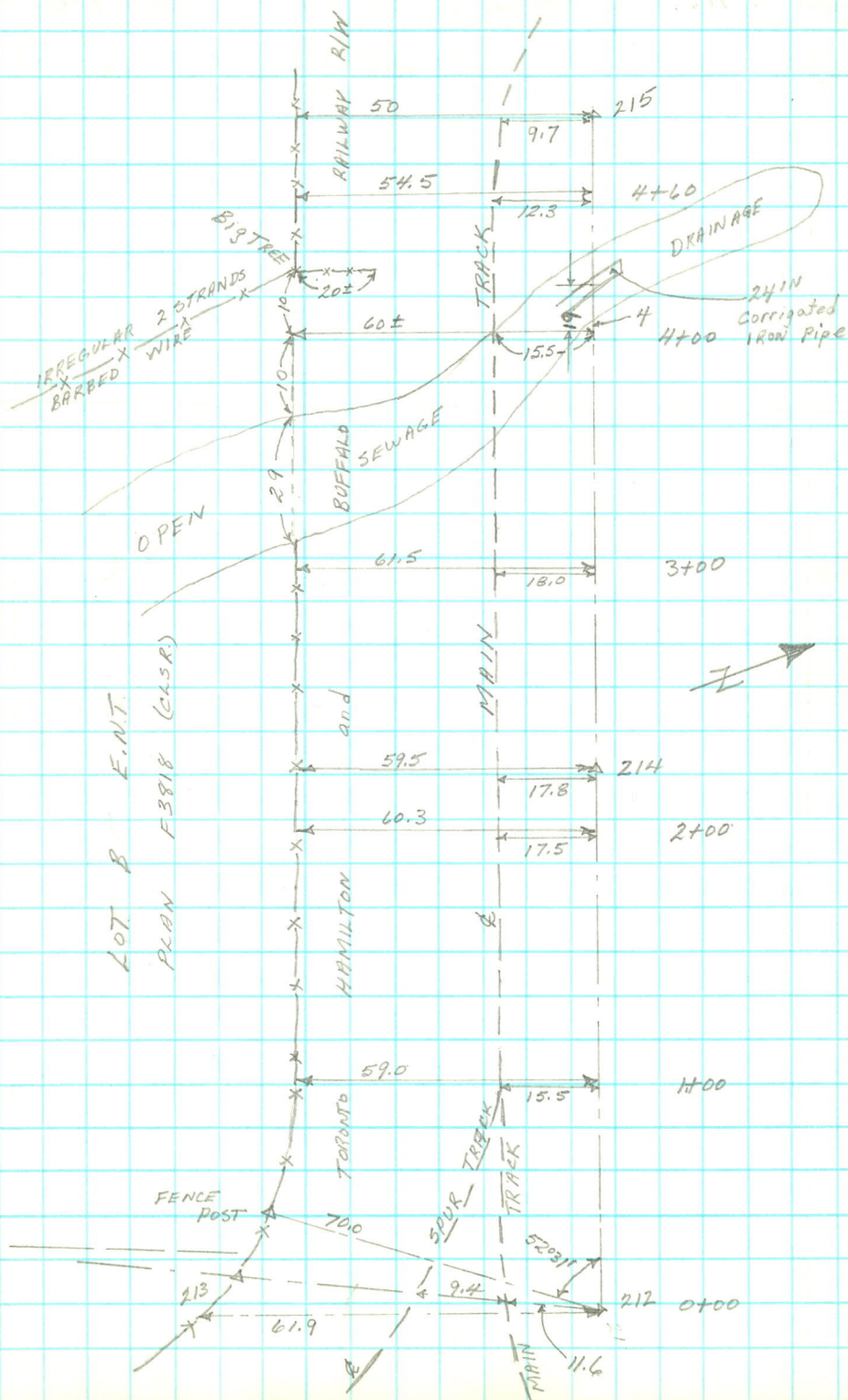
DATE 9/7/66 OBSERVER J. L.

PAGE 32

BOOK

TRANSIT 62-78

[illegible]

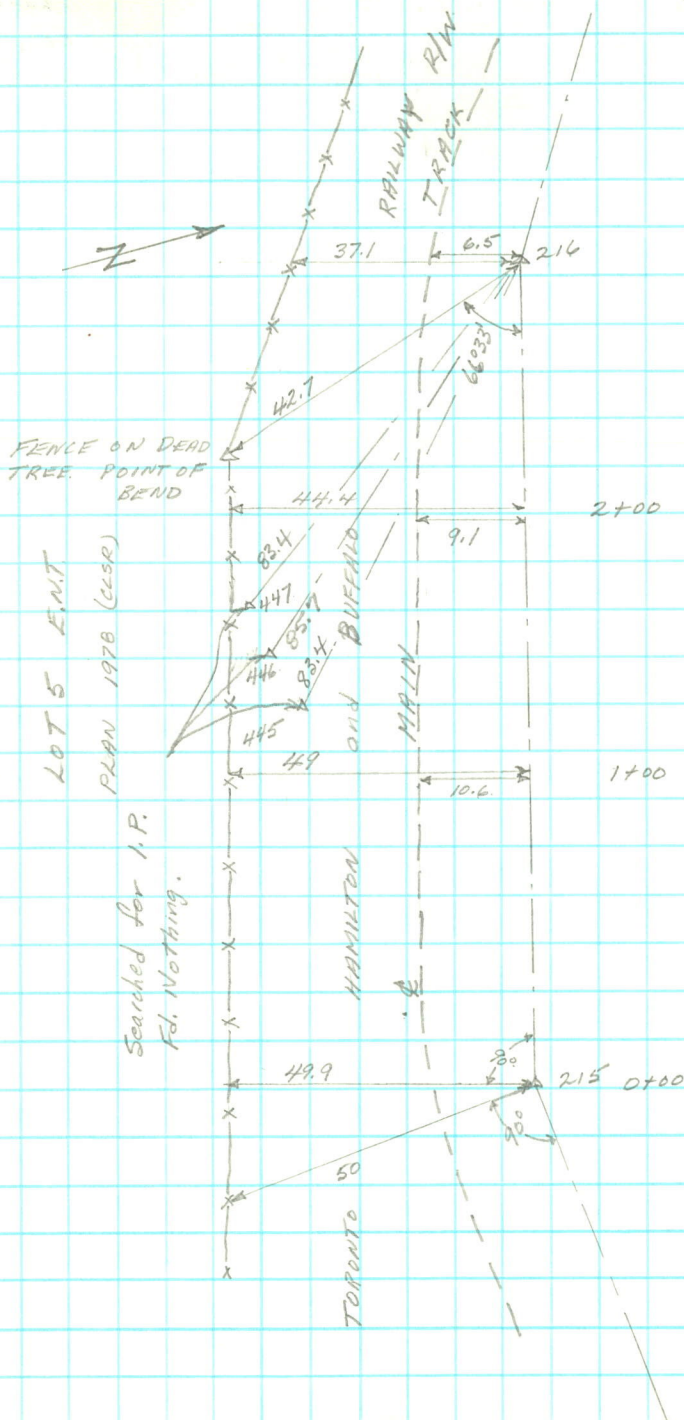


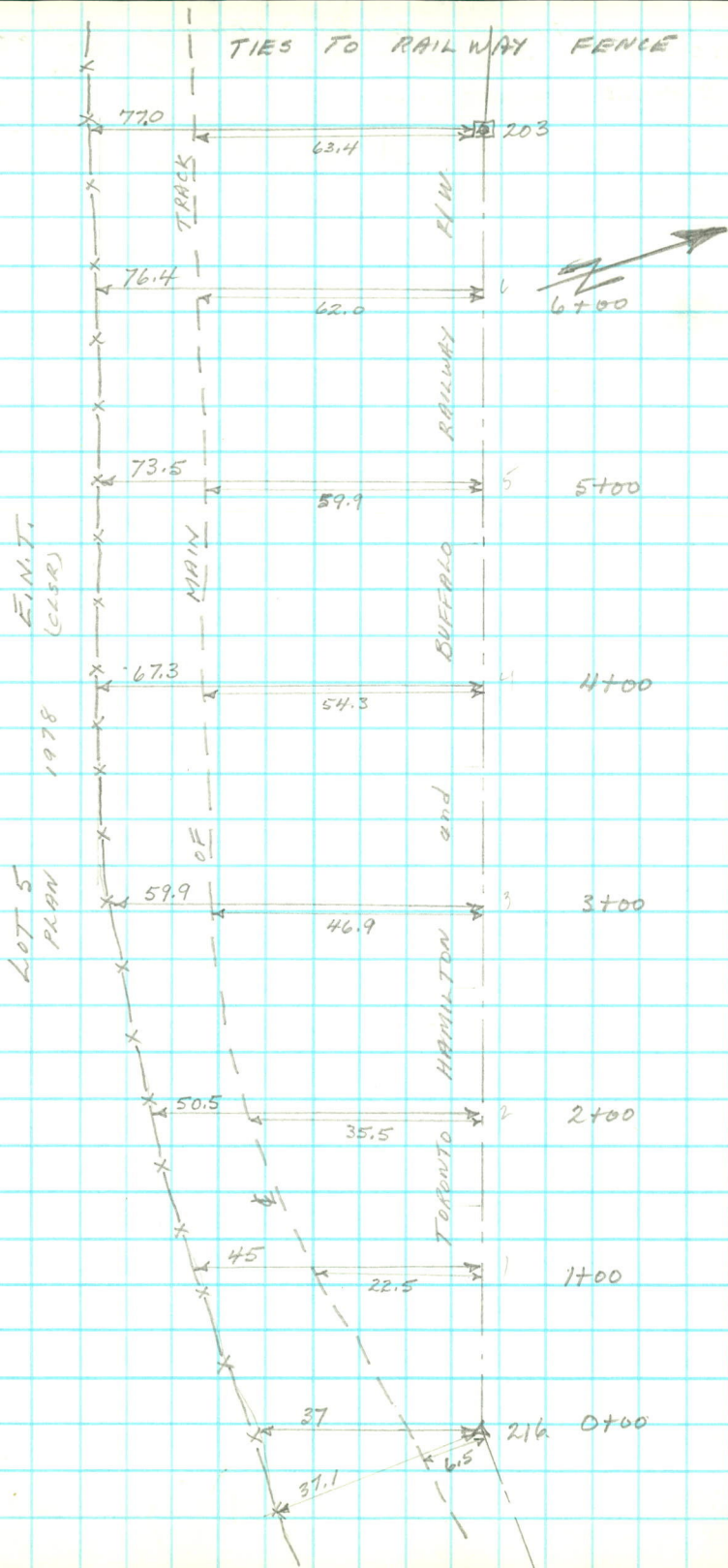
TIES TO RAILWAY FENCE in
LOT 5

DATE 9/7/66

[illegible]

TIES TO RAILWAY FENCE





TIES TO RAILROAD FENCE
IN LOT 5

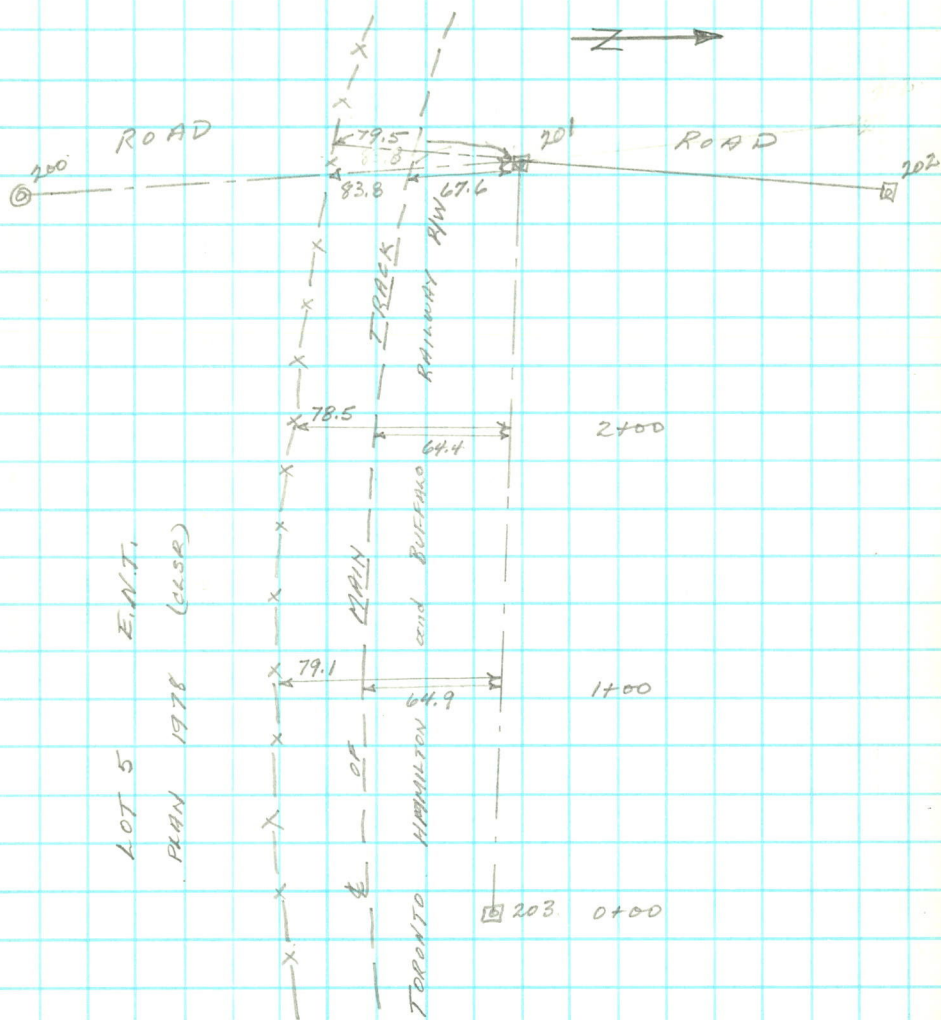
PAGE 35
BOOK
TRANSIT

DATE 9/7/66 OBSERVER J.L.

[illegible]

FB 30789

TIES TO RAILROAD FENCE



Search for Monuments 1963 Survey
by R.T. McCURDY PAGE 36

DATE _____

20/7/66

OBSERVER

M. K.

PAGE

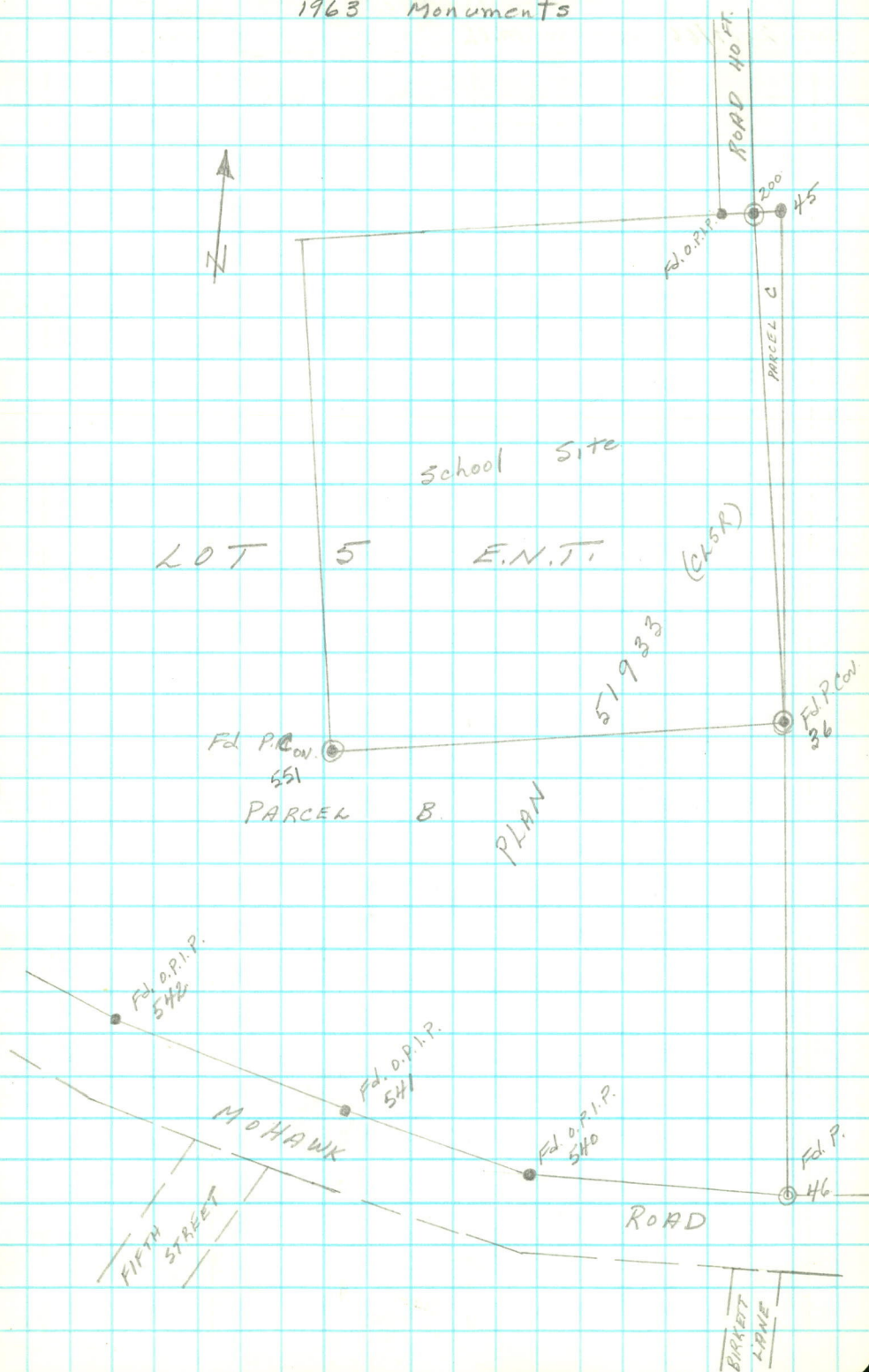
36

BOOK

TRANSIT

[illegible]

1963 Monuments

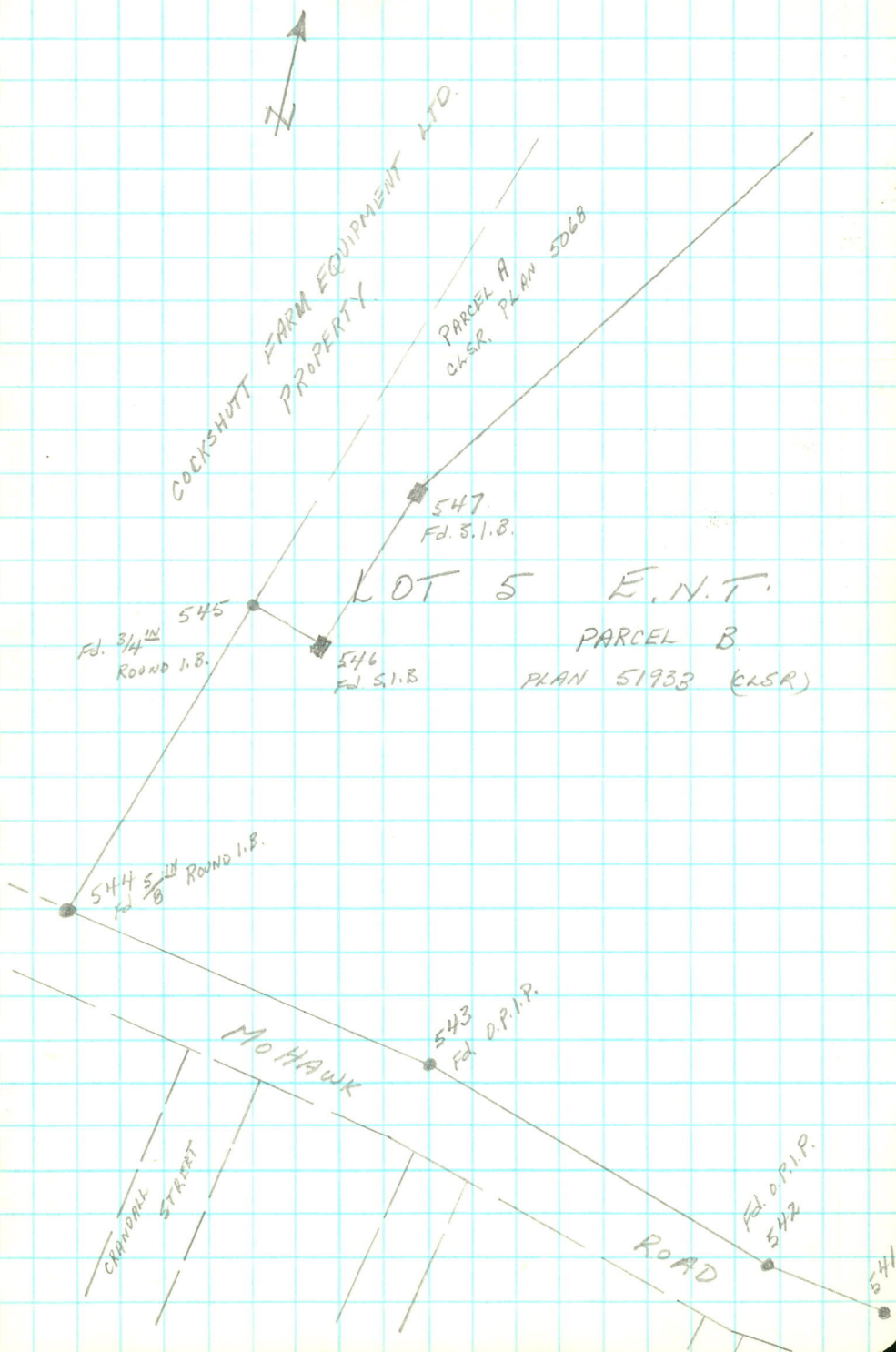


TRANSIT

OBSERVER *M. K.*

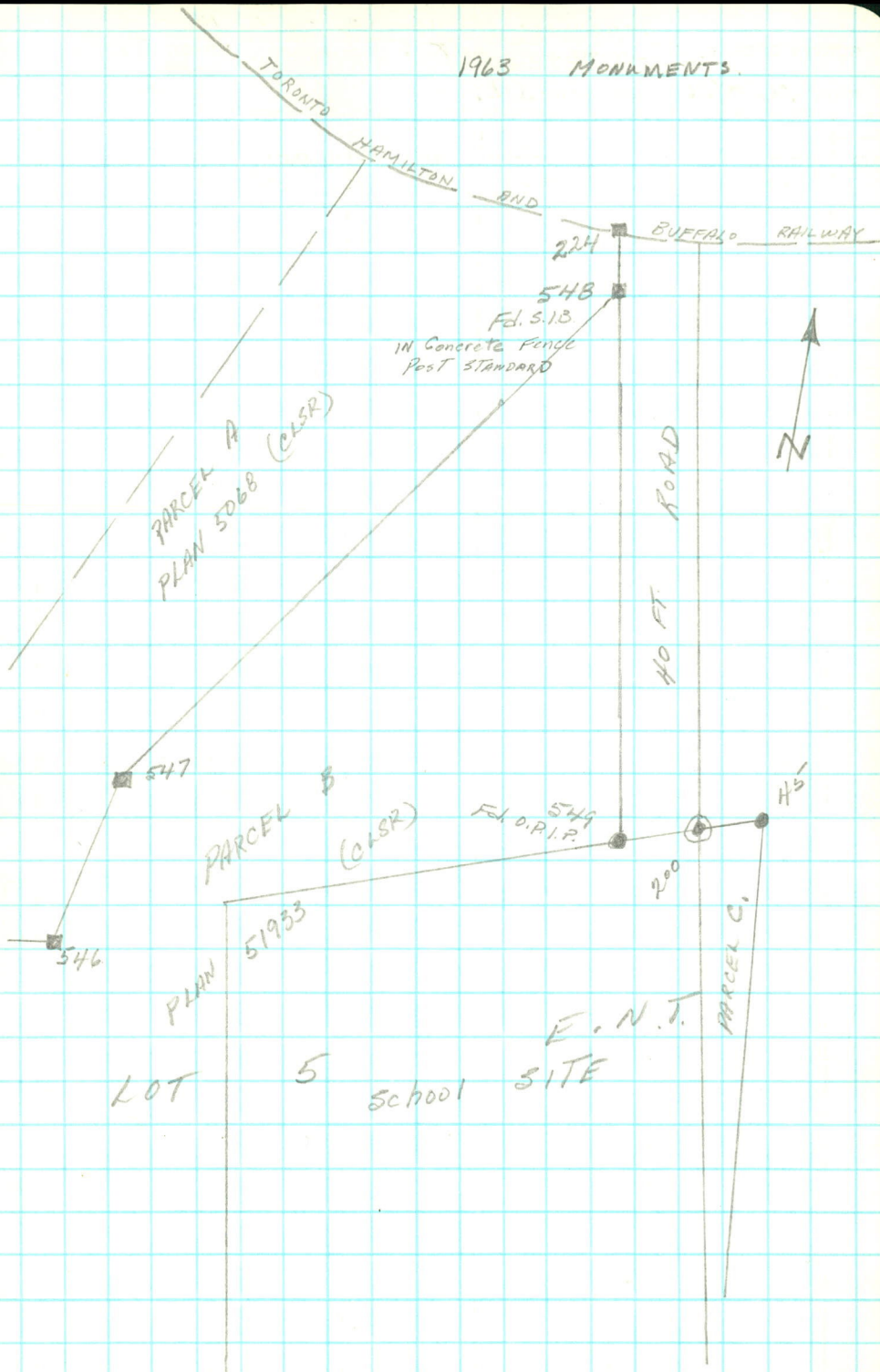
[illegible]

1963 Monuments



BOOK
TRANSIT[illegible]

1963 MONUMENTS.



SURVEY OPERATION

Search for Monuments on North
Boundary LOT 5

PAGE 39

BOOK

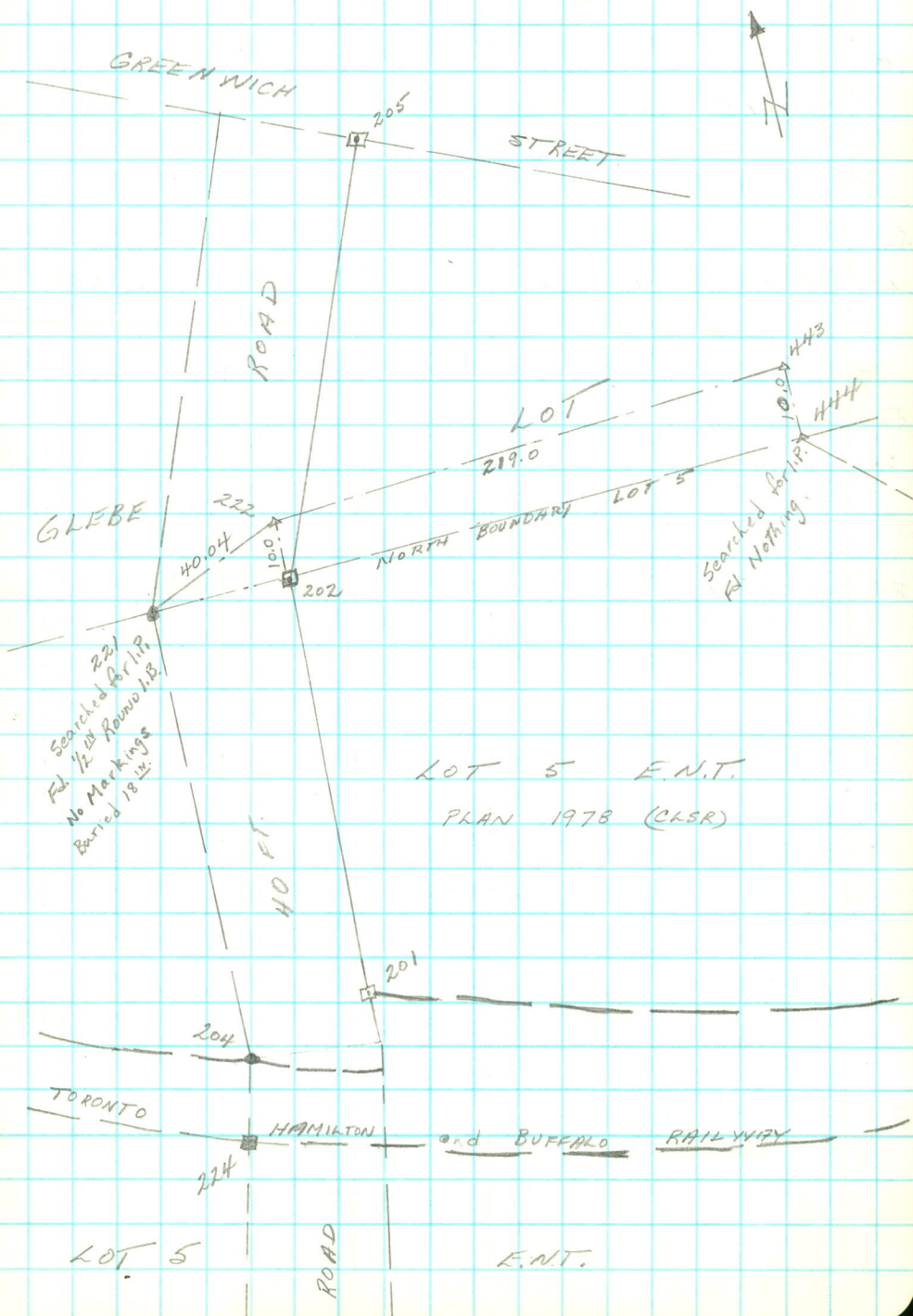
DATE 12/7/66

OBSERVER J.L.

TRANSIT 62-78

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|-----------------|--|------------|--------|-------------|------------|
| | FORWARD | REVERSE | | | |
| T202 | sighted 201 produced line 10.00 FT. | To 222 | | | |
| T222 | | | | | |
| 201 | 0°00'00" | 180°00'15" | 00°07" | +154°06'25" | 154°06'32" |
| 221 | 83°21'39" | 263°21'42" | 21°40" | | 237°28'05" |
| T222 | | | | | |
| 201 | 154°06'32" | | | | |
| 443 | 71°52'32" | | | | |
| T443 | | | | | |
| 222 | 251°52'32" | | | | |
| 444 | 154°06'32" | | | | |
| FB 30789 | | | | | |

MONUMENTS ON NORTH BOUNDARY LOT 5



SURVEY OPERATION

MONUMENTING EAST BOUNDARY LOT 5 40

PAGE

BOOK

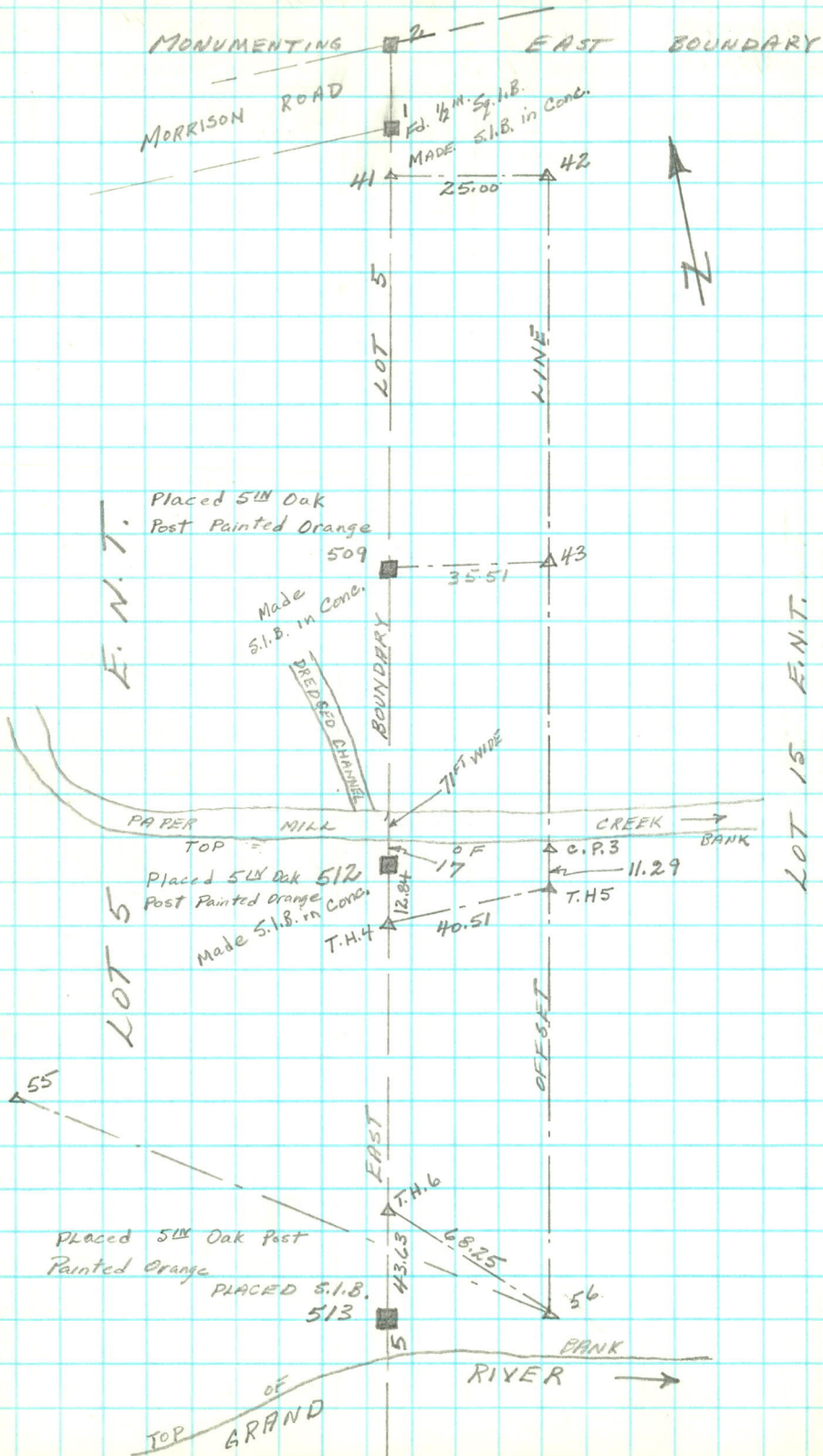
DATE 12/7/66

OBSERVER

M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|---------------------|--------------|---------------------------|------|------|--------------|
| | FORWARD | REVERSE | | | |
| X 43 | | | | | |
| 42 | 17° 34' 49" | 197° 34' 49" | | | 17° 34' 49" |
| 509 | 276° 24' 10" | 96° 24' 10" | | | 276° 24' 10" |
| X 56 | | | | | |
| 42 | 17° 34' 49" | 197° 34' 49" | | | 17° 34' 49" |
| T.H. 6 | 334° 06' 37" | 154° 06' 37" | | | 334° 06' 37" |
| X T.H. 6 | | | | | |
| 56 | 154° 06' 37" | 334° 06' 37" | | | 154° 06' 37" |
| 513 | 198° 08' 44" | 18° 08' 44" | | | 198° 08' 44" |
| X 56 | sighted | 42 placed T.H. 5 on line. | | | |
| X T.H. 5 | | | | | |
| 42 | 17° 34' 49" | 197° 34' 49" | | | 17° 34' 49" |
| T.H. 4 | 273° 38' 12" | 93° 38' 12" | | | 273° 38' 12" |
| X T.H. 4 | | | | | |
| T.H. 5 | 93° 38' 12" | 273° 38' 12" | | | 93° 38' 12" |
| 513 | 18° 08' 44" | 198° 08' 44" | | | 18° 08' 44" |
| FB 30789 | | | | | |



DATE 1817/66

OBSERVER *M.D.*

[illegible]

FB 30789

MONUMENTING
SOUTH LIMIT
MORRISON ROAD

2

3

41

42

25.00

LOT 15

EAST BOUNDARY LOT 5

LOT 18 E.N.T.

ROAD

LOT 5

BOUNDARY

Made S.I.B. in Conc.
Placed 5" Oak Post Painted Orange
At Base of Fill

LOT 5 E.N.T.



9 MORRISON

NORTH

MONUMENTING MOHAWK ROAD

SURVEY OPERATION

18/19/7/66

DATE 14/7/66

OBSERVER M.D.

PAGE 42

BOOK

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|-------|--|------------|--------|------------|------------|
| | FORWARD | REVERSE | | | |
| TX44 | | | | | |
| 10 | 33°00'20" | 213°01'06" | 00'43" | +43'57" | 33°44'40" |
| 523 | 42°50'52" | 222°51'36" | 51'14" | | 43°35'11" |
| TX523 | | | | | |
| 10 | 0°00'00" | 180°00'00" | 00'00" | +33°12'40" | 33°12'40" |
| 529 | 276°00'00" | 90°00'00" | 00'00" | | 303°12'40" |
| TX10 | | | | | |
| 8 | 110°56'56" | 290°57'33" | 57'14" | +1'26" | 110°58'40" |
| 523 | 213°41'07" | 33°11'27" | 11'14" | | 213°12'40" |
| TX10 | sighted 523 placed 524 on line at 67.53 EI | | | | |
| TX40 | | | | | |
| 9 | 110°56'49" | 290°56'49" | | | 110°56'49" |
| 515 | 81°51'30" | 261°51'30" | | | 81°51'30" |
| 514 | | | | | 83°49'46" |
| TX529 | | | | | |
| 523 | 130°49'01" | 310°48'58" | 48'58" | -7°36'18" | 123°12'40" |
| 39 | 256°32'09" | 76°32'42" | 32'25" | | 248°56'07" |
| 50789 | | | | | |

MONUMENTING MOHAWK ROAD

LOT 19

LOT 18

Placed S.I.B IN CONC.

515

TRUE CORNER

8" FENCE POST

514

(SAME AS 422)

70.69

75.0

40

10

MORRISON

ROAD

524

Placed S.I.B. IN CONC.

LOT 5

E.N.T.

MOHAWK ROAD

SEE FOLLOWING PAGE

LOT 5 E.N.T.

Placed S.I.B.
Buried 2 IN

529

86.00

IN - SOUTHERLY
TRACK OF
LANEWAY

51.2

39

523

Placed S.I.B IN CONC.
IN MIDDLE OF LANEWAY
INTO FIELD.

56.5

44

SURVEY OPERATION

TIES BETWEEN MONUMENTS
 & FENCES ON MOHAWK ROAD

BOOK

TRANSIT

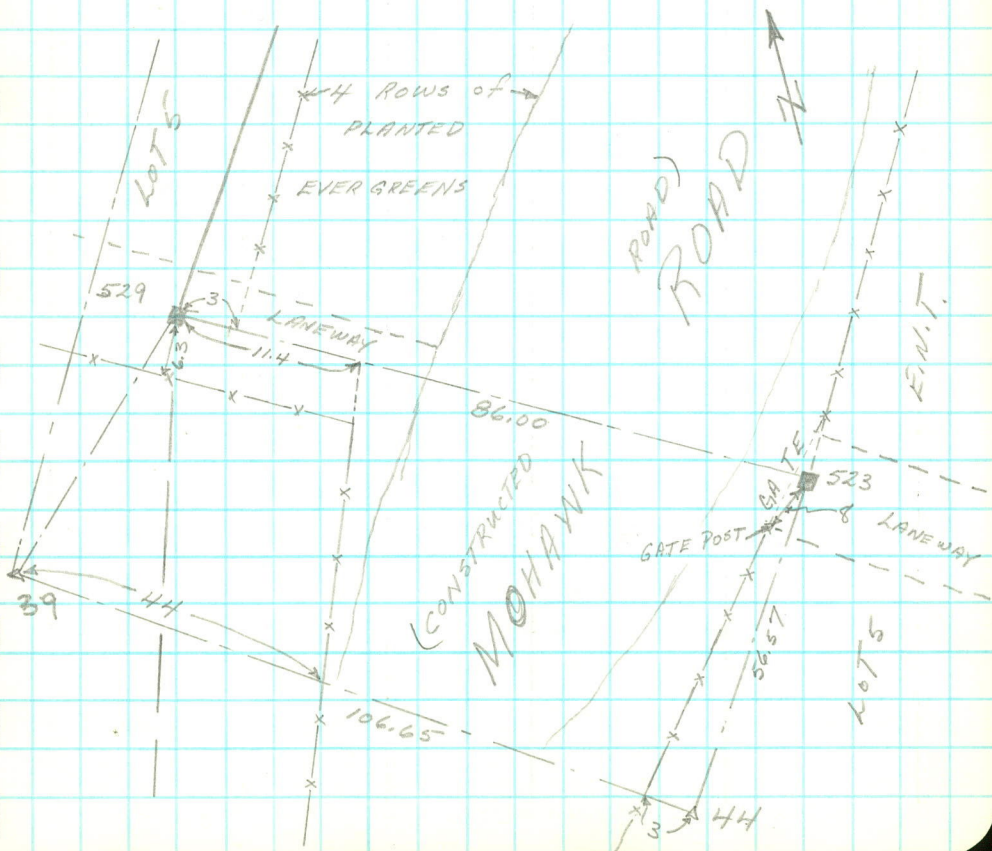
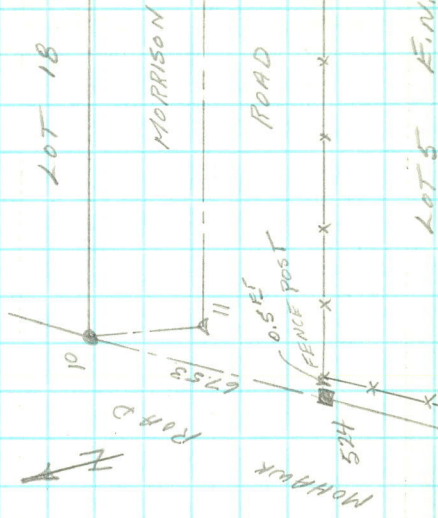
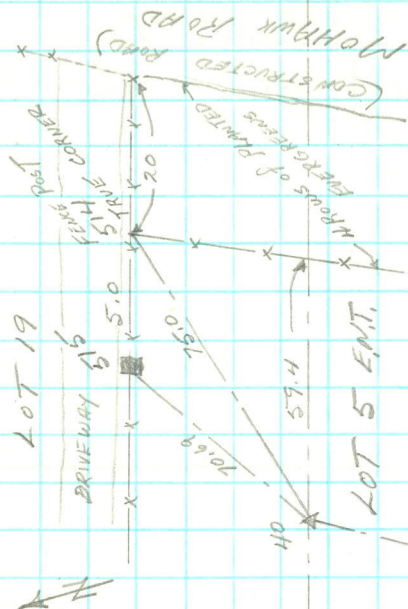
DATE 14, 18, 19/7/66 OBSERVER M. D.

OBSERVER *M. D.*

[illegible]

FD 30789

TIES TO FENCES



PAGE 44

BOOK

DATE 14/7/66 OBSERVER M.D.

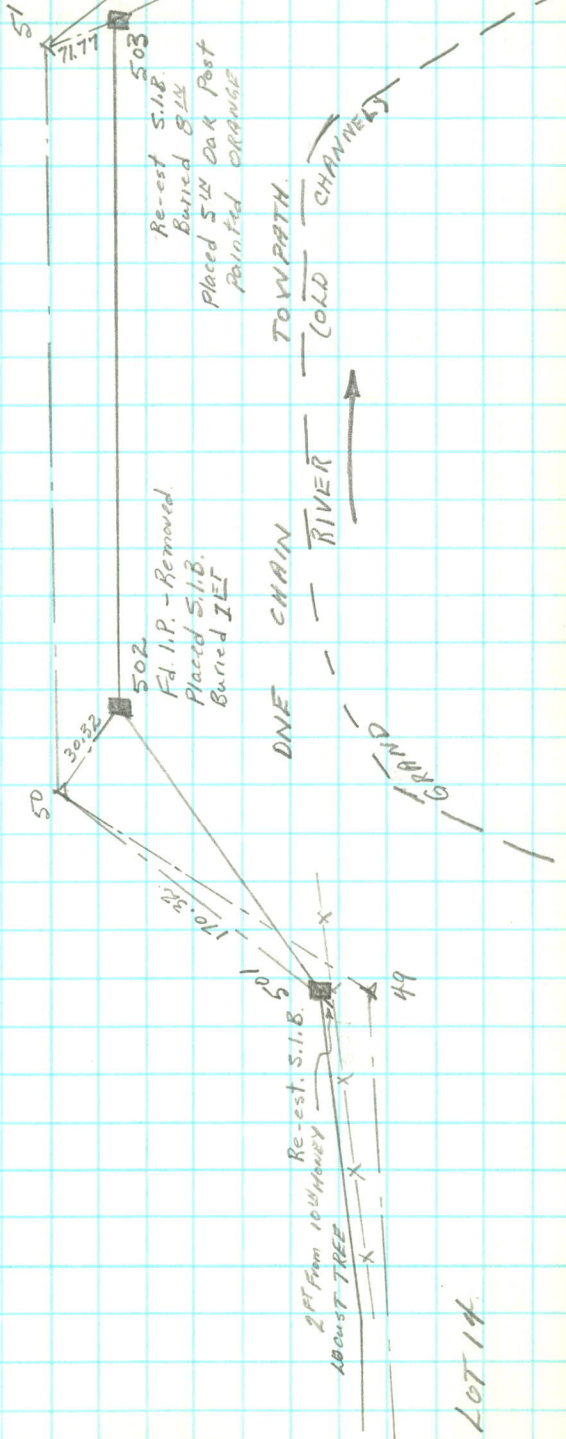
TRANSIT 50-2

[illegible]

FB 30789

MONUMENTING RIVER BOUNDARY

LOT 5 E.N.T.



SURVEY OPERATION

MONUMENTING RIVER BOUNDARY

PAGE

BOOK

TRANSIT 50-2

DATE _____

OBSERVER

M.D.

T52

H. C. R.

MEAN

ADJ.

FINAL

STA.

FORWARD

REVERSE

53

99° 19' 19"

279° 19' 19"

99° 19' 19"

504

162° 02' 03"

342° 02' 03"

 $162^{\circ} 02' 03''$

153

52

279° 19' 19"

99° 19' 19"

279° 19' 19"

505

178° 02' 50"

358° 02' 50"

178° 02' 50"

T 55

54

350°49'55"

170° 49' 55"

350° 49' 55"

506.

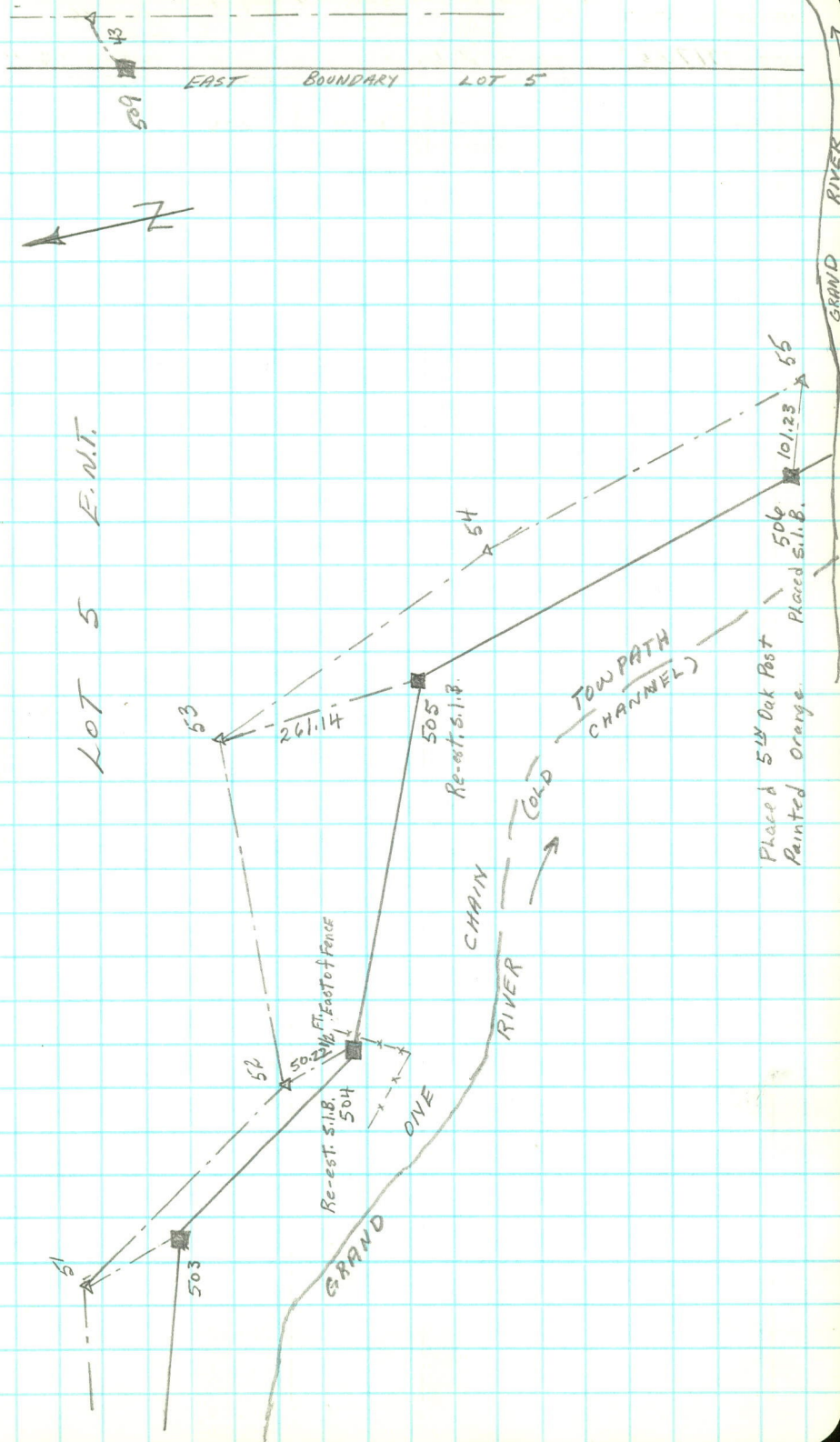
289° 21' 20"

109° 21' 20"

289° 21' 20"

F B 30289

MONUMENTING RIVER BOUNDARY



PAGE 46

BOOK

DATE _____

1917/66

OBSERVER

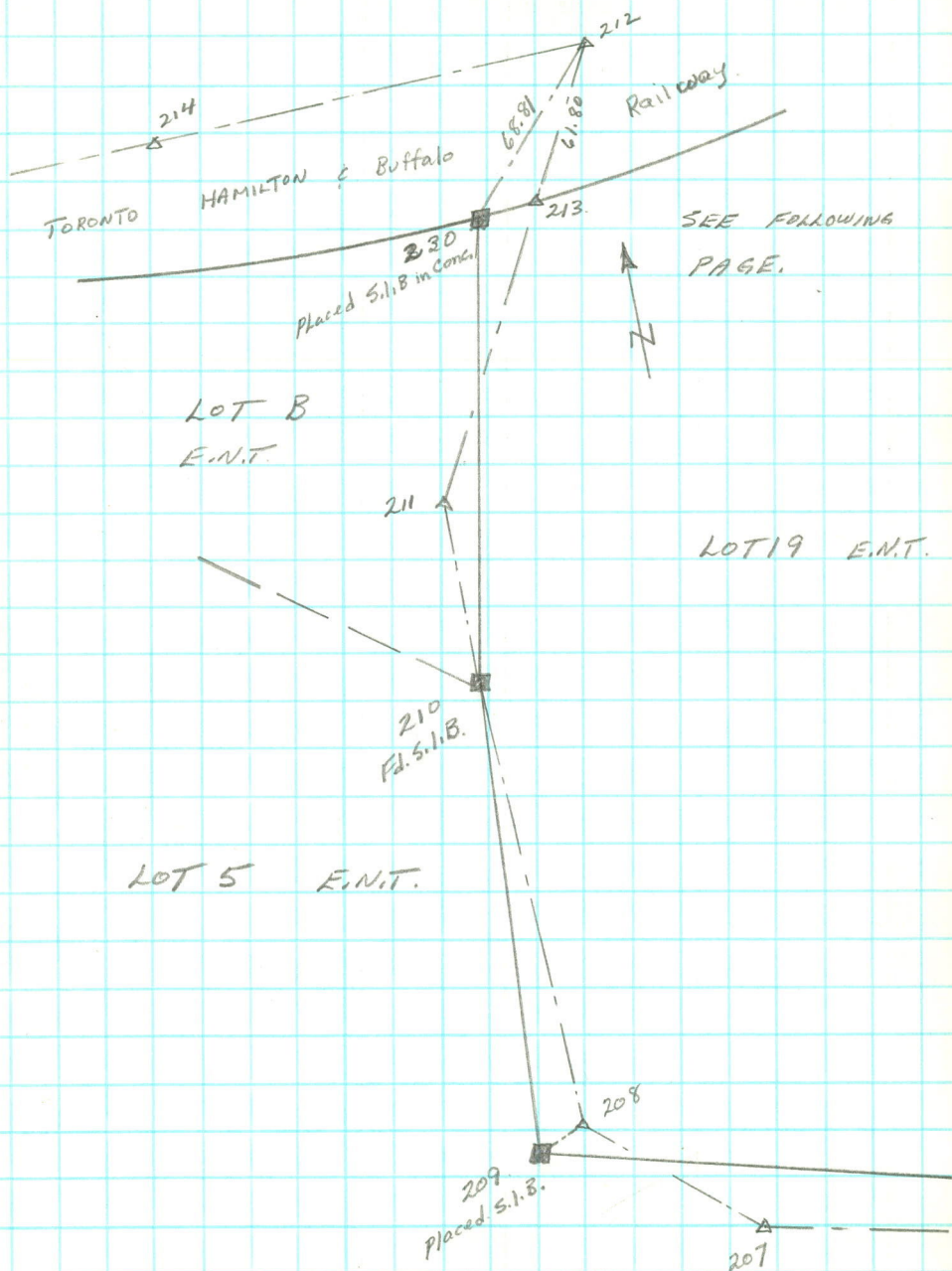
W. L.

TRANSIT 54-162

[illegible]

F13 30789

MONUMENTING BOUNDARY BETWEEN
LOTS 8 & 5 and LOT 19.



TRANSIT

OBSERVER *J. L.*

[illegible]



lot B E.N.T.

LOT 19 E. NT.

SURVEY OPERATION

MONUMENTING RAILROAD BOUNDARY 48

PAGE

BOOK

DATE

21/7/66

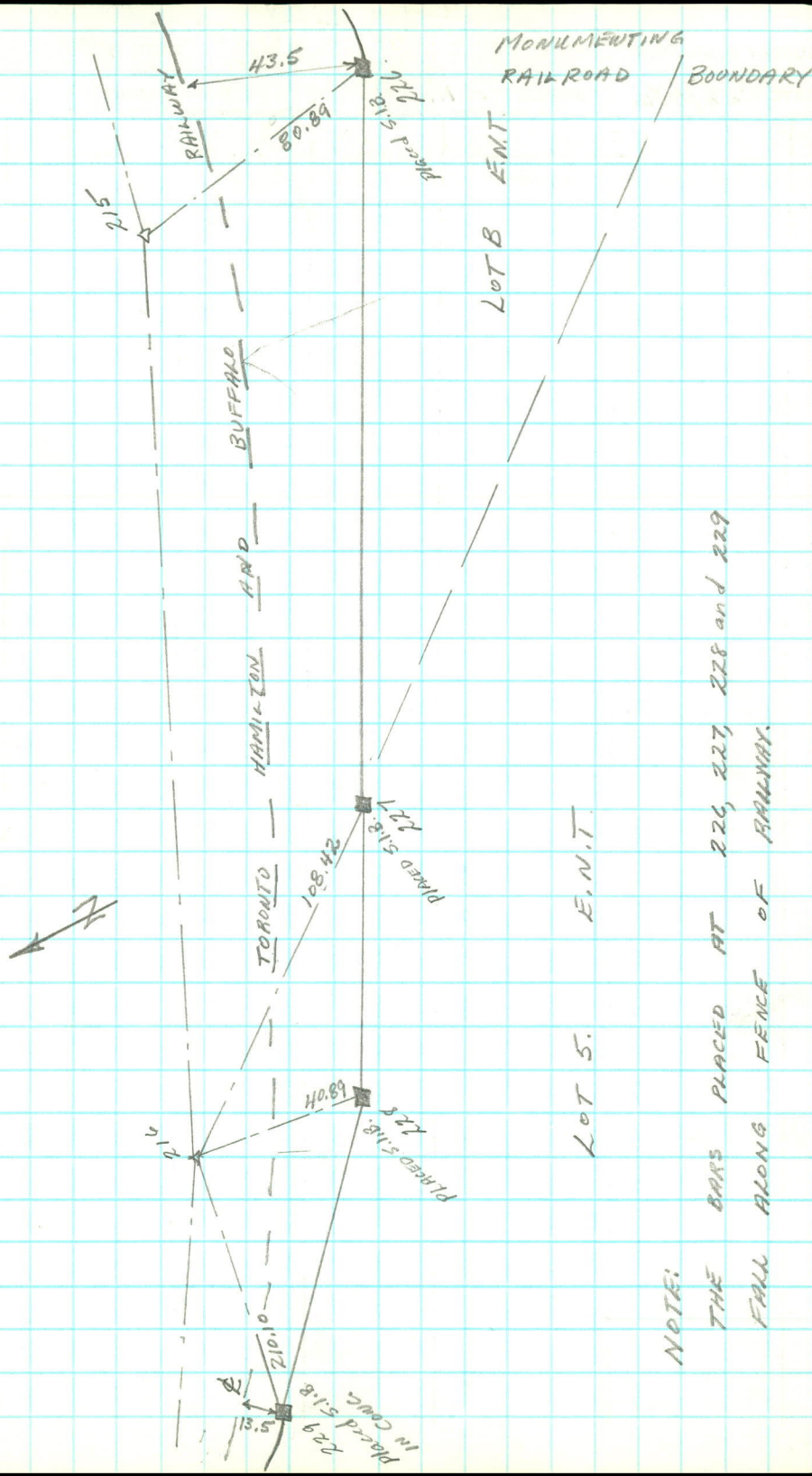
OBSERVER

J.L.

TRANSIT

62-78

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|-----------|--------------|--------------|---------|---------------|--------------|
| | FORWARD | REVERSE | | | |
| $\pi 215$ | | | | | |
| 216 | 0° 00' 00" | 180° 00' 00" | 00' 00" | +255° 19' 57" | 255° 19' 57" |
| 226 | 219° 22' 00" | 39° 21' 35" | 21' 47" | | 114° 41' 44" |
| $\pi 216$ | | | | | |
| 215 | 0° 00' 00" | 180° 00' 00" | 00' 00" | +75° 19' 57" | 75° 19' 57" |
| 227 | 25° 40' 14" | 205° 40' 17" | 40' 15" | | 101° 00' 12" |
| $\pi 216$ | | | | | |
| 215 | 0° 00' 00" | 180° 00' 00" | 00' 00" | +75° 19' 57" | 75° 19' 57" |
| 228 | 74° 26' 56" | 254° 24' 29" | 25' 43" | | 149° 45' 40" |
| $\pi 216$ | | | | | |
| 215 | 0° 00' 00" | 180° 00' 00" | 00' 00" | +75° 19' 57" | 75° 19' 57" |
| 229 | 178° 56' 55" | 358° 56' 49" | 52' 52" | | 254° 16' 49" |
| FB 30789 | | | | | |



NOTE:
THE BARS PLACED AT 226, 227, 228 and 229
FALL ALONG FENCE OF RAILWAY.

MONUMENTING 40 FT ROAD.

DATE 22/7/66 OBSERVER M.K.

FB 30789

GLEBE LOT

107 — 2017

LOT 5 E. NT

AND LOT 5 BUFFALO E.N.T.

RAILWAY

BUFFALO

NOTHING

ROAD

Toronto

2264

345

228

2294 P. m. conc.

916

2/Vol.

203

10

204

五

84

Ed. 1/2nd Rowd
1.B.

COOT 14

27.30

40 FT

in Conc. place

TRAVERSE OF MONUMENTS PLACED ON

SURVEY OPERATION MOHAWK ROAD

PAGE 50

BOOK

DATE 12/7/66

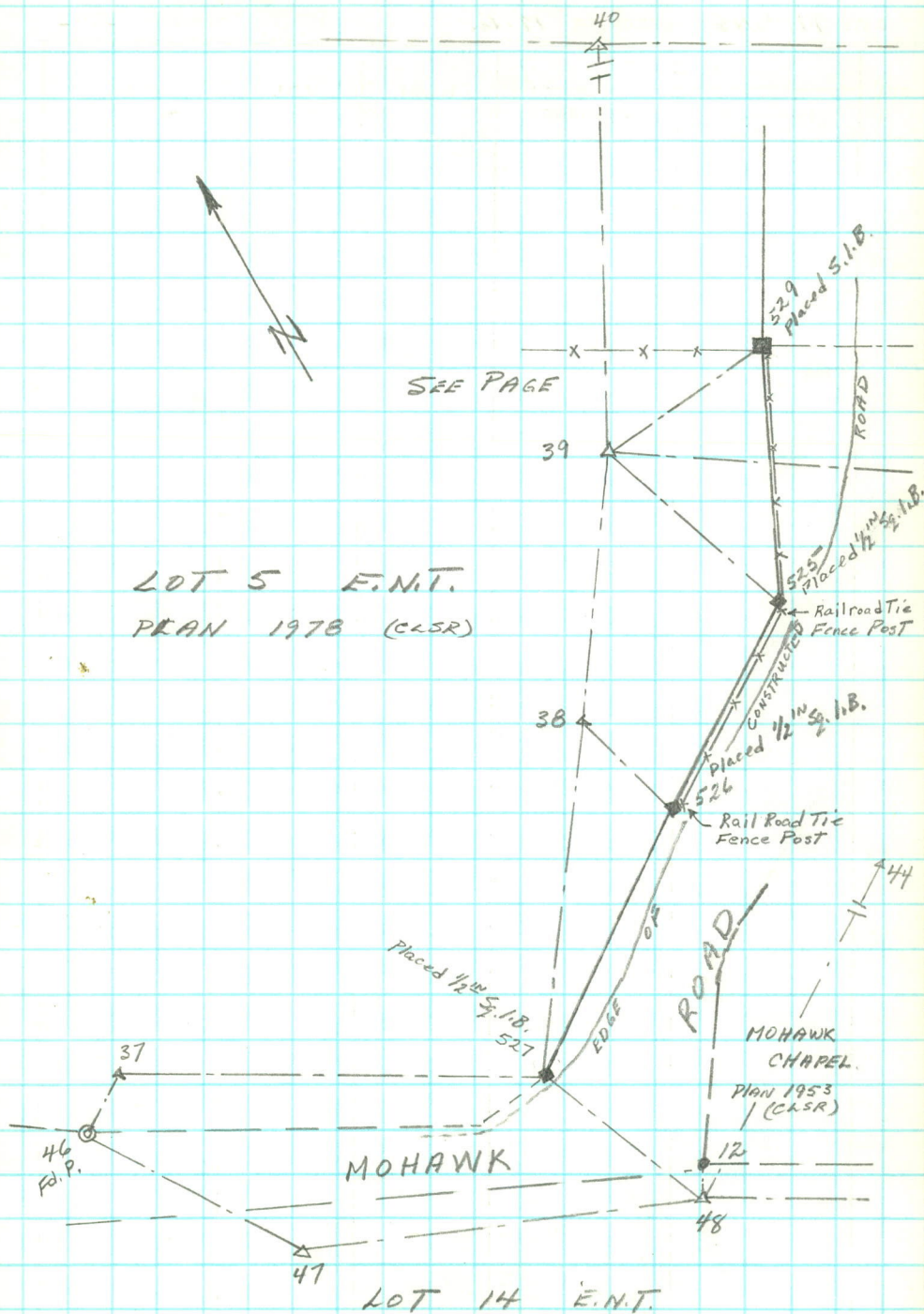
OBSERVER M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|------|--------------|--------------|---------|----------|--------------|
| | FORWARD | REVERSE | | | |
| 139 | | | | | |
| 40 | 31° 37' 30" | 211° 38' 10" | 37' 50" | - 27" | 31° 37' 23" |
| 38 | 220° 03' 04" | 40° 03' 37" | 03' 20" | | 220° 02' 53" |
| 525 | 176° 25' 09" | 356° 26' 07" | 25' 58" | | 176° 25' 11" |
| 138 | | | | | |
| 39 | 40° 03' 34" | 220° 04' 20" | 03' 57" | - 1' 04" | 40° 02' 53" |
| 526 | 152° 07' 02" | 332° 08' 11" | 07' 36" | | 152° 06' 32" |
| 527 | 220° 21' 38" | 40° 22' 32" | 22' 05" | | 220° 21' 01" |
| 1527 | | | | | |
| 38 | 40° 22' 17" | 220° 22' 47" | 22° 32" | - 1' 31" | 40° 21' 01" |
| 48 | 141° 49' 43" | 321° 50' 43" | 50' 13" | | 141° 48' 42" |
| 37 | 278° 23' 25" | 98° 24' 17" | 23' 51" | | 98° 22' 20" |
| 148 | | | | | |
| 44 | 38° 01' 01" | 218° 01' 51" | 01' 26" | - 28" | 38° 00' 58" |
| 527 | 321° 49' 32" | 141° 49' 58" | 49' 45" | | 321° 49' 17" |
| 137 | | | | | |
| 527 | 98° 24' 12" | 278° 24' 58" | 24' 35" | - 2' 15" | 98° 22' 20" |
| 46 | 210° 31' 57" | 30° 33' 10" | 32' 33" | | 210° 30' 18" |
| 146 | | | | | |
| 47 | 128° 39' 09" | 308° 39' 56" | 39' 32" | - 21" | 128° 39' 11" |
| 37 | 30° 30' 48" | 210° 30' 56" | 30' 52" | | 30° 30' 31" |

FB 30789

MONUMENTS ON MOHAWK ROAD



TRANSIT 50-2

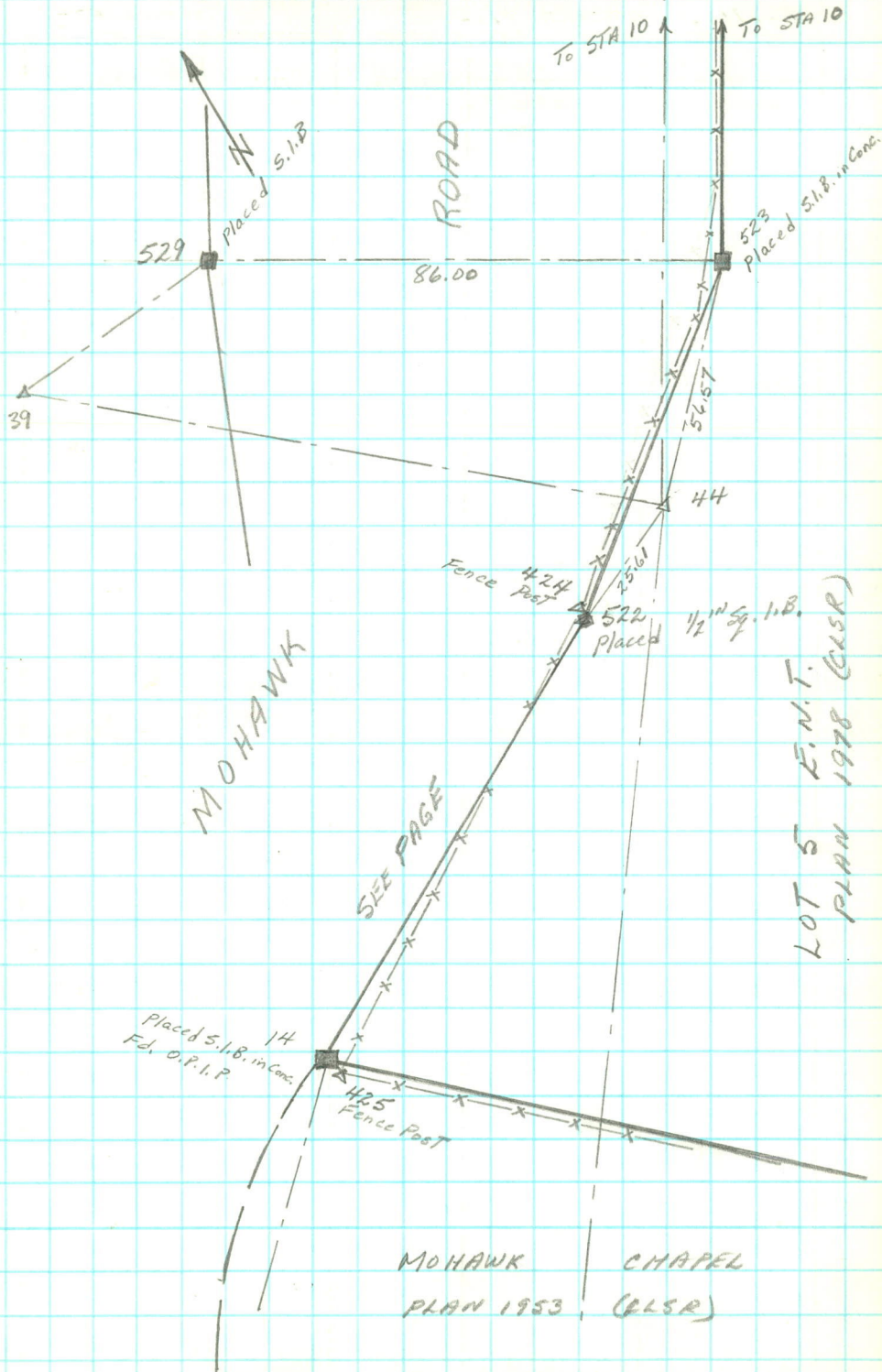
FB 30789

MO HAWK ROAD

LOT 14 E.N.T.

F13 30789

MONUMENTS ON MOHAWK ROAD



TRAVERSE OF MONUMENTS ON

SURVEY OPERATION MOHAWK CHAPEL SITE

PAGE 53

BOOK

DATE 15/7/66

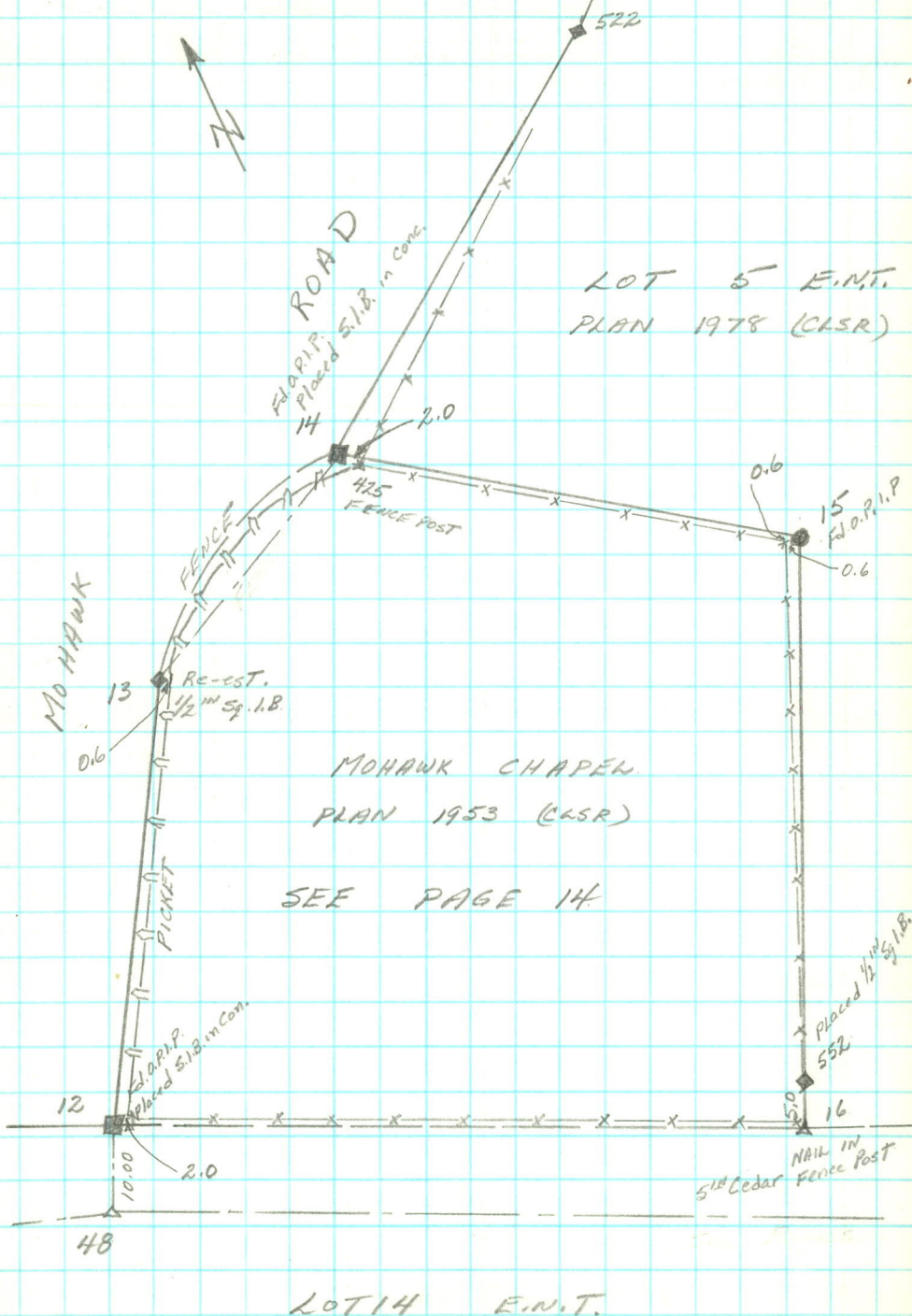
OBSERVER M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|----------|-------------------|------------|--------|----------------|----------------------|
| | FORWARD | REVERSE | | | |
| $\pi 14$ | | | | | |
| 522 | 60°15'50" | 240°16'08" | 15'58" | -05" | 60°15'53" |
| 15 | 117°24'49" | 297°25'20" | 25'04" | | 117°24'59" |
| $\pi 14$ | | | | | |
| 15 | 117°24'59" | 297°24'59" | | | 117°24'59" |
| 13 | 223°25'59" | 43°25'59" | | | 223°25'59" |
| $\pi 13$ | | | | | |
| 14 | 43°26'09" | 223°26'40" | 26'24" | -1'25" -25" | 43°24'59" 24'59" |
| 12 | 196°36'40" | 16°36'36" | 36'38" | | 196°35'13" 35'13" |
| $\pi 15$ | | | | | |
| 14 | 297°25'00" | 117°25'00" | | | 297°25'00" |
| 16 | 187 189°28'00" | 7°28'00" | | | 187°28'00" |

FB 30789

MONUMENTS ON MOHAWK CHAPEL



TIES TO FENCE AROUND
MOHAWK CHAPEL.

TRANSIT 50-2

OBSERVER *M. D.*[illegible]

FENCE AROUND
MOHAWK CHAPEL

LOT 5
E.N.T.

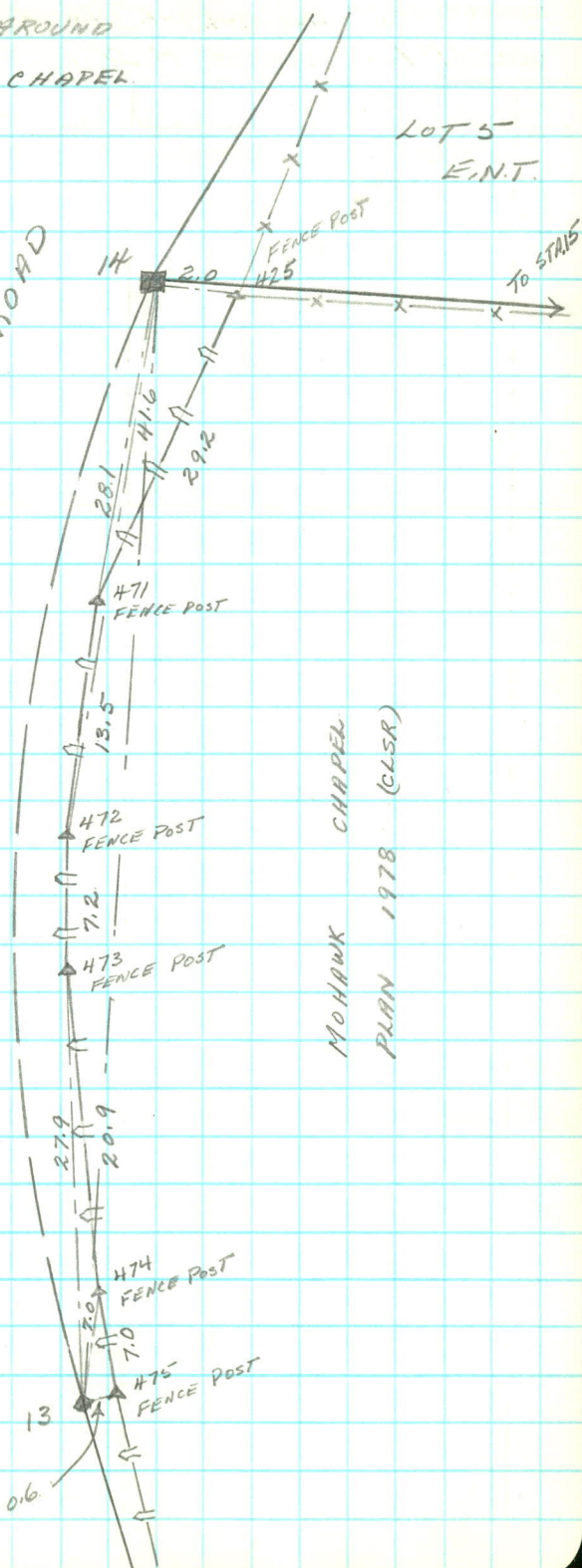
ROAD

TO STAIRS



MOHAWK

MOHAWK CHAPEL
PLAN 1978 (CLSR)



SURVEY OPERATION

TIES BETWEEN MONUMENTS
ON MOHAWK ROAD

PAGE 55

BOOK

DATE 15/7/66

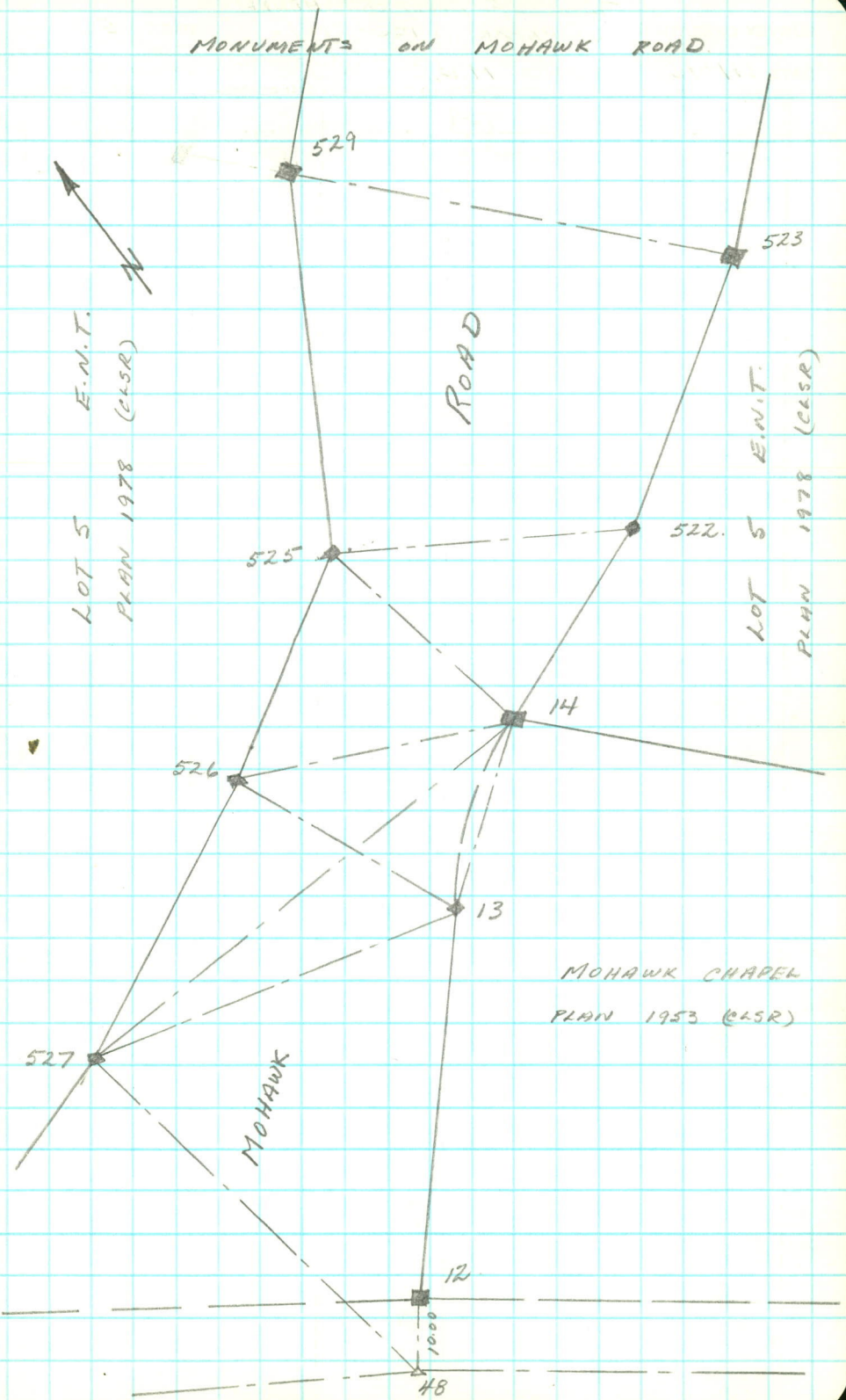
OBSERVER M.D.

TRANSIT 50-2

| STA. | H. C. R. | | MEAN | ADJ. | FINAL |
|-----------|---|------------|--------|---------|------------|
| | FORWARD | REVERSE | | | |
| $\pi 522$ | | | | | |
| 523 | 45°47'03" | 225°48'26" | 47'44" | +01'13" | 45°48'57" |
| 525 | ²⁸⁴ 248 09'40" | 104°10'16" | 10'03" | | 284°11'16" |
| $\pi 14$ | | | | | |
| 522 | 60°15'50" | 240°16'08" | 15'58" | -05" | 60°15'53" |
| 525 | 13°12'24" | 193°13'11" | 12'47" | | 13°12'42" |
| 526 | 270°54'24" | 90°55'40" | 55'02" | | 270°54'57" |
| $\pi 13$ | | | | | |
| 14 | 43°26'09" | 223°26'40" | 26'24" | -1'25" | 43°24'59" |
| 527 | 261°40'37" | 81°40'12" | 40'24" | | 261°38'59" |
| 526 | 355°06'47" | 175°07'34" | 07'10" | | 355°05'45" |

F10 30789

MONUMENTS ON MOHAWK ROAD



Tie in of DREDGED CHANNEL
OF PAPER MILL CREEK

PAGE 56
BOOK
TRANSIT

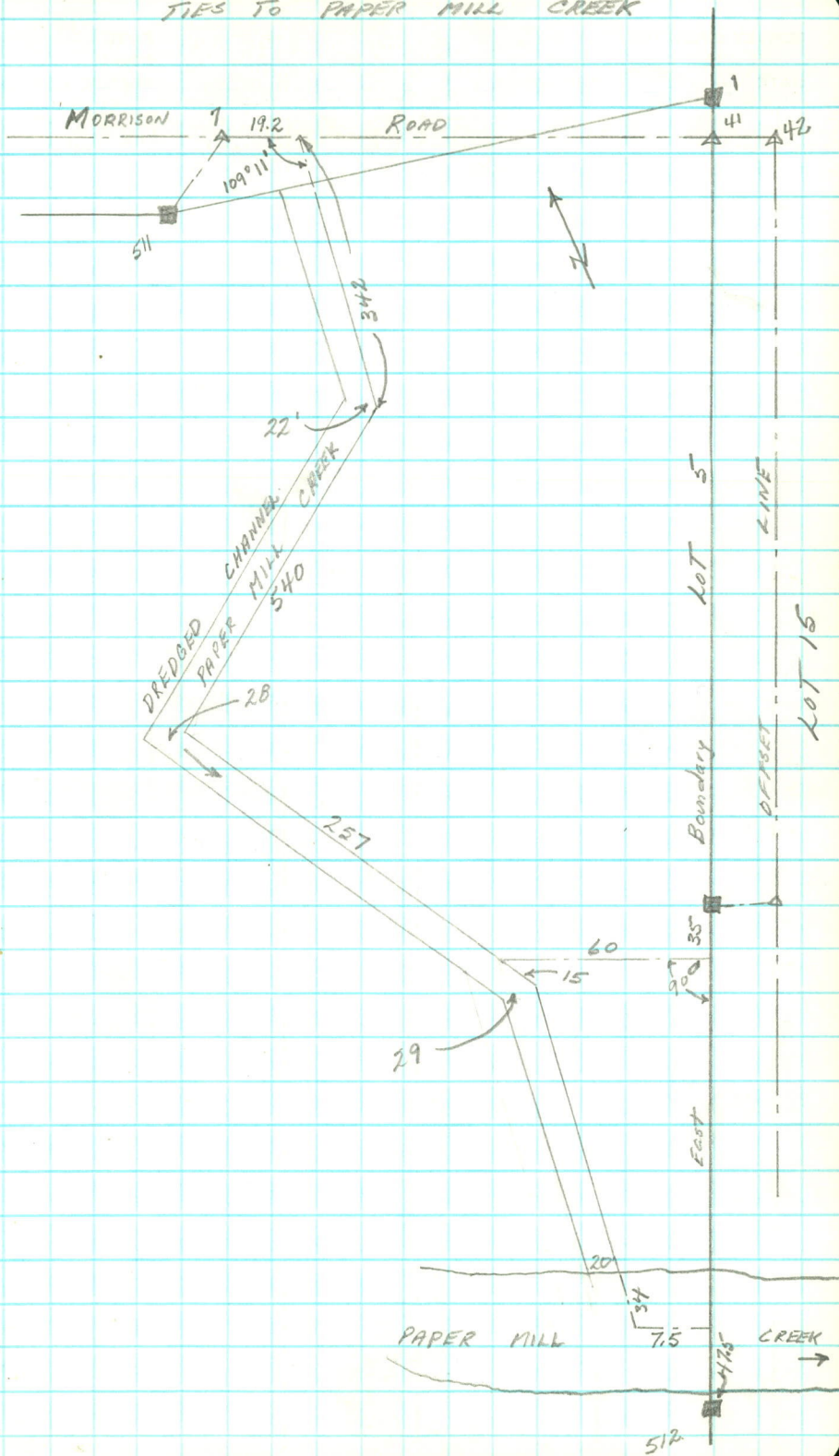
DATE 21/7/66

OBSERVER *M.D.*

[illegible]

FB 30789

TIES TO PAPER MILL CREEK



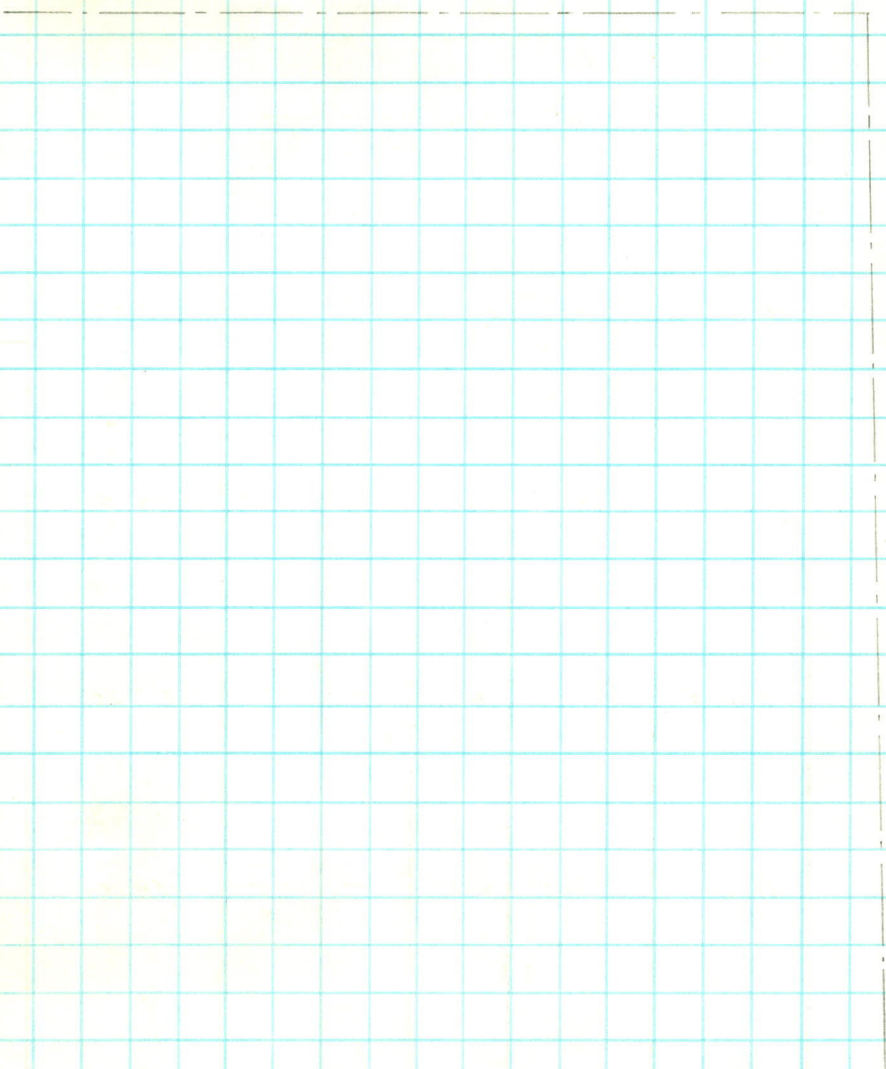
PAGE 57
BOOK
TRANSIT

OBSERVER

PAGE 57
BOOK
TRANSIT

[illegible]

Fb 30789



* TRAVERSE OF MORRISON ROAD

SURVEY OPERATION

PAGE 58

BOOK

DATE 28/6/66

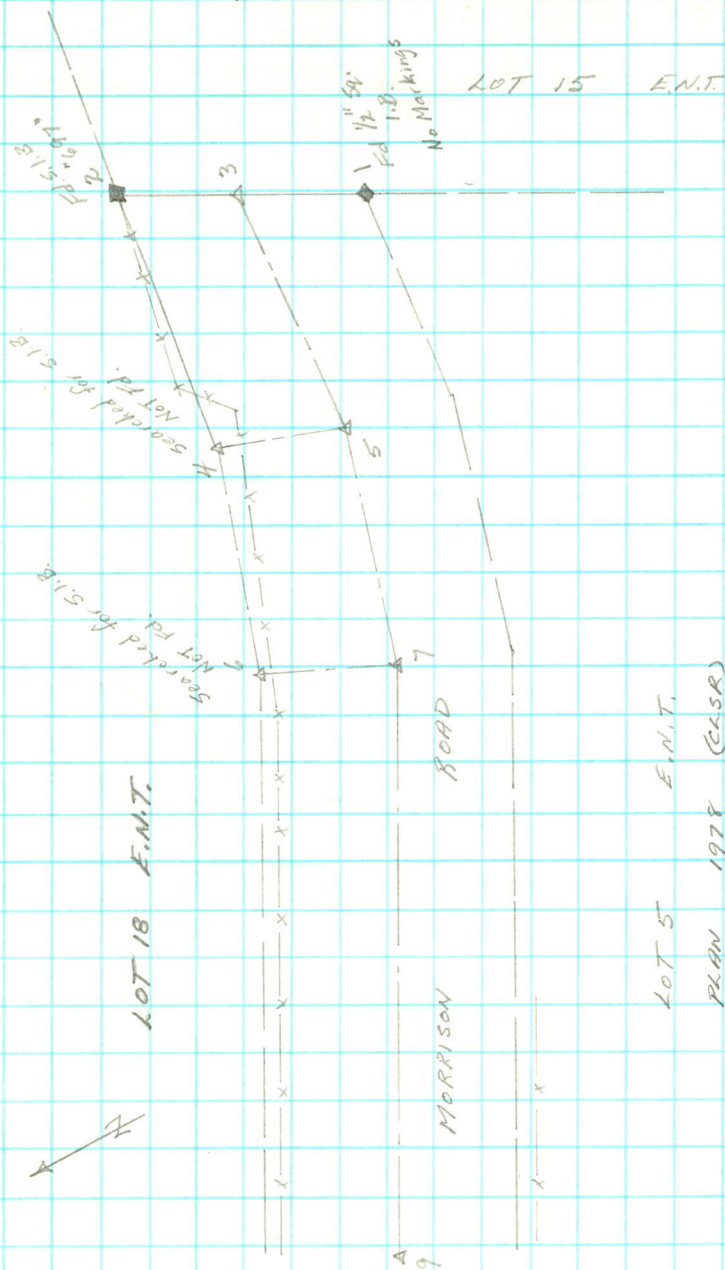
OBSERVER T.H.

TAPE D65-32

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 1 | 67.87 | 0°00' | NIL | — | — | 67.87 |
| 2 | | | | | | |
| 2 | | | | | | |
| 4 | 187.59 | 2°20' | F.S. | 0.15 | 0.09 | 187.35 |
| 2 | | | | | | |
| 3 | 34.00 | 0°00' | F.S. | — | — | 34.00 |
| 4 | | | | | | |
| 5 | 33.25 | 0°00' | NIL | — | — | 33.25 |
| 5 | | | | | | |
| 7 | 118.06 | 0°00' | NIL | — | — | 118.06 |
| 7 | | | | | | |
| 6 | 33.01 | 0°00' | F.S. | — | — | 33.01 |
| 5 | | | | | | |
| 3 | 183.20 | 0°00' | F.S. | — | 0.08 | 183.12 |

FB 30789

TRAVERSE OF MORRISON ROAD



NOTE: Monuments found and searched for were placed by G.B. Meekley O.S. in 1960.

LOT 5 E.N.T.
PLAN 1978 (C.A.S.R.)

E TRAVERSE OF MORRISON ROAD

SURVEY OPERATION

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DATE 28/6/66

OBSERVER T. H.

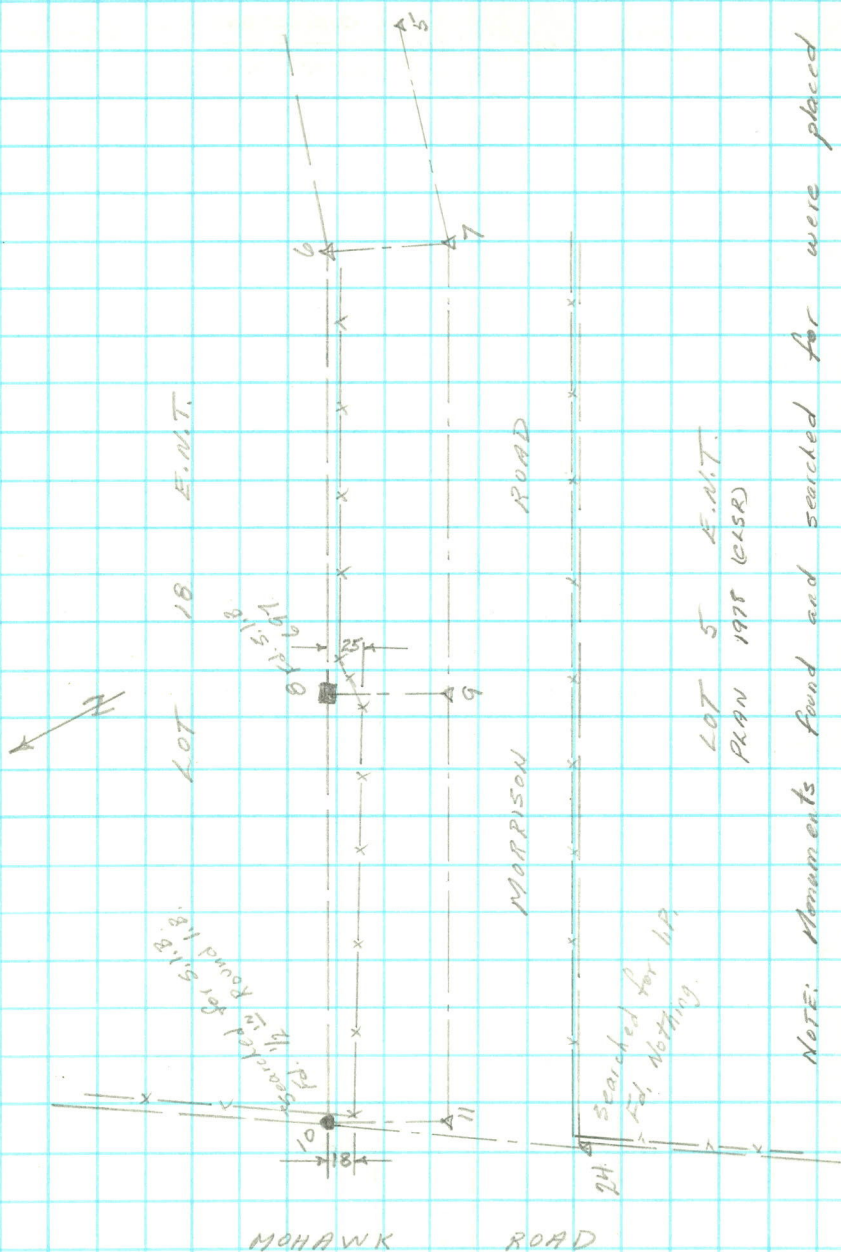
BOOK

TAPE 065-32

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 7 | | | | | | |
| | 200.12 | 0°00' | F.S. | — | 0.10 | |
| | 200.54 | 0°00' | F.S. | — | 0.10 | |
| | 200.15 | 0°00' | NIL | — | — | |
| | 200.36 | 0°00' | NIL | — | — | |
| | 200.71 | 0°00' | NIL | — | — | |
| | <u>1001.88</u> | | | | 0.20 | 1001.68 |
| | 22.32 | 0°00' | NIL | — | — | <u>22.32</u> |
| | | | | | | 1024.00 |
| 9 | | | | | | |
| 9 | | | | | | |
| | 200.40 | 0°00' | NIL | — | — | |
| | 200.46 | 0°00' | NIL | — | — | |
| | <u>200.50</u> | 0°00' | NIL | — | — | |
| | 601.56 | | | | | 601.56 |
| | 170.44 | 0°00' | NIL | — | — | <u>170.44</u> |
| 11 | | | | | | 772.00 |
| 9 | | | | | | |
| | 33.64 | 0°00' | F.S. | — | — | 33.64 |
| 8 | | | | | | |
| 11 | | | | | | |
| | 34.07 | 0°00' | F.S. | — | — | 34.07 |
| 10 | | | | | | |
| 10 | 67.5 | | | | | |
| 24 | | | | | | |

FB 30769

TRAVERSE OF MORRISON ROAD



OFFSET TRAVERSE OF EAST BOUNDARY

SURVEY OPERATION

LOT 5

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BOOK

TAPE D65-32

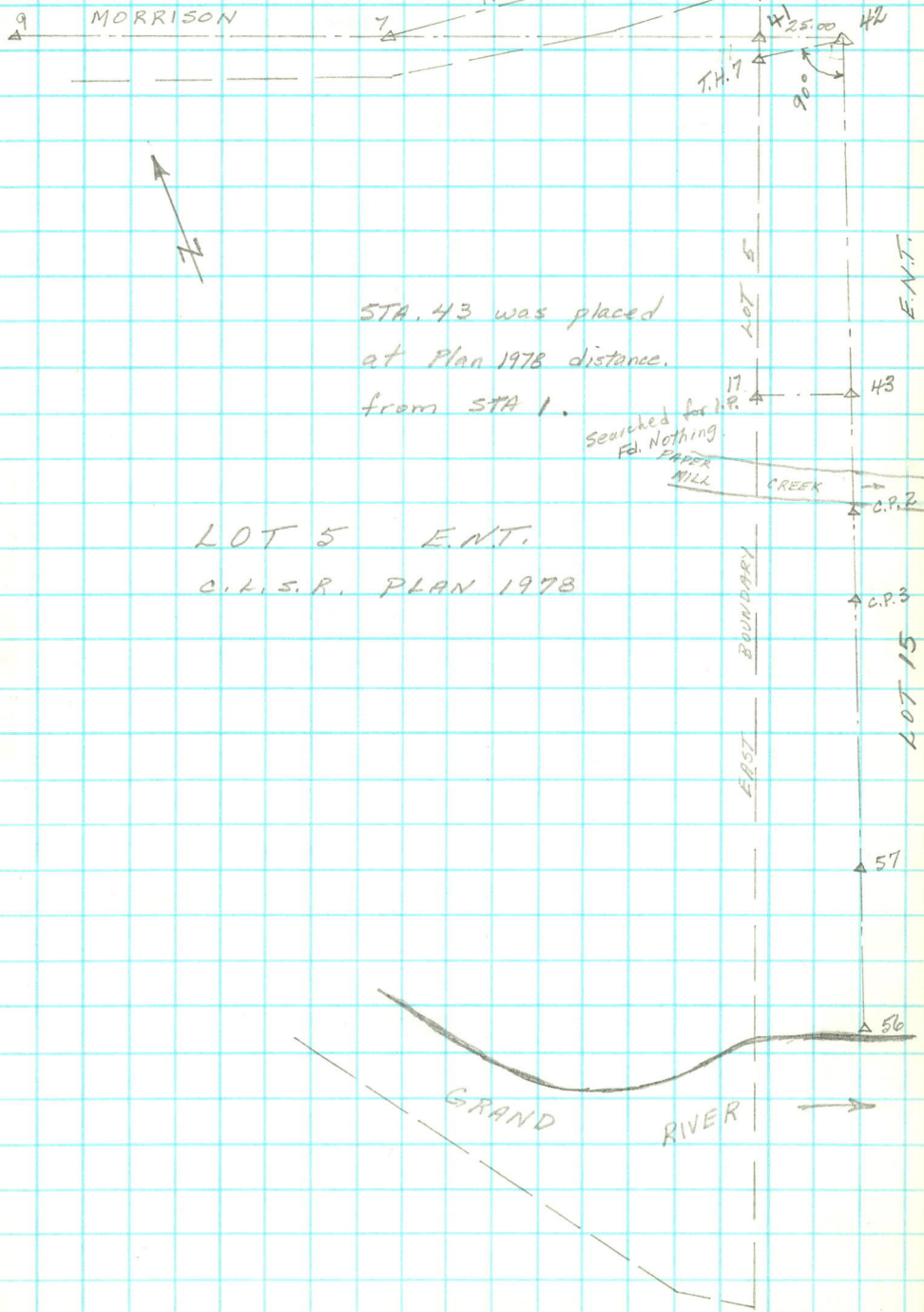
DATE 30/6/66

OBSERVER T. H.

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 7 | | | | | | |
| | 139.82 | 0°00' | F.S. | — | 0.04 | 139.78 |
| | 156.55 | 0°00' | F.S. | — | 0.05 | 156.50 |
| 41 | | | | | | 296.28 |
| 1 | | | | | | |
| | 25.71 | 0°00' | F.S. | — | — | 25.71 |
| 41 | | | | | | |
| 41 | | | | | | |
| | 25.00 | 0°00' | F.S. | — | — | 25.00 |
| 42 | OFFSET FOR EAST BDY. | | | | | |
| 42 | | | | | | |
| | 25.00 | 0°00' | F.S. | — | — | 25.00 |
| T.H.7 | | | | | | |
| T.H.7 | | | | | | |
| | 1.51 | 0°00' | F.S. | — | — | 1.51 |
| 41 | | | | | | |
| 42 | | | | | | |
| | 200.43 | 0°00' | F.S. | — | 0.10 | 200.33 |
| | 200.46 | 0°00' | 180 20" | — | 0.08 | 200.38 |
| | 199.54 | 0°00' | F.S. | — | 0.10 | 199.44 |
| | 200.50 | 0°00' | F.S. | — | 0.10 | 200.40 |
| | | | | | | 800.55 |
| | 185.43 | 0°00' | F.S. | — | 0.09 | 185.34 |
| 43 | | | | | | 985.89 |

FB
30789

LOT 18



LOT 5 E.N.T.
C.L.S.R. PLAN 1978

OFFSET TRAVERSE OF EAST BOUNDARY LOT 5

SURVEY OPERATION

PAGE 61

DATE 4/7/66

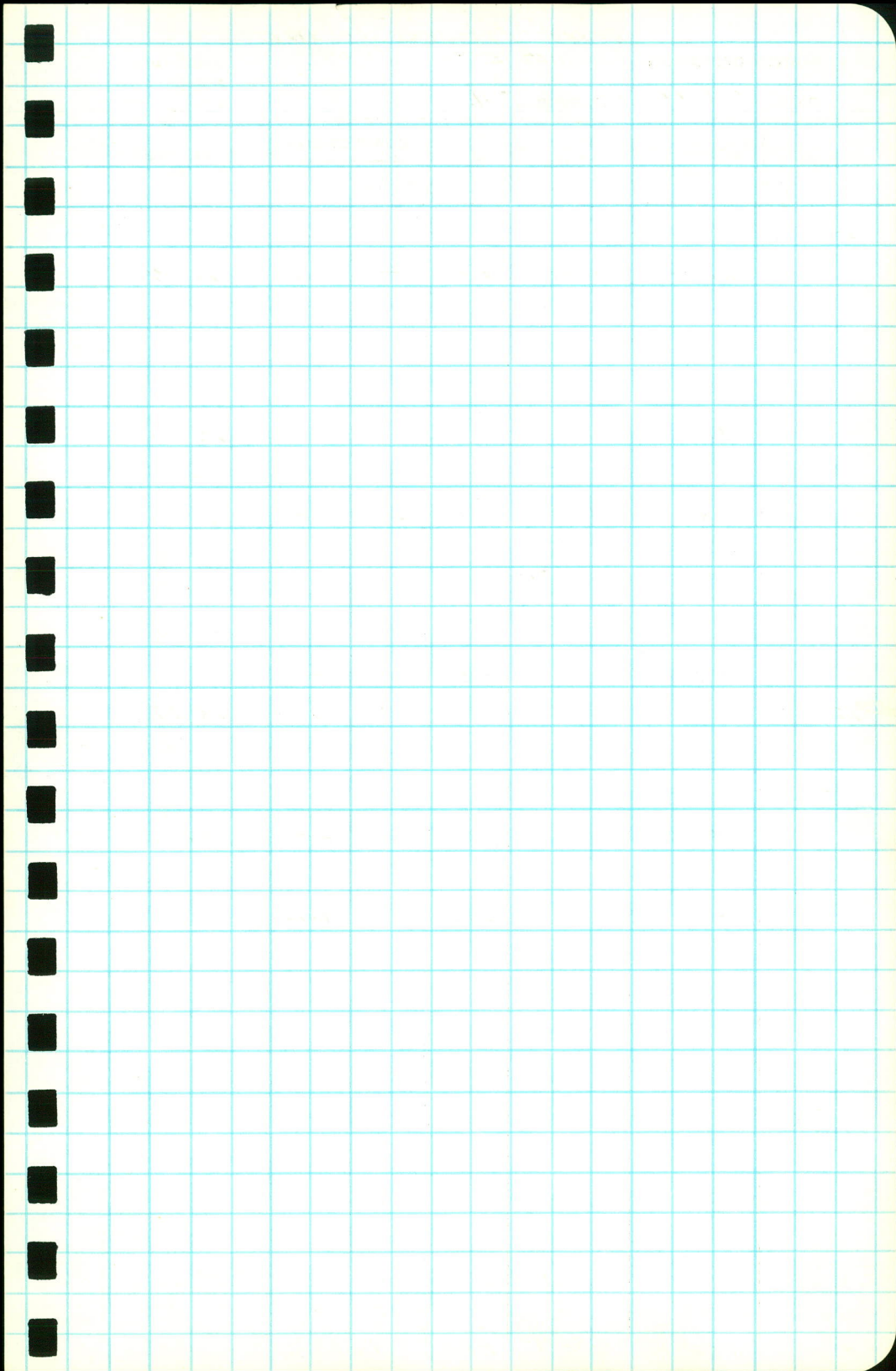
OBSERVER M.K.

BOOK

TAPE D 65-32

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|-------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 56. | | | | | | |
| | 200.40 | 0°00' | F.S. 180 | — | 0.10 | 200.30 |
| | 200.48 | 0°00' | 20 | — | 0.08 | 200.40 |
| | 200.35 | 0°00' | F.S. 120 | — | 0.10 | 200.25 |
| | 200.03 | 0°00' | 80 | — | 0.02 | 200.01 |
| C.P.2 | 200.74 | 0°00' | F.S. | — | 0.10 | 200.64 |
| | 200.38 | 0°00' | 180 20 | — | 0.08 | 200.30 |
| | 84.46 | 0°00' | F.S. | — | — | 84.46 |
| 43. | | | | | | 1286.36 |
| C.P.2 | | | | | | |
| | 156.10 | 0°00' | F.S. | — | 0.05 | |
| C.P.3 | | | | | | 156.05 |
| C.P.3 | | | | | | |
| | 198.34 | 0°00' | 160 40 | — | 0.06 | 198.28 |
| | 198.65 | 0°00' | F.S. | — | 0.10 | 198.55 |
| | 152.42 | 0°00' | F.S. | — | 0.05 | 152.37 |
| 57 | | | | | | 549.20 |

FB 30789



FB 30789

SURVEY OPERATION

TRAVERSE AROUND MOHAWK CHAPEL 62

PAGE

BOOK

DATE 29/6/66

OBSERVER T. H.

TAPE D65-32

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|--------------------|-------------------------|-------|-----------------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 15 | 112.38 | 0°00' | F.S. | — | 0.01 | 112.39 |
| 14 | | | | | | |
| 14 | 75.00 | 0°00' | F.S. | — | — | 75.00 |
| 13 | | | | | | |
| DISTANCE FROM PLAN | | | | 1953 (CLSR) | | |
| 13 | 67.94 | 0°00' | F.S. | — | — | 67.94 |
| | 36.03 | 0°00' | F.S. | — | — | 36.03 |
| 12 | | | | | | 103.97 |
| 15 | 134.31 | 0°00' | ⁶² 72 | — | — | 134.31 |
| 16 | | | | | | |
| DISTANCE FROM PLAN | | | | 1953 (CLSR) | | |
| 10 | 200.20 | 0°00' | ¹⁰⁰ 100 | — | 0.03 | 200.17 |
| | 196.42 | 0°00' | F.S. | — | 0.10 | 196.32 |
| | 200.57 | 0°00' | F.S. | — | 0.10 | 200.47 |
| | 200.91 | 0°00' | F.S. | — | 0.10 | 200.81 |
| | 200.54 | 0°00' | F.S. | — | 0.10 | 200.44 |
| | | | | | | 998.21 |
| | 95.00 | 0°00' | F.S. | — | 0.01 | 94.99 |
| 44 | | | | | | 1093.20 |
| DISTANCE FROM PLAN | | | | 1978 (CLSR) | | |

SEE NEXT PAGE
FOR RECHARGE

TRAVERSE AROUND MOHAWK CHAPEL

LOT 18

8

9

MORRISON ROAD

ROAD

MOHAWK

LOT 5 E.W.T.

PLAN 1978 (CLSR)

No Search Made 18

Point Falls in
Paved Road

14

Searched for I.P.
Fd. Nothing

Fd. O.P.I.P.

No Markings

14

Fd. O.P.I.P.

No Markings

15

13

Searched for I.P.
Fd. Nothing

MOHAWK CHAPEL

PLAN 1953 CLSR

Searched for O.P.I.P.
Fd. Nothing
16. Placed Nail in Fence Post.
ON PLAN DISTANCE
PLAN 1955 (CLSR)

12

Fd. O.P.I.P.
No Markings

48

10.00 FT. OFFSET

PARALLEL TO LIMIT

PER PLAN 1978 (CLSR)

LOT 14

49

TRAVERSE MOHAWK ROAD NORTH
OF CHAPEL

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TAPE D65-32

DATE 11/7/66

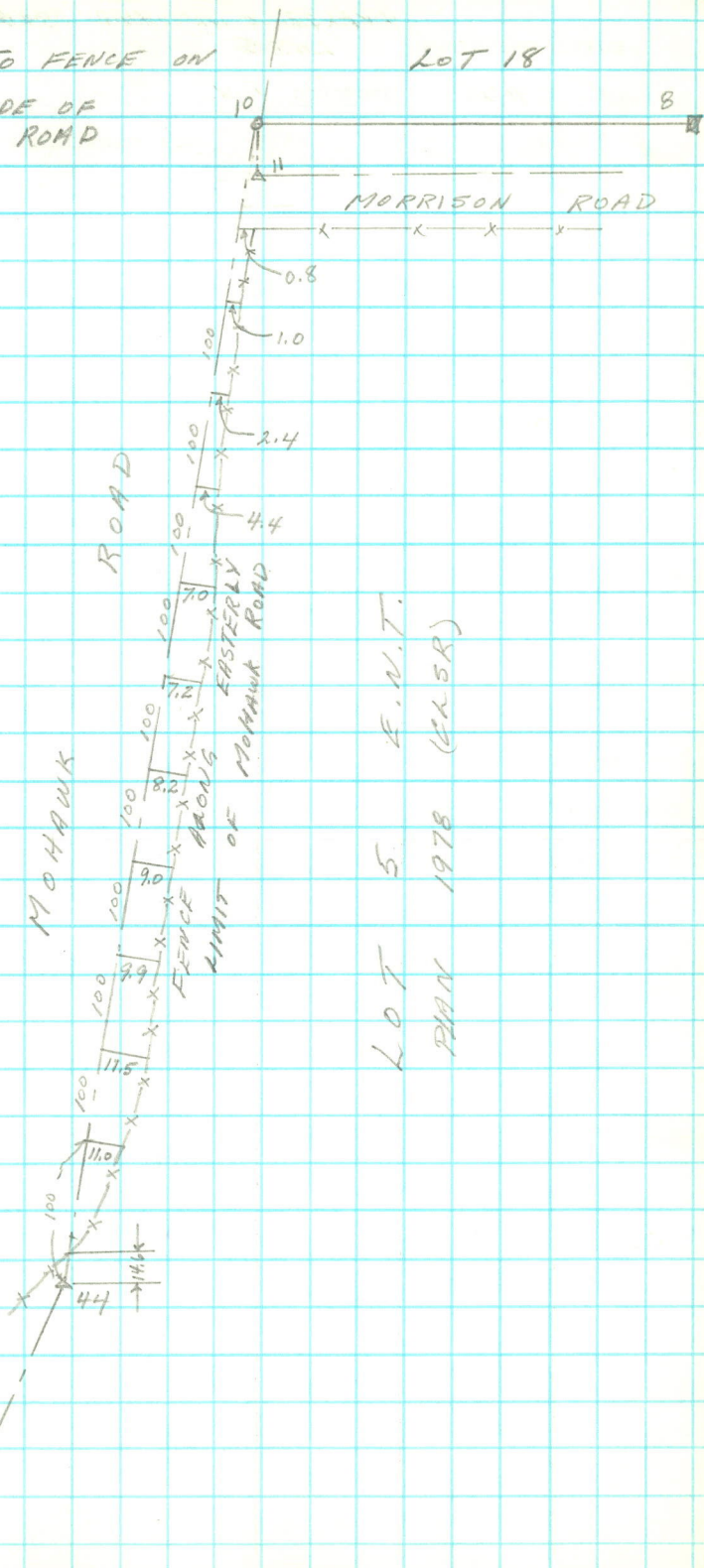
OBSERVER *M. K.*

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|-------------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 10 | | | | | | |
| | 200.43 | 0°00' | F.S. | — | 0.10 | 200.33 |
| | 100.03 | 0°00' | F.S. | — | 0.01 | 100.02 |
| | 199.70 | 0°00' | $\frac{100}{100}$ | — | 0.03 | 199.67 |
| | 200.45 | 0°00' | $\frac{100}{100}$ | — | 0.03 | 200.42 |
| | 200.09 | 0°00' | $\frac{100}{100}$ | — | 0.03 | 200.06 |
| | 191.76 | 0°00' | $\frac{100}{91}$ | — | 0.02 | 191.74 |
| 44 | | | | | | 1092.24 |
| 44 | | | | | | |
| | 199.38 | 0°00' | 160 | — | 0.06 | 199.32 |
| | 200.02 | 0°00' | F.S. | — | 0.10 | 199.92 |
| | 200.91 | 0°00' | $\frac{100}{100}$ | — | 0.03 | 200.88 |
| | 200.36 | 0°00' | $\frac{100}{100}$ | — | 0.03 | 200.33 |
| | 199.97 | 0°00' | $\frac{100}{100}$ | — | 0.03 | 199.94 |
| | 92.06 | 0°00' | F.S. | — | 0.00 | 92.06 |
| 10 | | | | | | 1092.45 |
| 12 | | | | | | |
| | 10.00 | 0°00' | F.S. | — | — | 10.00 |
| 48 | | | | | | |
| | | | | | | |
| | | | | | | |

FB 30789

TIES TO FENCE ON
EAST SIDE OF
MOHAWK ROAD

LOT 18



LOT 5 E.N.T.
PLAN 1978 (EX 5R)

TRAVERSE OF MOHAWK ROAD IN

SURVEY OPERATION

3016166

LOT 5

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BOOK

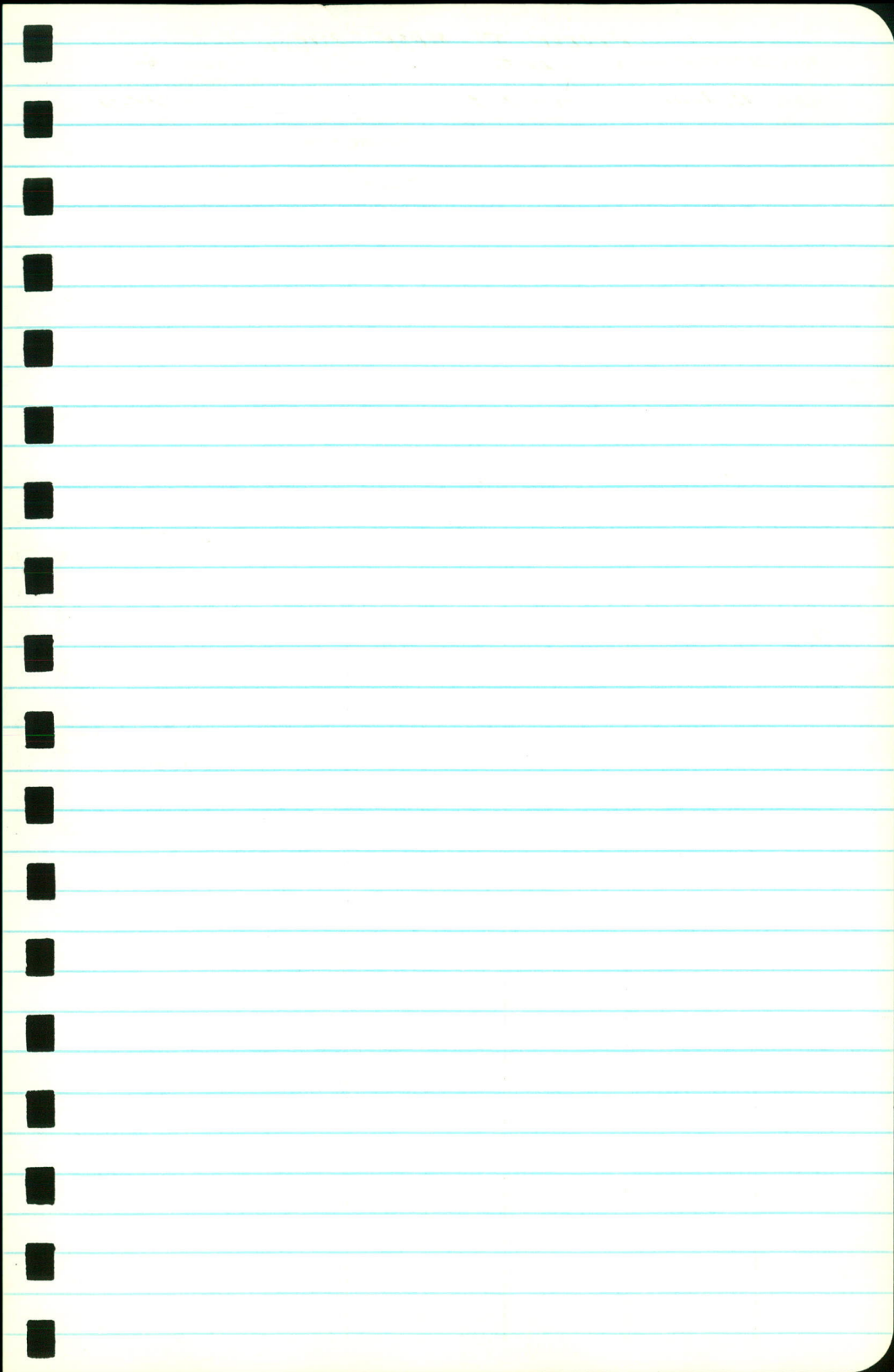
DATE 29/6/66

OBSERVER T.H.

TAPE D65-32

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|--------------------------------|-------|------------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 48 | | | | | | |
| | 184.27 | 0°00' | F.S | — | 0.08 | 184.19 |
| | 94.47 | 0°00' | F.S. | — | 0.01 | 94.46 |
| 44 | | | | | | 278.65 |
| 48 | | | | | | |
| | 200.87 | 0°00' | 100 100 70 | — | 0.03 | 200.84 |
| | 167.42 | 0°00' | 97 | — | 0.02 | 167.40 |
| | | | | | | 368.24 |
| | | | | | | MOVED BACK TO HUB |
| | | | | | | - 0.41 |
| 49 | | | | | | 367.83 |
| 44 | | | | | | |
| | 40.0 | — | — | — | — | 40.0 |
| 18 | | | | | | |
| | DISTANCE FROM PAVN 1978 (CLSR) | | | | | |
| | To Search for I.P. | | | | | |

FB 30789



SURVEY OPERATION

2075

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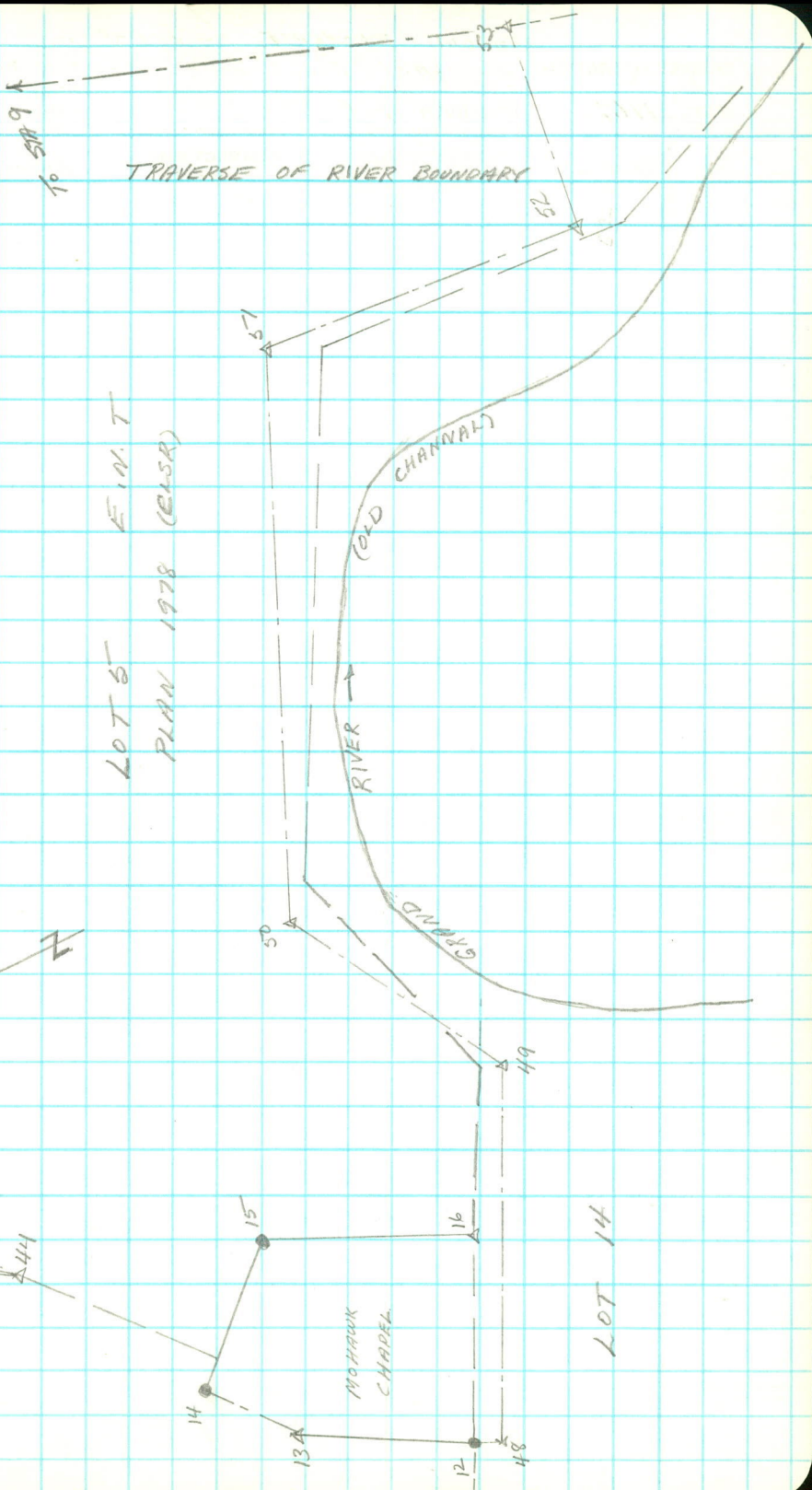
BOOK

TAPE D65-32

DATE 4/7/66

OBSERVER *M.K.*

[illegible]



LOT 8
PLAN 1978 (ELSA)

TRAVERSE OF RIVER BOUNDARY

RIVER

OLD CHANNEL

GRAND

MORRIS
CHAPEL

LOT 14



TO SH 9

RANDOM TRAVERSE OF RIVER
BOUNDARY LOT 5

SURVEY OPERATION

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BOOK

TAPE D65-32

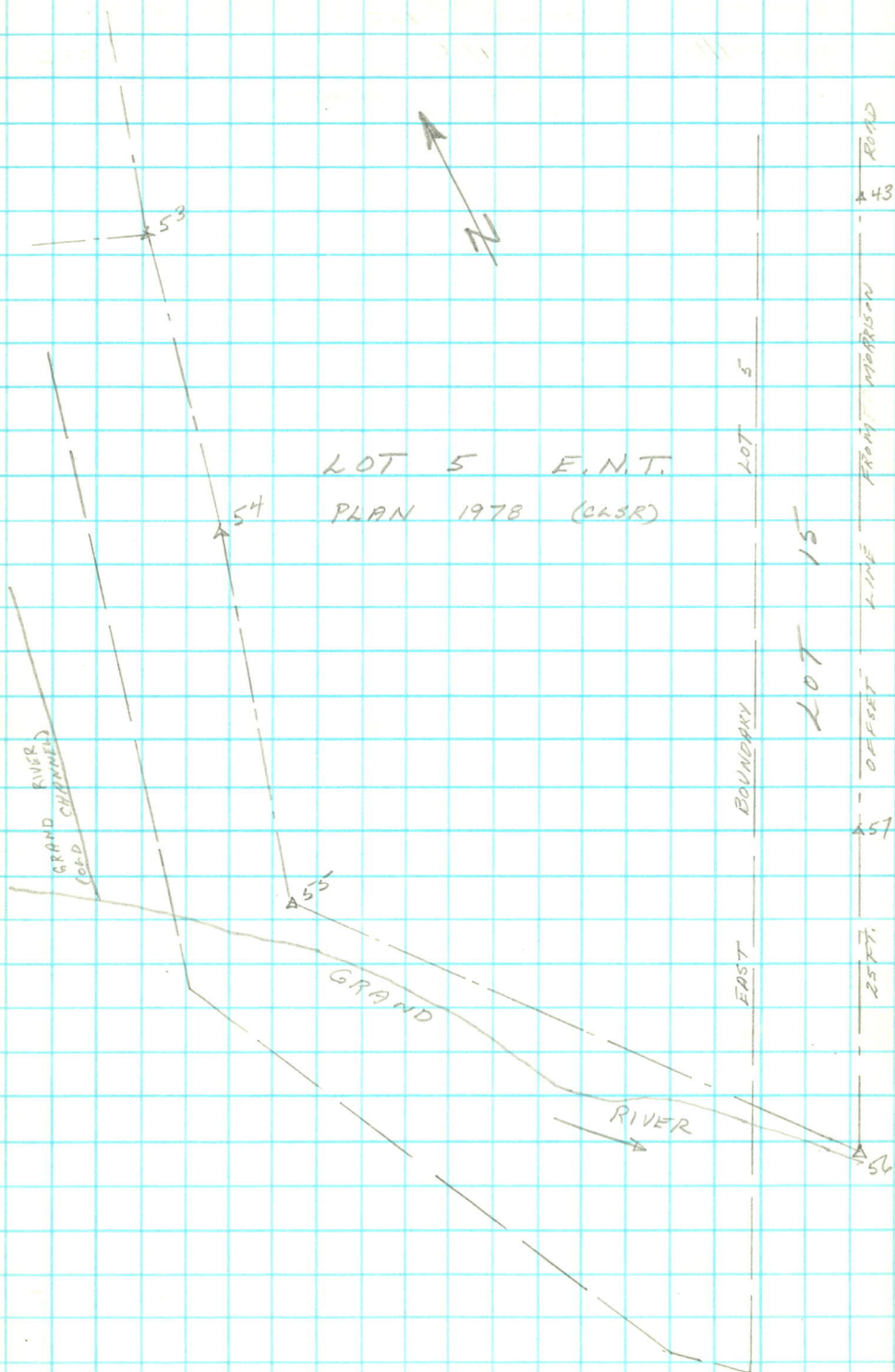
DATE 4/7/66

OBSERVER M.K.

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|--------|-----------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 53 | | | | | | |
| | 196.71 | 0° 00' | 180 | — | 0.08 | 196.63 |
| | 199.87 | 0° 00' | 180 | — | 0.03 | 199.84 |
| | 44.57 | 0° 00' | F.S. | — | — | 44.57 |
| 54 | | | | | | 440.04 |
| 54 | 132.62 | 0° 00' | NIL | — | — | 132.62 |
| | 199.61 | 0° 00' | F.S. | — | 0.10 | 199.51 |
| | 200.41 | 0° 00' | 140 60 | — | 0.04 | 200.37 |
| | 51.03 | 0° 00' | F.S. | — | — | 51.03 |
| 55 | | | | | | 583.53 |
| 55 | | | | | | |
| | 199.25 | 0° 00' | 180 20 | — | 0.08 | 199.17 |
| | 200.21 | 0° 00' | 180 20 | — | 0.08 | 200.13 |
| | 198.87 | 0° 00' | F.S. | — | 0.10 | 198.77 |
| | 92.84 | 0° 00' | F.S. | — | — | 92.84 |
| 56 | | | | | | 690.91 |

FB 30789

TRAVERSE OF RIVER BOUNDARY



EXISTING BANK OF GRAND RIVER

LOT 15

TRAVERSE TO JOIN SURVEY

SURVEY OPERATION OF R.T. MCCURDY in 1963

PAGE 68

BOOK

TAPE D65-32

DATE 7/7/66

OBSERVER M.D.

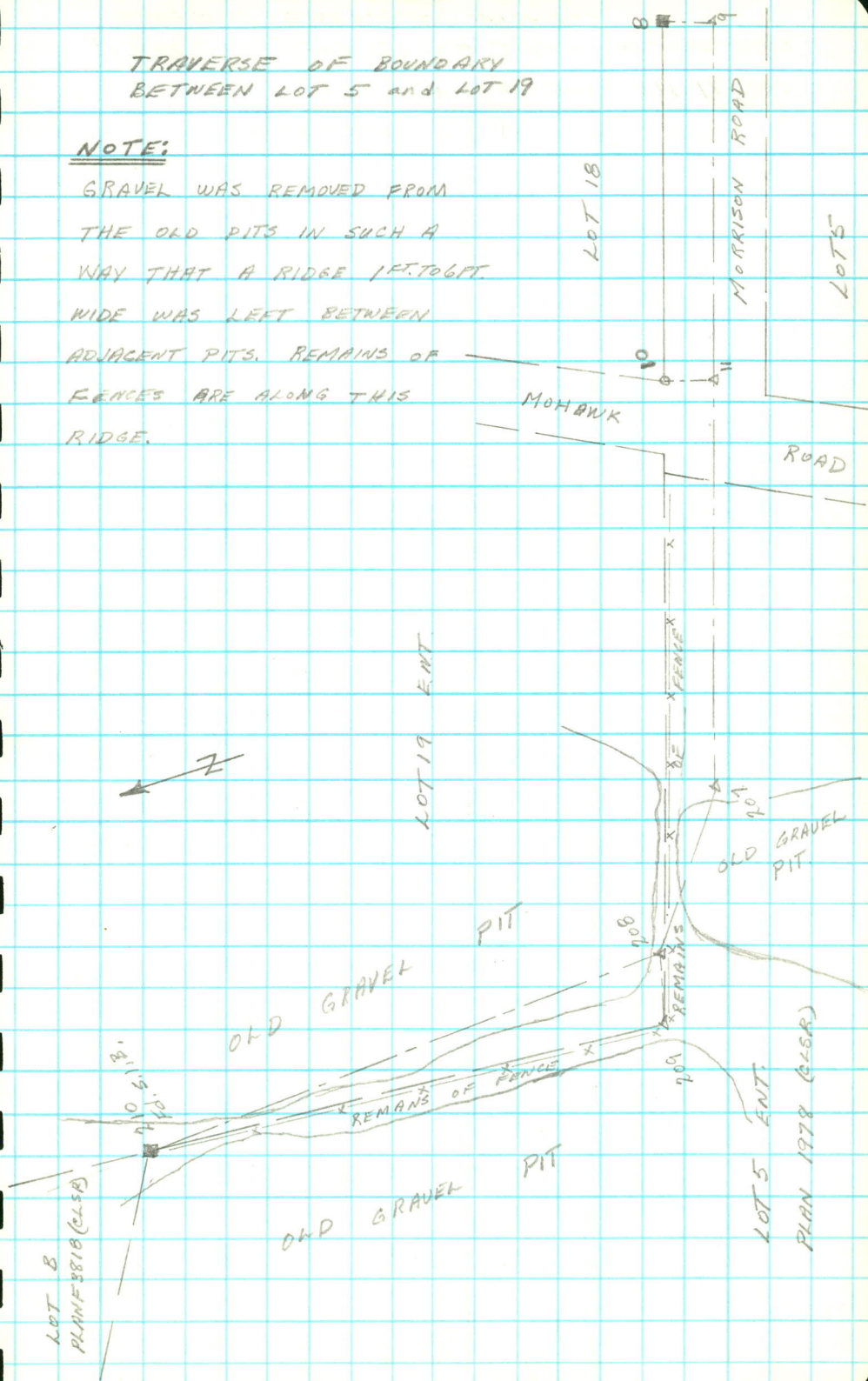
| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|-----------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 47 | 200.54 | 0°00' | 160 40 | — | 0.06 | 200.48 |
| | 196.21 | 0°00' | F.S. | — | 0.09 | 196.12 |
| | 87.39 | 0°00' | F.S. | — | — | 87.39 |
| 48 | | | | | | <u>483.99</u> |
| 47 | 97.45 | 0°00' | F.S. | — | 0.01 | 97.44 |
| | 70.04 | 0°00' | F.S. | — | — | 70.04 |
| | 15.85 | 0°00' | F.S. | — | — | 15.85 |
| 46 | | | | | | <u>183.33</u> |

FB 30789

TRAVERSE OF BOUNDARY BETWEEN LOT 5 and LOT 19

NOTE:

GRAVEL WAS REMOVED FROM
THE OLD PITS IN SUCH A
WAY THAT A RIDGE 1 FT. TO 6 FT.
WIDE WAS LEFT BETWEEN
ADJACENT PITS. REMAINS OF
FENCES ARE ALONG THIS
RIDGE.



TRAVERSE OF RAILROAD BOUNDARY OF LOT B and LOT 5

SURVEY OPERATION

PAGE 70

DATE 7/7/66

OBSERVER T.H.

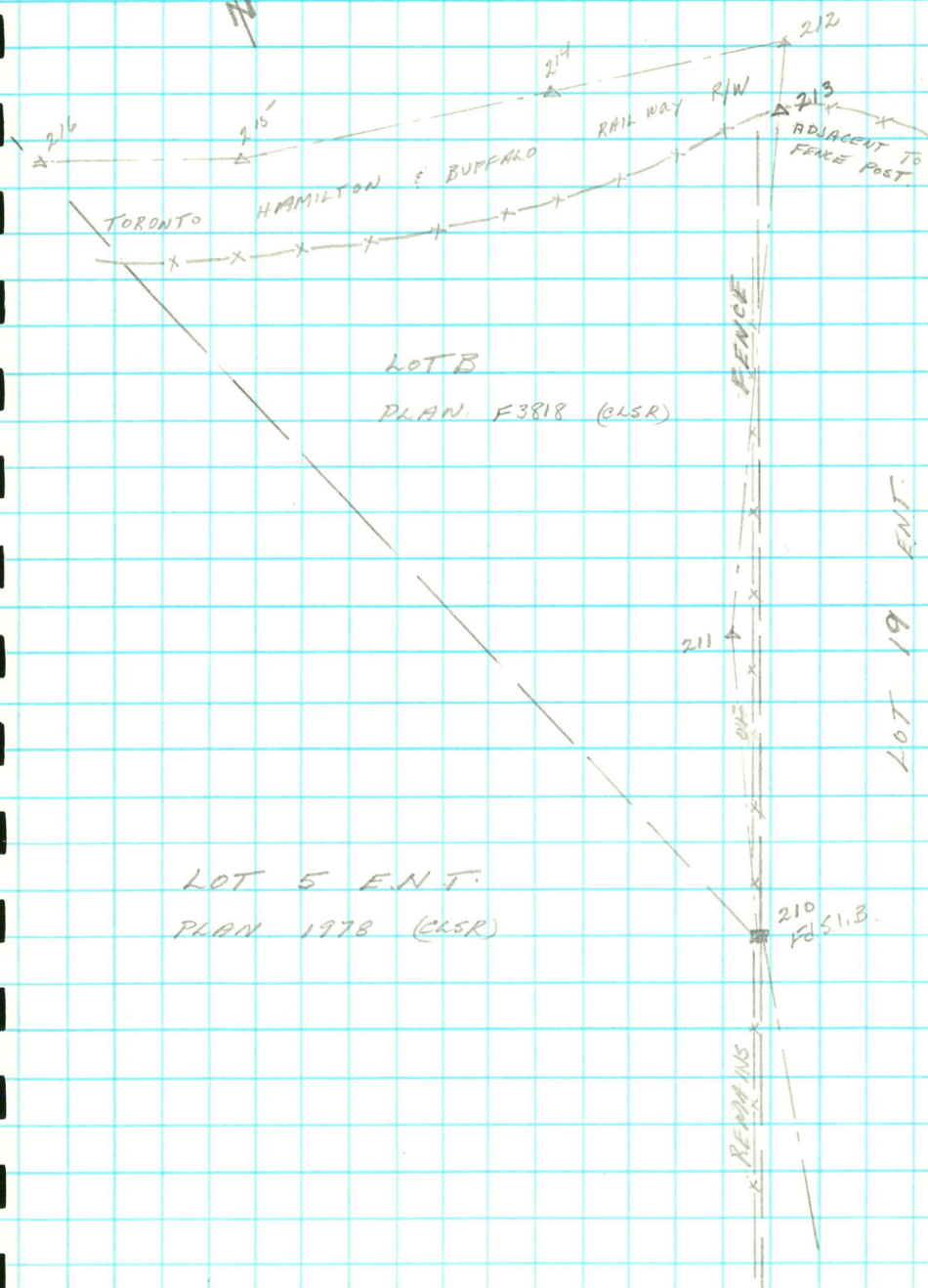
BOOK

TAPE D65-30

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|-----------------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 210 | 193.42 | 0°00' | 134 | — | 0.03 | 193.39 |
| 211 | | | | | | |
| 211 | 83.54 | 0°00' | F.S. | — | 0.01 | 83.53 |
| | ⁰ 199.77 | 0°00' | ¹⁰⁰ 100 | — | 0.02 | 199.68 |
| | 10.21 | 0°00' | NIL | — | — | 10.21 |
| 212 | | | | | | 293.42 |
| 212 | 61.80 | 0°00' | 48 | — | — | 61.80 |
| 213 | | | | | | |
| 212 | 199.9 | | | | | |
| | 199.90 | 0°00' | F.S. | — | 0.10 | 199.80 |
| | 16.99 | 0°00' | NIL | — | — | 16.99 |
| 214 | | | | | | 216.79 |
| 214 | 1 | | | | | |
| | 198.30 | 0°00' | F.S. | — | 0.10 | 198.20 |
| | 94.44 | 0°00' | F.S. | — | 0.01 | 94.43 |
| 215 | | | | | | 292.63 |
| 215 | 200.86 | 0°00' | ^{NIL} 120 | — | 0.02 | 200.84 |
| | 69.93 | 0°00' | F.S. | — | — | 69.93 |
| 216. | | | | | | 270.77 |

FB 30789

TRAVERSE OF RAILROAD BOUNDARY OF LOT B.



SURVEY OPERATION

8/7/66

DATE 6/7/66

TRAVERSE OF RAIL ROAD BOUNDARY
OF LOT 5

OBSERVER T.H.

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BOOK

TAPE D65-30

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 216 | 53.86 | 0°00' | F.S. | — | — | 53.86 |
| 217 | | | | | | |
| 203 | 201.00 | 0°00' | NIL | — | — | 201.00 |
| | 89.36 | 0°00' | NIL | — | — | 89.36 |
| 218 | | | | | | 290.36 |
| 218 | 17.78 | 0°00' | NIL | — | — | 17.78 |
| 219 | | | | | | |
| 218 | 200.39 | 0°00' | 100 100 | — | 0.03 | 200.36 |
| | 146.01 | 0°00' | 100 | — | 0.01 | 146.00 |
| 216 | | | | | | 346.36 |
| 200 | 200.45 | 0°00' | F.S. | — | 0.10 | 200.35 |
| | 200.59 | 0°00' | F.S. | — | 0.10 | 200.49 |
| | 133.90 | 0°00' | 100 30 | — | 0.01 | 133.89 |
| 201 | | | | | | 534.73 |
| 203 | 200.42 | 0°00' | NIL | — | — | 200.42 |
| | 19.49 | 0°00' | NIL | — | — | 19.49 |
| | 61.49 | 0°00' | NIL | — | — | 61.49 |
| 201 | | | | | | 281.40 |

FB 30789

[illegible][illegible]

TRAVERSE OF RAILROAD BOUNDARY
LOT 5

LOT 5 F.N.T.
PLAN 1978 (CLSR)

NOTE:
Found Concrete Monuments were placed by

[illegible]

TRAVERSE OF RAILROAD BOUNDARY

LOT 5

TORONTO HAMILTON AND BUFFALO RAILWAY R/W

CDAL
1949

F.N.T.

CDAL
1949

CDAL
1949

NOTE:
Found
Concrete Monuments were placed by

40 FT. ROAD

**TRAVERSE OF RAILROAD BOUNDARY
LOT 5**

**LOT 5 F.N.T.
PLAN 1978 (CLSR)**

NOTE:
Found Concrete Monuments were placed by

The diagram shows a survey traverse along the Toronto Hamilton and Buffalo Railway Right-of-Way (R/W). Key features include:
- Three circular monuments labeled 'CDAL' and '1949'.
- A dashed line representing the railway right-of-way.
- A solid line at the bottom labeled '40 FT. ROAD'.
- Various points marked with numbers (e.g., 217, 216, 215, 214, 213, 212, 211, 210, 209, 208, 207, 206, 205, 204, 203, 202, 201, 200, 199, 198, 197, 196, 195, 194, 193, 192, 191, 190, 189, 188, 187, 186, 185, 184, 183, 182, 181, 180, 179, 178, 177, 176, 175, 174, 173, 172, 171, 170, 169, 168, 167, 166, 165, 164, 163, 162, 161, 160, 159, 158, 157, 156, 155, 154, 153, 152, 151, 150, 149, 148, 147, 146, 145, 144, 143, 142, 141, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 130, 129, 128, 127, 126, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1).
- Annotations such as 'F.N.T.', 'PLAN 1978 (CLSR)', and 'NOTE: Found Concrete Monuments were placed by'.

[illegible]

TRAVERSE OF FOUND MONUMENTS SURVEY OPERATION MARKING LIMITS OF HOET ROAD

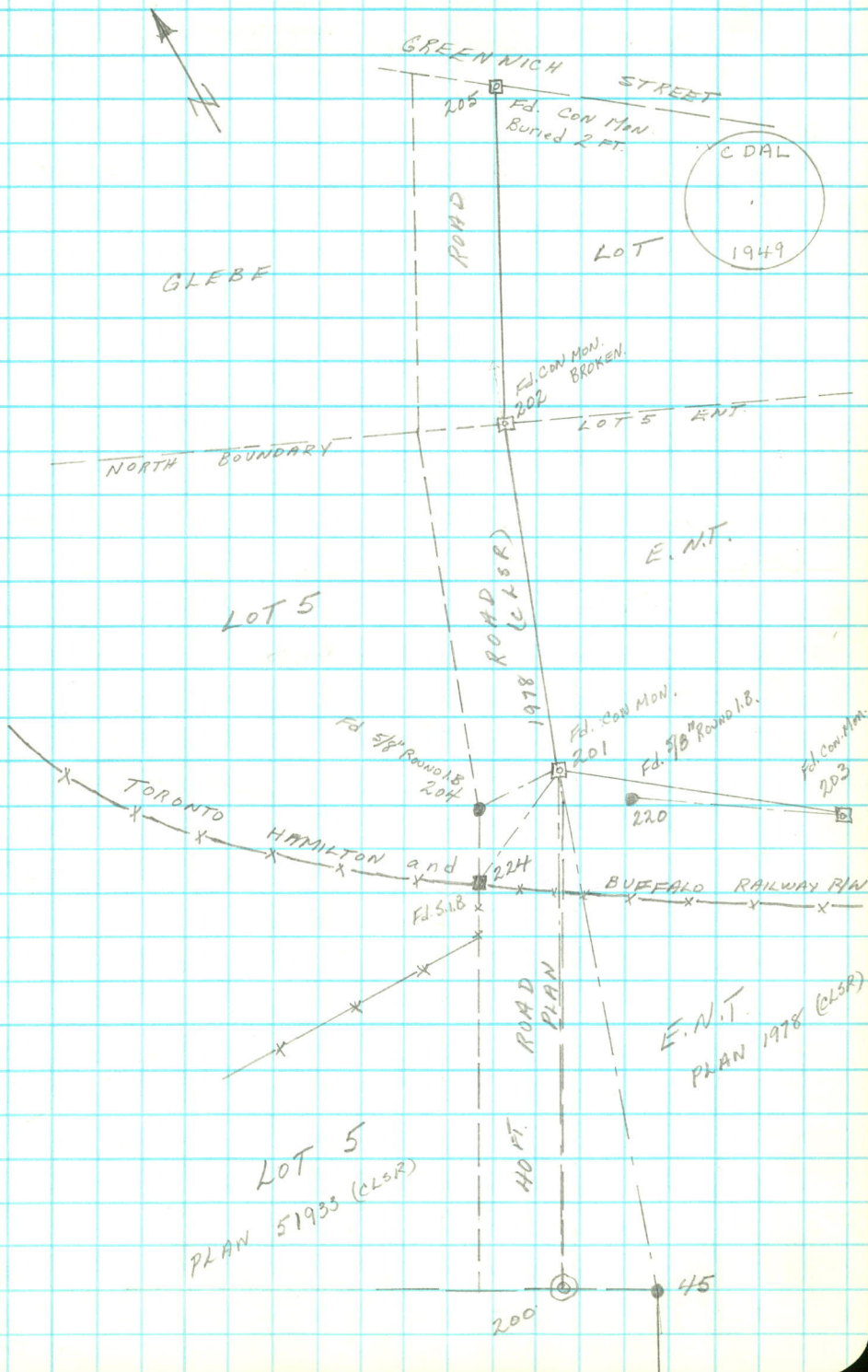
DATE 6/7/66 OBSERVER T.H.

PAGE 72
BOOK
TAPE D65-30

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 203 | | | | | | |
| | 173.94 | 0°00' | NIL | — | — | 173.94 |
| 220 | | | | | | |
| 201 | | | | | | |
| | 197.05 | 0°00' | | — | 0.02 | 197.03 |
| 202 | | | | | | |
| 201 | | | | | | |
| | 44.11 | 0°00' | F.S. | — | — | 44.11 |
| 204 | | | | | | |
| 201 | | | | | | |
| | 75.64 | 0°00' | F.S. | — | — | 75.64 |
| 224 | | | | | | |
| 202 | | | | | | |
| | 200.00 | 0°00' | 100 100 | — | 0.02 | 199.98 |
| | 31.25 | 0°00' | NIL | — | — | 31.25 |
| 205 | | | | | | 231.23 |
| 204 | | | | | | |
| | 43.97 | 0°00' | F.S. | — | — | 43.97 |
| 224 | | | | | | |

FB 30789

TRAVERSE OF FOUND MONUMENTS ON 40 FT. ROAD.



TIES TO FENCES WEST LIMIT

SURVEY OPERATION

MOHAWK ROAD

PAGE 73

BOOK

TAPE D65-32

DATE 8/7/66

OBSERVER

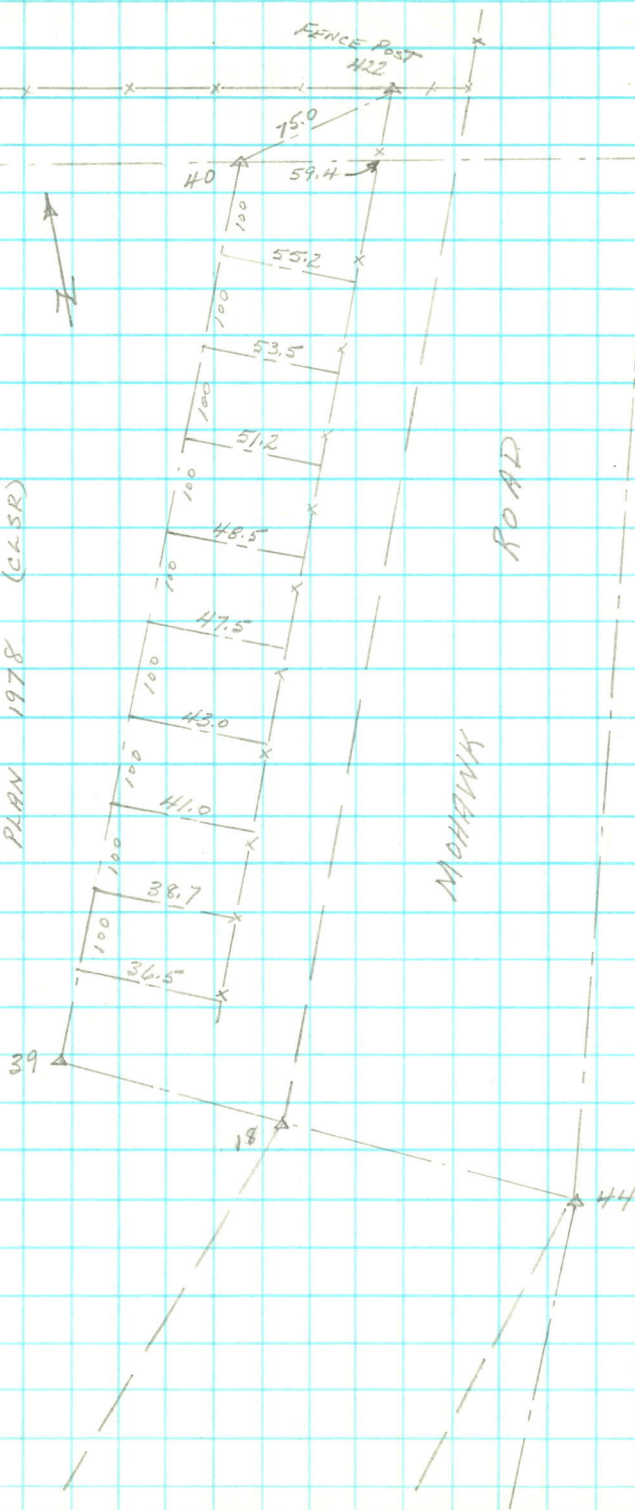
M.K.

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 40 | | | | | | |
| | 91.05 | 0°00' | F.S | — | — | 91.05 |
| | 62.13 | 0°00' | NIL | — | — | 62.13 |
| 11 | | | | | | 153.18 |
| 40 | | | | | | |
| | 196.28 | 0°00' | 100 100 | — | 0.03 | 196.25 |
| | 200.71 | 0°00' | 100 100 | — | 0.03 | 200.68 |
| | 200.29 | 0°00' | 100 100 | — | 0.03 | 200.26 |
| | 200.96 | 0°00' | 100 100 | — | 0.03 | 200.93 |
| | 198.77 | 0°00' | 120 80 | — | 0.02 | 198.75 |
| | 15.56 | 0°00' | F.S | — | — | 15.56 |
| 39 | | | | | | 1012.43 |
| 44 | | | | | | |
| | 58.79 | 0°00' | F.S | — | — | 58.79 |
| | 47.86 | 0°00' | F.S | — | — | 47.86 |
| 39 | | | | | | 106.65 |

FB 30789

TIES TO FENCES ON MOHAWK ROAD

LOT 5 E.N.T.
PLAN 1978 (C.L.S.R.)



LOT 5 E.N.T.
PLAN 1978 (C.L.S.R.)

SURVEY OPERATION

MONUMENTING EAST BOUNDARY
LOTSPAGE 74
BOOK
TAPE D65-32

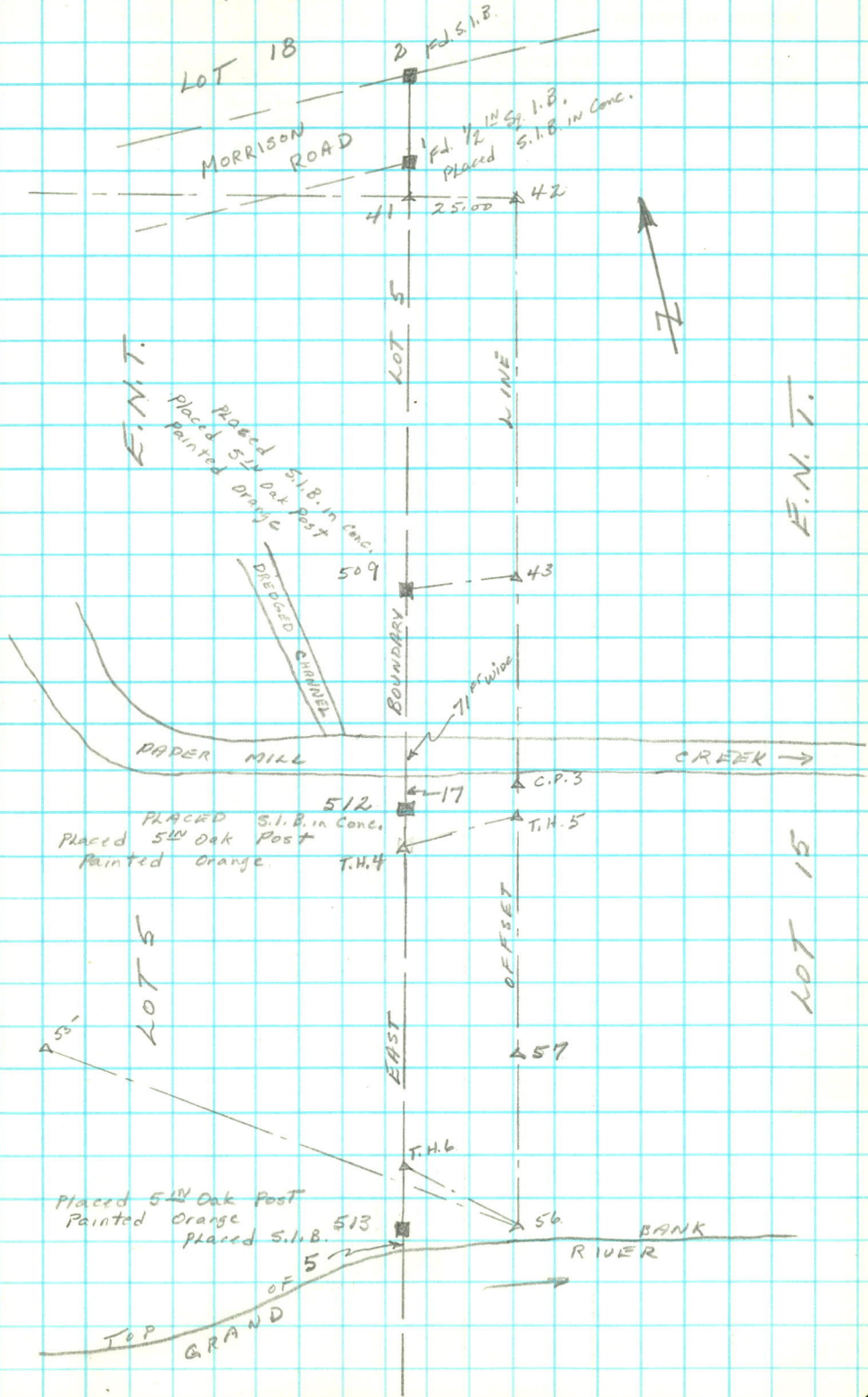
DATE 12/7/66

OBSERVER M.K.

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------|-------------|-----|-----------------------|
| | | | | SLOPE | SAG | |
| 43 | 35.51 | 0°00' | F.S. | — | — | 35.51 |
| 509 | | | | | | |
| C.P.3 | 11.29 | 0°00' | NIL | — | — | 11.29 |
| T.H.5 | | | | | | |
| T.H.5 | 40.51 | 0°00' | F.S. | — | — | 40.51 |
| T.H.4 | | | | | | |
| T.H.4 | 12.84 | 0°00' | NIL | — | — | 12.84 |
| 512 | | | | | | |
| 56 | 68.25 | 0°00' | F.S. | — | — | 68.25 |
| T.H.6 | | | | | | |
| T.H.6 | 43.63 | 0°00' | F.S. | — | — | 43.63 |
| 513 | | | | | | |

F.S.
30789

MONUMENTING EAST BOUNDARY



SURVEY OPERATION

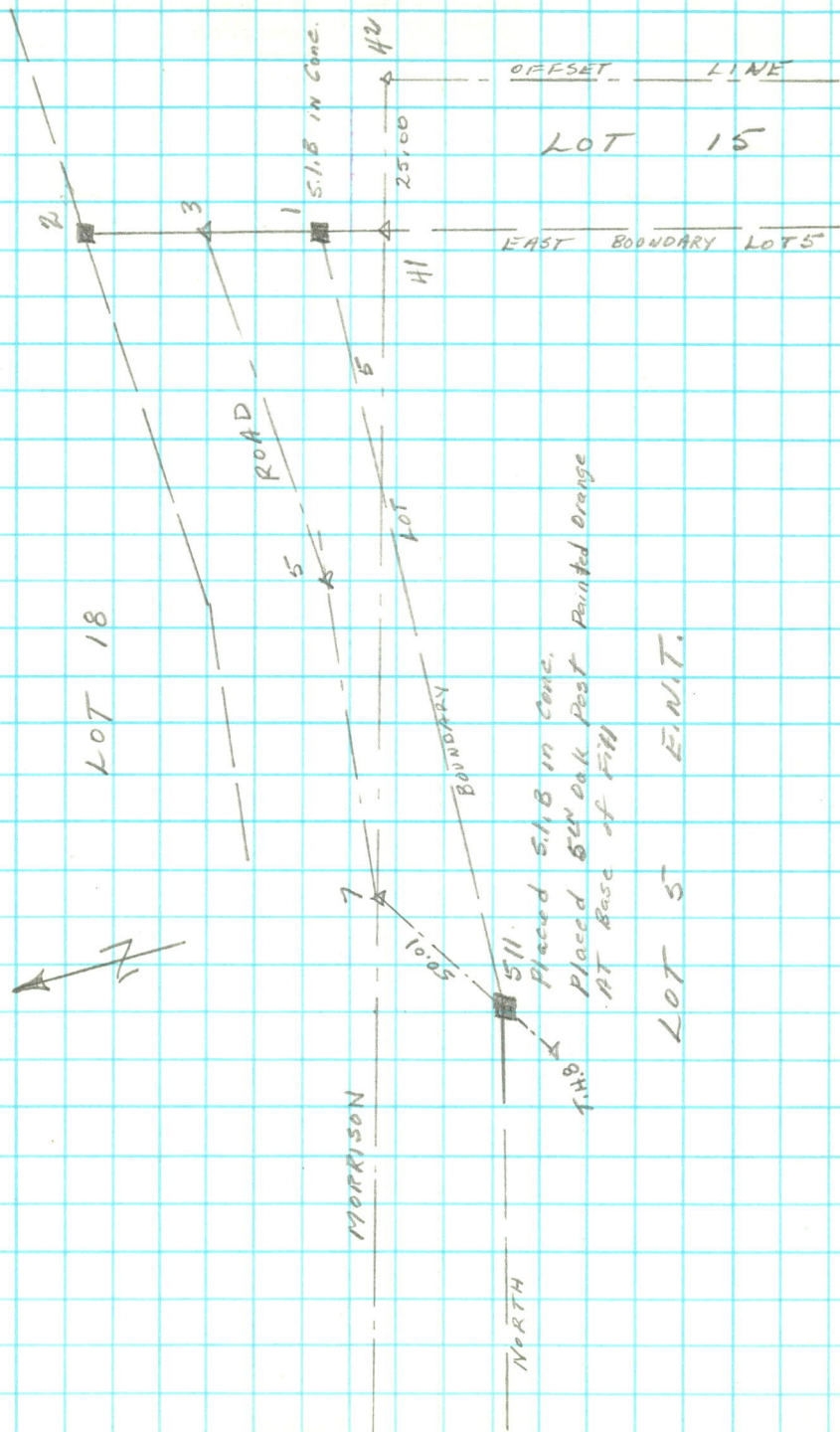
DATE 1817166

OBSERVER *M.K.*

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BOOK
TAPE D65-32

[illegible]

MONUMENTING SOUTH LIMIT MORRISON ROAD

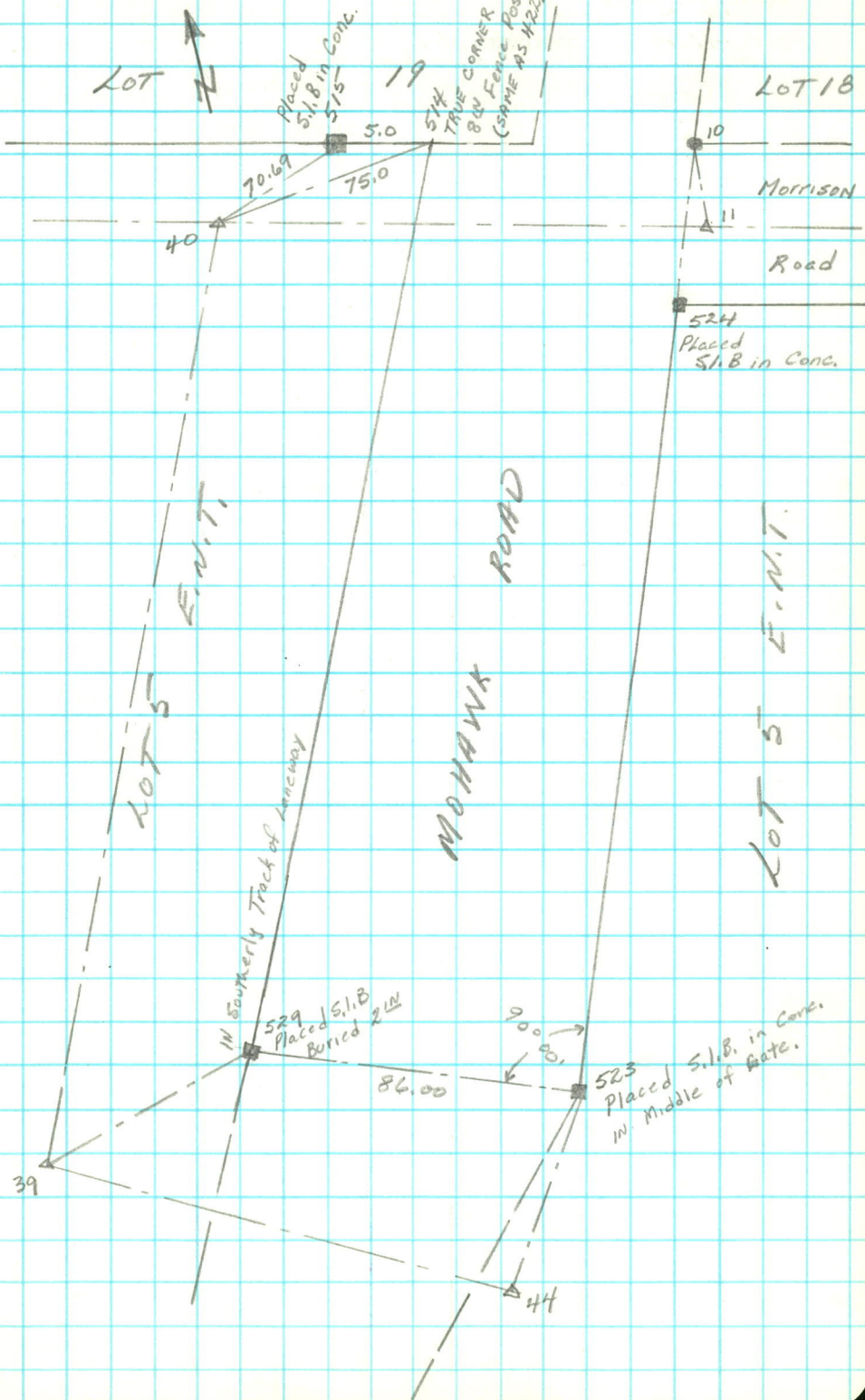


TAPE D65-32

B30789

MONUMENTING

MOHAWK ROAD



MONUMENTING RIVER BOUNDARY

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BOOK

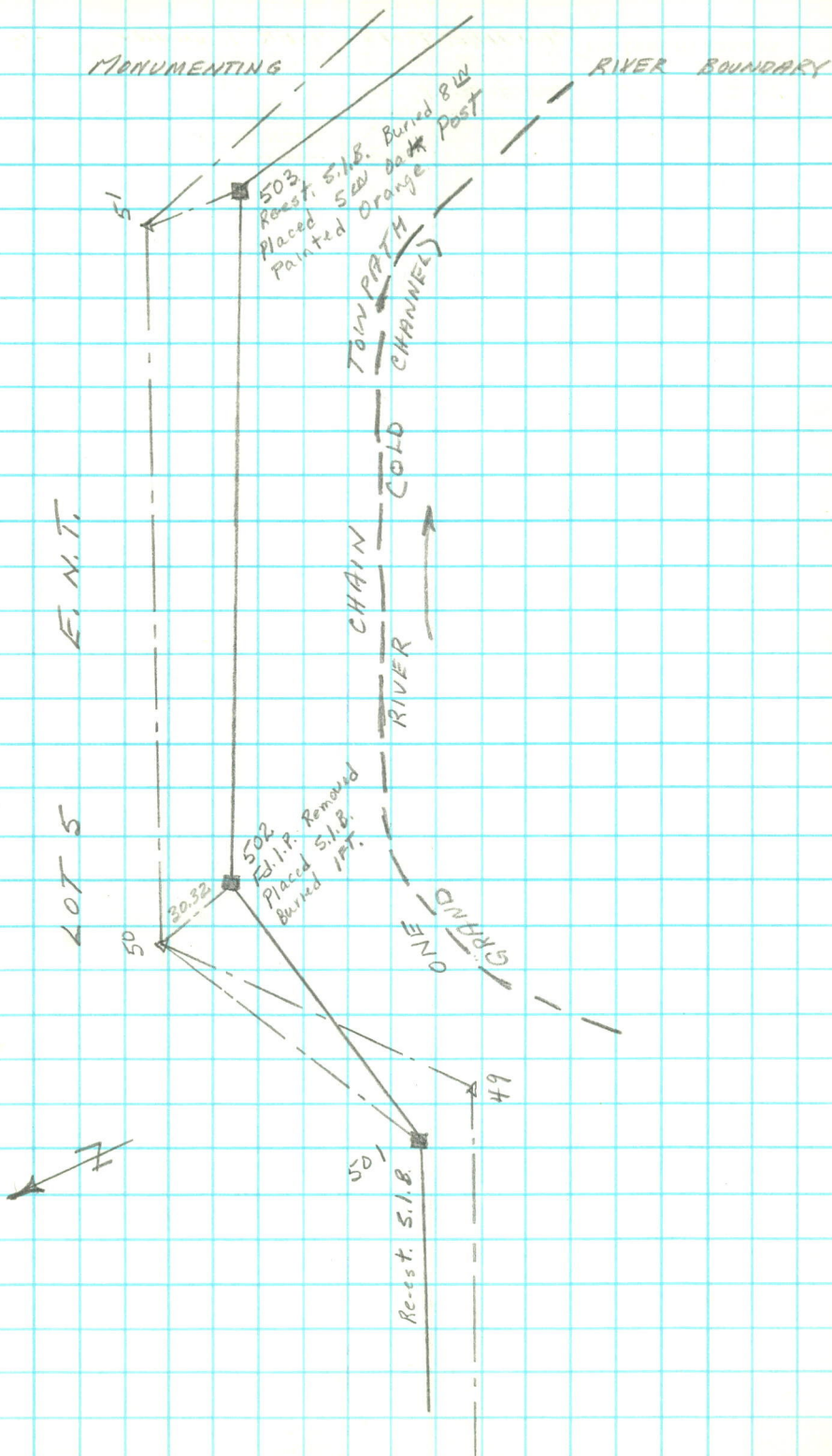
TAPE D65-32

DATE 14/7/66

OBSERVER *M.D.*

[illegible]

FB 30789



MONUMENTING RIVER BOUNDARY

hot 15

OFFSET

A57

LINE

EAST

BOUNDARY

207 5

LOT 5 E.N.T.

~~2~~

placed in 5.1 B. painted orange

55

2

TOWIPATH

CHAIN

COLD CHANNELS

0.880

ONE

1/2

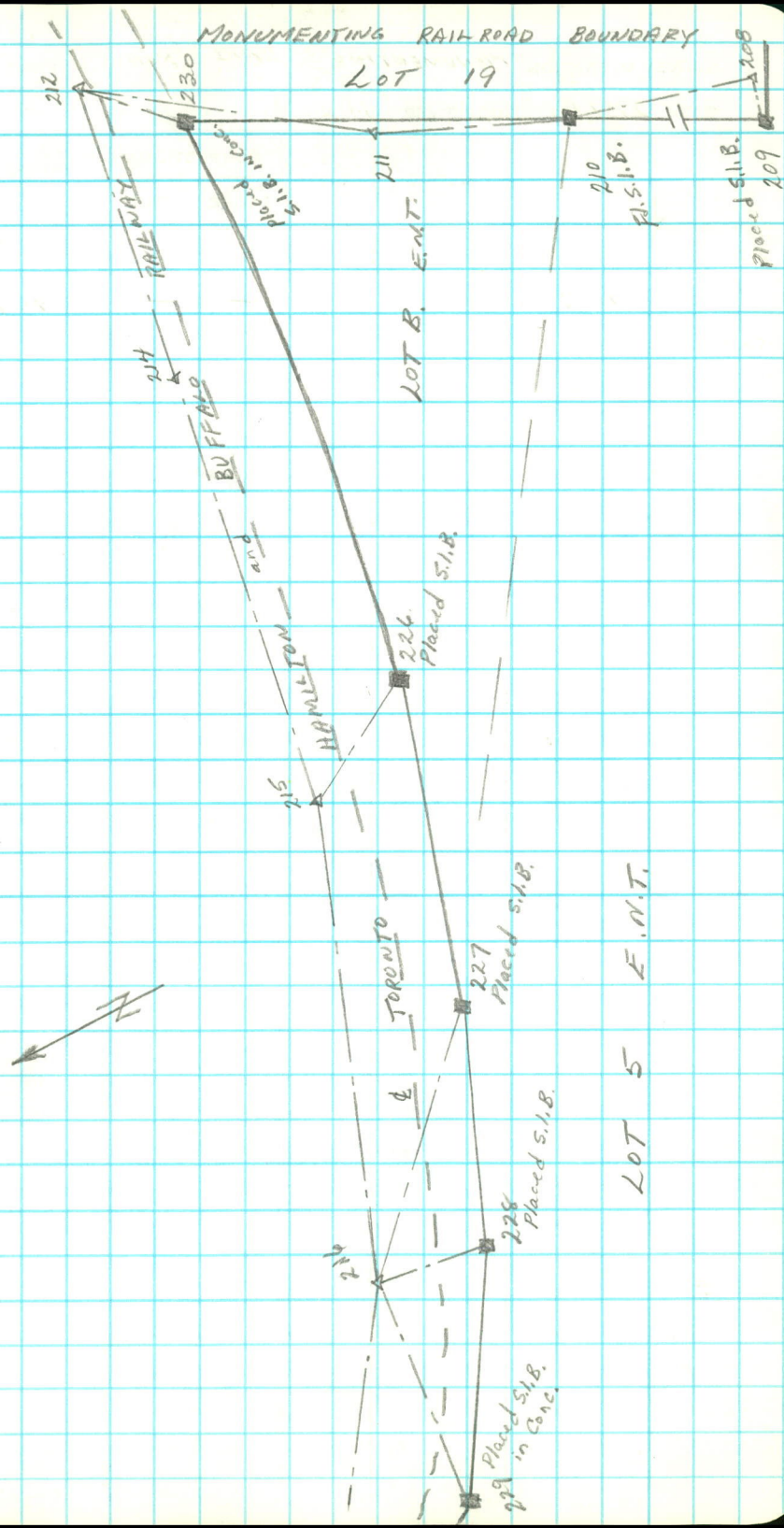
18/5/21

60 H¹⁸B.
60 S.
X.

52

TAPE D65-30

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|----------|-------------------------|-------|------|-------------|-----|-----------------------|
| | | | | SLOPE | SAG | |
| 215 | 80.89 | 0°00' | 50 | — | — | 80.89 |
| 226 | | | | | | |
| 216 | 108.42 | 0°00' | 85 | — | — | 108.42 |
| 227 | | | | | | |
| 227 | 87.25 | 0°00' | 40 | — | — | 87.25 |
| 228 | | | | | | |
| 228 | 40.89 | 0°00' | 31 | — | — | 40.89 |
| 216 | | | | | | |
| 216 | 199.01 | 0°00' | 160 | — | — | 199.01 |
| | 11.09 | 0°00' | NIL | — | — | 11.09 |
| 229 | | | | | | 210.10 |
| 212 | 68.81 | 0°00' | F.S. | — | — | 68.81 |
| 230 | | | | | | |
| FB 30789 | | | | | | |



MONUMENTING RAILROAD BOUNDARY

LOT 19

RAILWAY

BUFFALO

HAMILTON

TORONTO

LOT B. E.N.T.

LOT 5 E.N.T.

212

230

211

210

210

209

226

227

228

210

Placed S.I.B.

Placed S.I.B.

Placed S.I.B.

Placed S.I.B.

Placed S.I.B.
in Conc.

Placed S.I.B.

SURVEY OPERATION *MONUMENTING 40 FT ROAD*

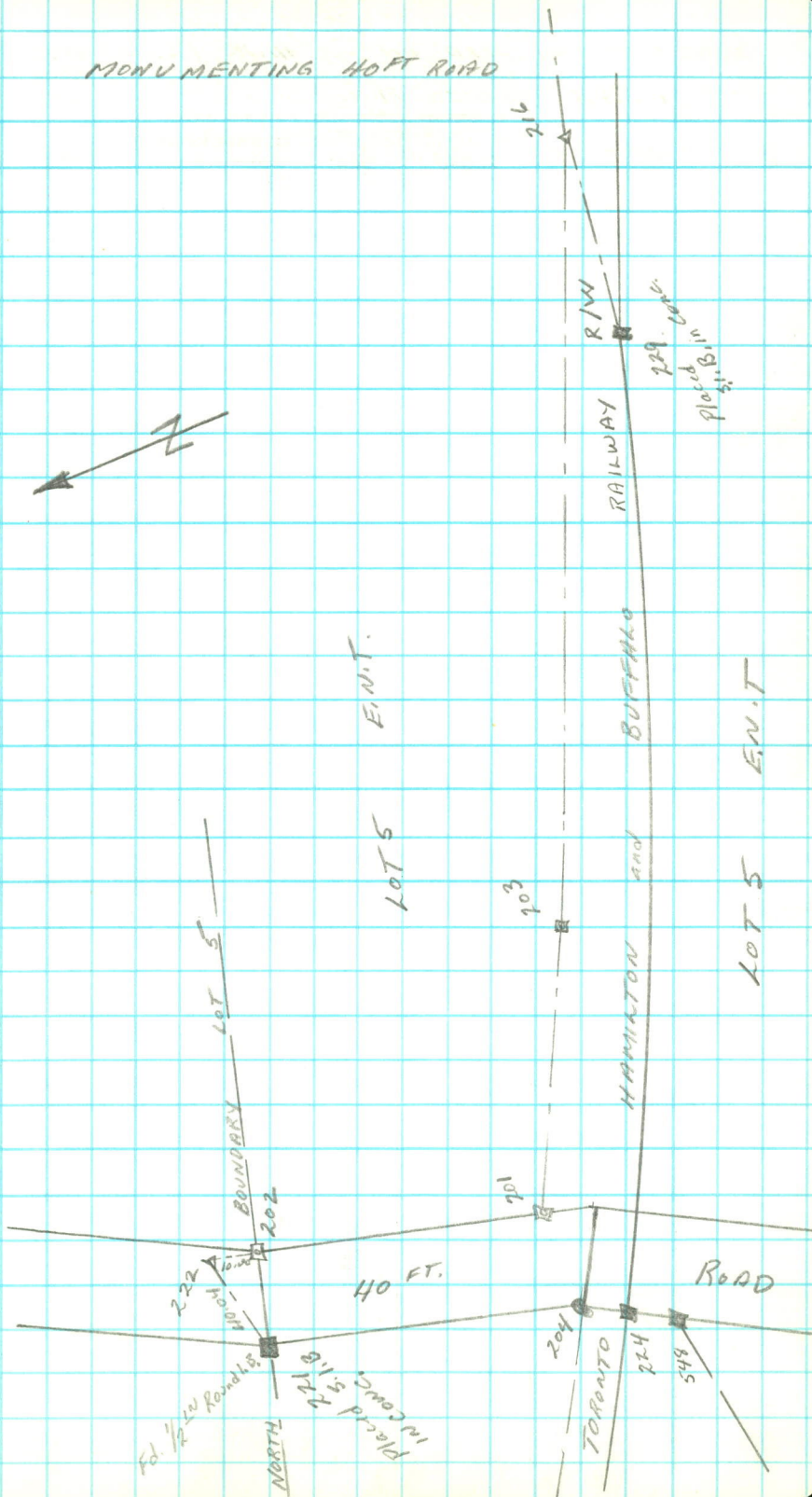
PAGE 80
BOOK
TAPE D65-32

DATE 22/7/66 OBSERVER M.K.

[illegible]

6203 FB

MONUMENTING HOFT ROAD



TRAVERSE ON MONUMENTS
SURVEY OPERATION PLACED ON MOHAWK ROAD

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BOOK
TAPE D65-32

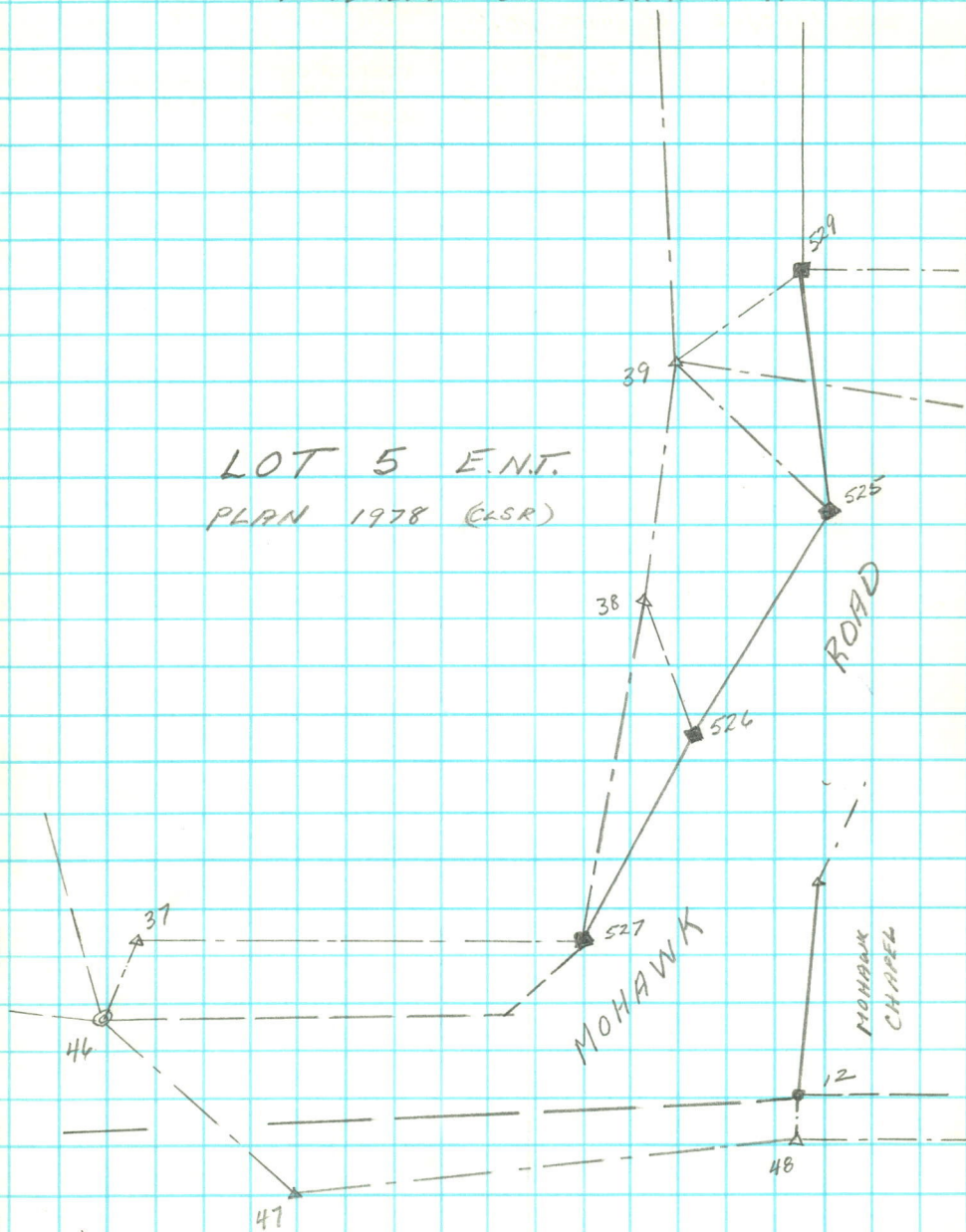
DATE 12/7/66 OBSERVER M.K.

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------|-------------|------|-----------------------|
| | | | | SLOPE | SAG | |
| 39 | 71.45 | 0°00' | F.S. | — | — | 71.45 |
| 525 | | | | | | |
| 39 | 124.34 | 0°00' | F.S. | — | 0.02 | 124.32 |
| 38 | | | | | | |
| 38 | 33.02 | 0°00' | F.S. | — | — | 33.02 |
| 526 | | | | | | |
| 38 | 28.58 | 0°00' | NIL | — | — | 28.58 |
| | 102.59 | 0°00' | F.S. | — | 0.01 | 102.58 |
| 527 | | | | | | 131.16 |
| 527 | 45.56 | 0°00' | F.S. | — | — | 45.56 |
| | 74.03 | 0°00' | F.S. | — | — | 74.03 |
| 48 | | | | | | 119.59 |
| 526. | | | | | | |
| | 45.95 | 0°00' | F.S. | — | — | 45.95 |
| | 76.92 | 0°00' | F.S. | — | — | 76.92 |
| 529 | | | | | | 122.87 |

FB 30789

MONUMENTS ON MOHAWK ROAD.

LOT 5 E.N.T.
PLAN 1978 (LSR)



LOT 14 E.N.T.

SURVEY OPERATION *TRAVERSE OF MOHAWK ROAD* PAGE *82*

BOOK

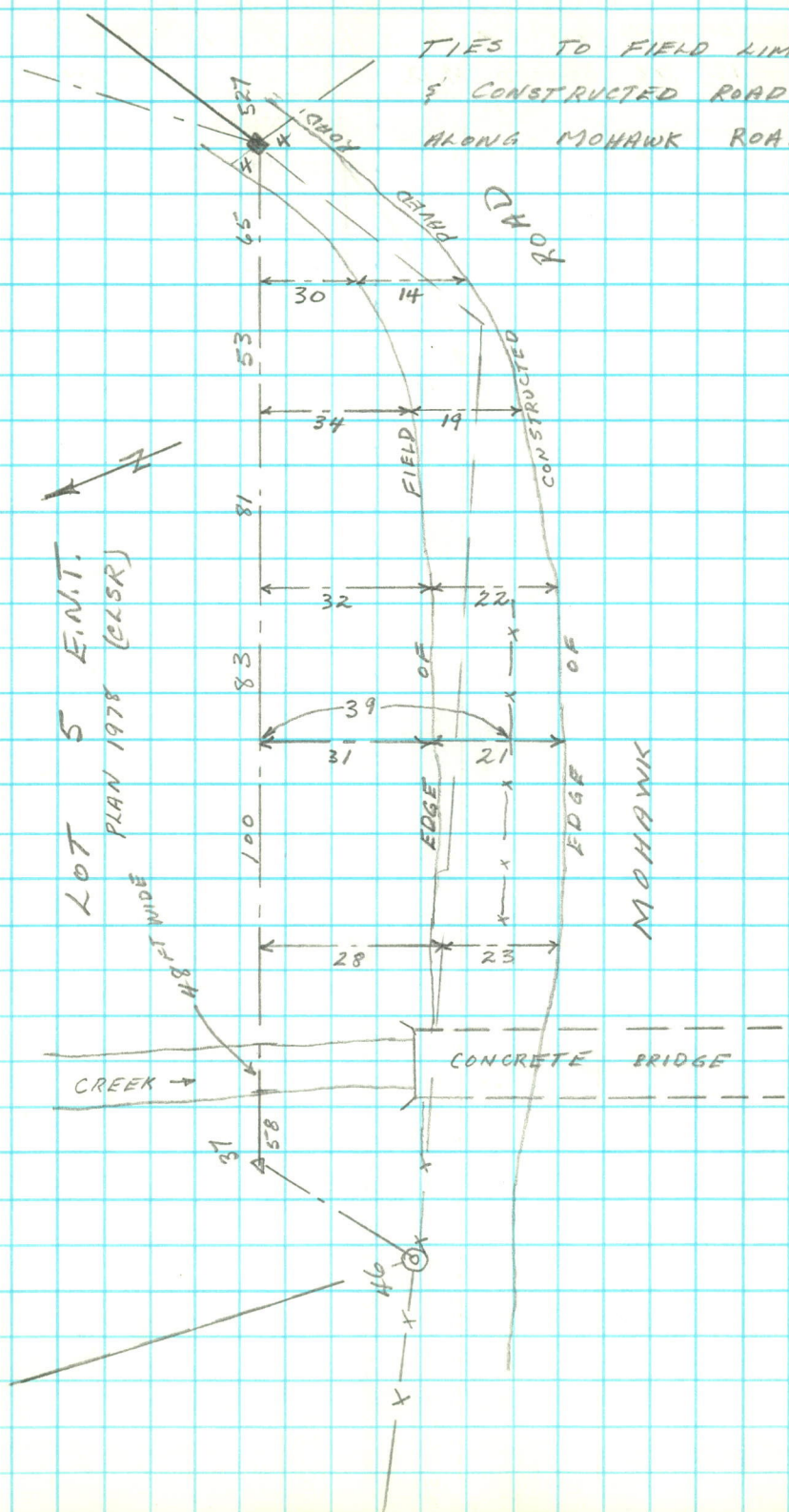
DATE 12/7/66 OBSERVER M.K.

DATE 12/7/66

OBSERVER

M.K.

FB 30789



TIES TO FIELD LIMIT
& CONSTRUCTED ROAD LIMIT
ALONG MOHAWK ROAD.

SURVEY OPERATION

DATE 19/7/66

OBSERVER *M. D.*

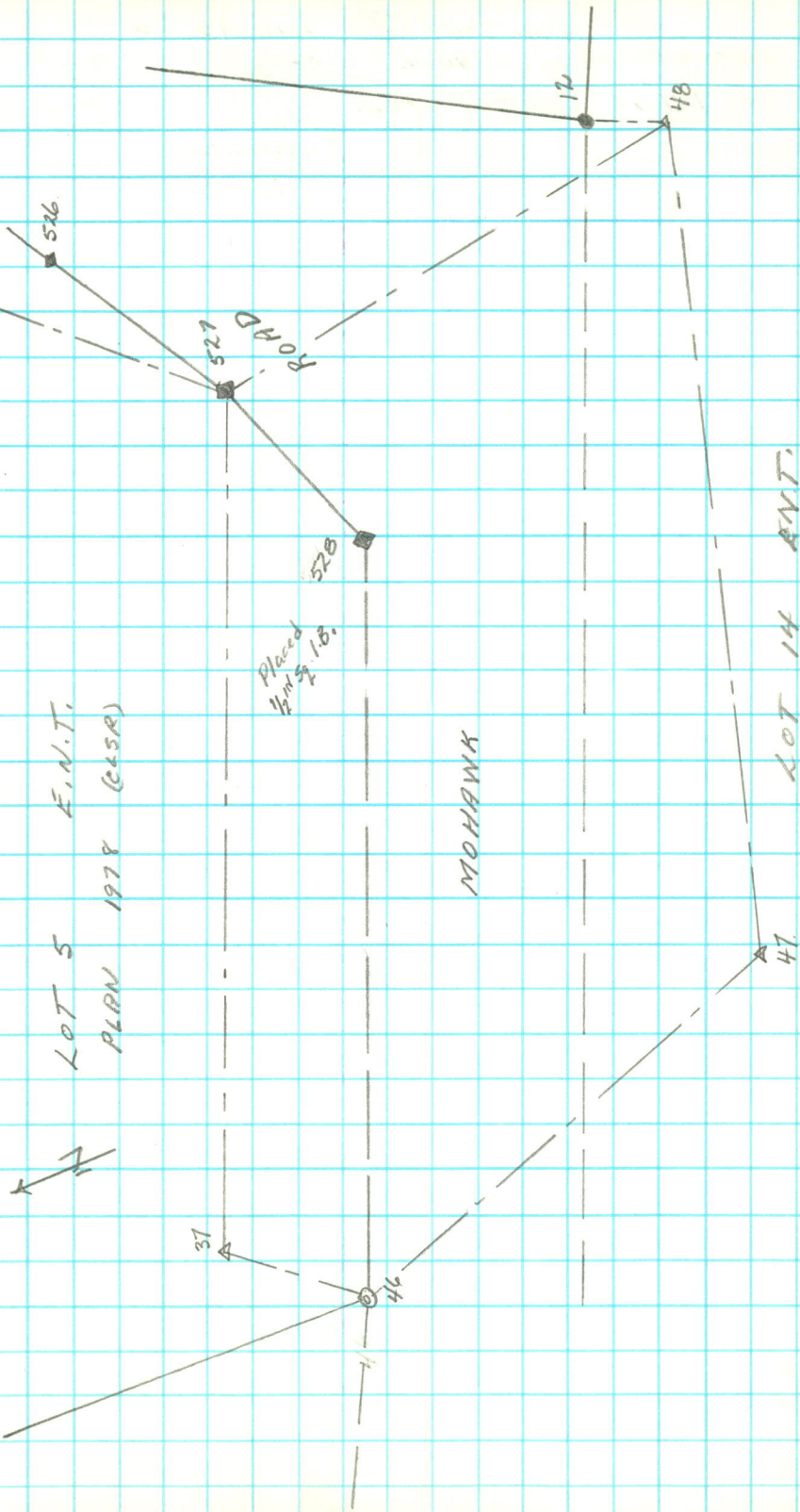
PAGE 83

BOOK

TAPE D65-32

[illegible]

LB 30789



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BOOK

TAPE 065-32

DATE 14/7/66

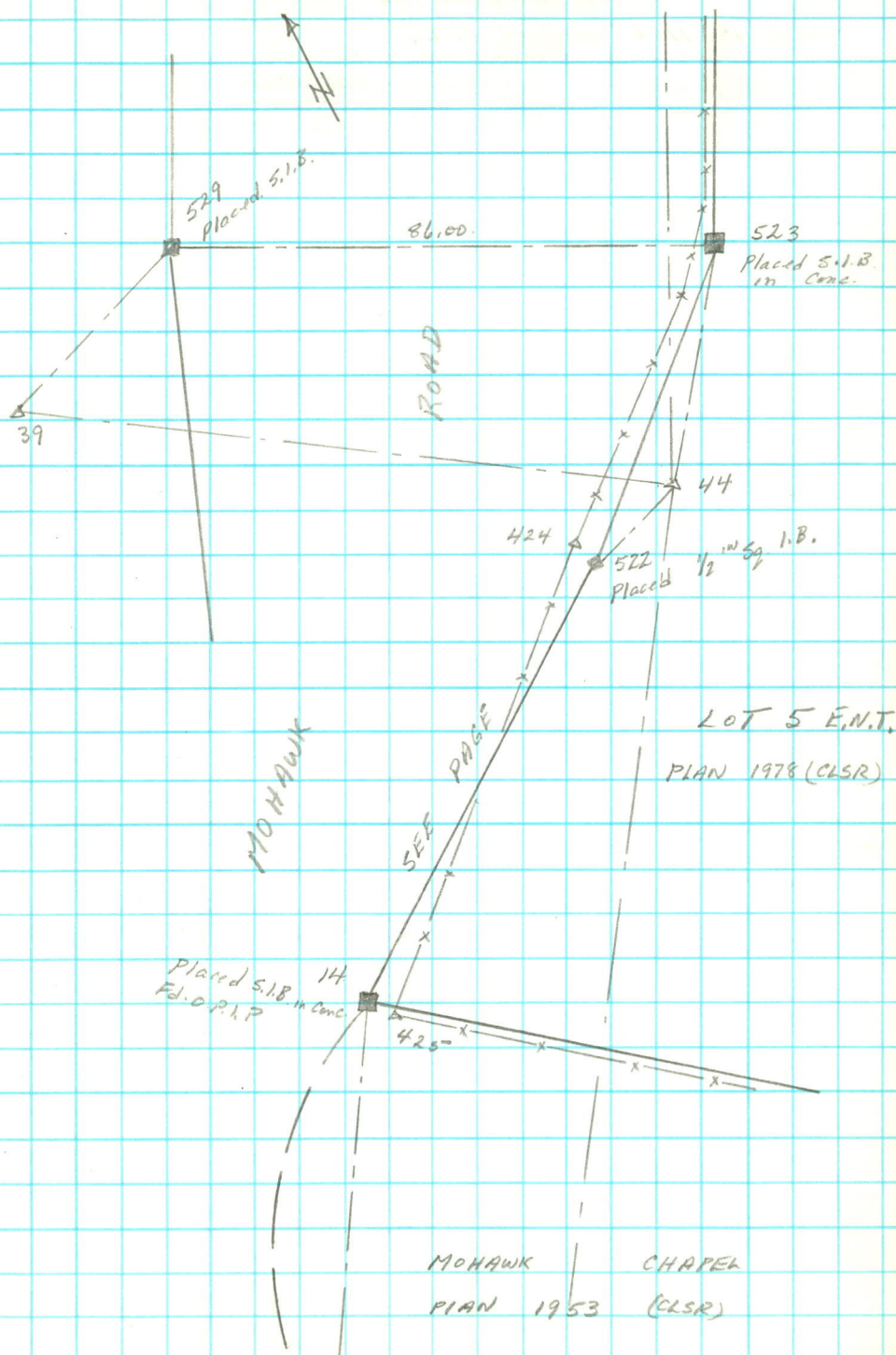
OBSERVER

M.D.

[illegible]

FB 30789

MONUMENTS ON MOHAWK ROAD



SURVEY OPERATION

R/S 2/17/66

DATE 15/7/66

TRAVERSE OF MONUMENTS ON

MOHAWK CHAPEL SITE

OBSERVER M.D.

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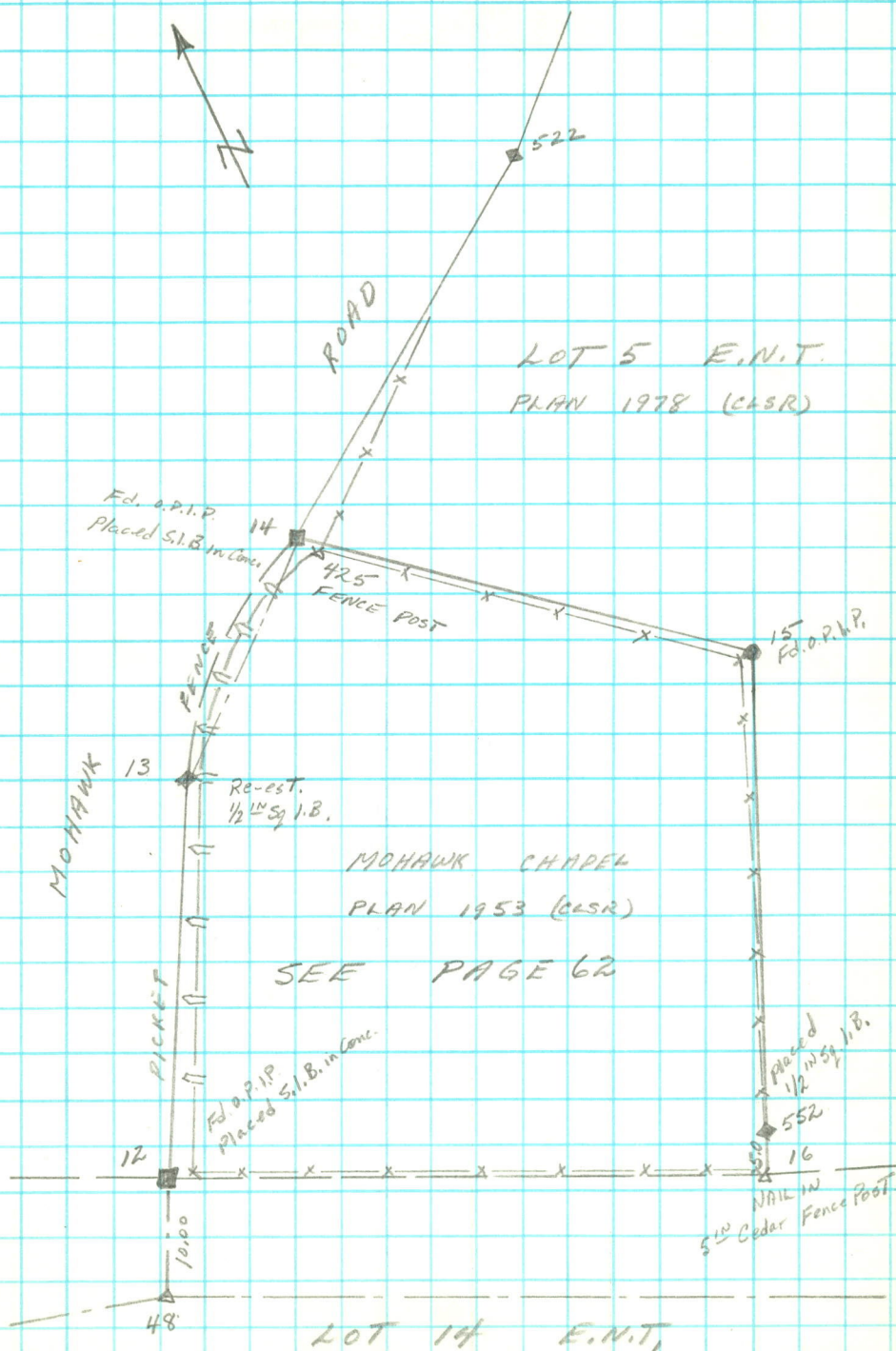
BOOK

TAPE D65-32

| STATION | UNCORRECTED DISTANCE | SLOPE | SAG | CORRECTIONS | | CORRECTED DISTANCE |
|---------|-------------------------|-------|------------|-------------|-----------|-----------------------|
| | | | | SLOPE | SAG | |
| 14 | 75.00 | 0°00' | F.S. | — | — | 75.00 |
| 13 | | | | | | |
| 13 | 103.98 | 0°00' | F.S. | — | 0.01 + | 103.97 |
| 12 | | | | | | |
| 15 | 112.36 | 0°00' | F.S. | — | 0.01 | 112.35 |
| 14 | | | | | | |
| 15 | 134.30 | 0°00' | 60 | + | — | 134.30 |
| 16 | | | | | | |
| 16 | 5.00 | 0°00' | F.S. | — | — | 5.00 |
| 552 | | | | | | |
| 552 | 129.31 | 0°00' | 60 F.S. | — | — | 129.31 |
| 15 | | | | | | |

FB
30789

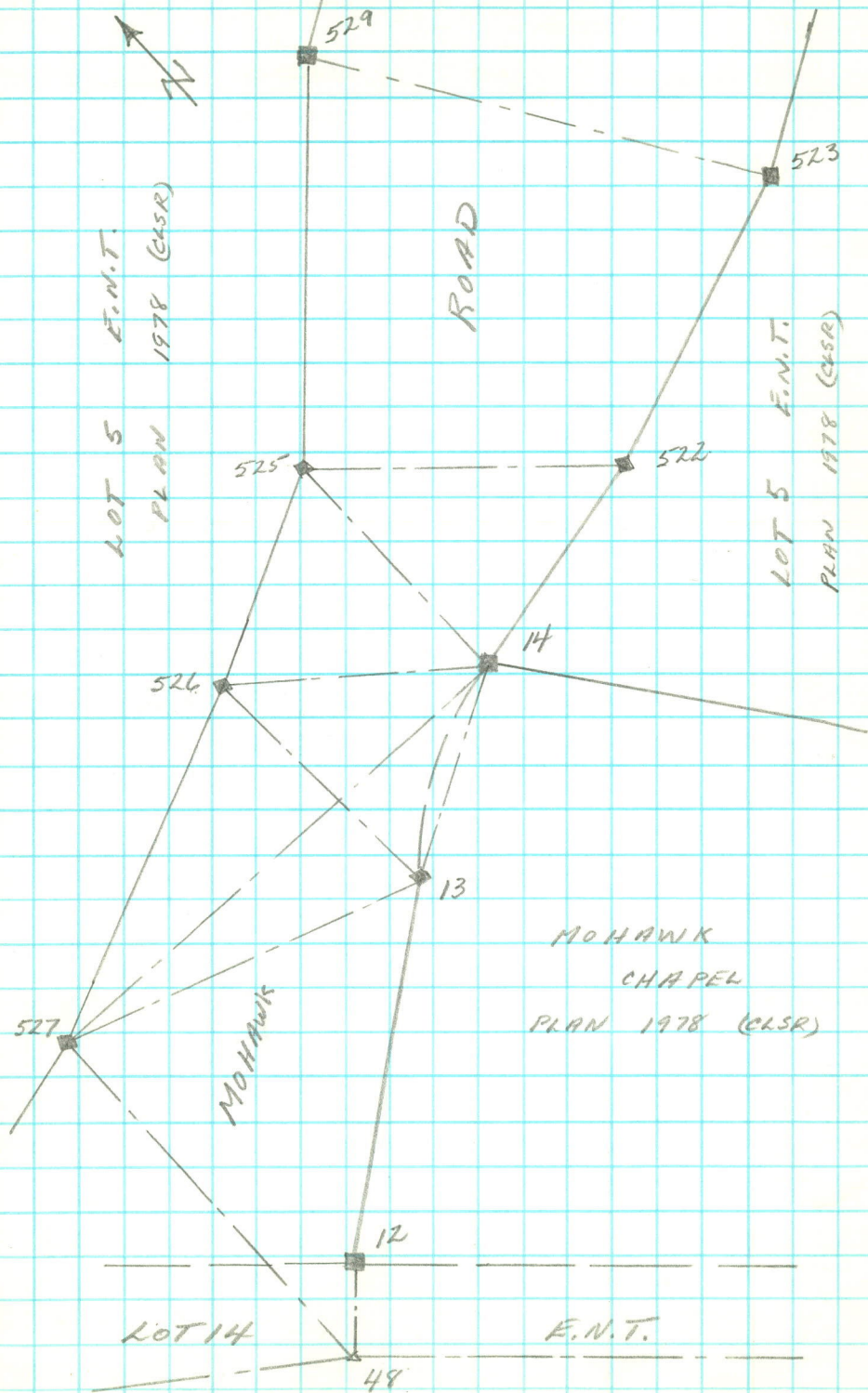
MONUMENTS ON MOHAWK CHAPEL



TAPE D65-32

[illegible]

MONUMENTS ON MOHAWK ROAD



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BOOK
TAPE

OBSERVER

[illegible]

FB 30789

FB 30789

SUN SHOT for LOT 5 ENT.

Calculated 5/1/66

page 88

$$\cos Z = \frac{\sin \delta - \sin h \sin \phi}{\cosh \cos \phi}$$

See Following Page. Also.

$\phi = 43^{\circ} 08'$

| | 9 ^h 02 ^m | 9 ^h 10 ^m | 9 ^h 14 ^m | 9 ^h 25 ^m | 9 ^h 04 ^m | 9 ^h 08 ^m | 9 ^h 16 ^m | 9 ^h 19 ^m |
|---------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| Dec (8) N | 23° 14' 30" | 23° 14' 30" | 23° 14' 30" | 23° 14' 30" | 23° 14' 30" | 23° 14' 30" | 23° 14' 30" | 23° 14' 30" |
| obs Alt. | 56 33° 39' 55" | 35° 08' 57" | 35° 47' 23" | 37° 45' 17" | 34° 08' 12" | 34° 44' 39" | 36° 16' 16" | 36° 53' 12" |
| Ref. & Par. | + 1' 21" | - 1' 18" | - 1' 18" | - 1' 09" | - 1' 20" | - 1' 18" | - 1' 14" | - 1' 11" |
| Corr. Alt. (h) | 33° 38' 34" | 35° 07' 49" | 35° 46' 05" | 37° 44' 08" | 34° 01' 52" | 34° 43' 21" | 36° 15' 02" | 36° 52' 01" |
| sin h | 0.55402 | 0.57544 | 0.58451 | 0.61202 | 0.55944 | 0.56960 | 0.59132 | 0.59995 |
| cos h | 0.83251 | 0.81784 | 0.81139 | 0.79085 | 0.82874 | 0.82192 | 0.80644 | 0.80003 |
| sin ϕ | 0.68370 | | | | | | | |
| cos ϕ | 0.72976 | | | | | | | |
| sin δ | 0.39461 | 0.39461 | 0.39461 | 0.39461 | 0.39461 | 0.39461 | 0.39461 | 0.39461 |
| sin h sin ϕ | 0.37878 | 0.39343 ⁺ | 0.39963 ⁺ | 0.41844 ⁺ | 0.38263 ⁺ | 0.38944 ⁺ | 0.40429 ⁺ | 0.41019 ⁺ |
| sin δ - sin h sin ϕ | 0.01583 | 0.00118 | -0.00502 | -0.02383 | 0.01198 | 0.00517 | -0.00968 | -0.01558 |
| cosh cos ϕ | 0.60753 | 0.59683 ⁺ | 0.59212 ⁺ | 0.57713 | 0.60478 [*] | 0.59980 | 0.58851 ⁺ | 0.58383 ⁺ |
| cos Z | 0.02606 | 0.00198 | -0.00848 | -0.04129 | 0.02009 ⁺ | 0.00862 [*] | -0.01645 [*] | -0.02669 |
| Z | 88° 30' 24" | 89° 53' 12" | 90° 29' 10" | 92° 22' 00" | 268° 50' 54" | 269° 30' 18" | 270° 56' 35" | 271° 31' 46" |
| H.C.R. Sun | 89° 32' 42" | 90° 55' 28" | 91° 31' 25" | 93° 24' 11" | 269° 54' 37" | 270° 33' 01" | 271° 58' 59" | 272° 34' 01" |
| Correction | -1° 02' 18" | -1° 02' 16" | -1° 02' 15" | -1° 02' 11" | -1° 02' 43" | -1° 02' 43" | -1° 02' 24" | -1° 02' 15" |
| H.C.R. R.O. | 111° 58' 55" | 111° 58' 57" | 111° 58' 57" | 111° 58' 52" | 291° 59' 29" | 291° 59' 29" | 291° 59' 27" | 291° 59' 27" |
| Azimuth R.O. | 110° 56' 39" | 110° 56' 41" | 110° 56' 42" | 110° 56' 41" | 290° 56' 46" | 290° 56' 46" | 290° 57' 03" | 290° 57' 12" |
| | | | | | 110° 56' 46" | 110° 56' 46" | 110° 57' 03" | 110° 57' 12" |
| | | 110° 56' 41" | | | | 110° 56' 58" | | |

Mean = 110° 56' 49"

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OND



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5/2/66

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Sun Observation Calculations

$$\cos Z = \frac{\sin \delta - \sin h \sin \phi}{\cos h \cos \phi}$$

$$\phi = 43^{\circ} 08' \text{ (Topo Map)}$$

June 29, 1966 9^h 02^m E.D.T.- 1^h8^h 02^m E.S.T.+ 5^h ~~02^m~~13^h 02^m G.C.T.S for 0^h G.C.T. June 29 N 23.° 16.2⁵

$$\text{Correction for } 13^h 02^m = 13.03 \times (-13) = -1.7$$

$$\text{S for } 13^h 02^m \text{ G.C.T. June 29} = \text{N } 23^{\circ} 14.5'$$

N 23° 16.2'

$$13^h 10^m (13.167) \quad \underline{- 1.7}$$

N 23° 14.5'

N 23° 16.2'

$$13^h 14^m (13.234) \quad \underline{- 1.7}$$

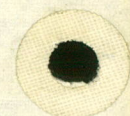
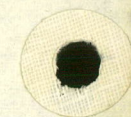
N 23° 14.5'

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N 23° 16.2'

$$13^h 25^m (13.416) \quad \underline{- 1.7}$$

N 23° 14.5'



REPORT ON RESURVEY
OF
PART OF LOT 5 AND PART OF LOT B
EAGLE'S NEST TRACT
CITY OF BRANTFORD.

Lot 5 E.N.T. was resurveyed with respect to a judgement, given by Mr. Justice Audette in the Exchequer Court of Canada, dated January 14, 1922. This judgement is registered under No. 33269 in County of Brant Registry Office in Brantford.

No attempt was made to resurvey the Mohawk Mechanics and School Lot since the judgement returning the new England Company interest in Indian lands in Lot 5 to the Crown did not include this lot. Canon Zimmerman, who is in charge of the Mohawk Institute, said the New England Company now has no interest or ownership in any land in Lot 5 or in the Glebe Lot. All the New England Company records are on nine rolls of micro film in the Public Archives at Ottawa.

This lot had an area of 2 rods and 29 perches (0.68 ac) and measured 5.90 ch. by 1.155 ch. It was located across the road from the north west corner of the Mohawk Chapel. The 5.90 ch. measurement fronted on the trail to the Oneida Mission School Lot. It appears to have been deeded to the New England Company about 1827.

For reference to a plan of this lot, see Plan Q59 in the L.R.O. at Brantford or Plan 1920 C.L.S.R. (Note reference in legend). The last reference to this lot was found in the Department of Indian Affairs file 154845 (School) in a letter dated February 22, 1904 (stamped 269241) from their Brantford Indian Office.

UNITED STATES DEPARTMENT OF JUSTICE

INVESTIGATION OF THE

ACTS OF VIOLENCE

IN THE CITY OF NEW YORK

On July 11, 1968, the New York City Police Department received information from a confidential source that a group of individuals, known as the "Black Liberation Army" (BLA), were planning to carry out a series of bombings in the New York City area. The source stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area.

The source further stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area. The source stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area. The source stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area.

FB 30789

The source further stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area. The source stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area. The source stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area.

The source further stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area. The source stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area. The source stated that the BLA was a group of individuals who were active in the New York City area and were planning to carry out a series of bombings in the New York City area.

East Boundary

The east boundary of Lot 5 is a line joining the $\frac{1}{2}$ " square iron bar found marking the southeast corner of Morrison Road with the remains of an old post and wire fence found south of Paper Mill Creek (see pages 23 and 24) and its production southerly to the Grand River.

The location of this boundary is substantiated by occupation. The portion south of Paper Mill Creek lies between two fields of corn; the field to the east was planted by the tenant of Lot 15 and the field to the west was planted by the tenant of Lot 5. About 30 inches below the ground surface and between the two fields, we found the remains of an old post and wire fence - no evidence of this old fence exists on the surface. The boundary north of the creek follows the west edge of another cultivated field (corn) in Lot 15 to Sta. 509 (see page 40). From Sta. 509 to the southeast corner of Morrison Road, the boundary lies between the east edge of trees in Lot 5 and the west edge of the cultivated field (corn) in Lot 15.

I was unable to mark the southern most point of the east boundary since it fell in the new channel of the Grand River. This point was referenced 158.0 feet northerly along the east boundary.

Morrison Road

I did not accept the southerly limit of Morrison Road as surveyed by G. MacAuley, O.L.S. in 1960. In the first course on the northerly limit from the Mohawk Road, there is a 40 foot discrepancy between Mr. MacAuley's measurement and Mr. White's measurement. Also White shows only one deflection in this limit, whereas MacAuley shows two. It is this northerly limit of Lot 5 that governs the location of the south boundary of Morrison Road according to

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Patent Reference No. 18265.

The evidence of the fence on the southerly limit should be considered very lightly. Although the field notes (F.B. 775 C.L.S.R.) of White's 1922 survey show a fence in this area, the remains found may have been placed here with the material used as "fill" during the construction of Morrison Road. The S.I.B. in Con. at the deflection in Morrison Road (Sta. 511) fits occupational evidence. (See pages 11 and 41). Its position in the east - west direction was determined by proportion of the overall distance to the distances shown on Plan 1978 (C.L.S.R.). This S.I.B. in Con. is in line with portions of an old post and wire fence remaining along the southerly limit and falls south of the fill used to elevate Morrison Road.

Mohawk Street (formerly Mohawk Road)

A. Portion passing through Lot 5

There appears to be no record of this portion of Mohawk Street being established as a public right-of-way. Although it is shown on nearly all the old plans as far back as 1831 as a trail or access road. Originally this trail, now also referred to as Locks Road, ran from the Mohawk Church to the Oneida Mission School Lot on Highway No. 2.

There is no document or record showing that this land was surrendered by the Six Nations Indians for a right-of-way.

Its width was first surveyed at 40 feet by W.R. White, O.L.S. in 1922. The road is presently constructed and fenced at a width of 86 feet for that portion northerly from Mohawk Chapel.

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Documents pertaining: to its widening, to the legal survey and plan of its widening, to compensation for or reference to compensation for the additional property for widening appear to be non-existent. The present Brantford City Engineer Ron Middleton, O.L.S., states the road was widened on its west side only by former County Engineer Rodger Lee, now deceased. On reviewing the Brant County Road Committee minutes from 1921 to 1948, I found reference to Rodger Lee O.L.S., who was appointed County Engineer on June 1, 1929, to being in charge when this road was rebuilt and widened in 1942 and 1943. Also, in 1946, the double row of evergreen trees adjoining the west side of the road was planted as a wind barrier.

The following excerpts outline a brief account of this road:

From Brant County Minutes dated February 15, 1937 - "moved that the engineer prepare by-laws for taking over of Mohawk Street, from Burkett's Lane to Locks Road and Locks Road to Highway No. 2 on the understanding the Suburban Roads Committee assume these roads at once".

On December 13, 1939 - it was -- "recognized as a county road to be a suburban road".

On March 6, 1940 in the Suburban Road Minutes - "requested purchased of property for road widening of Mohawk Road to Mohawk Church".

County By-Law No. 657 which was passed on April 7, 1937 assumes responsibility for approximately one third of a mile of Mohawk Road, namely that portion adjoining the southerly boundary of Lot 5 from the then city limits of Brantford to the Mohawk Church. This by-law does not include

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all of the roads requested in the Brant County Minutes dated February 15, 1937.

Mohawk Street running through Lot 5 is monumented as fenced at the width of 86 feet. The intersection of the west limit of Mohawk Street and the north boundary of Lot 5, is witnessed by an S.I.B. in concrete 5 feet west and on the north limit. The true intersection is presently marked with an 8 inch fence post.

B. Portion adjoining south limit of Lot 5

The portion of Mohawk Street around the Mohawk Church and along the south limit was demarcated as occupied and as fenced.

Boundary in common with Lot 14

The boundary of Lot 5 common with Lot 14 has two determinations according to the two surveys done by W.R. White in 1921 and 1922. The Mohawk Chapel site was resurveyed according to his 1921 survey. The portion of the eastern extremity of this boundary was retained in its relativity to White's 1922 survey.

Boundary in common with Lot 19

The southerly and westerly boundary of Lot 19 was accepted as occupied and delimited by an old post and wire fence.

Toronto Hamilton and Buffalo Railway Right-of-Way

The intersection of the southerly boundary of Lot B and the south limit of the T.H. and B. railway was not marked on the ground. There is an error of some 20 feet in closure when using the dimensions

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stated on recorded plans. Therefore it was impossible to define this intersection either on the ground or by calculation.

The limits of the railway property do not follow the patents in their exactness and entirety. The south limit is marked on the ground as it is occupied and delimited by an old past and paige wire fence.

The centre line raduis of the curve in Lot 5 is 3820 feet with a right-of-way of 20 feet on either side (Refer to plan attached to O. in C. 153484, 24/8/94). The centre line raduis of the curve in Lot B is 3820 feet with right-of-way of 50 feet on either side (Refer to plan attached to L.R.O. deed 20820 Twp. 1/11/92).

40 Foot Road to Mohawk Institute
(Parcels E & F to Parcels D & C)

The deflection point, in the easterly limit of Parcel F opposite Sta. 204 (Fd. $\frac{1}{2}$ R.I.B.), as shown on O.L.S. King's explanatory plan F3818 C.L.S.R. was not monumented as it was judged not to exist. According to Letters Patent 11036 the easterly limit of Parcel F is a straight line.

The intersections, of the northerly and southerly limits of the T.H. and B. Railway with the easterly limit of the road (Parcels E and F), were not monumented since they fell on railway ties. There is a double railway track running between these two parcels.

The origin of the round I.B.'s found at Stations 204, 220 and 221 (See Pages 21, 22 & 49) could not be traced. W.R. White, O.L.S. shows them on his Plan 1978 C.L.S.R. but states in his field notes (FB 774 C.L.S.R.) that he did not find them.

based on recorded data. Therefore it was
impossible to be the true information either
on the ground or by calculation.

The limits of the railway property do not
allow for branches in their extension and
the south limit is marked on the ground as it is
defined by an old path and railway.

The center line radius of the curve in lot
is 3832 feet with a right-of-way of 8 feet on
either side (later to be attached to lot 10).
The center line radius of the
curve in lot 10 is 3832 feet with a right-of-way of
8 feet on either side (later to be attached to
lot 10). (See also lot 10).

NO road to lot 10
Lot 10 to lot 10

The location of the road in the eastern
part of the lot is shown in the plan. The
road is shown as a line 8 feet wide and
not more than 10 feet wide. The road is
shown as a line 8 feet wide and not more
than 10 feet wide. The road is shown as a
line 8 feet wide and not more than 10 feet
wide. The road is shown as a line 8 feet
wide and not more than 10 feet wide.

The location of the road in the northern
part of the lot is shown in the plan. The
road is shown as a line 8 feet wide and
not more than 10 feet wide. The road is
shown as a line 8 feet wide and not more
than 10 feet wide. The road is shown as a
line 8 feet wide and not more than 10 feet
wide. The road is shown as a line 8 feet
wide and not more than 10 feet wide.

The origin of the road is shown in the plan.
The road is shown as a line 8 feet wide and
not more than 10 feet wide. The road is
shown as a line 8 feet wide and not more
than 10 feet wide. The road is shown as a
line 8 feet wide and not more than 10 feet
wide. The road is shown as a line 8 feet
wide and not more than 10 feet wide.

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Examination of the bar replaced at Sta. 221 (see page 49) indicated it has been in place for a considerable number of years. The bars found at Sta. 204 and Sta. 221 presumed to be the same as shown in field notes of Rodger Lee O.L.S., dated February 10, 1910. These notes are now in the custody of G. MacAuley O.L.S. in Brantford. The locations of the bars at Sta. 204 and Sta. 211 checked with the other monuments found in the area. The origin of the bar found at Sta. 220 (see page 21) is a mystery.

R. T. McCurdy
D. & O.L.S.
12 DEC. 1966

...ation of the bar located at Sta. 221 (see
page 49) indicated it has been in place for a
considerable number of years. The bars found at
Sta. 221 and Sta. 222 appeared to be the same as
shown in field notes of Rodger Lee (L.S.) dated
February 10, 1910. These notes are now in the
custody of C. L. Smith (L.S.) in Portland. The
locations of the bars at Sta. 204 and Sta. 211
checked with the other monuments found in the area.
The location of the bar found at Sta. 220 (see page
51) is a mystery.

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A F F I D A V I T

I, ROBERT T. McCURDY of the CITY
of OTTAWA
ONTARIO AND DOMINION Land Surveyor, make oath
and say that I have, in my own proper person, according to
law and the instructions of the Surveyor General of Canada Lands,
faithfully and correctly executed the survey shown by these field notes
and accompanying plan; and that the said field notes and plan are
correct and true to the best of my knowledge and belief.
SO HELP ME GOD.

Robert T. McCurdy

Sworn before me at Ottawa
this 12th day
of December 1966

H. G. L. Shipman
D.L.S.

AFFIDAVIT

I, the undersigned, do hereby swear that I have in my own proper person, according to
and the instructions of the Surveyor General of Canada, I have
faithfully and correctly executed the survey shown by these field notes
and accompanying plan, and that the said field notes and plan are
correct and true to the best of my knowledge and belief.
SO HELP ME, GOD.

Sworn before me at Ottawa
this 2nd day
of December, 1906.

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Diagram Showing
Numbering of
MONUMENTS & MAIN TRAVERSE
STATIONS

DIAGRAM SHOWING
NUMBERING OF
MONUMENTS AND MAIN TRAVERSE STATIONS
OF RESURVEY OF
PART OF LOT 5 AND PART OF LOT B
EAGLES NEST TRACT
SIX NATIONS I.R. No. 40

CITY OF BRANTFORD
COUNTY OF BRANT
ONTARIO
1966

MONUMENTS ARE SHOWN THUS . . . O
TRAVERSE STATIONS ARE SHOWN THUS . . . A

