50

Ellicotts Property.
Locust Point.
24th Ward.

49/2

Whetstone Point.
Lots no. 13, 14, 15, 1, 2, 3, 4, 5, 6, 7.

Callows Lot

75
25
1016

75
1016
1776

"Courses comprising the Lot of ground to be Conveyed by Andrew Ellicott & Wife Henry William Ellicott & Wife to ~~James Boyce~~ & William Callow Situate lying and being in the City of Baltimore and described as follows Viz —

Beginning for the same at a point in the Centre of Nicholson Street as laid down upon the Plat of the City of Balto commonly Called Poppletons Plat of the width of Sixty six feet, and which place of Beginning is designed to be where a line drawn along the Centre of Lowman Street as widened to forty feet by the said Ellicotts will intersect the said Centre line of Nicholson Street and running thence South westerly along the Centre of Nicholson Street One hundred and ninety eight feet to the Centre of Jones Street as reduced to the width of fifty feet by the said Ellicotts thence North westerly about ninety five feet to a point North-eastwardly One hundred feet from the South West side of Nicholson Street and Northwestwardly One hundred feet from the South east side of Jones Street. thence North eighteen degrees West about three hundred and five feet to the Port Warden Line as Established by Ordinance approved 16th day of June 1855. thence running with said Port Wardens Line South sixty seven and a half degrees West One hundred and thirty three feet to the Lot of ground heretofore Conveyed by the said Ellicotts to a Certain John E. Howard and thence running and bounding on said Howards Lot South eighteen degrees East about three hundred and fifteen feet until it intersects a line drawn from the end of the 2nd line of the Lot now describing South-westerly parallel with the North West side of that part of the Balto & Ohio Rail Road running between Jones & Stevens on Streets and at a point South westerly One hundred and thirty three feet from the end of the said 2nd line thence still South eighteen degrees East about 227 feet and six inches to the Centre of the present track of the Balto & Ohio Rail Road thence running with a Curve line along the Centre of the northwesternmost track of said Balto & Ohio Rail Road as now Located until it intersects a line drawn from the Beginning South Westerly along the Centre of Lowman Street and thence northeasterly reversing said line so drawn bounding thereon 43 ft to the Beginning

Lot 1. 2. 3. & 4

Courses Comprising the Ground to be Conveyed by

To

All that piece or parcel of Ground situate lying and being in the City of Baltimore that is contained within the metes bounds courses and distances following that is to say Beginning for the same at the intersection of a line drawn along the Centre of Jones Street with a line drawn along the Centre of Marriott Street and running thence North-eastwardly along the Centre of Jones Street four hundred and sixty five feet six inches until it intersects a line drawn along the Centre of Nicholson Street thence Northwestwardly about ninety five feet to a point Northeastwardly one hundred feet from the Southeast side of Nicholson Street and one hundred feet ~~from~~ Northwestwardly from the Southeast side of Jones Street, thence North Eighteen degrees West three hundred and nine feet thence South Sixty Seven and a half degrees West five hundred and thirty two feet thence South Sixteen degrees East about three hundred and sixty three feet until it intersects a line drawn from the end of the second line of the Lot now describing Southwestwardly parallel with the Northwesternmost side of that part of the Baltimore and Ohio Rail Road running between Jones and Stevenson Streets, thence Southeastwardly parallel with the second line of the Lot now describing about one hundred and Twenty feet until it intersects a line drawn along the Centre of Marriott Street and then Southeastwardly along the Centre of said Street about two hundred and sixty seven feet to the beginning

Feby 7th 1855 Alex J. Boulden

Boulden Sur

Jones Street about

thence Northeastwardly

Lot Number One

Beginning for the same where a line drawn along the centre of Jones Street intersects the Northwest line of the Baltimore and Ohio Rail Road and running thence Northeastwardly along the centre of Jones Street about One hundred and fifty feet to the centre of Nicholson Street thence Northwestwardly about ninety five feet to a point Northeastwardly one hundred feet from the Southwest line of Nicholson Street and Northwestwardly one hundred feet from the Southeast line of Jones Street. thence North eighteen degrees West three hundred and five feet thence South fifty seven and a half degrees West one hundred and thirty three feet thence South eighteen degrees East about three hundred and fifteen feet until it intersects a line drawn from the end of the second line of the lot now describing Southwestwardly parallel with the Northwest line of that part of the Baltimore and Ohio Rail Road running between Jones and Stevenson Streets and at a point Southwestwardly one hundred and thirty three feet from the end of said second line thence Southeastwardly parallel with said second line about one hundred and seventy five feet to the Northwest line of said Rail Road and thence Northeastwardly bounding on the Northwest line of said Rail road about twenty seven and a half feet to the beginning

Feby 7th 1855

Alex. T. Baldwin Survyr

Lot Number Two

Beginning for the same on the Northwest line of the Baltimore and Ohio Rail Road and at the end of the fifth line of Lot Number One and running thence reversing the lines of Lot Number One the two following courses viz. Northwestwardly 175 feet to the end of the fifth line of said Lot Number One thence reversing the line of Lot Number One Northwestwardly about 313 feet to the end of the fourth line of said Lot Number One thence N 67½ W. 133 feet. thence Southeastwardly parallel with the second line of the lot now describing about 330 feet until it intersects a line drawn from the end of the first line of the lot now describing Southwestwardly parallel with the Northwest line of that part of the Baltimore and Ohio Rail Road running between Jones and Stevenson Streets, and thence Southeastwardly parallel with [illegible]e of the lot now describing about 175 feet to the Northwest line of the [illegible] and Ohio Rail Road. and thence Northeastwardly bounding on [illegible] Road 133 feet to the place of beginning

Feby 7th 1855.

Alex T. Baldwin Surv

Lot Number Three

Beginning for the same on the Northwest side of the Baltimore and Ohio Rail Road and at the end of the fifth line of Lot Number two then reversing said line and bounding thereon Northwestwardly about 175 feet to the end of the fourth line of said Lot Number Two then running and bounding on said line reversely Northwestwardly about 330 feet to the beginning of said line thence South sixty seven and a half degrees West 133 feet thence Southeastwardly parallel with the second line of the Lot now describing about 345 feet until it intersects a line drawn from the end of the first line of the Lot now describing Southwestwardly parallel with the Northwest side of that part of the Baltimore and Ohio Rail Road running between Jones and Stevenson Streets and thence Southeastwardly parallel with the first line of the Lot now describing about 175 feet to the Northwest side of said Baltimore and Ohio Rail Road and thence Northeastwardly bounding on said Rail Road 133 feet to the place of beginning

Feby 7th 1855

Alex T. Baldwin Surveyor

Lot Number Four

Beginning for the same on the Northwest side of the Baltimore and Ohio Rail Road and at the end of the fifth line of Lot Number Three then reversing said line and bounding thereon Northwestwardly about 175 feet to the end of the fourth line of said Lot Number Three then running and bounding on said line reversely Northwestwardly about 345 feet to the beginning of said line thence S 67½ W 133 feet thence Southeastwardly parallel with the second line of the Lot now describing about 363 feet until it intersects a line drawn Southwestwardly from the end of the first line of the Lot now describing parallel with the Northwest side of that part of the Baltimore and Ohio Rail Road running between Jones and Stevenson Streets and thence Southeastwardly parallel with the first line of the Lot now describing about 175 feet 120 until it intersects a line drawn A ~~to the Northwest side of the Baltimore and Ohio Rail Road and thence Northeastwardly bounding on said Rail Road 133 feet to the beginning~~

Feby 7th 1855

Alex T. Baldwin Surr

A along the centre of Marriott Street thence Southeastwardly along the centre of said street about 55 feet to the Northwest side of the Baltimore and Ohio Rail Road and thence Northeastwardly bounding on said Rail Road about 83½ feet to the beginning

Elliott

No. 2

"Beginning for the division line between H. William Ellicott ~~& Others~~, and James Boyce & William Ballow. at the letter A, as designated on the Plat. and which point or place is designated to be where a line drawn along the centre of Nicholson Street as located upon the Plat of the City of Baltimore and now filed in the Registers Office, and commonly known as Poppletons Plat will intersect a line drawn along, and coinciding with the centre of Jones Street as reduced to the width of 50 feet by an Ordinance of the Mayor, and city Council of Baltimore approved June 6th 1853. and running thence North twenty two, and one half degrees west One hundred, and three feet to a point 103 feet north Sixty four degrees west from the South East side of Jones Street, and 100 feet North twenty six degrees East from the South west side of Nicholson Street at B, on the Plat. thence north Eighteen degrees west about three hundred, and Seventeen feet to the Port wardens line as Established by ordinance approved 15th June 1853 at C, on the Plat. Reserving however a Dock 60 feet wide, 30 ft. on Each side for the depth of 165 feet from the Port wardens line as delineated on the Plat.

Owen Poulden
Surveyor.

Balto. Augt. 2nd 1858.

This Deed, and agreement made this
day of A.D.
Eighteen Hundred and Fifty Eight, by and
between James Boyce, and
his wife; William Callow and Sarah
Jane Callow his wife of the first part.
Andrew Ellicott and Emily, his wife
Henry William Ellicott, and Elizabeth S
his wife of the second part, all of the City
of Baltimore, and State of Maryland
Witnesseth that whereas said parties
hereto of the first and second parts are
seised and possessed of certain lands
in said City, and on that part of it
known as Locust Point: they the said
parties of the first part owning their
parcel thereof as tenants in common
with each other; and the said parties
hereto of the second part owning another
and different parcel also as tenants
in common with each other likewise, and
said parcels are contiguous and ad-
-joining - the parcel of which said Boyce
and Callow are seised being particularly
described by metes and bounds, courses
and distances in a deed of lease there-
-for from said Andrew Ellicott and others
dated the 15th day of April AD 1850 recorded

among the land records of Baltimore County in Liber A.W.B. No 433 folio 433 &c. - said lands bounding on the water of the Harbor of said City; and whereas by Ordinance of the Mayor and City Council of Baltimore approved 16th June A.D. 1835 the Postwardens line was established opposite to said lands, and out to which and beyond the natural shore line the respective owners have a right to make artificial land by filling up with Earth; and whereas the said parties in anticipation of such Extension to said line for the quieting of any disputes that might hereafter Exist between them, and all persons claiming under them respectively have agreed upon what shall be and shall constitute the Division line dividing the property owned by the said parties hereto of the first part from that owned by the said parties hereto of the second part; and have also agreed for the mutual advantageous Enjoyment of said parcels of property that a dock shall be laid out thereupon, wherefore for the purpose of fulfilling said agreements these presents are

executed. Now therefore this deed witnesseth, and the said parties hereto declare that at the date of these presents the true division line between said parcels is and shall be as follows to wit.

Beginning for said division line at a point designated on a plat herewith filed as a part of this deed, and expressly intended to be deemed a part hereof annexed hereto, and to be recorded therewith, by the letter A, and which point is designated as being where a line drawn along the centre of Nicholson Street as located upon the Plat of said City and now filed in the Register's Office and commonly known as Poppleton's Plat will intersect a line drawn along and coinciding with the centre of Jones Street, as reduced to the width of 50 feet by an Ordinance of said Mayor and City Council approved 6th June A.D. 1850, and running thence north twenty two and one half degrees west one hundred and three feet to a point 100 feet north sixty four degrees west from the south east side of Jones Street, and 100 feet north twenty six degrees east from the south west

side of Nicholson Street at B on the Plat thence north Eighteen degrees west about three hundred and fourteen feet to the Port Wardens line, as established by Ordinance approved 16th June AD 1855 at C on the Plat. - the property of said Bozee and Ballou lying to the north eastward of said line, and the property of said Ellicotts lying to the south westward of said line. -

And for the purpose of reservation of the dock aforesaid this deed further witnesseth that in consideration of the premises and of the sum of One dollar the said Bozee, and his wife, and said Ballou and Sarah Jane his wife do hereby grant unto said Andrew, and Henry William and the survivor of them in fee all that parcel of said land thus described to wit. Beginning for the same at a point north Eighteen degrees west one hundred and fifty two feet from the point on said plat designated as B, thence continuing the same course one hundred and sixty five feet to the point C to the Port Wardens line, thence north eastwardly binding on said line thirty feet, thence

Lot Number

"Courses Comprising the ground to be Conveyed by to

"Situate lying and being in the City of Baltimore and being part of Lots Numbers thirteen and fourteen as laid out on the Plat of Whetstone Point and as delineated on a Plat of Ellicotts Wharf property by the Number Six and is Contained within the description following Viz Beginning for the same on the North West side of the Baltimore and Ohio Rail Road at the Southeasternmost Corner of Lot Number 5. as heretofore Conveyed by Andrew Ellicott and Wm Henry Ellicott to Charles R. Gallagher by indenture bearing date the 27th day of June 1855." and running thence northwesterly bounding on Lot No 5 One hundred and Seventy five feet thence Southwesterly parallel with the Baltimore and Ohio rail Road thirty six feet and six inches thence northwesterly parallel with the first line if Continued One hundred and twenty feet thence Southwesterly parallel with the Baltimore & Ohio Rail Road thirteen feet and six inches thence northwesterly parallel with the Second line if Continued Two hundred and Seventy five feet or thereabout to the Port Wardens Line as lately established by Ordinance No 51. approved 16 June 1855. thence running and bounding on said line Southwesterly thirty three feet then Southeasterly parallel with the 5th line two hundred and Eighty feet to a point distant two hundred and ninety five feet northwesterly from the North west side of the aforesaid Rail Road and thirty three feet Southwesterly from the end of the 4th line thence Southwesterly parallel with the said Rail Road thirteen feet and six inches thence Southeasterly parallel with the 3rd line One hundred and twenty feet then Southwesterly parallel with said Rail Road thirty six feet and six inches thence Southeasterly parallel with the 1st line One hundred and seventy five feet to the westernmost side of said Rail Road thence Continuing the same Course fifty feet to the Centre of said Road ~~thence Southeasterly along the Centre of said Rail Road about eighty feet until it intersects the dividing line between Lot Number~~

Numbers 13 and 14. thence southeasterly bounding on said dividing line about ninety six feet to the Centre of Reese street as widened to forty feet thence northeasterly along the Centre of said street about One hundred and forty five feet until it intersects the Centre of the Baltimore & Ohio Rail Road thence southwesterly along the said Centre line of said Road One hundred and Twenty feet and thence northwesterly by a straight line to the place of Beginning"

"Upton Court"
Whitestone
Point

Express
Campbell
to
Rodman
Fort avenue

24 Mar
Bal 1889
Fortave

George Campbell
To
William Boodman

Lease dated the 18th of June 1846
A.W.B. No. 367 folio 247 &c

A part of the Tract of Land called Upton Court
Beginning for the same on the S.W. side of the Road leading to Fort M'Henry. and at the end of the first line of Lot (No 44) designated on the Plat of Whetstone Point and running thence bounding on said Main Road.

1 N 65¼ W 14 pr thence

2 S 24¾ W 6½ p. to the Patapsco River. then running down and bounding on said River until it intersects the end of the 2nd line of Lot No 44 and then reversing said line and bounding thereon to the beginning It being Lot No 45 delineated on a plat made by order of the Commissioners for the Sale of Confiscated British Property and which is said Lot was conveyed to Robert Oliver by Mary Russell and others by Indenture bearing date the 31st day of July 1817 and recorded in Liber W.G. No. 142 folio 89 &c

P. J. Ehrhardt 16/25
Lot Rossmarck
on Crofshut

P. S. Chappell to George Rossmarck.

"Beginning for the same on the outline of the Whole Lot of ground as conveyed by John Clark to Philip S Chappell and Wm L Richardson on the 9th day of February 1847 and recorded in Liber A.W.T.B No 3 folio 571 &c The same being at the End of the second line of said Whole Lot and which place of beginning is designed to be at the South West Corner of the Brick Brewery belonging to George Rossmarck and Running thence ~~Southerly~~ Northerly bounding on the out line of the Whole ground ~~thirty~~ feet. thence ~~Easterly~~ Westerly 32 feet to a point ~~distant fifty One Easterly from S W Corner of said Brick Brewery and along the southern out wall thereof thence~~ thence running Southerly parallel with the out line — 32 ft feet to a stake now Planted thence Westerly fifty feet to a point distant 30 ft southerly on the out line of the Whole ground from the South West Corner of said Brick Brewery and thence Northerly bounding thereon to the the place of beginning

1183.6
18
1318.6

2

46.6

118.6
38
156.6
133.6
23.0

156.6
151.6
5.0

327.9
66
3939
327.9
66
327.9
66
1116
1292.9
4
1296.9
45
1341.2

1296

300
150
450 500
500
950

Dr. Brown
Dr. J. Sagar
Sa 1500 250
[illegible] 500

Pt. of Lot No 52.
Boys. J. C.
Whetstone Point

Bx 1 No 851
Fort ave
+
Whetstone
Point

"Beginning for the same on the Southeastermost side of Fort Avenue and at the distance of One hundred and forty six perches and fourteen feet Southeasterly from a stone standing on the south side of the main Road and Called Fort Avenue and in the 2nd line of the Company's Part of said Tract of Land Called Jeffers Court and running thence Southeasterly bounding on said Fort Avenue nine perches and One of a perch to Lot No 51 as designated on the Plat of Whitstone Point and running thence Southwesterly at right Angles with said Avenue and bounding on Lot No 51 Eighty five perches or thereabout to the Port Wardens line thence Northwesterly bounding on said Port Wardens line Nine and One third perches and thence Northeasterly parallel with Lot No 51 about Eighty five perches to the place of Beginning Containing 4 acres One Rood and 26 square perches of Land part of said is Covered by Water.

Copies of Lots on —
"Whatstone point."

Cost $3.02 cts for the
five Lots

Lot No. 24, part of Whetstone Point, Beginning at the Distance of one hundred and Sixteen Perches, North twenty four degrees and forty five minutes East from a Stone Standing at the intersection of the Main Road and the Road leading to Locust Point, and running thence bounding on the road leading to Locust Point North twenty four degrees and forty five minutes East thirty six perches to the North West branch then bounding thereon South thirty seven degrees and fifteen minutes East fourteen perches, South twelve degrees East thirteen perches, South thirty four degrees and fifteen minutes East fifteen perches, South Eleven degrees and thirty minutes East six perches, South three degrees and thirty minutes, West Seven perches, to Lot No. number twenty three, then by a straight line to the place of beginning Containing and laid out for five acres and thirty three square perches, of land more or less, Surveyed November 20th 1787 —

Geo: G. Presbury S.W.C.

In Testimony that the aforegoing is a true Copy from the Original Certificate, remaining in the Western Shore Land Office of Maryland, I have hereto set my hand and affixed my Official Seal this 4th Day of March 1831;

George G. Brewer Regr. L. Off. Wn. Md.

Cost 60 cts

Lot No 7.

Courses Comprising Lot No 7 situate on Whetstone Point and being part of the Original Whole Lots Numbers 14 & 13 as delineated on the Plat of Whetstone Point,) and Contained within the metes bounds Courses and distances following viz "Beginning for the same on the North West side of the Baltimore & Ohio Rail Road at the distance of 133 ft Southwesterly from the Beginning of Lot No 6 and Running thence Northwesterly bounding ~~on~~ ~~parallel with~~ Lot No 6 reversely One hundred and Seventy five feet thence Southwesterly parallel with the Baltimore and Ohio Rail Road thirty six feet and six inches thence Northwesterly parallel with the first line One hundred and twenty feet and thence Southwesterly parallel with the Baltimore & Ohio Rail Road thirteen feet and six inches thence Northwesterly parallel with the 3 line Contiguous ~~and the Lot No 6~~ about three hundred feet to the Port Wardens Line as Established agreably to Ordinance No 51 approved 16 June 1855, and Running thence Southwesterly bounding on said Port Wardens Line thirty three feet thence Southeasterly parallel with the 5th line about 300 ft to a point distant 295 ft Northwesterly from the North West side of the Balto & Ohio Rail Road and at a point Southwesterly ~~thirty~~ 33 feet from the end of the 4th line thence Southwesterly parallel with the Baltimore & Ohio Rail Road thirteen feet and six inches thence Southeasterly parallel with the 3 line One hundred and twenty feet thence Southwesterly parallel with the Balto & Ohio Rail Road thirty six feet and six inches and thence Southeasterly parallel with the 1st line One hundred and Seventy five feet to the Balto and Ohio Rail Road thence still Continuing the same Course 117 feet more or less to the end of the first line of the original Lot No 13 thence Southeasterly bounding on said line One hundred and sixty eight feet to the Centre of Reese Street thence Northeasterly along the Centre of Reese Street One hundred and ~~twenty~~ ~~six~~ feet ~~to the dividing line between~~ Lots Nos 13 & 14 and thence Northwesterly bounding on said dividing line about 96 feet to the Centre of the Balto & Ohio Rail Road thence Southwesterly along the Centre of said Rail Road Eighty feet bounding on Lot No 6. and thence Northwesterly to the place of Beginning

"Beginning for the same on a line drawn parallel with the North West line a boundary of the Balto. & Ohio Rail Road running between Jones & Stevenson streets "on Whetstone Point" as conveyed by Andrew Ellicott Emily his wife and Henry Wm Ellicott to by deed dated the 22nd day of August 1849 and recorded in Liber A.W.B. No 418 folio 338 " and through a point distant 100 ft from the South western side of Nicholson street or of Nicholson street prolonged and the South eastern side of Jones street prolonged Which point of Beginning is distant 133 ft from the point referred to as that through which the line is drawn that is a point distant 100 ft from the prolongation of the South western side of Nicholson street and distant 100 ft from the South eastern side of Jones street "and running thence N 18 W 315 ft to the line of the Port Wardens as extended by the City Council of Balto thence in the prolongation of this same line beyond the line of the Port wardens 300 ft thence S 67½ West 133 ft thence South 18° East 300 feet to the Port Wardens line as now established by the City Council of Balto thence still S 18° East and in the prolongation of this last mentioned line about 330 ft until it intersects the prolongation of the line first mentioned as being drawn parallel with the Balto & Ohio Rail Road and through a point distant 100 ft from the South western side of Nicholson street and the Southeastern side of Jones street thence Southwestwardly parallel with a line drawn from the point herein before referred to" and situated 100 ft from the Southwestern side of Nicholson street or of Nicholson street prolonged and the Southeastern side of Jones street or Jones street prolonged

the property [illegible] Baltimore
being drawn parallel with the Balto & Ohio
Rail Road and through a point distant
100 ft from the South western side of Nicholson
Street and the Southeastern side of Jones Street
thence Southwardly Eastwardly parallel with a line drawn
from the point herein before referred to" and
situated 100 ft from the Southwestern side of
Nicholson Street or of Nicholson Street prolonged
and the Southeastern side of Jones Street or
Jones Street prolonged

to the point formed by the intersection of a line drawn through
the Centre of nicholson Street midway between its two sides
and a line drawn through the Centre of Jones Street midway
between its two side about 175 ft to the North West side of
the Balto & Ohio Rail Road, and thence Northeasterly
bounding on the said Balto & Ohio Rail Road 134 ft
until it intersects a line drawn from the Beginning
parallel with the 6th line of the Lot being described
and also parallel with the line above mentioned as
drawn between two points one of which is distant 100 ft
from the South western side of Nicholson Street and the S.E.
side of Jones Street (and the other the intersection of lines
drawn through the Centres of Nicholson and Jones Streets
thence with the last described line Northwestwardly
about 175 ft feet to the place of Beginning

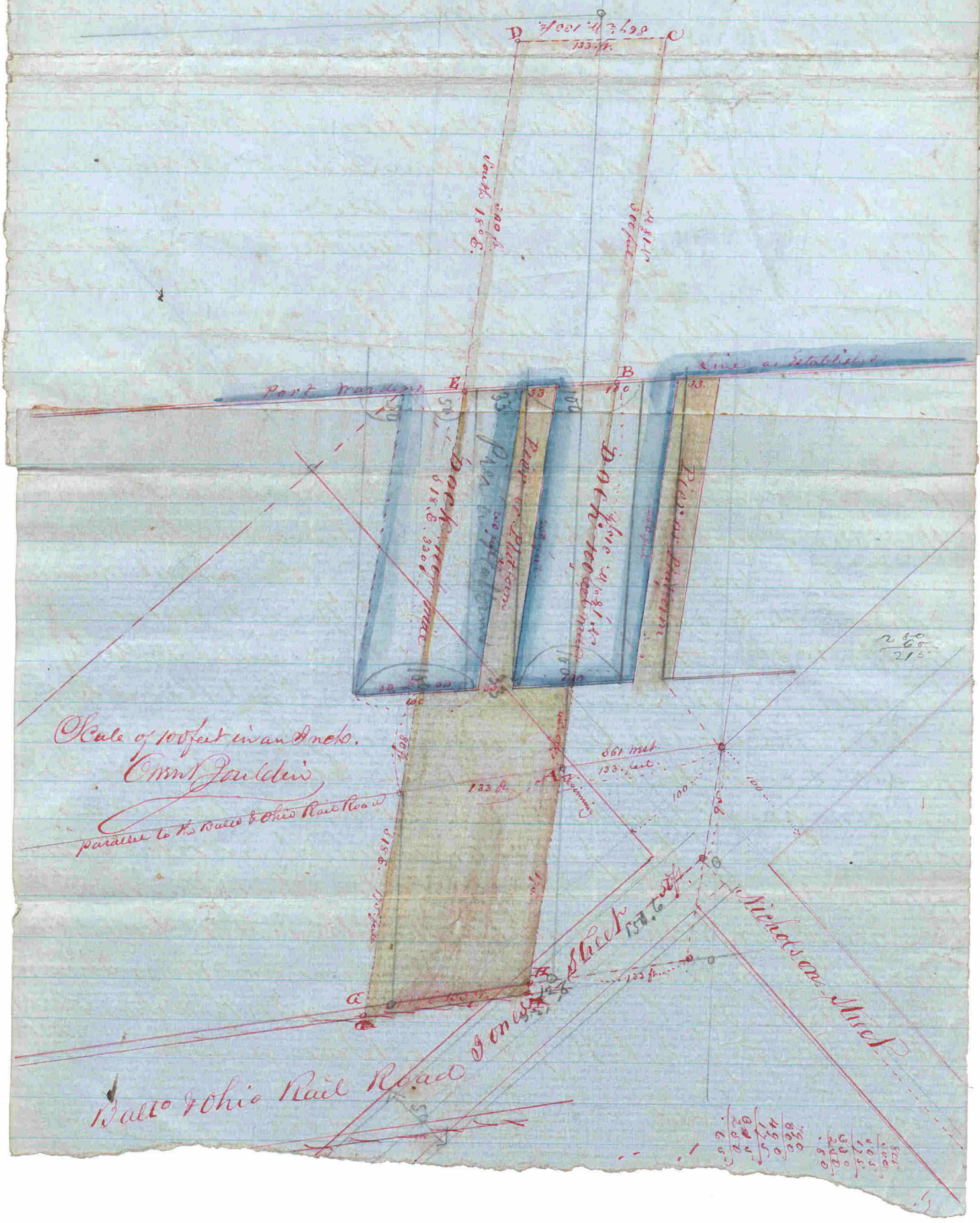
Beg for the same at the distance of One hundred and thirty three feet S 61 ~~West~~ from a point Northeasterwardly 100 ft from the S W side of Nicholson Street and Northwesterwardly 100 ft from the South east side of Cove Street agreeably to the plat hereto annexed) "and running thence N 18° West 305 ft ~~the~~ ~~Co~~ to the Port Wardens line as lately established by the Mayor & City Council of Balto thence still Continuing the North 18° W line 300 ft thence S 61 7½ W parallel with the Port Wardens as established One hundred and thirty three feet thence S 18° East ~~parallel~~ 300 ft to the Port Wardens line above mentioned thence still S 18° East 330 feet ~~to a point dist 133 feet from the Beginning on a line drawn S 61 degrees West~~ and thence still S 18 East ~~One hundred and Seventy five feet~~ to the Northwest side of the Balto & Ohio Rail Road thence Northeasterwardly bounding on the Northwest side of said Balto & Ohio Rail Road One hundred and thirty ~~three~~ feet (a parallelogram in the direction of a line drawn S 18 E from the place of Beginning) thence North 18 degrees West One hundred and Seventy five feet to the place of Beginning

* [illegible] comprising said line and bounding thereon

References the lines A B C D E F G H and thence to A the Beginning shews the ground as contemplated to be conveyed by Mrs Ellicott to Dr John E Howard

running said line and bounding thereon

Reference the lines A B C D E F G H and thence to A the Beginning shews the ground as contemplated to be Conveyed by Messrs Ellicotts to John E Howard



Description from
Wm Collins & Wife
to
Robt. G. Reiman
Whalstone Point

Courses Comprising the out bounds of the property
~~Elderdale~~ lying and being in the City of Baltimore
to be Conveyed by William Callow and wife to
Robert G. Rieman and is Contained within the
meets bounds Courses and distances following viz
Beginning for the same at a point in the Centre of Bowman
Street where a line drawn along the Centre of Nicholson Street
will intersect the same, and running thence Southeasterly along
the Centre of Nicholson Street 198 ft to the Centre of Decatur
Street as reduced to fifty feet wide it being at the beginning
of the ground Conveyed by Richard S. Snowden Trustee &c
to James Boyce and William Callow by Indenture bearing
date the 24th day of October 1859 and recorded among the
Land records of the aforesaid City in Liber G.E.S. No 179 folio &c
and running thence Northeasterly along the Centre of Decatur
Street four hundred and sixty five feet six inches to the end
~~of the line~~ of the 5th line of the ground conveyed as aforesaid
thence North nineteen degrees West reversing said line and
bounding thereon to the Bulkhead Port Wardens Line ninety five feet at a point One hundred
feet Northwesterly from the Southeastermost side of Decatur Street and One hundred feet northeasterly from the ~~South~~
~~Northeastermost~~ side of Cox Street or Avenue thence Northwesterly
bounding on the said Port Wardens line thirty eight feet and
six inches to the Centre of the Dock thence Northeasterly along
the centre of the said Dock and parallel to Decatur Street
One hundred and sixty six feet to the Port Wardens Line
as Established by Ordinance No 12 approved March 22nd
1855 thence running with and bounding on said Port Wardens
line Northwesterly parallel to Cox Street or avenue ~~about seventy~~ eighty feet thence north westerly
bounding on the Port Wardens Line ~~at the~~ about two hundred
and seven feet to ~~a point in the proposed extension of~~ the northwest Corner of the Pier as now erected
~~Coal Wharf thirty one feet northeasterly of present Port Wardens~~
~~line~~ thence still bounding on the Port Wardens line as
Established by Ordinance No 51 approved June 16th 1865 ~~above referred to~~ Southwesterly

Southwestely about five hundred and eighty feet to the end of the 4th line of the parcel of ground Conveyed by Andrew Ellicott and wife and Henry Wm. Ellicott & wife to Wm Callow. James Boyce and Robt. G. Rieman by deed dated the 25th day of January 1860 and recorded among the Land records in Liber G.E.S No 183 folio 402. &c thence running with and bounding on the fifth line of said ground South eighteen degrees East five hundred and forty two feet to the Centre of the present main track of the Baltimore and Ohio Rail Road and thence running with the curved line ~~of said Rail Road~~ along the Centre of the north westernmost track until it intersects a line drawn Southwestely from the beginning along the Centre of Lowman Street and thence reversing said line so drawn and bounding thereon forty three feet to the place of beginning

The same being and comprising the whole ground as Conveyed by Richard T. Snowden Trustee to Hamet Boyce and William Callow by deed bearing date the 24th day of October 1859 and recorded in Liber G.E.S No 179 folio 342 &c and also the Lot or parcel of ground as Conveyed by Andrew Ellicott and wife and Henry ~~and wife~~ Wm Ellicott, Trustee to Wm Callow. James Boyce and Robert G Rieman by deed bearing date the 5th day of January 1860 and recorded in Liber G.E.S No 183 folio 402 &c and all other ground that the said Trustees may Cover by the grants given under the Ordinances of the Mayor and City Council of Baltimore to extend their Wharfs —

" Saving and excepting thereout and therefrom the said grounds viz. All that piece or parcel of Land and Improvements as Conveyed by James Boyce &c. to the Cumberland Coal and Iron Company as per deed bearing date the 25th day of October 1859. and recorded among the Land records of Balto City in Liber G.E.S No 179 folio

3478

And also the pieces or parcels of ground that was heretofore Conveyed, by the said James Boyce & Wm Callow to the Baltimore and Ohio Rail Road Company as per deed dated the 1st day of October 1858 and recorded in Liber G. E. S No 158 folio 272 reference thereto will more fully ~~appear~~, and at large appear

South Eighteen degrees East one hundred and sixty five feet, thence southwestwardly parallel with the Port Wardens line thirty feet to the point of beginning; to have and to hold the same to said Andrew and Henry William, and the survivor of them in fee In trust and confidence nevertheless that the said parcel of land shall at all times hereafter be kept free and open as and for a Dock for the use and accomodation of the said parties hereto of the first part, and all parties hereafter to claim and own under and from them the land bounding thereon to the extent of their ownership respectively of the said land fronting on said Dock. —

And in like manner, and for the same purpose the said Andrew Ellicott and Emily his wife, Henry William Ellicott, and Elizabeth Y his wife in consideration of the premises and of the sum of one dollar do hereby grant unto said James Boyce, and William Ballou, and the survivor of them in fee all that parcel of said land thus described to wit. Beginning at the

point N [illegible]° W. 152 feet from the point on said plat designated as B. thence continuing said course to the Port Wardens line to the point C, thence southwestwardly bounding thereon thirty feet, thence S. [illegible]° E. one hundred and sixty five feet, thence north eastwardly parallel to said Port Wardens line thirty feet to the point of beginning; to have and to hold the same to said James Boyce, and said William Callow and the survivor of them in fee; In trust and confidence nevertheless that the said parcel of land shall at all times hereafter be kept free, and open as and for a dock for the use and accomodation of the said parties hereto of the second part, and all parties hereafter to claim and own under and from them the land binding thereon to the extent of their ownership respectively of the said land fronting on said dock; It being the intent and object of these presents and of all the parties hereto that the said Dock as specified on said Plat as sixty feet in width, and one hundred and sixty five feet in length shall at all times hereafter be kept

open as and for a Dock in the manner
and for the purposes herein specified.
And the said parties hereto covenant
each with the other mutually to perfe
all the understandings and agree-
ments herein contained; and that
they each and all will hereafter
Execute such other assurances as
may be requisite

thence Southeasterly parallel with Bowen Street about One hundred and forty feet to the Centre of Reese Street at a point Southwesterly seventy five feet from the dividing line between Lots Nos 13 & 14, thence Northeasterly along the Centre of said Street as widened to 40 ft. about two hundred and twenty feet until it intersects the Centre line of the Balto & Ohio Rail Road thence Southwesterly along said Centre line of said Road One hundred and Twenty feet. and thence Northwesterly by a straight line to the place of Beginning —

courses & comprising Lot No. Six situate on ~~Lower~~ Whetstone Point ~~and lie on the northwest side of the Baltimore and Ohio Rail road~~ and being a part of the Original Lots numbers 14 & 13 as delineated on the Plat of said Whetstone Point "and Contained within the metes bounds courses and distances following viz "Beginning for the same ~~at~~ the North west side of the Baltimore and Ohio Rail Road at the southeasternmost corner of Lot Number 5 as heretofore Conveyed by Ellicott & Co to Chas. R. Gallagher on the day of and Running thence Northwesterly ~~parallel with Lot~~ bounding by Lot No 5. One hundred and seventy five feet thence Southwesterly parallel with the Balto and Ohio Rail Road thirty six feet and six inches thence Northwesterly parallel with the first line ~~and the same bounding~~ of Contained ~~on Lot No 5~~. One hundred and twenty feet thence Southwesterly parallel with the Balto & Ohio Rail Road thirteen feet and six inches thence Northwesterly parallel with the 3d line ~~and bounding~~ of Contained. Two hundred and twenty five feet ~~thence Southwesterly~~ to the Port Wardens line as lately established by Ordenance (No 57) approved on the 16th June 1855 and Running thence Southwesterly bounding on said Port Wardens line thirty three feet thence Northeasterly parallel with the 5th line two hundred and Eighty feet to a point distant two hundred and ninety five feet Northwesterly from the North west side of the Balto & Ohio Rail Road and at a point 33 ft. Southwesterly from the end of the 4th line thence Southwesterly parallel with the Balto & Ohio Rail Road ~~thirty six~~ thirteen feet and six inches thence Northeasterly parallel the 3d line One hundred and twenty ~~six~~ feet ~~to the Northwest side of~~ thence Southeasterly parallel with the Regue Road ~~to the~~ 30 ft thence ~~Southwesterly parallel~~ with the 1st line 180 feet and 7.5 ft to the the Balto & Ohio Rail Road still continuing the same course fifty feet to the Centre of ~~the Balto & Ohio~~ said Rail Road thence Southeasterly ~~Northeasterly along~~ the Centre of said Rail Road 80 ft until it intersect the dividing line between Lots Nos 14 & 13 thence Southeasterly bounding on said dividing line about 96 feet to the Centre of Cove Steet as Midened to 80 ft thence Northeasterly along the Centre of said Street 145 ft until it intersects the Centre of the Balto & Ohio Rail Road ~~and thence Northwesterly to the place of Beginning~~ 220 thence Southwesterly along said Centre line of said Rail Road 120 feet, and thence Northwesterly by a straight line to the place of Beginning

Description of Deed
from James Boyce Wife
To the
Cumberland Coal & Iron
Company
1859

James Boyce & Wife &c
Deed to
Cumberland Coal and
Iron Company
under Corporate act of the Genl Assy
Jany Session 1852 Chapter 93.

Deed dated the 28th day of Octr
1859.
Recorded Liber G. E. S. No
No 179 fol 347 &c.
Consideration $65.000 —

All that property situate on
Locust Point in the City of Balto aforesaid which is described
as follows to wit "Beginning at the Corner formed by the
intersection of the northeast side of Nicholson Street and
the South east side of Jones Street and running thence
southeastwardly bounding on the South east side of Nichol
=son Street One hundred and forty feet thence northeastwardly
parallel with the line of the South east side of Jones Street
to the Port Wardens line thence westwardly with the Port
Wardens line until it intersects a line drawn from the
Beginning northeastwardly along the South East side of
Jones Street and thence southwestwardly reversing the said line
so drawn and bounding thereon to the place of beginning
with the Improvements thereon and the Wharf rights and
right of Wharfing or extension into the Water and
all other rights privileges and advantages and appurtenan
ces appertaining to said property and owned or possessed by the
James Boyce and William Callow and each of them including
the Railway tracks now laid down with all such rights of
switching off and Connecting with the Balto & Ohio Rail
Road or Way as the said James Boyce and William Callow
"has in use and were entitled to in Connexion with the said
described property at the date of the Contract of sale above
Referred to. Reserving however to the said James Boyce

and Wm Callow and their legal Representatives and assigns as the owners of the adjoining property on the East and West sides of the above described and hereby Conveyed the right of Connexion with the Rail Way track leading into said property also the right of way across the same by a Curve in their Rail way as laid down and shown on a Plat belonging to said Boyce and Callow and of Crossing said track as shown on said Plat. The above described property being part of the Land or ground which by indenture bearing date the 15th day of April 1850 and recorded among the Land records of Balto City and County in Liber A.W.G. No 493 folio 438 &c was demised and Leased by Andrew Ellicott and wife & others to Samuel S Keyser & Thos F Frazell for a renewable term of 99 years. subject to the payment of the yearly Rent of $900 to a Leasehold interest

Lot No 5

Begin at No 03 to 6 to 8 to

A B

55/20/63

400/20/110/53

35/20/65/90/400/20/2800

53/33/275/20/23

65/25/375/25/1875/75

231/20/161

231/25/156

bounds courses comprising the lot piece or parcel of ground to be conveyed ~~by~~ to.

All that lot piece or parcel of ground situate lying and being ~~in the City of~~ Whetstone Point in the City of Baltimore and contained within the meets bounds courses and distances following that is to say Beginning for the same on the line of the North West side of the Baltimore & Ohio Rail Road at the distance of 266 feet southwesterly from the ~~end of the 5th line Beginning~~ end of the 5th line of the thus described lot of ground in the Indenture of Mtge from Andrew Elliott & Others to Thos C Harris dated the 22nd day of Febr A.D 1855 and recorded among the Land Records of Balt City aforesaid in Liber E.D. No 78 folio 176. and running thence southwesterly bounding on the N.W. side of the Baltimore & Ohio Rail Road 133 feet thence Northwesterly parallel with the ~~said~~ aforesaid fifth line of the ground ~~mortgaged by~~ thus described in the above mentioned Mtge from the said Andrew Elliott & Others to Thos C Harris 175 feet until it intersects a line drawn southwestwardly from the ~~parallel to the Northern~~ end of the fourth line of the aforesaid lot of ground thus described in the Mortgage to Harris aforesaid

and ~~parallel~~ said lines drawn to be parallel with that portion of the B&O RR running between Jones & Stevenson streets; thence running with and bounding on said last mentioned lines drawn as aforesaid 36 ft 6 ins thence ~~N 63 W~~ Northwestly parallel with the 4th line of the lot of ground thereby described in the Mortgage to Harris aforesaid, 120 feet thence Northeastwardly parallel with that portion of the B&O RR that is between Jones & Stevenson Sts 13 ft 6 ins; thence N W½ parallel with the 4th line of the aforesaid lot of ground 3rd described in the Mortgage ~~from~~ to Harris 270 feet to the New port Warden line as lately established; thence running with & bounding on said Port Warden line Northeastwardly 33 feet, ~~to~~ thence Southeasterly parallel with the 6th line of the lot of ground now describing 265 feet to intersect a line drawn N Ely ~~parallel~~ from the end of the 4th ~~5th~~ line of the lot now describing parallel with the B&O RR; thence running & bounding on said last mentioned line so drawn N Ely 13 feet 6 ins; thence S Ely parallel with the ~~third~~ 4th line of the lot of ground now describing 120 feet to intersect a line drawn N Ely from the end of the 2nd line of the lot of gd now describing & parallel with that part of the B&O RR that is between Jones & Stevenson Sts; thence N Ely parallel with ~~that~~ part of the B&O RR between Jones & Stevenson Streets 36 ft 6 ins; and thence by a straight line to the place of beg. together with the right & privilege of using the Dock on

the Northeast side of the lot of ground above described as shown on the plat hereto annexed ~~and also the right and privilege of using the dock on the South West side of the lot of ground above described, in~~ in common with the owners & occupiers of the other ground that bounds thereon; and also the right & privilege of using the dock on the Southwest of the lot of ground above described as shown on the plat hereto annexed in common with the owners & occupiers of the other ground that bound thereon

Lot Bros

231
70
161

231
156

60
15
75
37½
25
18.6
27.7

35
20
15
65
80
40
70
2800

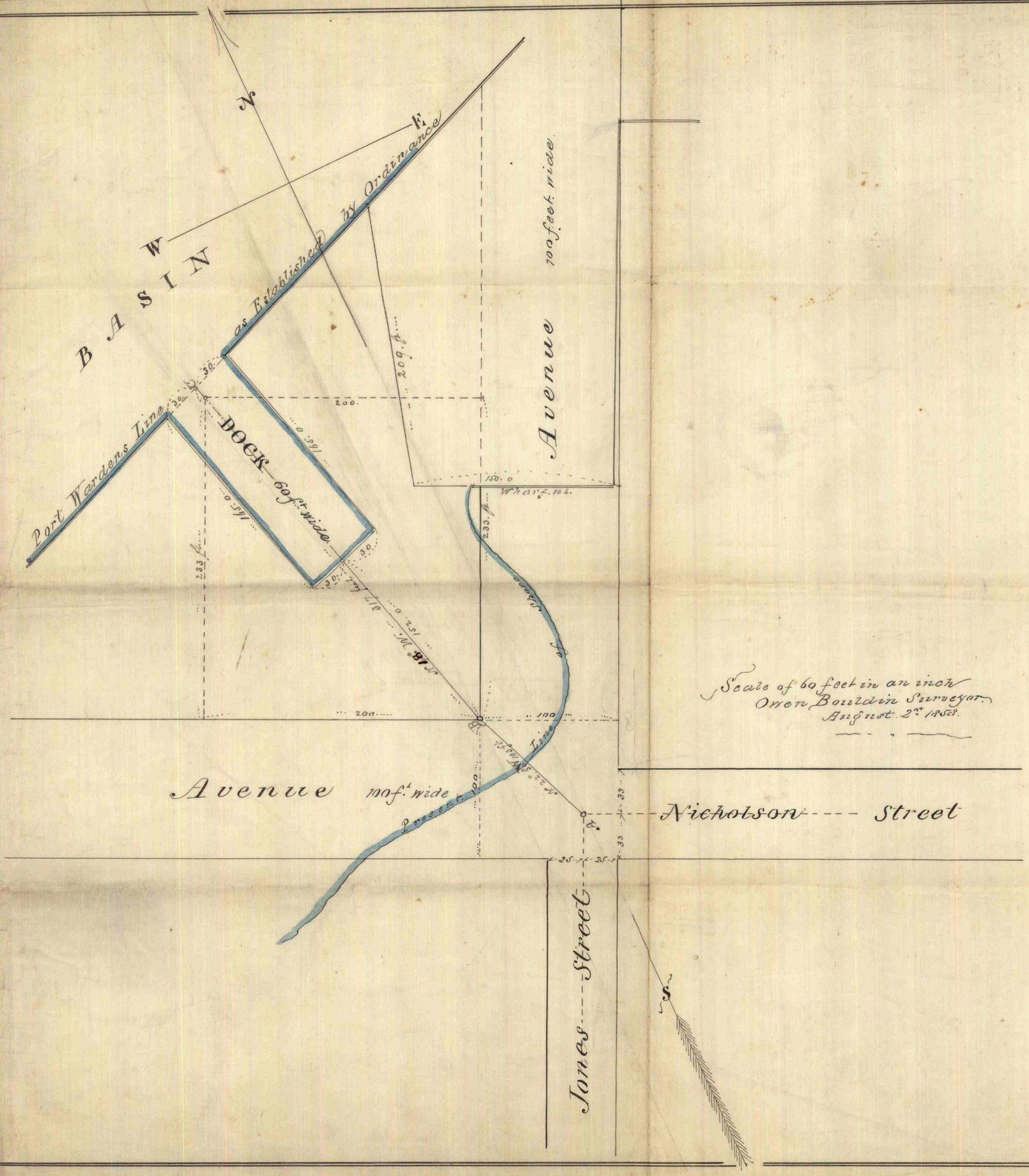
15

85
20
65

40
70
110
55

55
55
275
275
3025

Ellicott Plan
Locust Point


N
W
E
BASIN
as Established by Ordinance
Port Wardens Line
DOCK 60 ft wide
Avenue 100 feet wide
209 ft
200
150.0
Wharf 106
233 ft
N. 31° W.
Scale of 60 feet in an inch
Owen Bozzain Surveyor.
August 2nd 1858.
Avenue 100 ft wide
Present Line
Nicholson Street
Jones Street
S

Ellicott Plan
Locust Point

PLAT
OF THE
LOCUST POINT
PROPERTY
1864.