

167

Establishment of Grades

43
1

CITY COMMISSIONER'S OFFICE,
BALTIMORE.

Augustus Bouldin. Esq.

City Surveyor.

220 St Paul St

City.

Baltimore March 5th 1895.

In Pursuance of Ordinance No 58 of 1888 after having been duly advertised in three daily papers as required by law the City Commissioners and City Surveyor met on the premises on Tuesday March 5th at 3 o'clock P.M. and then established the grade for the centre line of Pulaski Street from Baltimore Street to Frederick Avenue as follows:

Beginning at the south kerb line of Baltimore Street at an elevation of 175.49 feet A.M.S. thence descending at the rate of 7.444 feet per 100 feet for a distance of 330'-2" to the north kerb line of Hollins Street to an elevation of 150.91 feet A.M.S. thence descending at the rate of 3.714 feet per 100 feet for a distance of 39'-4" to the south kerb line of Hollins Street to an elevation of 149.45 feet A.M.S. thence descending at the rate of 4.998 feet per 100 feet for a distance of 394'-7" to a line drawn between the north ends of the stone covered gutters at Frederick Avenue to an elevation of 149.73 feet A.M.S.

A.E. Smyth
City Commissioner

SEAL

City Surveyor.

Establishment
of Grade of
Clement Street
from
Hanover Street
to
Race Street

July 7th, 1895.

Establishment of Grade of Clement Street from
Hanover Street to Race Street.

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Baltimore July 7th, 1893.

The application of C.E. Spalding, to establish the grade of Clement Street from Hanover Street to Race Street, having been duly advertised in three daily papers, as required by law; the City Commissioner and the City Surveyor met on the premises on Thursday July 6th, 1893, at 3 P.M., and adjourned to meet in the City Commissioner's Office, on Friday July 7th, 1893, at twelve o'clock M. The City Commissioner then established the grade for the centre line of Clement Street to begin at the west kerb line of Hanover Street, at an elevation of 24.03 feet A.M.T., and from thence to ascend at the rate of 1.078 feet per 100 feet, for a distance of 90 feet to an elevation of 25.0 feet A.M.T.; and from thence to descend at the rate of 3.058 feet per 100 feet to the east kerb line of Race Street, to an elevation of 14.81 feet A.M.T.

Augustus Bouldin

City Surveyor.

) (
(Seal)
_____) (

City Commissioner.

A.E. Smyth

City Commissioners office
Baltimore Jan^y 13th 1893.

The application of Boston Fear to establish the grade of Clifton Avenue from Payson St. to Pennsylvania Avenue, having been duly advertised in three daily papers, as required by law, the City Commissioner and City Surveyor met on the premises on Friday Jan^y 13th 1893, at 3 o'clock P.M. and adjourned until Monday Feb^y 20th at 9 o'clock A.M. and then established the grade for the centre line of Clifton Avenue, as follows:

Beginning at the East curb line of Payson St. at an elevation of 219.5 A.M.T., thence descending at the rate of 1.096 per 100 ft. to the West curb line of Monroe St. to an elevation of 215.4 A.M.T., thence descending at the rate of 1.250 per 100 ft. to the East curb line of Monroe St. to an elevation of 214.9 A.M.T., thence descending at the rate of 1.128 per 100 ft. to the West curb line of Fulton Avenue, to an elevation of 209.9 A.M.T., thence level to the East curb line of Fulton Avenue, thence ascending at the rate of 2.985 per 100 ft. to the West curb line of Pennsylvania Avenue, to an elevation of 219.9 A.M.T.

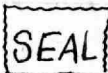
Augustus Borden
A. B. Smyth City Commissioner
City Surveyor.

Baltimore June 29th 1894
On the application of Charles F. Pitt, Jr.
and others to establish the grade of
Townsend Street between Broadway
and Wolf Street, after having been
duly advertised in three daily papers
as required by law, the City Commissioner
and City Engineer met on the premises
on Monday June 25th 1894 at three (3)
o'clock P. M. and adjourned until
Friday 29th 1894 at three (3) o'clock
P. M. and then established the grade
for the centre line of Townsend Street
as follows;

Beginning at the east kerb line of
Broadway at an elevation of 134.47
feet A. M. S. thence descending at the
rate of 3.28 feet per 100 ft for a distance
of 518.74 feet to the west kerb line of
Ann Street to an elevation of 117.46
feet A. M. S. thence level for a distance of 42 feet
to the east kerb line of Ann Street, thence descend-
ing at the rate of 3.367 ft per 100 feet for a
distance of 330 feet to the west kerb line of
Wolf Street to an elevation of 106.35 feet
A. M. S.

Augustus Herrick
City Surveyor

A. C. Smyth
City Commissioner



Baltimore May 24th 1894.

On application of Pearson Packing Company to establish the grade of Lawrence Street from Fort Avenue to Clement Street, after having been duly advertised in the (3) daily papers as required by law, the City Commissioner and City Surveyor met on the premises on Wednesday May 23rd 1894 at 3 o'clock P. M. and adjourned until Thursday May 24th 1894 at 9 o'clock A. M. and then established the grade for the centre line of Lawrence Street as follows;

Beginning at the north kerb line of Fort Avenue at an elevation of 24.84 feet A. M. S. thence descending at the rate of 2.645 feet per 100 feet for a distance of 495.6 feet to the south kerb line of Clement Street to an elevation of 11.73 A. M. S.

City Surveyor Augustus Bondin
A. C. Smyer City Commissioner

Stabblatner

Baltimore May 29th 1894
On application of Mr W. H. Cassen
to establish the grade of Clarkson
Street from Wells Street to Barney
Street after having been duly
advertised in three daily papers
as required by law the City
Commissioner and City
Surveyor met on the premises
on Tuesday May 22nd 1894 at
3 o'clock P.M. and adjourned
until Tuesday May 29th 1894
at 9 o'clock A.M. and then
established the grade for the
centre line of Clarkson Street
as follows.

Beginning at the south curb
line of Barney Street at an
elevation of 26.13 feet A.M.S.
thence ascending at the rate
of .701 feet per 100 feet for a
distance of 178.25 feet to the
north rail of the Baltimore
and Ohio Rail Road Tracks
to an elevation of 27.38 feet
A.M.S. thence from the south
rail of the Baltimore and
Ohio Rail Road Tracks
and 23.4 feet south of the last

named Point D at an elevation
of 28.51 feet A.M.S. thence
descending at the rate of
1.81 feet per 100 feet for a distance
of 154.54 feet to the north kerb
line of Wells street to an
elevation of 25.71 feet A.M.S.

Augustus Bouldin
City Engineer

H. E. Smyth
City Comm

City Commissioners Office
Baltimore Jan'y 13th 1893.

The application of Boston Fear to establish the grade of Walbrook Avenue from Payson St to Fulton Avenue, having been duly advertised in three daily papers, as required by law, the City Commissioner and City Surveyor met on the premises on Friday Jan'y 13th 1893, at 3 o'clock P.M. and adjourned until Monday Feb'y 20th at 9 o'clock A.M., and then established the grade for the centre line of Walbrook Avenue as follows:

Beginning at the East curb line of Payson St. at an elevation of 234.3 A.M.T., thence descending at the rate of 3.689 per 100 ft. to the West curb line of Monroe St., to an elevation of 220.5 A.M.T., thence descending at the rate 1.250 per 100 ft. to the East curb line of Monroe St., to an elevation of 220.0 A.M.T., thence descending at the rate of 3.853 per 100 ft., to the West curb line of Fulton Avenue to an elevation of 203.7 A.M.T.

A. B. Smyer City Commissioner
Augustus Boulden City Surveyor

City Commissioners office
Feby. 27th 1893.

The application of Benjamin F. Moore to Establish the grade of Chester Street from North Avenue to First Street, having been duly advertised, in three daily papers, as required, by law, the City Commissioners and City Surveyor met on the premises on Monday Feby 27th 1893, at 3 o'clock P.M., and adjourned until Tuesday Feby 28th at 9 o'clock A.M. and then established the grade for the centre line of Chester Street as follows:

Beginning at the North curb line of North Avenue at an elevation of 94.2 A.M.S. thence ascending at the rate of 1.420 per 100 ft. to the South curb line of First Street to an elevation of 98.9 A.M.S.

Augustus Bouldin ——— A. B. Emery City Commissioner
City Surveyor.

Baltimore November 22nd 93.

On application of Frank Brown and others to establish the grade of Camm street, from Orleans street to Jefferson street, after having been duly advertised in three daily papers, as required by law, the City Commissioner and City Surveyor met on the premises on Wednesday November 22nd 1893 at 3 o'clock P.M. and adjourned until Monday November 27th 1893 at 9 o'clock A.M.

The City Commissioner then established the grade for the center line of Camm Street, from Orleans street to Jefferson street, as follows:

Beginning at the north curb line of Orleans Street at an elevation of 74.50 A.M.S. thence, ascending at the rate of 3.00 feet per 100 ft for a distance of 364.07 feet, to the south curb line of Jefferson Street to an elevation of 85.42 A.M.S.

City Surveyor.

 
City Commissioner.

City Commissioners Office,
Baltimore Nov. 1st. 1893.

On the application of L. S. Carswell & others to establish the grade of Jefferson St., between Montebello Avenue and Taylor St., after having been duly advertised in three daily papers, as required by law, the City Commissioner & City Surveyor met on the premises on Wednesday Nov 1st 1893, at 3 o'clock P.M. and adjourned until Monday Nov. 20th 1893, at 9 o'clock A.M. & then established the grade for the center line of Jefferson St., as follows:

Beginning at the East curb line of Montebello Avenue at an elevation of 177.9 A.M.S., thence ascending at the rate of 5.200 per 100 ft., for a distance of 425 ft. to an elevation of 200.0 A.M.S., thence ascending at the rate of 2.037 per 100 ft., to the West curb line of Adams St. to an elevation of 202.2 A.M.S., thence level to the East curb line of Adams St., thence ascending at the rate of 1.046 per 100 ft., for a distance of 172 ft., to an elevation of 204.0 A.M.S., thence descending at the rate of 5.344 per 100 ft. to the West curb line of Taylor St., to an elevation of 185.0 A.M.S.

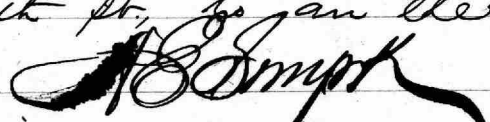
Augustus Boulden.

City Commissioner.
A. B. Smith
City Surveyor.

City Commissioner's Office,
Baltimore, April 20th 1895.

On the application of Thomas H. Locke to re-establish the grade of North West Street, from Eighth to Ninth Street, after having been duly advertised in three daily papers, as required by law, the City Commissioner & City Surveyor met on the premises on Thursday April 18th 1895, at 3 o'clock P.M. and adjourned until Saturday April 20th 1895, at 9 o'clock A.M. & then established the grade for the centre line of said Street as follows:

Beginning at the West curb line of Eighth Street at an elevation of 228.60 Am. Ft. thence ascending at the rate of 3.544 per 100 ft. to the East curb line of Ninth St. to an elevation of 244.80 Am. Ft.


City Commissioner.

 City Surveyor.

Lat 1088/14
Low Plan
of ~~Shalsworth~~

Riddensasen
Elbow

Pennsylvanian

Penn's Biddle

March 11th 1824,

On Appl^d of Ab. Radlemus & others did establish
the division line between 10 & 14 on the Plat of
Chalworth land and established the same
to begin at the West corner of an old Frame House
where a stone was heretofore placed in the ground
as the end of Division line & said lot as shown by
and agreed on by said Petitioners they being present
and satisfied therewith which line is found
to be 200 feet 11 ins from the West Corner of
brick house owned by the Heirs of J. W. and
running thence N. E. to Ref. Street & a point also
agreed on by the Petitioners which point is to be
found by measuring along the South West side of
Ref. Street 164 ft 2 ins from where the range
of the front of the present brick house on S. E.
of the corner street will intersect the S. W. side of
Ref. Street,

Pens A			
14p	14p	14p	14p
	or	or	or
	10	10	14
	8		
	4		
Ref. St			

all that lot piece or parcel of Ground which
Contained within the Meters ~~the~~ bounded Courses and
distances following that is to say beginning from
the same on the ~~North West~~ side of Howard
at the North East Corner of a ~~which~~ has entered on the
~~Street~~ ~~Santherly~~ ~~by~~ ~~three~~ ~~feet~~ ~~from~~ ~~the~~ ~~South~~
~~side of a twenty feet alley heretofore~~ ~~the~~ ~~Said~~
Said Lot and at the distance of about sixty three

feet Santherly from the South West intersection
Howard Street and a twenty feet alley heretofore
Said out, and runn Santherly bounding on
Howard Street thirty two feet five inches ~~to the~~
~~North East Corner of an old lot~~ thence South
Eighty Eight degrees West at right angles with
Howard Street one hundred and fifty feet to
Garden Street thence Northwardly bounding on Garden
Street thirty two feet five inches and thence to the place
of beginning

2 W
and Collected the lines of
Said Lot as follows
Beginning on the E side of an
8 feet alley at a point
Eight Northwardly from the
N.W. Corner of Mrs. M. J. M. property
which has been and is forty
inches Eastwardly from the S.E.
Corner of a ~~suburban~~ ~~Quarry~~ ~~Business~~
~~Quarry~~ ~~Quarry~~ and at the
West end of a 4 feet alley
thence runn Eastwardly bounding on
the 4 feet alley 50 feet and
at the N.W. Corner of
a parcel of land owned by
Darius B. Lewis

Shambles

The line of Rott Street was Established in the year
and Medicated on the location of Rott made by the
City Commissioners I think about 1813 —

The Improvements on Rott Street from Market Space
Eastwardly was made before the location in 1813
and Sund back from the line of Rott Street as
afterwards Established

Query Whether or Not the Subsequent portion of the line
of Rott Street should in justice given the location of
the four feet ally which had been built to Anderson to
the Establishment of the line of Rott Street

The Lease to Thompson was in 1799
Deed to Howard in the year 1800

on the day of the year 1800
apart Northwardly 4 feet from the
North Side of William Thompsons
Back yard Wall three Northwardly
boundary on said lot 51 feet 9 inches
until it intersects the 2^d line of
a part of ground owned by David
Bailey to McClary 1800

Market Space

Effect ally

McClary to 1799
Anderson

Barley

to Howard

Howard

Lawrence Street

at a point 12 feet 3 inches
of a brick lot 51 feet 9 inches
Main Street
the 1st wall
of said lot
of said lot
of said lot
of said lot

Establishment
of Mortimer's Lot
on the Ferry Road —
Log's M^{rs}
and
Baker's H^{rs}
24th Nov

20 Nov 1821

The Commissioners Met at the application of
 the Representatives of Baltimore and did
 Establish the line of the Grand road far to
 begin on the E side of the old Ferry Road - as
 Expressed in the Lease 12¹/₂ ft from the ~~top~~ ^{apex} how plain
 where the beginning part of William Lachs Lot formerly
 stood meeting at amt N 50¹/₄ E 86-4 from the NE Corner
 of Anthony Barks old 2 story house and running thence
 bounding on the said Road as located by the Western
 Records Commissioners on the 1st day of Feb^y 1817
 N 19 E 33 feet S 6 E 70.3 terminating at amt N 6 W 104-8¹/₂ from
 the NW Corner of Peter Amstrongs 2 story brick house
 then N 82¹/₂ E 25 ft 10 feet the distance Expressed in the
 Leases of aforesaid which is found to terminate ^{in Barks street at top} N 56 E 3
 feet from the NE Corner of John Fichers 2 story Brick house
 then running the course expressed in the lease with allow-
 ance for variation N 6 W 4³/₄ ft N 19 W 1¹/₂ ft terminating at
 amt ~~N 19 W~~ ^{the N} S 17¹/₂ W 44-4 from the SE Corner of John
 Fitzgeralds 1 story Brick house and thence to the beginning

103
 73
 176
 198
 88 3
 206 3
 176
 30.3

103
 73
 30
 33
 17
 30
 25

198
 83

Established in
Near Bridges'

Gay's

3 Hands

To William
Gay

Jacob Millers application Sep^r 1793 The best
side of town. T^h began to measure from the
NW corner of a Brick House built by Mr
Brown & Wm Wilson now owned by Col
Barber of Virg^a standing at the end of the
1st line of Lot No^s on Jones St on the west
side of the 1st St & measuring along the same
fixes the west side of the 1st St at the bend
in the Lot No^s 3. by putting down a Stone
which they now establish as the boundary
of the best side of 1st St. and having cited from
the 1st bend when they placed the afores^d Stone
to the brick Store of owned by Jas Edwards at
the intersection of Bridge & Jones Street.

Now spent 1st Aug^t 6th 1792
at a corner of Lot No^s 14 - fixed the corner thereof at
the intersection of Lane spent 1st by putting down
a stone marked on the E side L.S. & on the
W side of 1st Stone with the No^s 14

31 Oct 1796. At W intersection of High & Low
Streets - find the NW corner of the House
standing on the corner of Lot B.^o 112 owned
by Frederick Hansbaugh & occupied by
Jas Renshaw -

Jan 16. 1797 - Charles & N. E. of
Bridge & High St. placed a stone upon part
of an iron brow bar

16 6

148 6

50

50

11.8

132.0

4.1 k

136.1 h

93.11

42.2 h

33

75.2 h

46

29.2 h

Extract of Bridge
Street extended by ^{an} act of
Assembly — — — — —

City — — — — —

25th Jan

I do hereby Certify that I have at the instance of Peter Bond John Dougherty and Joshua Gorsuch commissioners appointed by act of ~~the~~ assembly of the state of Maryland passed November Session 1811 to survey and lay out a road in the precincts of Baltimore Town fifty feet wide I do hereby Certify that at the instance aforesaid that I have surveyed and laid out said road fifty feet wide as followeth Beginning for the same North seventy three degrees East seventy six and a half feet from the south East corner of Isaac Taylors Brick House and at the north west corner of the old public road leading to Joppa & bridge street extended at the letter A on the plat (and running thence with & bounding on the west side of bridge street extended North Eighteen degrees East thirty six perches fourteen and a half feet unto a corner of Zachariah Hattons Lot still bounding on said street North four degrees East forty eight perches & Eleven feet unto a Stone marked with ~~the~~ a cross standing on the south East side of Briton street thence running & bounding on said street North twenty four degrees East Eight perches and six feet unto a Stone thence running and bounding on the East side of bridge street extended unto ~~a stone~~ the old Public road leading to Joppa thence bounding on said road unto the beginning

True Copy Wm Brown

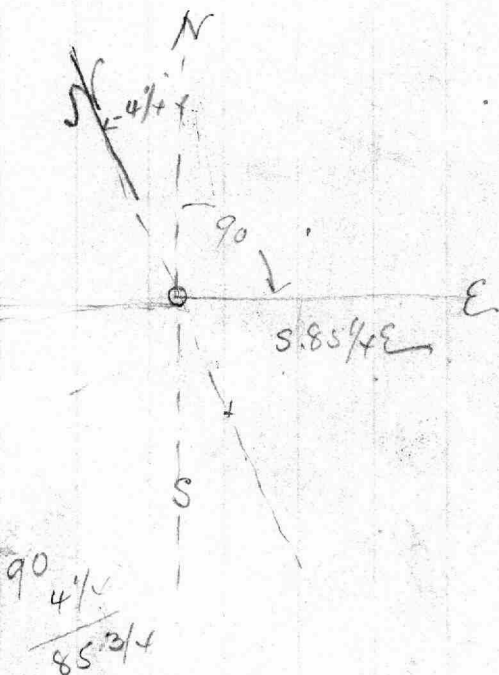
Description of
Wellington Ave as
laid out 30 feet wide

Baltimore County State of Maryland
June 16th 1877

This is to certify that Stones has this day been set on Millington Avenue a county road laid out by Luther Timanus, John Shack and Isaac Paddicord a Board of Examiners, who did meet Thursday 8th of March 1877 and laid out said road 30 feet wide Beginning for the same on the South side of the Frederick Pike near the stone House of John Bradicen, and in the centre of said road between two Granite Stones, worked square on top and running thence in the centre of said road South 35° East 372 feet to the centre between two stones aforesaid thence South 25° East 48 feet in the centre between two stones as aforesaid, thence Still in centre South 13° E, and by a straight line to intersect the North side of Wilkenc Avenue about 819 feet between two curbs as now set

By William Rousar
Baltimore County
Surveyor

→ 406 ←



Mc Neohan

Proderew
Tunquidaw
County.

Moore's House, Bears.

N⁴²W. from the centre
of the Frederick's Insipid
Distance 42 ft. Inipid
Bears South 69 $\frac{1}{2}$ ° W. 1600 feet
to the centre of the Salivation Road
still along S⁶⁸ Inipid South
68 $\frac{1}{2}$ West. 1115 feet to centre of
Bridge, over running 1600. feet. Thence
still along S⁶⁸ Inipid South
53 $\frac{1}{2}$ West. 940 feet to centre
of the Road leading to the Western
Cemetery, thence along said
(which) is Road is 33 feet wide
Cemetery Road, North 9 $\frac{1}{2}$ ° West
1900 feet to ~~which Road is 33 feet~~
~~wide~~ the centre of a 20 feet
Road leading to said Cemetery,
thence along said Road
North 76 $\frac{1}{4}$ West. 1086 feet to
the centre of ^{the road leading to} Gate. North 23 $\frac{1}{2}$ ° W 38 feet
to S²² Gate. Thence run from
the intersection of Roads, N²⁵
West. 1100. feet to Range of fence
S²² Line of Duncan's Lot bears
S 88 W. 872 feet to Cemetery line
thence west to Shapley's Lot
and forward the fence to bears
North 89 $\frac{1}{2}$ ° W. from stone to
stone 131 feet from stone
still at 89 $\frac{1}{2}$ ° W. 1585. to the
centre of Salivation Road
Still at 89 $\frac{1}{2}$ West. 843 feet to
centre of Road.

95

843.

then run from center of
Fulton Road, north
510 feet and S 44 E. 461 feet
still along the Road S 39 E. 250
feet at 200 a line Quinn Run
S 30 E 150 feet; S 49 E. 150 feet
thence S 74 E. 215 feet. thence S 50 E
433 feet thence S 48 $\frac{1}{2}$ E. ~~215~~
825 ft. thence S 50 E. 228 feet
to the center of Funderch
Turnpike,

I am your very

affectionate

son

~~Handwritten~~
to the last of the said H. O. T. R. L.
Dach's appointment as a
the said Dach being held in

Which is found to be worth
of Ratt. Howard Post & Co. &
Co. & H. J. & Co. & Co. & Co.

$$\begin{array}{r}
 68 \\
 68 \\
 178 \\
 102 \\
 \hline
 237
 \end{array}$$

Boat Hook

B

$$\begin{array}{r}
 43.3 \\
 60
 \end{array}$$

$$\begin{array}{r}
 100 \\
 22
 \end{array}$$

108.8

Public

Say 100

Play

Public

A the hymn of No 1
 B the hymn of No 2 & 3

$$\begin{array}{r}
 27.8 \\
 28.7 \\
 26.7 \\
 28.7 \\
 35.1 \\
 37.2
 \end{array}$$

Supposed line of New

2 116.8

$$\begin{array}{r}
 32 \\
 \hline
 64.8
 \end{array}$$

116.8

$$\begin{array}{r}
 52 \\
 \hline
 56.8
 \end{array}$$

238.8

56.8

$$\begin{array}{r}
 52 \\
 \hline
 108.8
 \end{array}$$

We did award to the Batt.^e Improving Company
no consideration, and in part of Indemnity considered
due to them, part of a Reef on the East side of
Ellicott's docks in Length of about 52 feet and
in Breadth of about 9 feet 6 inches, so far
as the same runs on their property of said
Company, The Remaining part of said
Reef we did in like manner award to Mr
Wheeler, so far as the same runs and
bounds on his property.

$$\begin{array}{r}
 49-2 \\
 60 \quad 6 \quad 3 \\
 \hline
 109-8 \quad 3
 \end{array}$$

$$\begin{array}{r}
 60 \\
 17 \quad 11 \\
 31 \quad 8 \\
 \hline
 109 \quad 7
 \end{array}$$

$$\begin{array}{r}
 17 \quad 11 \\
 38 \quad 8 \\
 \hline
 49-7
 \end{array}$$

~~The following is a copy of the title deeds~~
~~relative~~

did establish the lines of two parts of Ground
situate on the West side of Public Alley, & to the
described in a conveyance from H. & S. to the
Baltimore Improving Company on the 17 April
1817 as follows that is to say Beginning for
first ~~described part~~ piece or parcel thereof
on the West side of Public Alley westwardly
4 Licks from the South East Corner of a Brick Warehouse
owned by Peter Cox and Mary Southwardly on Public
Alley 26 feet thence westwardly Parallel with Rot
#32 to a street now called E St formerly E & G
thence Northwardly bearing on said St 26 feet
to a point 24 feet 8 Licks from the West Corner of
McKims Warehouse 12 feet from the S.W. Corner
of said Cox's Warehouse thence to the plan of
Beginning —

Beginning for the second piece or parcel thereof
on the West side of Public Alley Southerty 52 feet
from the South East Corner of Coxes Warehouse of and
running Southerty bearing on Public Alley 56 feet
8 Licks until it intersects the North Side of Rot #32
as located by the Commissioners appointed by act
of Assembly to open and extend Rot #32 Street
at the distance of 70 feet 9 1/2 Licks Eastwardly from
the S.E. Corner of James Ellisons Warehouse & Warehouse
to then below the water table thence westwardly
bearing on Rot #32 feet ^{70 1/2 Licks} thence Northwardly
bearing on said St 56 feet 8 Licks and then
to the beginning Also did establish the lines of

of the Ground conveyed by Geo D to the Baltimore & Annapolis
 Company as follows: ~~Two~~ Beginning on the West side of
 Public ally at the distance of 52 feet Southwesterly
 from the S E Corner of Peter's Warehouse and
 running Westwardly Parallel with Rot # 32
 feet to Ellicott St then Northwardly bearing in S
 Street 46 feet to the end of the second line of the first
 mentioned parcel of Ground conveyed by Shepley ~~Establishe~~
 as aforesaid then Eastwardly bearing on said line 32
 feet to Public ally and then bearing on said
 ally ~~46~~ 46 feet to the beginning —

The Surveyor's name is William McMillan
 who has the survey done and conveyed to
 the Baltimore & Annapolis Company on the 10th of July 1804 to
 John McMillan on the 10th of July 1804 to
 Othello ~~Survey~~ the survey which they
 carried to the surveyors agreement to
 the meter & boundaries are as follows
 and the survey is done by the
 Surveyor they found the survey done by the
 common with the N E line of the 1st lot
 Eastwardly 10 rods from the West corner of the
 2nd lot South 8 rods across by survey and to
 N Eastwardly 71 feet 9 inches to the
 corner N E line West 75 feet and on
 back from the center of a change the survey
 of said lot and also as a boundary between the
 1st lot and the 2nd lot and the 3rd lot
 called Chickasaw St which had been
 run by ~~the~~ Henry Cobbitt

CITY OF BALTIMORE, SS.

THE CITY COMMISSIONERS TO THOMAS ROGERS, ESQ. CITY COLLECTOR.

Whereas, by a written Notice from the Board of Health, dated March 14, 1820
leading from Pratt ~~majority of the proprietors of Lots, bounding on~~ *Smiths Alley, Street, so called*
between Pratt ~~Street, and the Basin, to be in a state~~ *and*
tenants residing thereon, by a written application to the City Commissioners, bearing date the ~~day of the same of uppin~~
last, requested that the said Street should be paved; and the said Commissioners ~~being determined on~~
of paving the same, as the only effectual means to remove said nuisance
the propriety thereof, did cause to be made the following list of the names of the persons who are liable to pay the tax, by law
directed to be levied for paving said Alley, and the amount of the same, respectively due from each person, as follows, to wit:

We the City Commissioners, do therefore, in pursuance and by virtue of an Ordinance, entitled "An Ordinance to appoint city Commissioners, and prescribing their duties," hereby authorize, direct and require you, to collect from the several persons above named, the sums of money annexed to their respective names, for the purpose above mentioned, and for so doing this shall be your sufficient Warrant.... Given under our hands and Seals, this *day of* *1821*

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