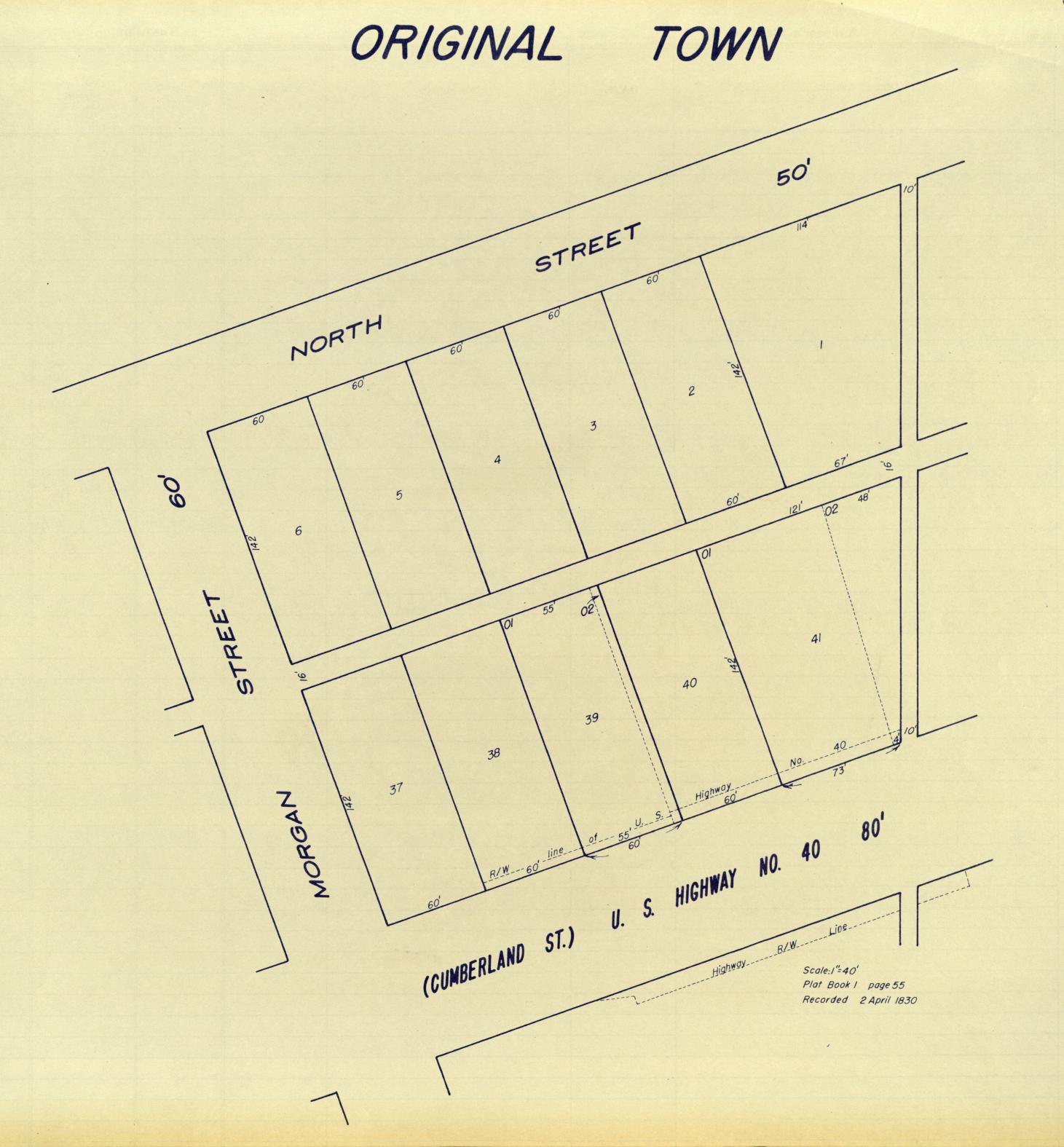
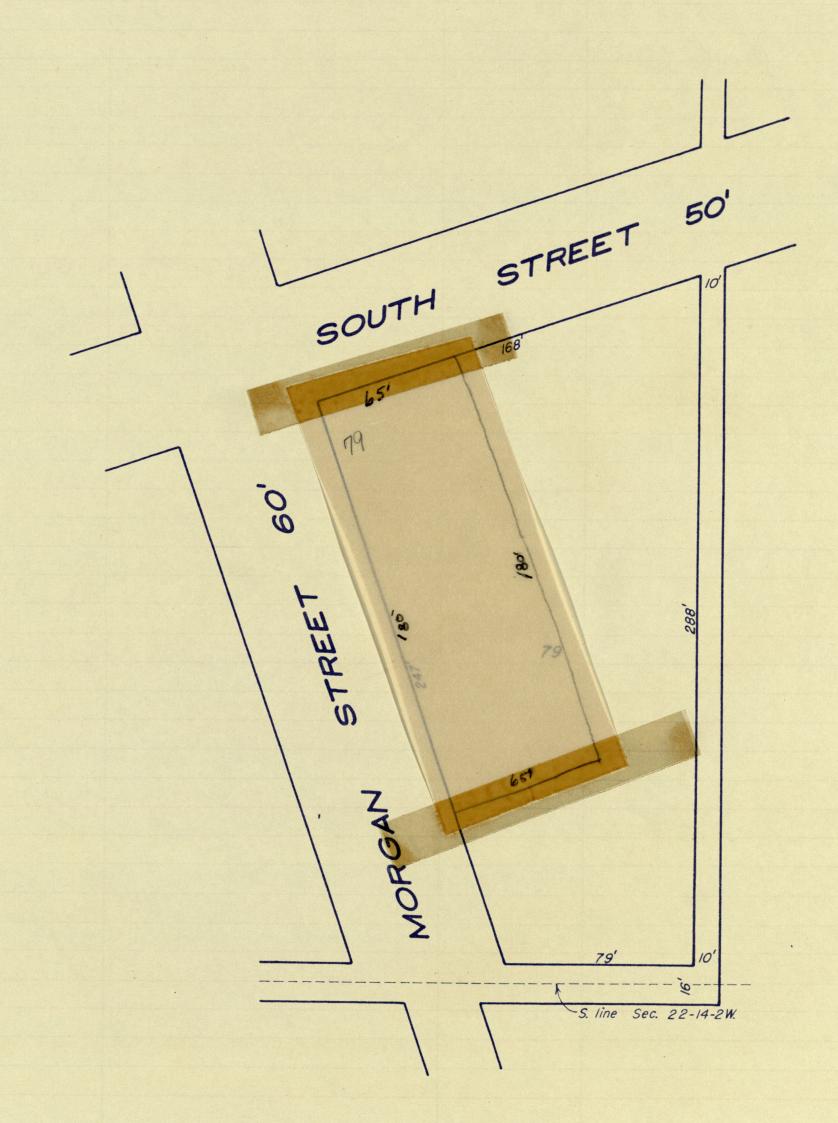
5-A STILESVILLE

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ORIGINAL TOWN	lots 17 to 26 inclusive	31
ORIGINAL TOWN	lots 42 to 45 & 76 to 79 inclusive	32
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ORIGINAL TOWN	lots 56 to 65 inclusive	34
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ORIGINAL TOWN	lots 12 to 16 & 27 to 31 inclusive	36
ORIGINAL TOWN	lots 7 to 11 & 32 to 36 inclusive	37
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ALEXANDER'S	lots 1 to 27 inclusive	39
ALEXANDER'S	lots 28 to 32 inclusive	40
WILCOX'S	lots 110 to 112 & 82 to 85 inclusive	41
WILCOX'S	lots 86 to 91 & 113 to 118 inclusive	42
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PART NORTHEAST QUARTER	21-14-2W	47
PART NORTHWEST QUARTER	22-14-2W	48
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PART SOUTHWEST QUARTER	22-14-2W	50
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MILL CREEK ME	930415	51

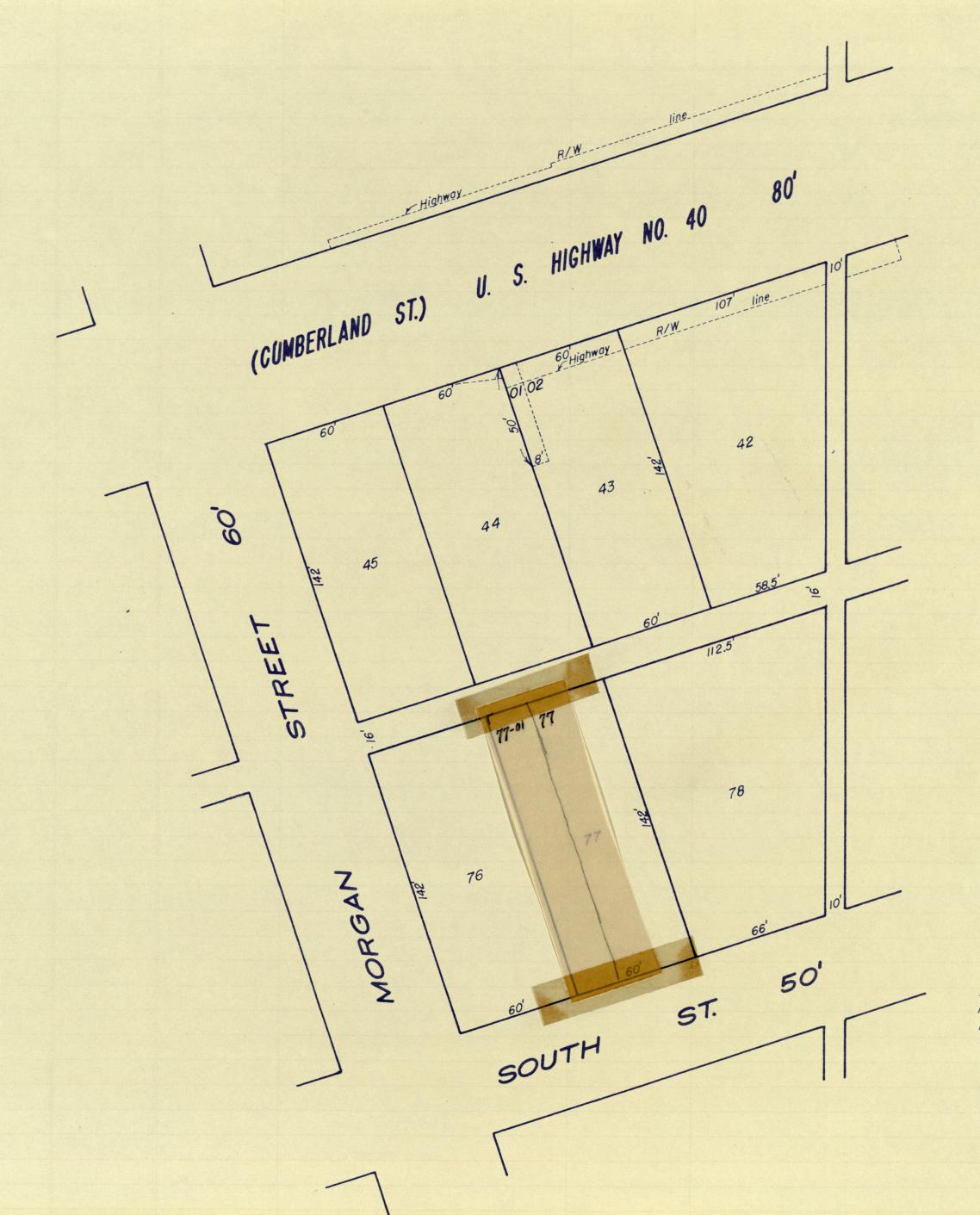


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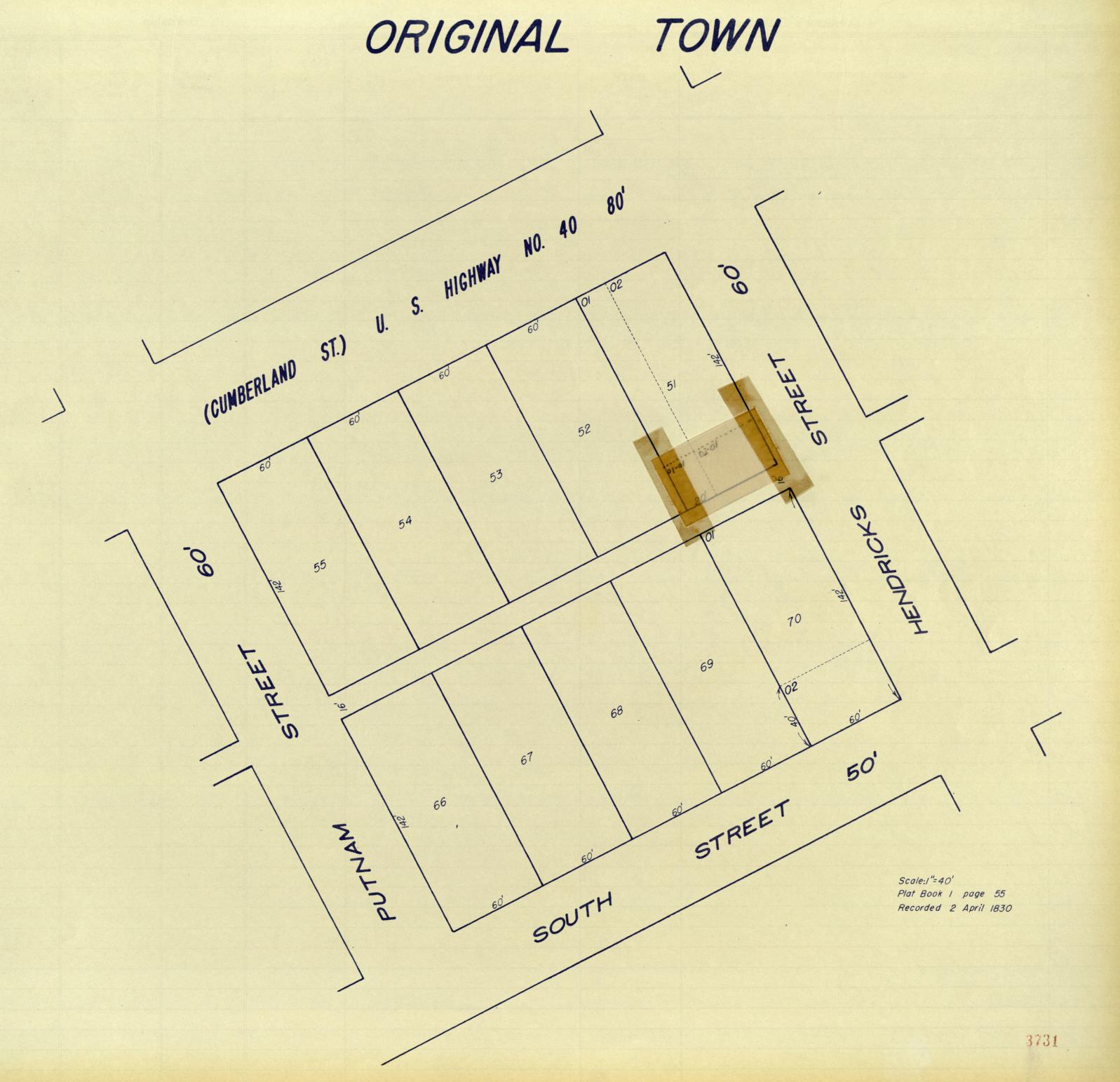
# ORIGINAL TOWN 50 STREET 60 NORTH 19 20 PUTNAM (CUMBERLAND ST.) U. S. HIGHWAY NO. 40 Scale: |"= 40" Plat Book / page 55 Recorded 2 April 1830

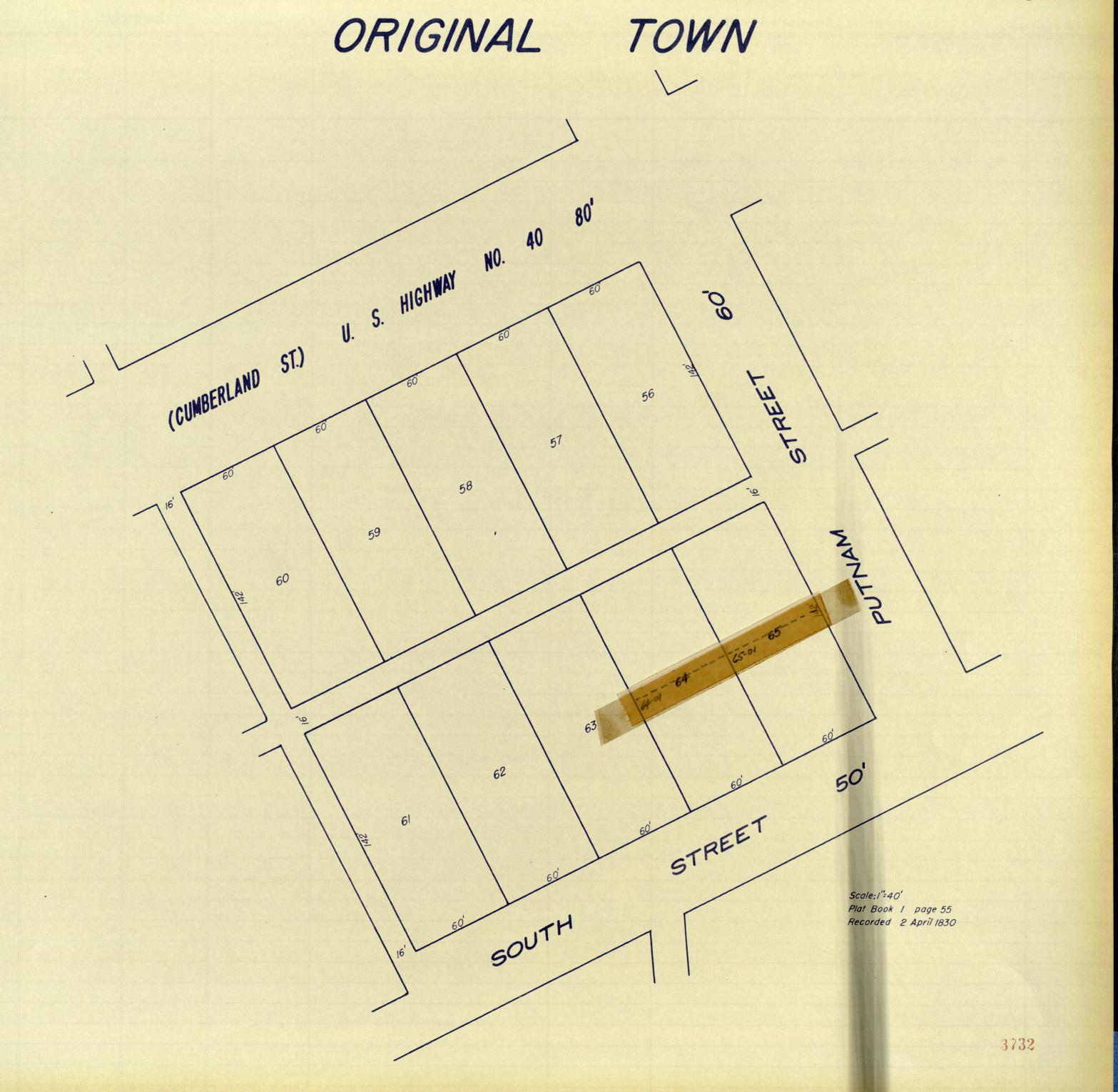


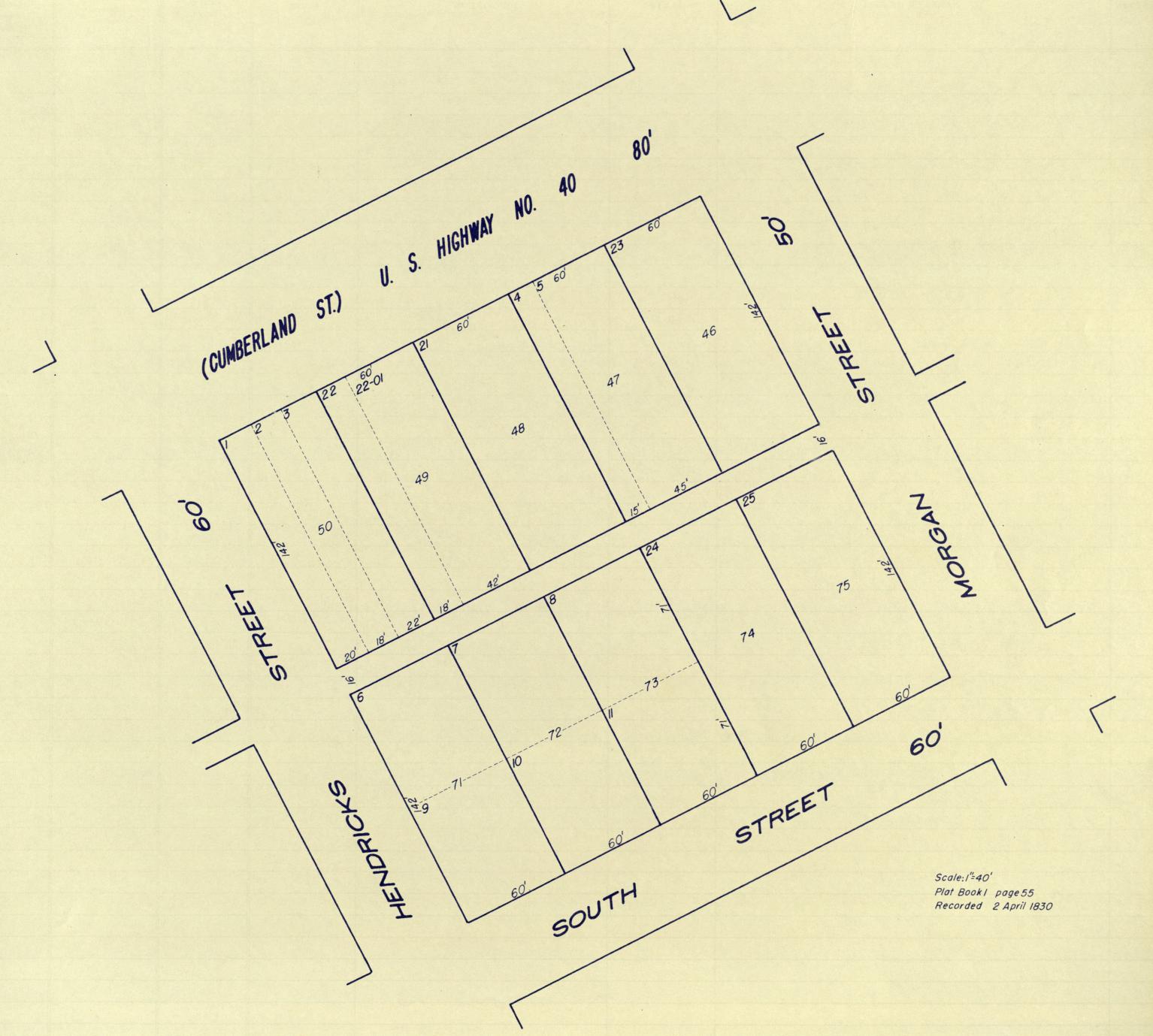
Scale: I"= 40'
Plat Book I page 55
Recorded 2 April 1830

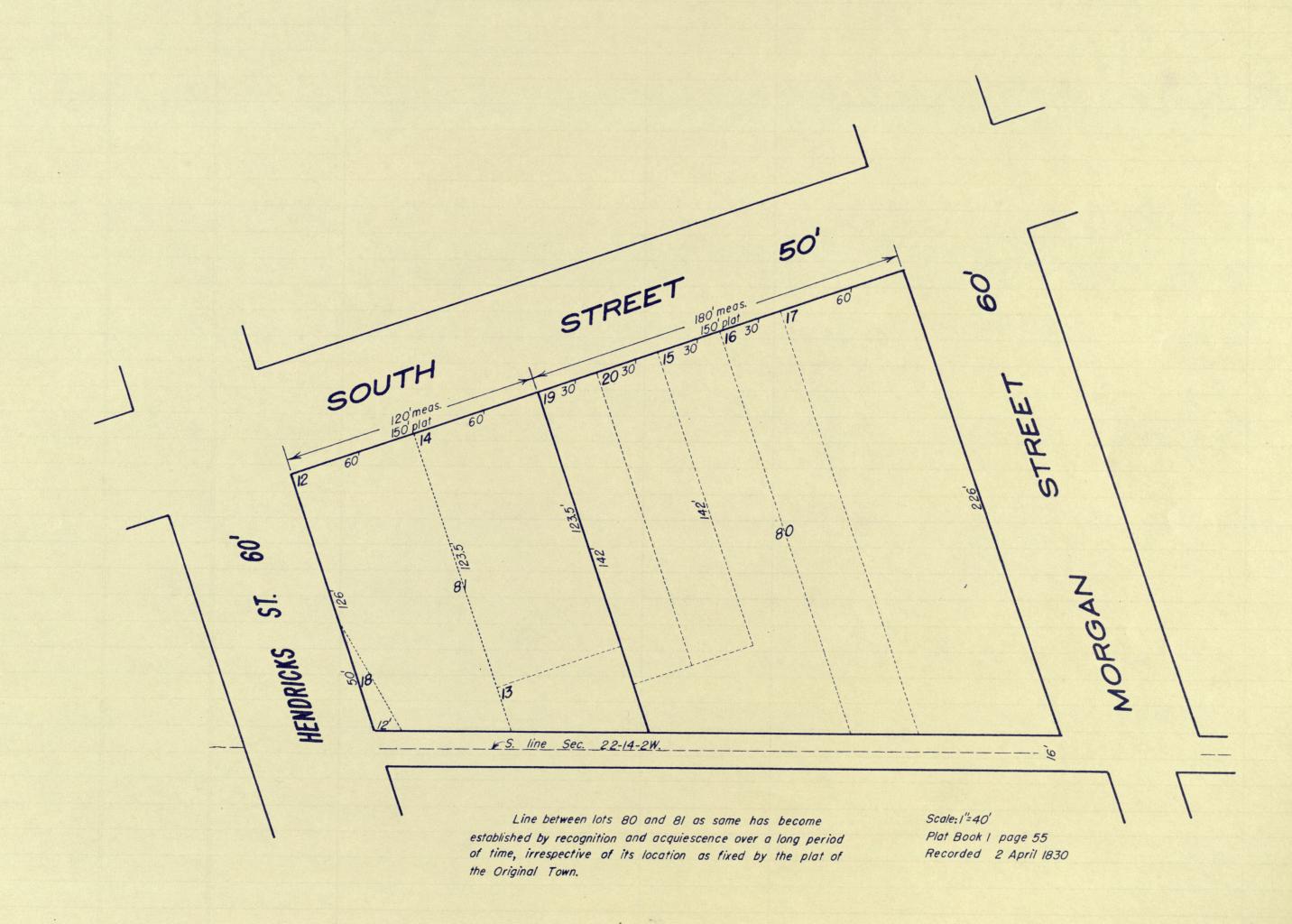


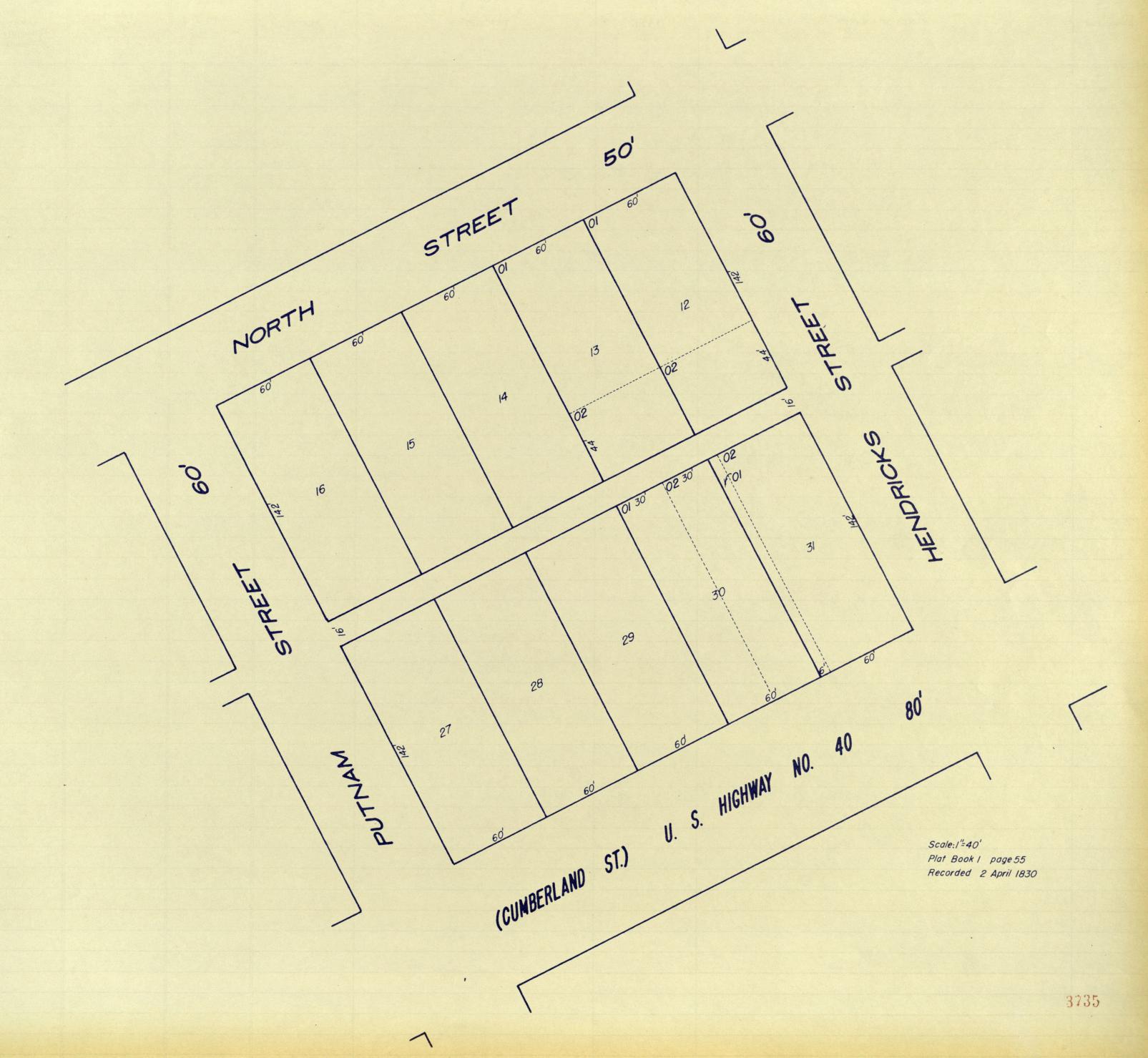
Scale: I"= 40'
Plat Book I page 55
Recorded 2 April 1830

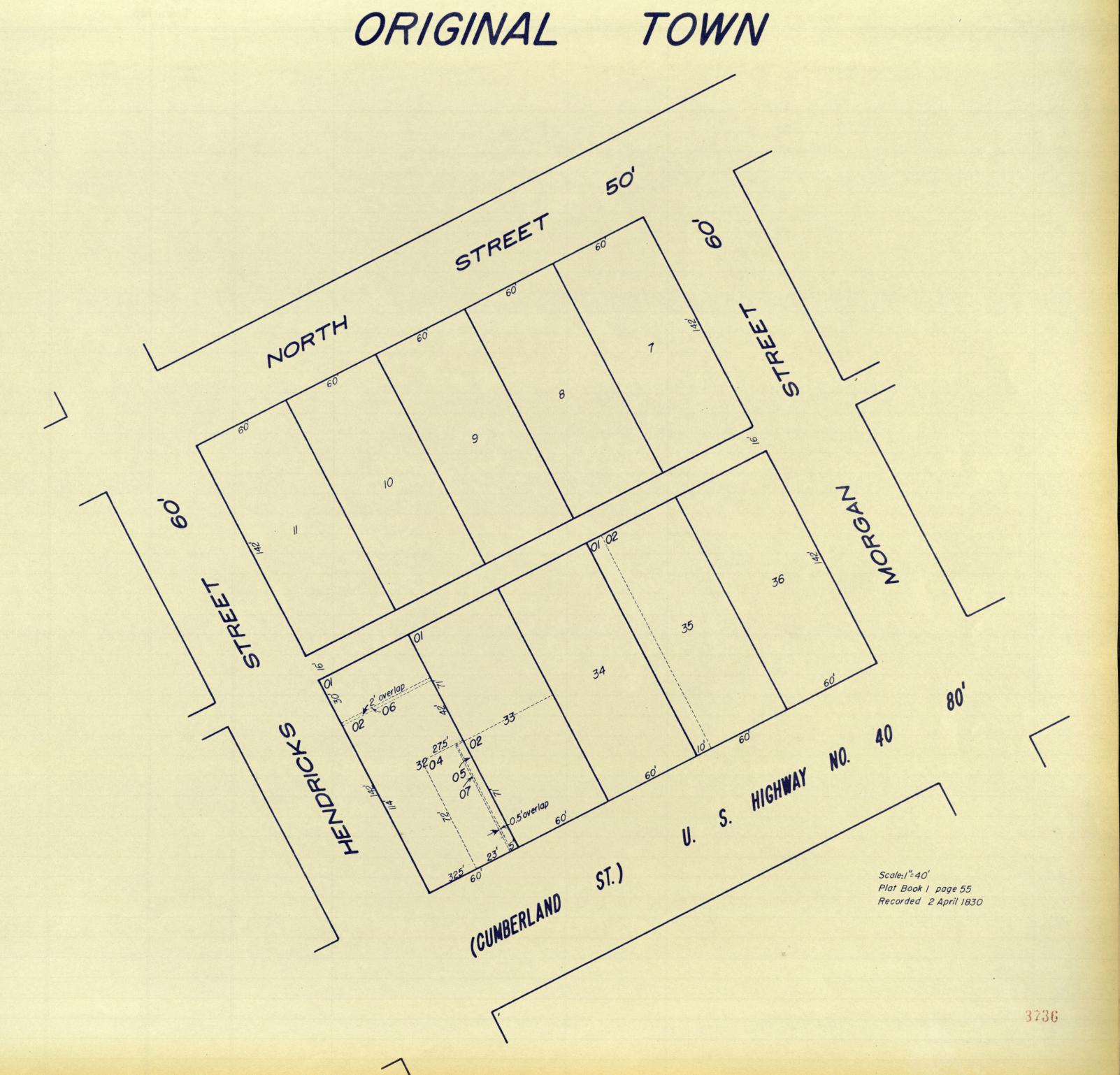




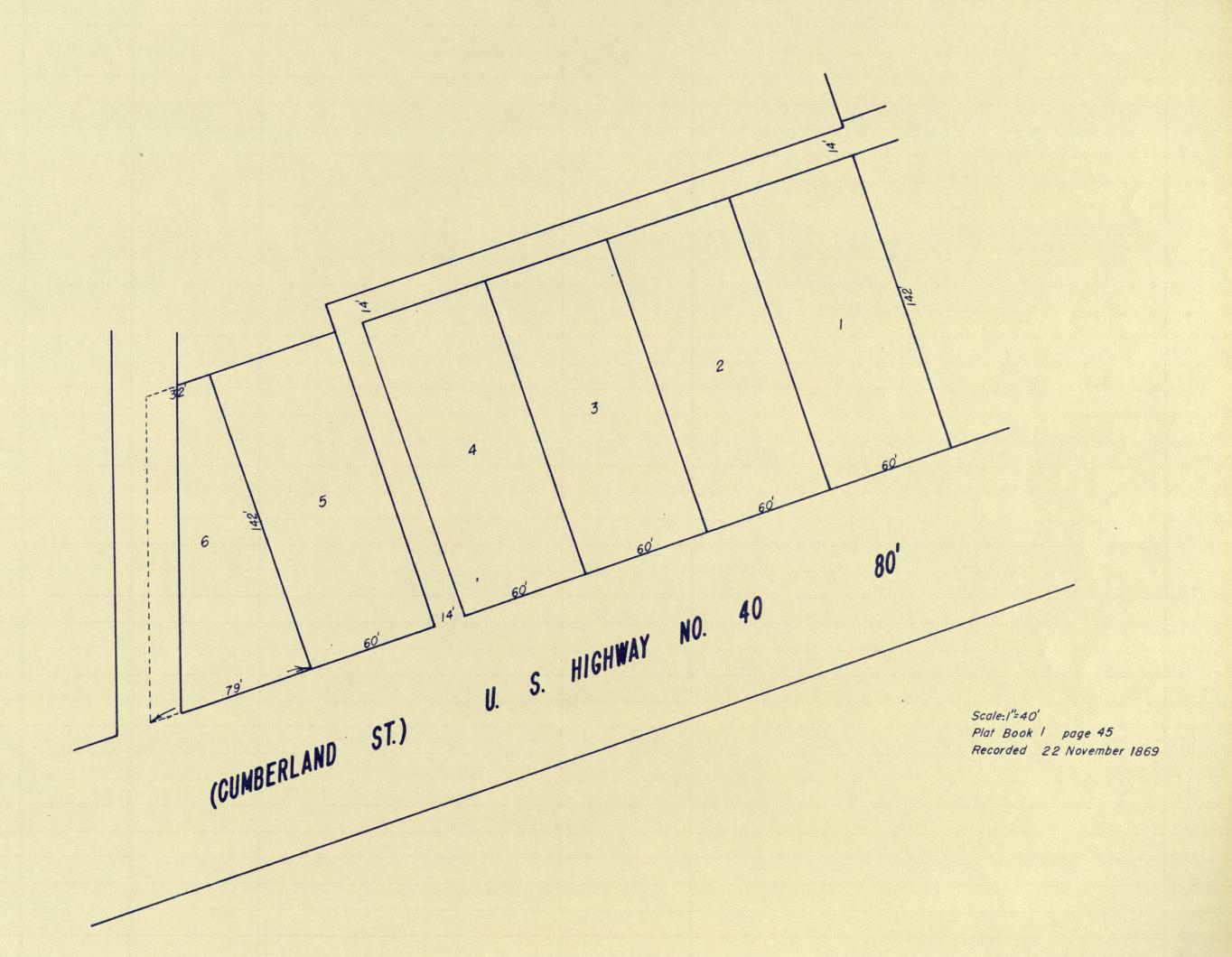


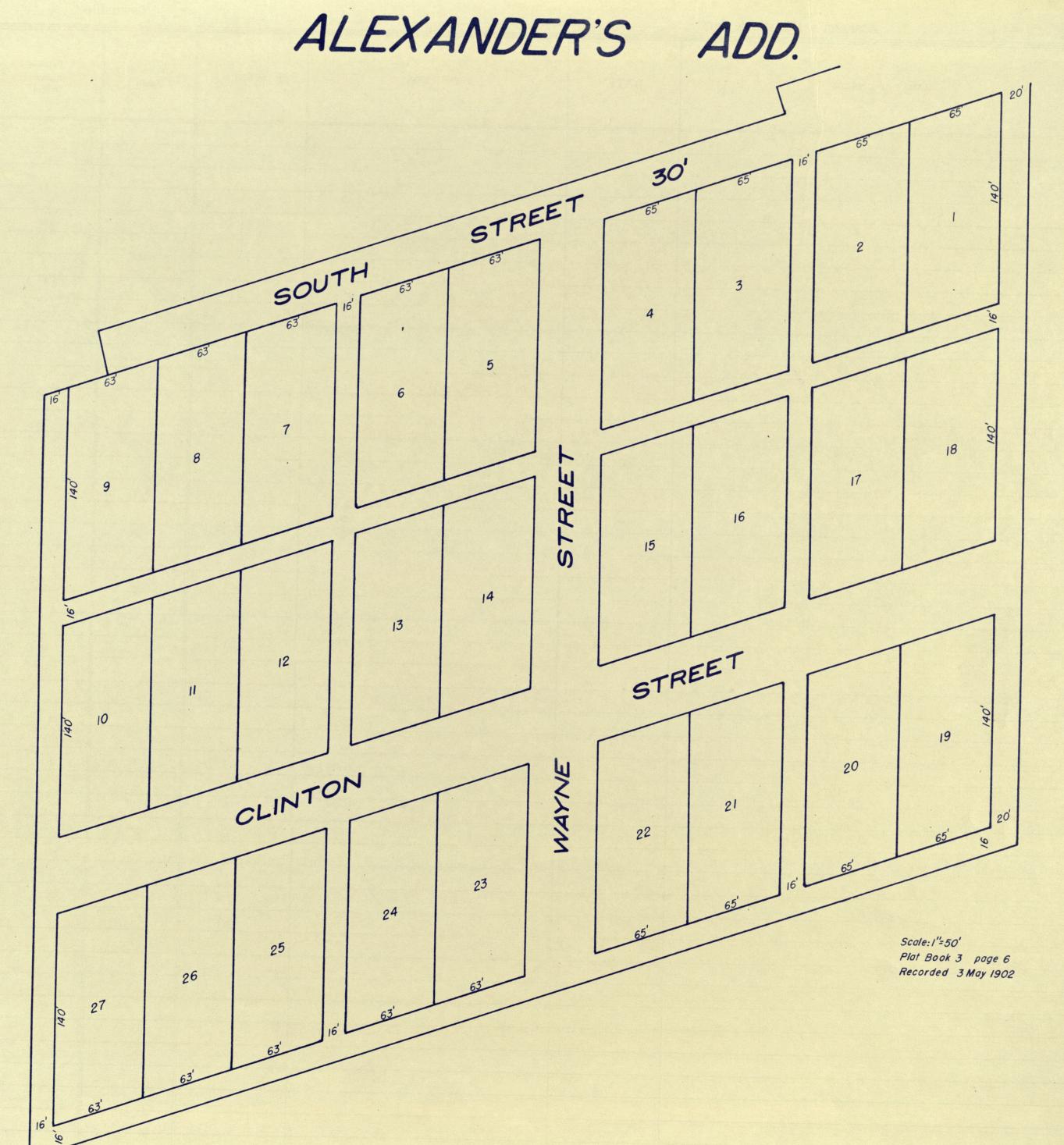




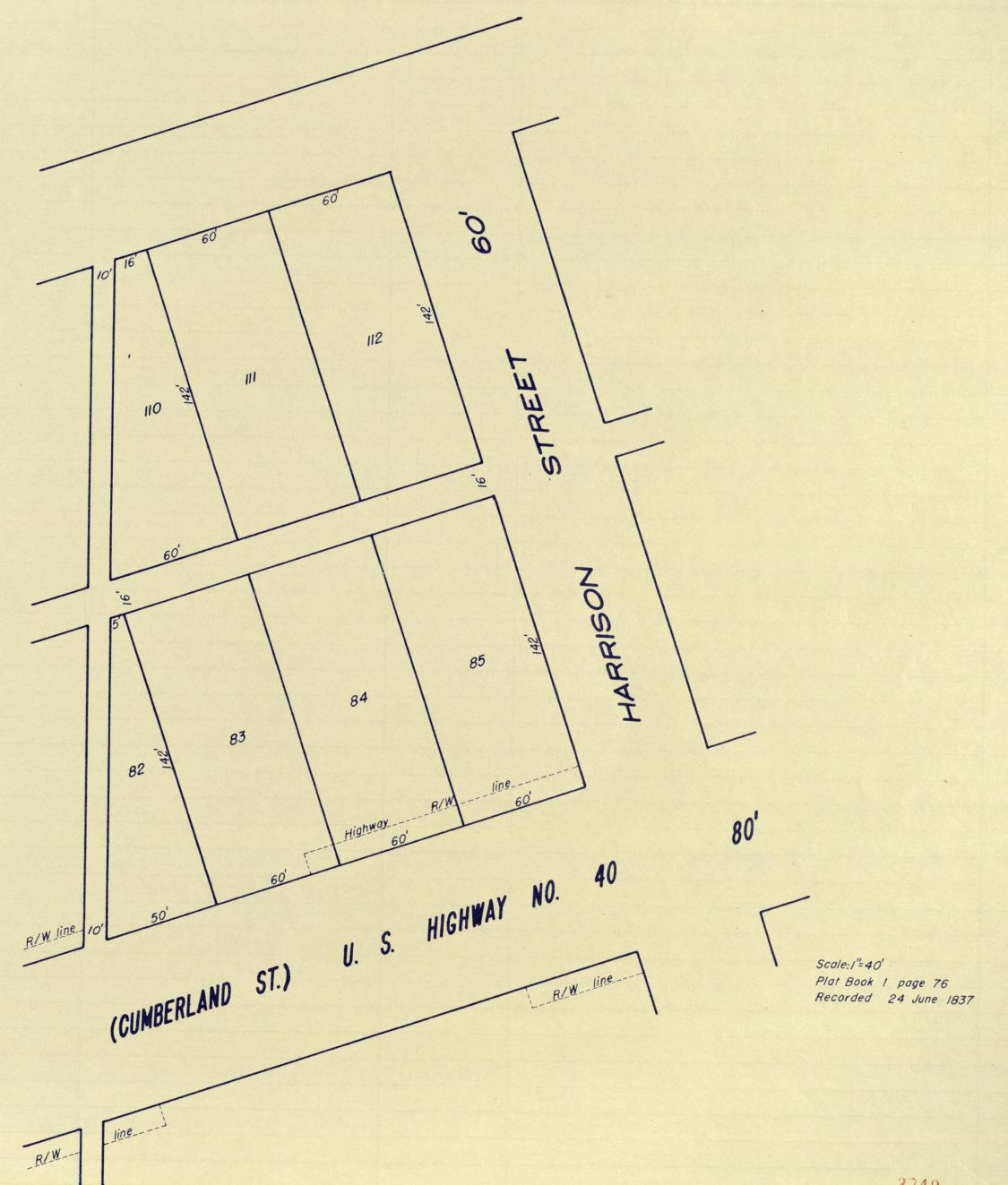


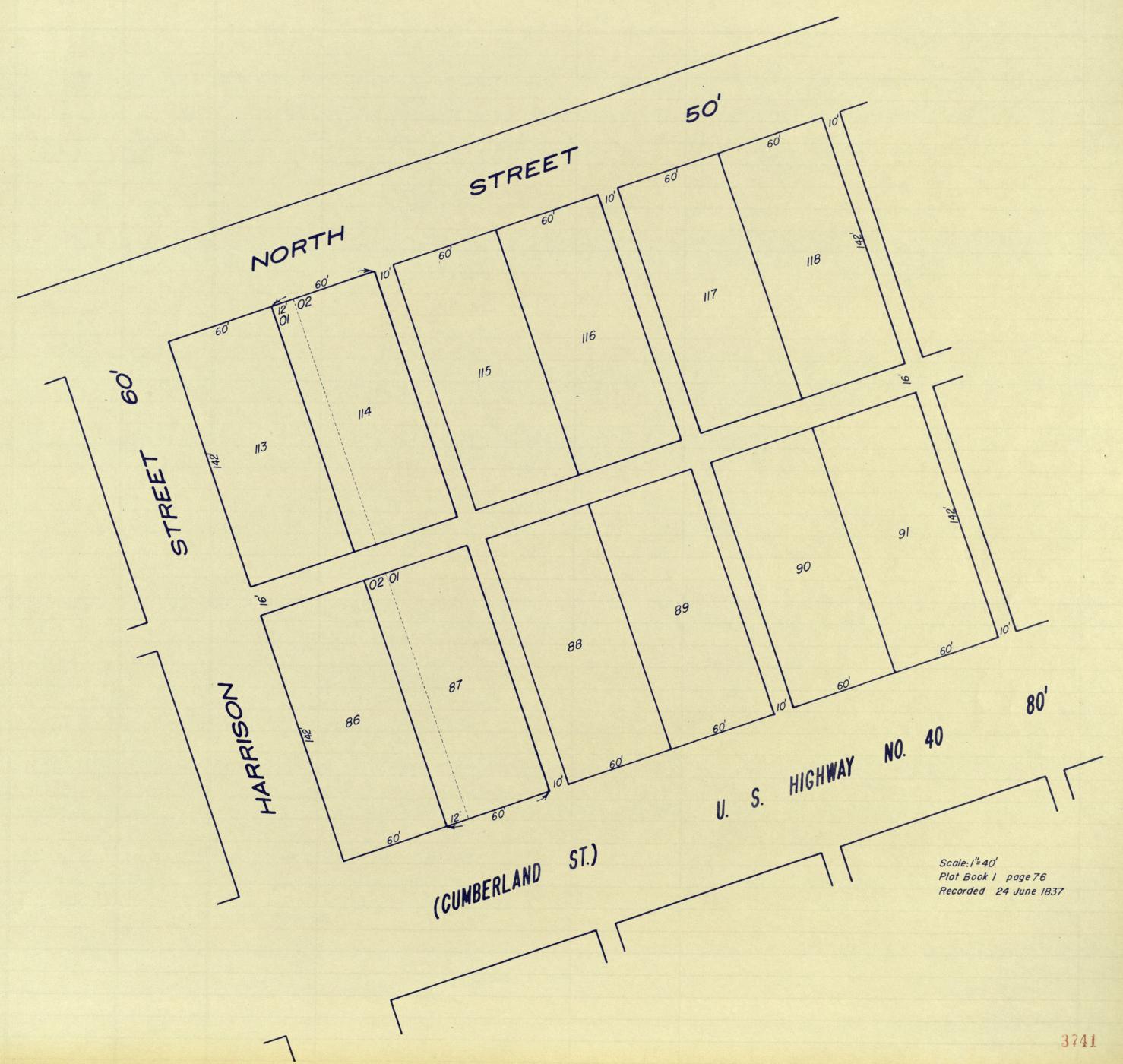
#### ROBARD'S ADD.

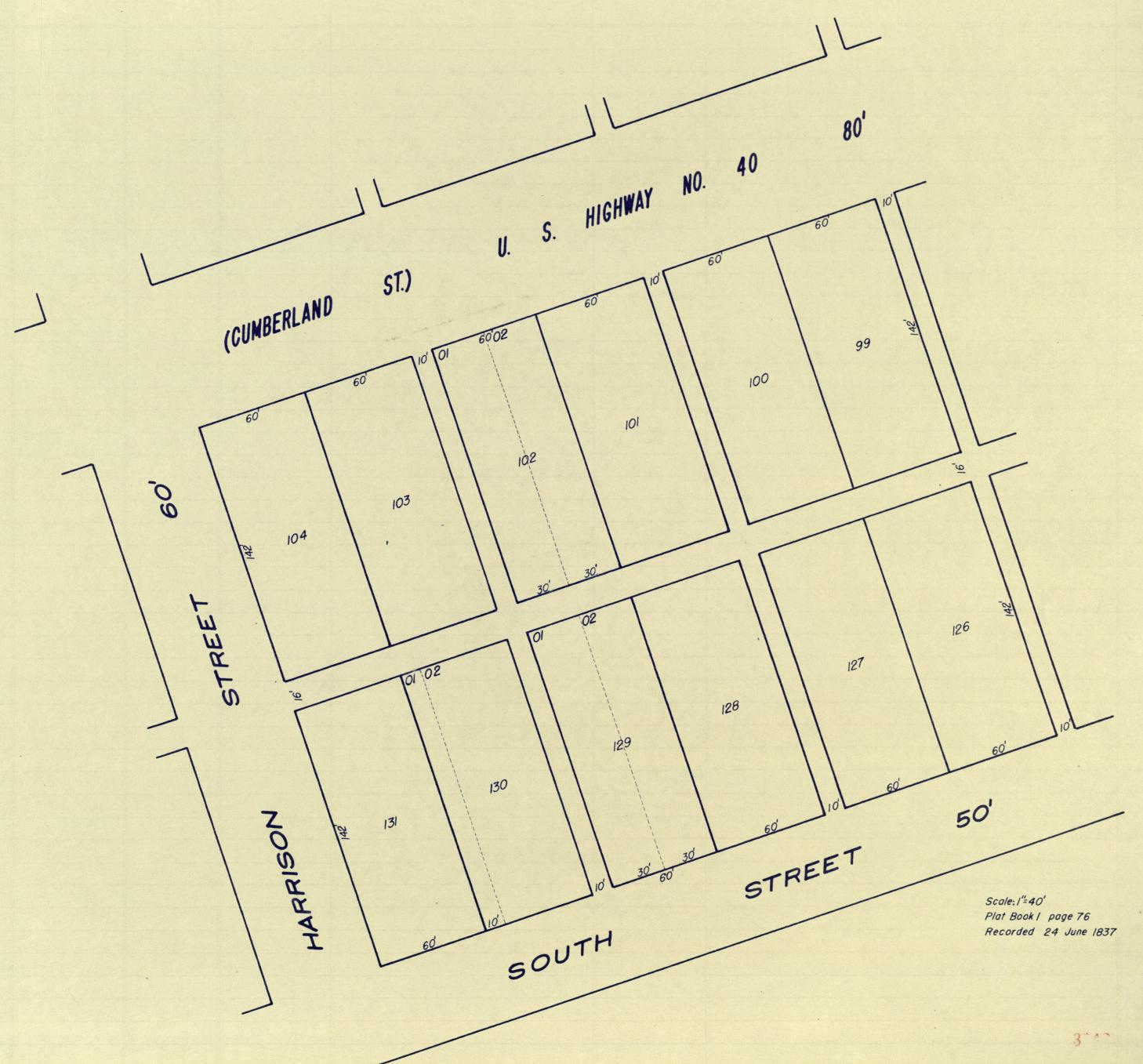


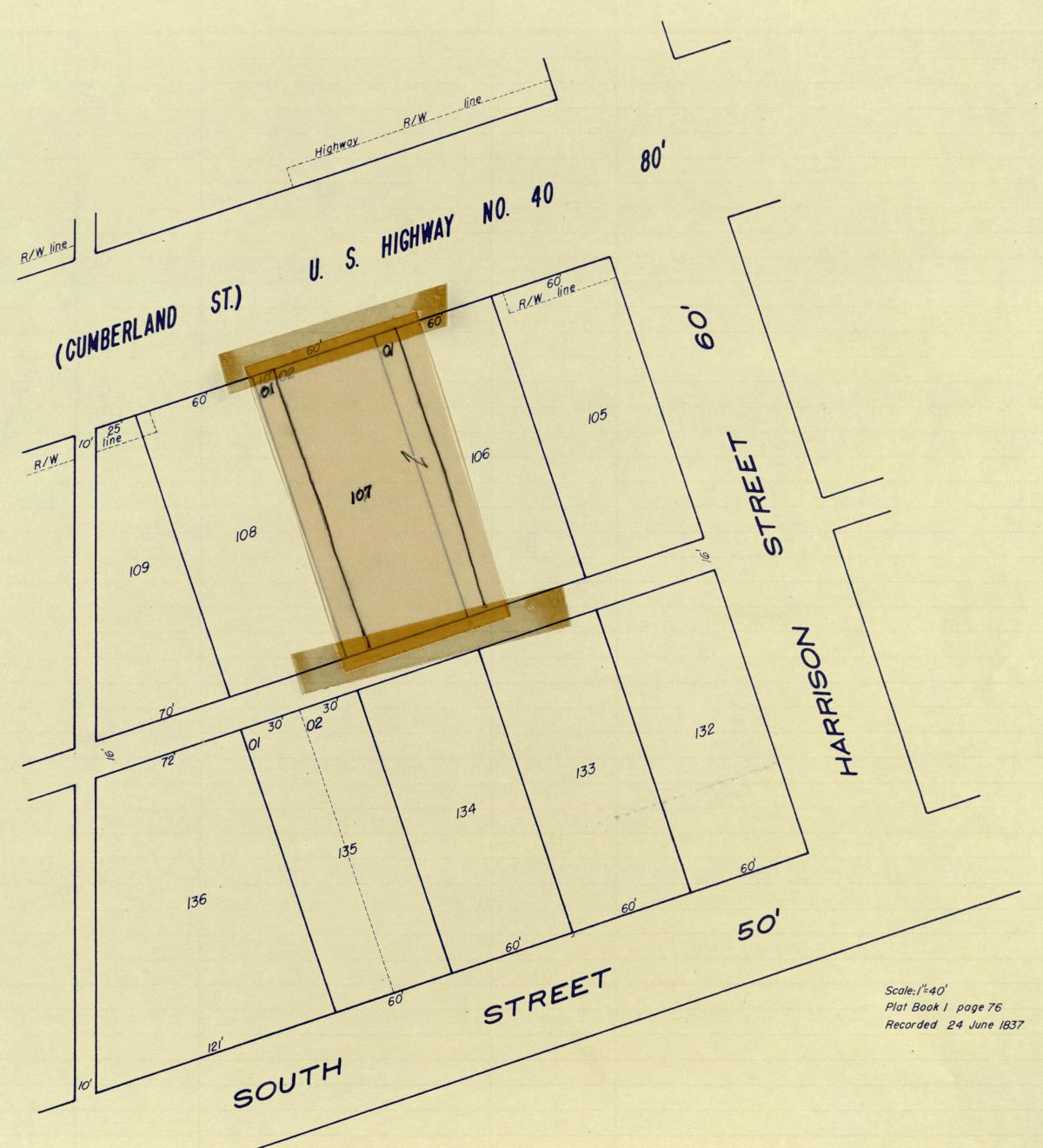


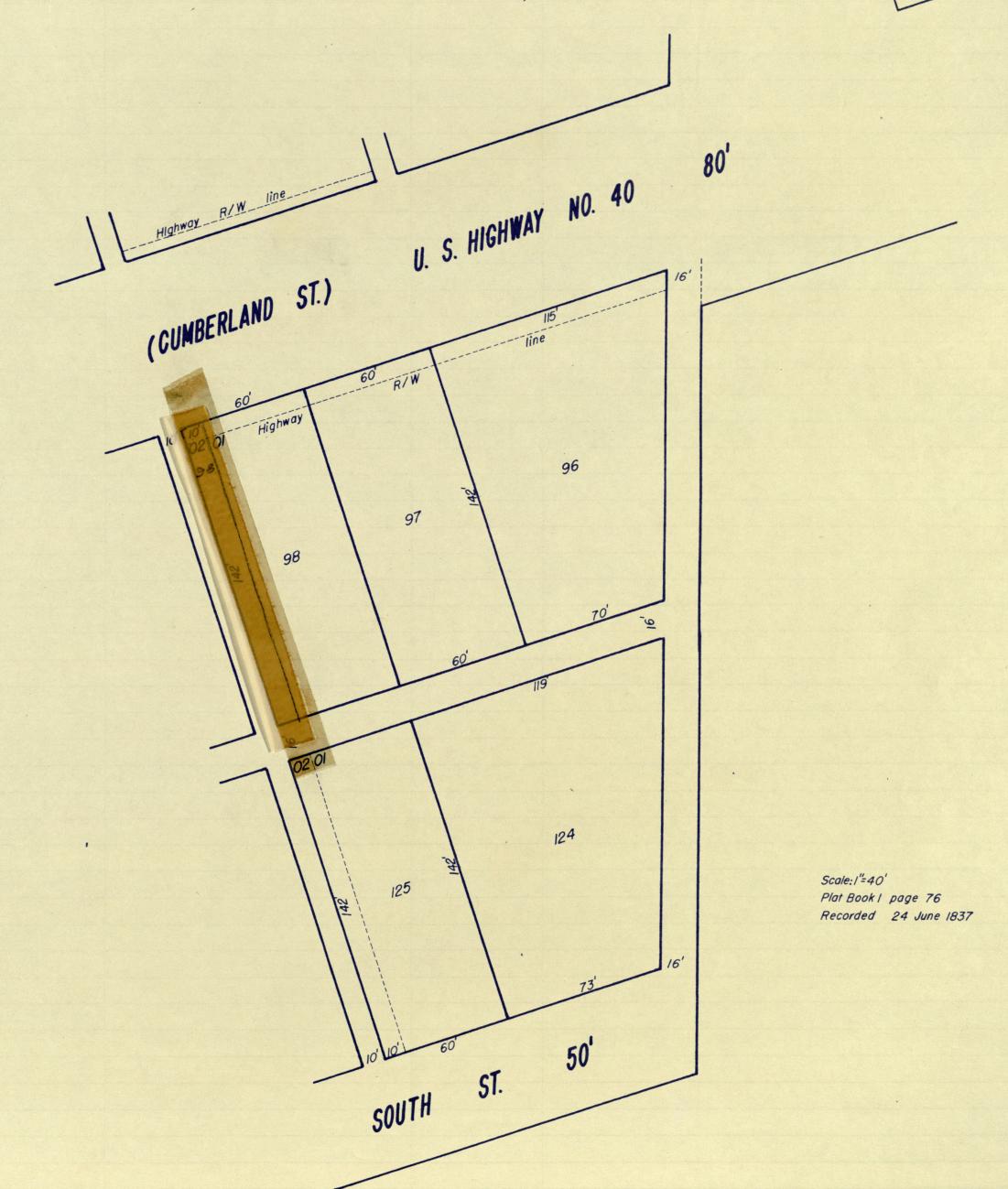
	SECTION	TOWNSHIP	RAN	IGE HENDRIC	CKS COUNTY,	INDIANA, 19	)		
Form by Stanley S	Form by Stanley Shartle Assessor's Plat-Book for					Towns	ship		
Number on Plat	NAMES OF OWNERS	DAT	E	DESCRIPTION	ACRES	Value of Lands	Value of Improve- ments	Value of Lands and Improve- ments	
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								1	
								1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
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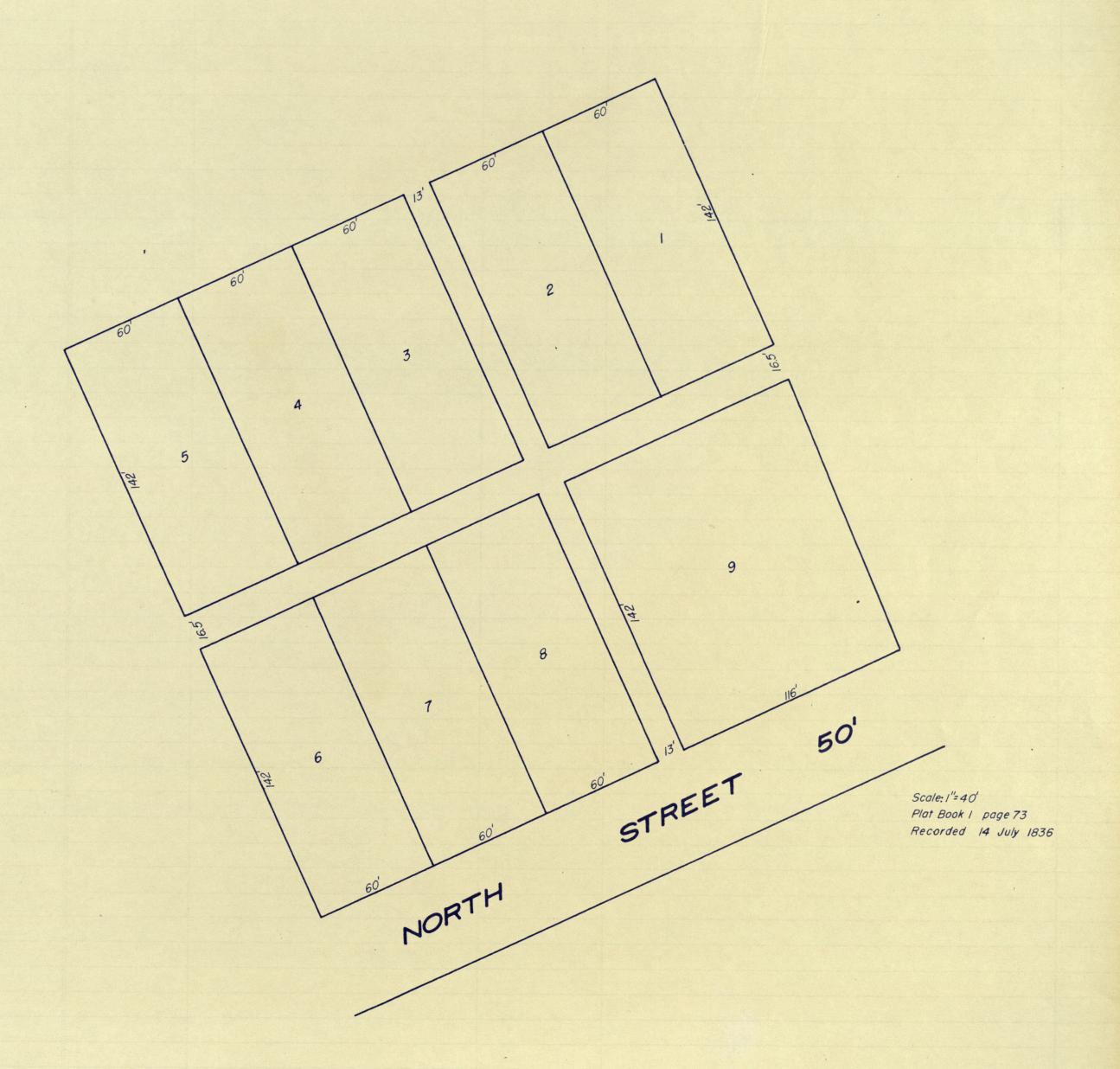


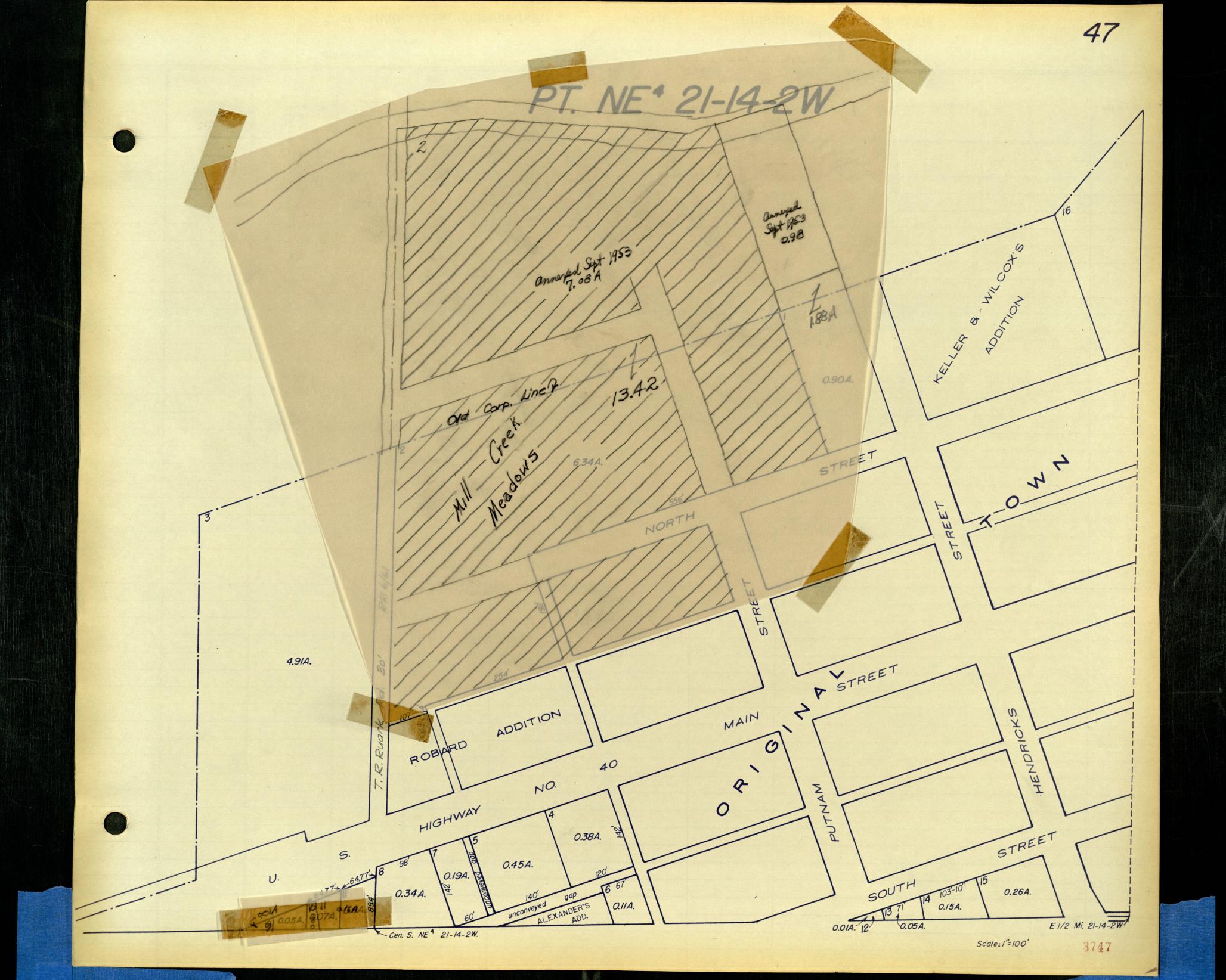






## KELLER & WILCOX'S ADD



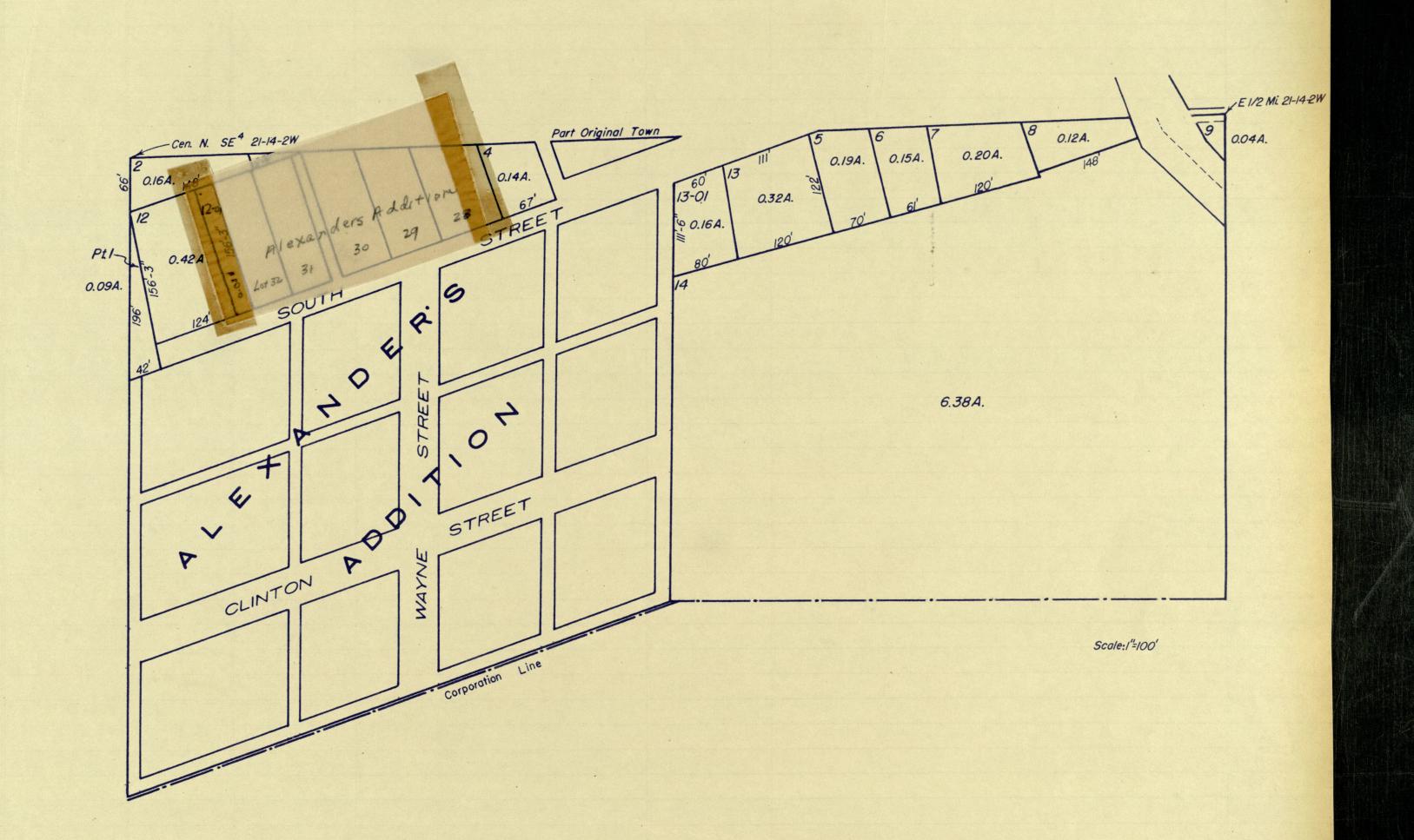


3748

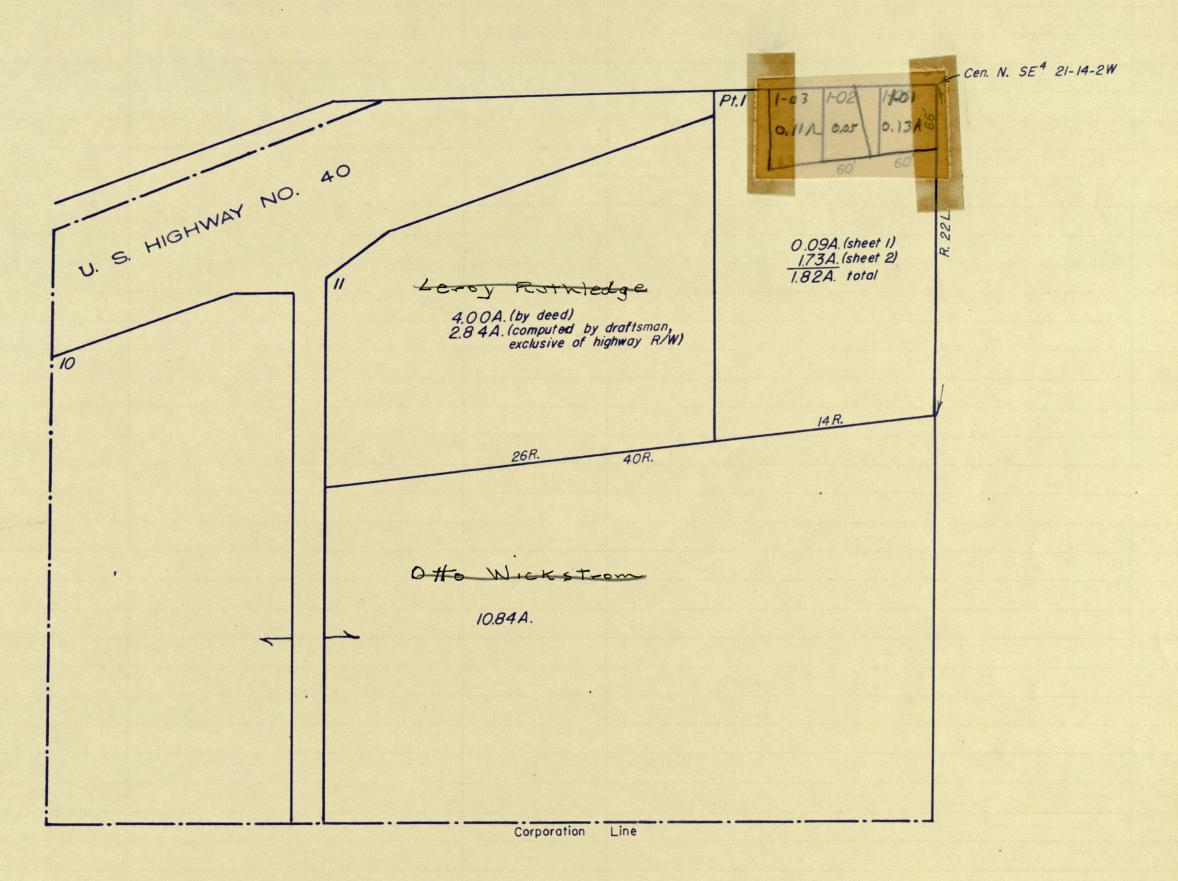
STREET

-W 1/2 Mi. 22-14-2W

#### PT. SE\* 21-14-2W



#### PT. SE\* 21-14-2W



Scale: 1"=100"

#### PT. SW 22-14-2W



\*Tudor Road, once called the Greensburg and Clinton State Road, was relocated to its present route November 21, 1831, in compliance with an Act of the General Assembly approved January 29, 1831. (County Commissioners' Record 2, p.12.) The Act called for relocating so much of said state road as was situated between the 54th mile post and Stilesville, etc., without stating its width excepting to say the road was "to be opened and recorded in the same manner as other parts of said state road were opened and recorded." The original route approved by the General Assembly January 9, 1830, was one of several to be laid out by Commissioner Amos Robertson who "shall not require any of the aforesaid roads to be opened exceeding forty feet in width." While such notice as to width seems inconclusive, the actual notice afforded by public possession and use between fences and by other physical evidence at various places along the present route indicates with a degree of certainty that 40 feet was taken for highway purposes.