



**Order of the Runway**

No.	W.	N.	E.	S.	W.	E.	S.	
1.	117	0	0	0	0	0	0	
2.	64	15	0	0	0	0	0	
3.	13	0	0	0	0	0	0	
4.	4	0	0	0	0	0	0	
5.	23	0	0	0	0	0	0	
6.	4	0	0	0	0	0	0	
7.	2	0	0	0	0	0	0	
8.	36	0	0	0	0	0	0	
9.	23	0	0	0	0	0	0	
10.	61	0	0	0	0	0	0	
11.	89	0	0	0	0	0	0	
12.	52	0	0	0	0	0	0	
13.	77	0	0	0	0	0	0	
14.	21	0	0	0	0	0	0	
15.	30	0	0	0	0	0	0	
16.	51	0	0	0	0	0	0	
17.	79	30	0	0	0	0	0	
18.	12	0	0	0	0	0	0	
19.	67	0	0	0	0	0	0	
20.	27	0	0	0	0	0	0	
21.	05	0	0	0	0	0	0	
22.	78	0	0	0	0	0	0	
23.	53	0	0	0	0	0	0	
24.	53	0	0	0	0	0	0	
25.	37	30	0	0	0	0	0	
26.	24	0	0	0	0	0	0	
27.	47	0	0	0	0	0	0	
28.	60	0	0	0	0	0	0	
29.	44	0	0	0	0	0	0	
30.	0	0	0	0	0	0	0	
31.	0	0	0	0	0	0	0	
32.	0	0	0	0	0	0	0	
33.	36	0	0	0	0	0	0	
34.	0	0	0	0	0	0	0	
35.	0	0	0	0	0	0	0	
36.	0	0	0	0	0	0	0	
37.	46	30	0	0	0	0	0	
38.	0	0	0	0	0	0	0	
39.	0	0	0	0	0	0	0	
40.	5	30	0	0	0	0	0	
41.	51	15	0	0	0	0	0	
42.	41	45	0	0	0	0	0	
43.	53	0	0	0	0	0	0	
44.	Straight line		1176.75					

**Note.**

- A. The Beginning of the Runway, as also the Beginning of the first part of Currier's Point
- B. The Beginning of Bishop's Outlet & Bishop's Addition
- C. The Beginning of Customs Hope
- D. The Beginning of Brampton's Addition and the first tree of Conquest
- E. The Beginning of the second Runway from
- F. The Beginning of the third Runway from Part of Bishop's Outlet and Bishop's Addition

Plotted by a scale of 1000 ft in an Inch  
 J. D. Bolton & Co. Surveyors