

Retracement and Resurvey of Subdivisional Lines, T. 26 S., R. 2 W.

<p>CHAINS 34.50</p>	<p>Summit of divide bet. Little and North Umpqua Rivers, bears NW and SE, descend NE slope</p>																		
<p>40.00</p>	<p>Set an iron post, 3 ft. long, 1 in. diam., 26 ins. in the ground, for $\frac{1}{4}$ sec. cor., with brass cap marked</p> <div style="text-align: center;"> $\frac{1}{4} \frac{S27}{S34}$ <p>1916</p> </div> <p>from which</p> <p style="padding-left: 40px;">A hemlock, 16 ins. diam., bears S.10*E., 7 lks. dist. Marked $\frac{1}{4}$ S 34 B T</p> <p style="padding-left: 40px;">A hemlock, 10 ins. diam., bears N.17*W., 16 lks. dist. Marked $\frac{1}{4}$ S 27 B T</p> <p>The cor. established by Deputy Gibb in 1909 as $\frac{1}{4}$ cor. of secs. 27 and 34, which is a fir, post, 4 ins. sq. 12 ins. above ground, marked and witnessed as described by the surveyor general, bears N.24*30*W., 58 lks. dist.</p> <p>I destroy the corresponding cor. of the rejected revision survey and marks on bearing trees</p>																		
<p>48.00</p>	<p>Summit of divide bet. Little and North Umpqua Rivers, on NE slope; descend SE slope</p>																		
<p>56.50</p>	<p>Jorgensen's house bears South, 3.00 chs. dist.</p>																		
<p>61.55</p>	<p>Trail, bears NE and SW</p>																		
<p>65.40</p>	<p>Curry's house bears North, 3.00 chs. dist.</p>																		
<p>67.25</p>	<p>Begin descent of steep SE slope</p>																		
<p>70.93</p>	<p>Intersect W bdy. of sec. 26, 18.76 chs. N. of SW cor. of sec. 26, heretofore described</p> <p>At the point of intersection</p> <p>Set an iron post, 3 ft. long, 2 ins. diam., 24 ins. in the ground, for closing cor. of secs. 27 and 34, with brass cap marked</p> <div style="text-align: center;"> <table style="margin: auto;"> <tr> <td></td> <td>T26S</td> <td>T26S</td> </tr> <tr> <td></td> <td>S27</td> <td></td> </tr> <tr> <td>CC</td> <td></td> <td>R2W</td> </tr> <tr> <td></td> <td>S34</td> <td></td> </tr> <tr> <td></td> <td>R2W</td> <td>S26</td> </tr> <tr> <td></td> <td>1916</td> <td></td> </tr> </table> </div>		T26S	T26S		S27		CC		R2W		S34			R2W	S26		1916	
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