

County Surveyor's Record, Douglas County, Oregon  
20

Dependent Resurvey of a Portion of the Subdivisional Lines, T. 26 S., R. 2 W.

CHAINS	
	N. 2°19' E., along the E. bdy. of sec. 17.  Descend 426 ft. over N. slope, changing to NE. slope, through dense undergrowth along the W. edge of logged area.
2.07	Skid road, at end, 15 lks. wide, extends SE. from this point.
3.85	Leave logged area, enter timber, edge bears NE., follow old blazed line.
11.30	Left bank of North Umpqua River, 240 lks. wide, course NW.
14.50	Right bank of North Umpqua River, bears NW. and SE.; asc. 10 ft. over SW. slope.
15.99	Cor. No. 2 of Tract 37, on the E. bdy. of sec. 17, monumented with an iron post, 1 in. diam., protruding 6 ins. above ground, firmly set, marked and witnessed as described in the official record.
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	N. 2°18' E., beginning new measurement.  Ascend 13 ft. over SW. slope, through logged area and scattering undergrowth.
1.17	North Umpqua Highway, bituminous pavement, 40 lks. wide, bears N. 55° W. and S. 55° E.
3.915	Point for the S 1/16 sec. cor. of sec. 17 only.  Set an iron post, 28 ins. long, 2½ ins. diam., 26 ins. in the ground, with brass cap mkd.  S 1/16   S 17   1959
	from which  A maple, 12 ins. diam., bears S. 60° W., 169 lks. dist., mkd. S 1/16 S17 BT.  A fir, 6 ins. diam., bears N. 45° W., 154 lks. dist., mkd. S 1/16 S17 BT.
4.15	Creek, 2 lks. wide, course SW.; asc. 230 ft. over SE. slope, through scattering timber and dense undergrowth.
9.30	Gravelled access road, 20 lks. wide, bears N. 5° E. and S. 5° W.
23.30	Spur ridge, bears NE. and SW.; desc. 3 ft. over NW. slope.
23.82	Point for the ¼ sec. cor. of sec. 17 only, at midpoint on the E. bdy. of sec. 17.  Set an iron post, 28 ins. long, 2½ ins. diam., 26 ins. in the ground, with brass cap mkd.  T 26 S   R 2 W   ¼   S 17   1959
	from which  A fir, 24 ins. diam., bears S. 38° W., 53 lks. dist., mkd. ¼ S17 BT.

FD OK  
BY Raymond  
Brown 3/94  
M118-53  
FD OK BY D. EDWARDS  
1/2000 M 134-15

BLM comments for M134-15 11/11/07 JC  
  
Corners should be common  
See narrative on M134-15