

Dependent Resurvey, Portion of Subdivisional Lines, T. 29 S., R. 9 W.

CHAINS	
	and new bearing trees
	A fir, 4 ins. diam., bears N. 28°E., 101 lks. dist., mkd. X BT.
	A fir, 4 ins. diam., bears S. 75° W., 46 lks. dist., mkd. X BT.
	No bearing tree available to the NW. within limits.
	Add marks HLM 1966 to brass cap.
	N. 0° 01' E., bet. secs. 35 and 36, marking and blazing the true line.
	Ascend 165 ft. over SE. slope, across logged area, through scattering timber and dense undergrowth.
4.90	Paved road, 25 lks. wide, bears N. 75° E. and S. 75° W.
9.00	Spur, slopes E.; desc. 175 ft. over NE. slope.
34.50	Bingham Creek, 30 lks. wide, course SE.; asc. 55 ft. over S. slope.
39.13	Original line tree, a sawed fir stump, 36 ins. diam., marked with 3 blazes on the S. face.
40.18	The $\frac{1}{4}$ sec. cor. of secs. 35 and 36. determined at record bearing and distance from the remaining original bearing tree:
	A burned fir snag, 14 ins. diam., bears S. 72°E., 46 lks. dist., with old axe marks visible on burned blaze.
	At the corner point
	Set an iron post, 28 ins. long, 2 $\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.
	T 29 S R 9 W $\frac{1}{4}$ S 35/S 36 1966
	<i>FD. OK 4/84 D. STRINGER M 97-A</i>
	from which new bearing trees
	A madrone, 5 ins. diam., bears S. 75° E., 28 lks. dist., mkd. $\frac{1}{4}$ S36 BT.
	A fir, 10 ins. diam., bears N. 83° W., 109 $\frac{1}{2}$ lks. dist., mkd. $\frac{1}{4}$ S35 BT.
	From this point, an iron axle, 1 in. diam., firmly set. extending 14 ins. above the ground, bears S. 37°W., 0.024 chs. dist.
	N. 0° 07' W., beginning new measurement.
	Ascend 125 ft. over S. slope, changing to SW. slope.
1.20	Dirt road, 15 lks. wide, bears N. 70° W. and S. 70°E.
7.93	Original line tree, a fir, 50 ins. diam., marked with 2 blazes on N. and 2 blazes on S. face.
17.00	Top of ascent, slopes W.; desc. 20 ft. over NW. slope.