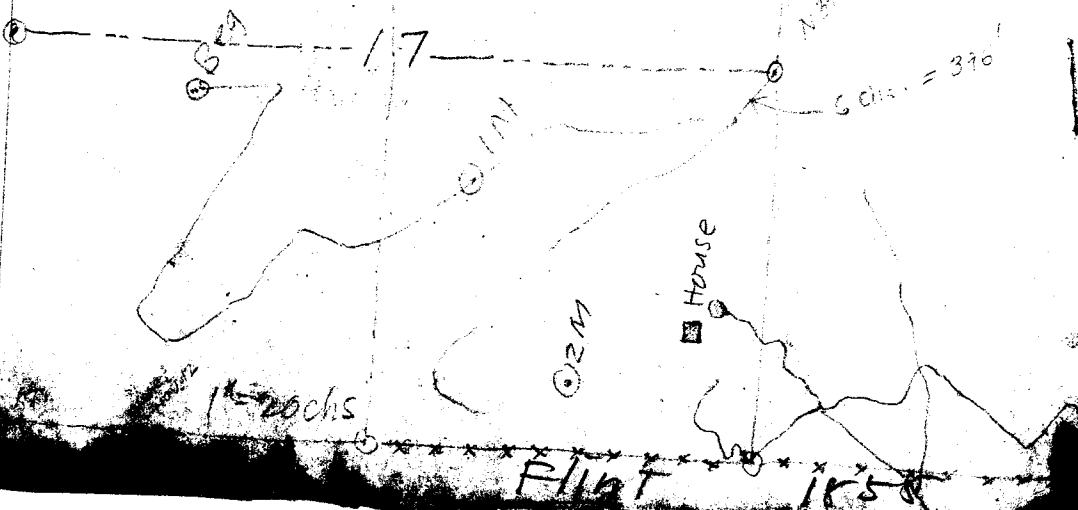


3/19

11-200ms

7
 Cor 17/18/19/20
 33" S 79 E 320 - 211.7
 40" N 81-30 W 290 - 191.4
 48" S 67 W 300 - 198.0
 8" N 27 E 140 - 92.4

T/30S/R6W



6/19

115
 140
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 590

113-165
 113.00
 17.10
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 75.10
 79.70
 74.72
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171
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17160
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113-165
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 74.72
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113-165
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N 200° 19 + 20
 40 = 42 ca 5" Pine S 58° W 138 Z
 4" " N 75° E 65 Z
 80 = ca 17.18-19.20
 200 18.20 19.30 15" Sup Pine 2.50 E 48 Z
 8" Sawtooth 2.60 W 47 Z
 5" " 5.72 W 32 Z
 5.50 E 83 Z
 N 40 + 9 + 8
 40 = 42 ca 4" E N 240° E 14 Z
 6" " S 75° W 33 Z
 80 = ca 53.78
 5.2" E 2.20 E 2.20 E 2.20 E
 2.20 E 2.20 E 2.20 E 2.20 E
 40" ca. 2.20 W 20 Z
 N 40 = 1/4 ca
 18" Pine S 10° W 33 E Z
 30" ca. 2.20 E 30 Z
 W 40 = 18 + 19
 42.52 = 2 ca 36" Pine 2.89 E 144 Z
 30" " 5.97 E 217 Z
 W 40 = 14 + 18 - (5.89 - 5.33)
 4 = 50 = 4 ca { 8" Sawtooth 5.25 E 120 Z
 { 16" Red Pine 2.15 W 17 Z
 5 = 20 = ca 7.8 + 7.8
 E 40 = 4 + 9
 (5.84 - 4.9 W)
 40.02 = 4 ca { 3" Red Pine 5.80 E 48 Z
 { 3" " 2.50 E 41 Z
 4 = 9 + 16 (5.97 - 2.6 W)
 4 = 4 ca 1.20 Pine 5.25 W 30 Z
 6" " 2.75 W 46 Z
 15 + 16 = 50 = ca 1.5 = 1.5
 5.80 E 38 Z 2.75 W 38 Z
 5.40 E 38 Z 4" Red Pine 2.75 E 48 Z

Station
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ROY AGEE, COUNTY CLERK
CLIFF THORNTON, SHERIFF
OLIVER L. JOHNSON, TREASURER
BARTON HELLIWELL, ASSESSOR
LULA C. GORRELL, SCHOOL SUPT.
H. C. STEARNS, CORONER
F. C. FREAR, ROAD MASTER
H. L. EPPSTEIN, SURVEYOR
AGNES M. PITCHFORD, PROB. OFFICER

D. N. BUSENBARK, COUNTY JUDGE
H. B. ROADMAN, COMMISSIONER
J. R. HUTCHINSON, COMMISSIONER
J. V. LONG, DISTRICT ATTORNEY

DOUGLAS COUNTY
ROSEBURG, OREGON

COUNTY COURT
FIRST WEDNESDAY
OF EACH MONTH

February 19, 1943

Mr Stewart Garnon,
Freeport Sulphur Co;
Riddle, Oregon.

Dear Stewart,-

Enclosed you will find the information which you asked for when you were in Roseburg last, I hope that you will find it sufficiently complete .

Since turning in the platted sheets showing the road alignment, the section line measurements and the location of the wells, I have been worrying about an error of about 100.0 ft that appeared in the closure between the road survey and the survey for the west line of the S.W. $\frac{1}{4}$ of the section, 17. Because I could not run it down I thought that it must have been a cumulative error but decided that it was somewhere in the North westerly corner of the S.W. quarter of the section; so I platted in the wells and tied them to the West quarter corner and to the N. and S. section line using the distance we got from the west line of the section and from the north line of the N.W. $\frac{1}{4}$ or the east and west mid section line, the road is also platted in to these lines as you will notice because we made ties to all these lines as we ran them out; but I searched the notes over again and finally found where this 100. ft, (approximately) difference came into the work, on the west line of the section, measuring northerly from the S.W. corner, between stakes 10 and 11, there were two measurement instead of one as is usual and these were (the sum of) 268.0 and 114.2 ft or a total of 382.2 ft., but only 268.0 ft was used in the computations, making the total corrected length of the west line of the S.W. $\frac{1}{4}$ 2695.3 ft. and not 2580.9 ft., the stakes from 1096.2 ft. N inclusive to the W. $\frac{1}{4}$ corner would be increased in distance north by 114.2 ft. and the offset would be moved over to the west from one to two tenths of a foot which is not much of a difference; while there is this difference the well locations are correctly grouped for spacing between each other and from the several outside lines except from the south line which is 114.2 ft short of the correct distance; it must be noted also that while the groups of wells are correctly spaced, the group at the top or nearest the north line of the N.W. $\frac{1}{4}$ of the sec. is not far enough ~~and~~ north of the south or lower group by this 114.2 ft.

C. S. File No. 31/9

While I have nothing here to check these well locations as I gave them to you, I think that I am correct in the above deductions; when I mention the upper and lower groups of wells, I mean the wells at the top of the road and those nearer the southeast corner of the section and towards the lower end of the road. You will, no doubt check the platting of the wells after receiving this data, the elevations given do not change and as I noted, the spacing does not change either and I although I cannot check with the map, which you have, I believe that the distances from the outside lines are correctly shown; distances given on four stakes on the west line of the S.W. $\frac{1}{4}$ would be changed and the offset distances of or from these stakes would be changed and they are

Stake	Dist. N.(orig)	Dist (corrected)	Offset W.(Orig)	offset. corr
11	1996.2	2110.4	22.9	23.1
12	2186.0	2300.2	25.0	25.2
13	2289.4	2403.6	no offset here	
14	2392.8	2507.0	27.4	27.5

While I hate like everything to have found an error, I believe you should have it called to your attention and I hope that I have made myself clear in this letter, but unless I am wrong in stating how the wells were platted, they are correctly placed as far as the outside lines affect them; they are correctly spaced in each of the two groups, I am certain and for the out lines, I believe they are also all right as compared to the wells, the wells must be right as located from the west line and the only space that might be wrong is from the E. & W. mid section line south to the wells, and because I have a tie from the mid line, I believe that they are right in that respect too.

Very truly yours,

dep/

Am returning the field noted under separate cover

A.B.

It might be added to the above, that the difference of 114.2 ft. does not affect the location of the section lines as they were located and marked except for the differences of one or two tenths of a foot, since the lines were run from the known corners as found or established and not from any intermediate point on the line on which the difference was found., the one or two tenths of a foot mentioned, is for the offset over from the random line to the true line.

a.b.

CS FILE FOLDER

CONTAINS

MORE

INFORMATION