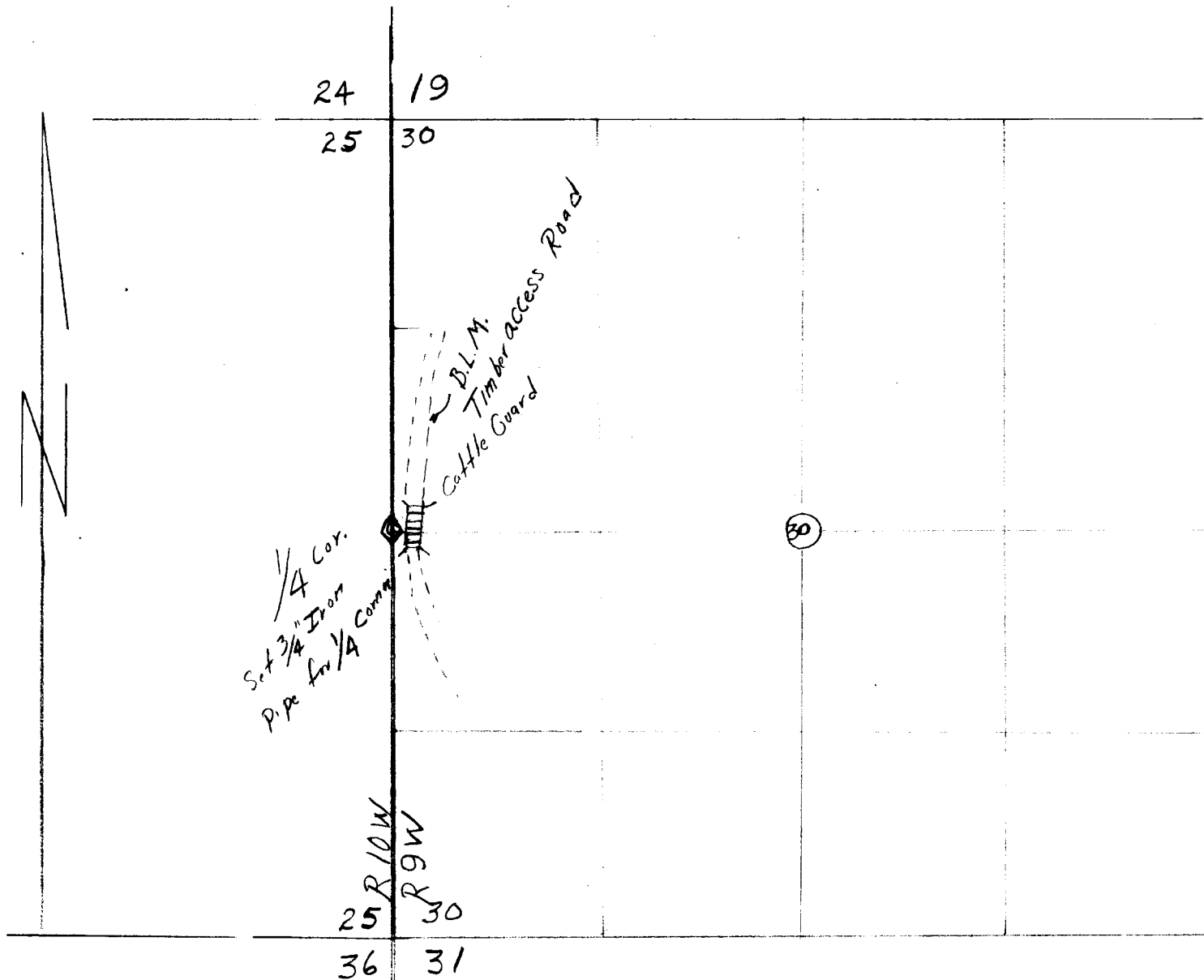


Sept. 12, 1957

Returning at the above date, I find that in the construction of the B.L.M. road, the 2 original BTs had been destroyed. The 3/4" iron pipe had been bent over, but still in place. I straightened out the pipe and added the "cattle guard" as a B.O. as follows:

A B.O., the SW cor. of the concrete cattleguard base brs. N47½degE 8.8 feet.



Re-established the ¼ corner between sec's 25 & 30, T23S. R9 & 10W. W.M. Douglas Co. Ore. by setting 3/4 Inch Iron pipe from 2 original Gov't B.Ts as follows:

(Orig. BTs)

A Fir snag Brs N80deg.E 9.5 ft. (scribing vis.0)

A Fir snag 40" in dia. brs N50degW 9.1 ft.

New BTs

A fir 12" in dia. brs. N78½degE 61.2 ft.

BLM tag on face also scribed

A fir 16" in dia. brs. N56degW 44.2 ft.

Survey for Coos Head Timber Co.

Coos Bay, Oregon

Sec's 25 & 30, T23S, R9 & 10 W

Scale 1 inch= 1,000 feet

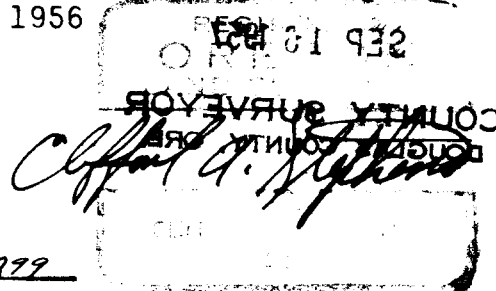
By

C.A. Stephens Lic #238

April 6, 1956

FILED

RECEIVED



C. S. File No. 42/379