

RCNEW  $\frac{1}{4}$  S10/S11 T25S R8W  
Fd. O.B.T.s 25 follows - (MKd. in 1911 survey)  
42" Burnt Fir snag S. 47° E, 101 ± ft. (Slope  
Badly decayed - " $\frac{1}{4}$  S 11" scribe visible.  
40" Burnt Fir S. 26° W. 53 ± ft

TURNED out - down hill approx 75 ± ft  
scribe MKs " $\frac{1}{4}$  S 10" visible on upside.  
Because we were unable to determine  
where S.W. B.T. stood, we measure  
To top of spur to north 2 chains or  
132 ft. on old Blazed Line. This  
fixed the cor. locus as being slope  
distance from O.B.T. to S.E. - set

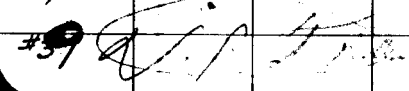
1" I.P. & BRASS CAP MKD. COUNTY  
SURVEYOR'S OFFICE 1967 T25S  
 $\frac{1}{4}$  S10/S11 R8W " & MK. New B.T.s -

18" D. FIR S. 31° W, 4 ± ft.  
MKd. " $\frac{1}{4}$  S 10 CS BT"  
12" D. FIR N. 44° E. 2 ± ft.  
MKd. " $\frac{1}{4}$  S 11 CS BT"

This cor. lies on steep S.E.  
slope 132 ft. S. of spur sloping  
East. (Note: See Back for additional  
INFOR.)

Sept 26, 1967

U.R.T.  
T.H.

#39 

O.M. F.W. B. 18

1/2 S. File No. 49/88-18

We could not find any hole or  
Roots to indicate exact spot where the  
O.B.T. To S.W. stood. - From our present  
car location, there is a small slide  
approx 35 ft. wide & 40 ft long. If  
we had set the car another 20<sup>±</sup> ft.  
level distance, making a total of 101<sup>±</sup>  
ft. level distance, we would be  
approx. 15<sup>±</sup> ft. west of old Blazed  
Line. Also this would put S.W. DBT  
above **FILED** slide area, and we  
find no **RECEIVED** evidence of  
stump hole or **SEP 26 1967** Roots. The  
call on Ridge Top also would not  
fit the **COUNTY SURVEYOR**  
**DOUGLAS COUNTY, ORE.**  
Record distance.

DIETZGEN NO. 385-6