

(60)

COUNTY SURVEYOR'S RECORD, DOUGLAS COUNTY, OREGON

BUSHONG & CO. PORTLAND, ORE. 87545

<p><i>Survey No.</i> <i>Made on</i> June 15-22 1939</p> <p><i>In Town.</i> 25 S <i>Range</i> 4 W <i>Sec</i> 16</p> <p><i>Made for</i> State of Oregon</p> <p><i>Purpose of</i> To establish the south and east corners of lot 2 of said section. The attached map is a part of this record and is illustrative of the work accomplished under this survey.</p> <p style="text-align: center;"><i>C. S. M. 5 - 66</i></p>	<p><i>Survey No.</i> <i>Made on</i></p> <p><i>In Town.</i> <i>Range</i> <i>Sec.</i></p> <p><i>Made for</i></p> <p><i>Purpose of</i></p>
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Mr. L. A. Stanley of the State Engineers Office at Salem Oregon started this survey by running a traverse around this section. He found the witness trees for the SE corner of the section. The east boundary of the section was made by triangulation from the NE corner to the SE corner. The NE corner is a property and fence corner.

Mr Stanley ran a stadia traverse along the north boundary of the section but was unable to locate the NW corner. He triangulated most of the way across the south boundary of the section ~~back~~ and ran the rest as a stadia traverse but was unable to locate the SW corner of the section. Mr Stanley then ran a traverse down the creek which roughly parallels the west boundary of the section and tied his traverse of the east and north boundaries thereto.

On reaching this point and being unable to locate additional corners the writer was called in to complete the survey and relocate the missing corners. Mr Stanley's stadia and triangulation traverse closed within reasonable limits therefor it was used as a base for the additional work.

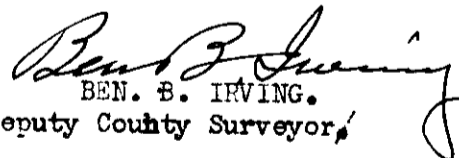
Not being able to identify the location of the SW corner of the section a traverse was ran west to the $\frac{1}{4}$ section corner between sections 17 and 20 which was identified from the original bearing trees and renewed. A traverse was then run south to the $\frac{1}{4}$ section corner between sections 20 and 21. This corner was renewed from one original bearing tree which was down and nearly destroyed. We then tied in the SW corner of the James Odle DLC No 41 and ran a traverse to the vicinity of the $\frac{1}{4}$ corner between sections 16 and 17 and the SE corner of DLC 41. The quarter corner had been entirely destroyed. An oak tree was located in the vicinity of the SE corner of DLC 41 which was in bad shape and may have been the witness tree. While it showed signs of having been chopped into many years ago, no scribe marks were visible.

In the vicinity of the NW corner of the section an 80 inch fir stump was located but no marks of any kind could be discovered. Tie lines were run to the NE corner of DLC 41 which was renewed from original witness trees and also to a 2" pipe in the county road which was presumed to be the SW corner of the Clinton Sutherlin DLC No 49. From these ties and the tie made by Mr Stanley to the quarter section corner between sections 9 and 16 it was found that the 80" stump above mentioned would more nearly fit the location for the corner than any other point which could be found. An attempt was made to locate the quarter section corner between sections 8 and 9 and the section corner a mile north but both have been completely destroyed by glazing and no evidences of them could be found. In view of this data it was concluded that the 80" fir stump mentioned would more nearly replace the NW corner of Section 16 than any other evidence obtainable. A check to Calapooia Creek was made and found to be quite close to the original distance given in the Government field notes.

With the NW corner of the section renewed as described the SW and west quarter section corners were renewed by proportional measurements as prescribed by law.

The oak tree mentioned above in the vicinity of the SE corner of DLC 41 when used as a witness tree placed the claim corner South from the NE corner and N 89° 47' E from the SW corner. This was so close for bearings that it was used to renew the corner even though distance did not check very well. It was concluded that bearings would be more accurate than chaining due to the ruggedness of the country.

The attached map which is a part of this record shows the bearings and distances of all lines and describes all corners renewed or re-established. The survey except as noted above was made with a transit and a 300 ft steel tape. deflection angles were read and doubled. Slope measurements were made and the vertical angle read and reduced to the horizontal. The survey was made by BEN. B. IRVING Deputy County Surveyor with N. E. Richardson, Harvey L. Eppstein Jr., and Robert Helliwell as assistants.


 BEN. B. IRVING.
 Deputy County Surveyor