

COUNTY SURVEYOR'S RECORD, DOUGLAS COUNTY, OREGON

BURKORF & CO. PORTLAND, ORE. 87545

<p>Survey No. Made on Jan. 24 - April 16, 1949</p> <p>In Town. 30 S Range 5 & 6 W Sec. 25 & 30</p> <p>Made for L. E. Wooley</p> <p>Purpose of Establishing the property line between L. E. Wooley and A. I. Custis.</p> <p style="text-align: center;"><i>Drawer 43 File 68</i></p>	<p>Survey No. Made on</p> <p>In Town. Range Sec.</p> <p>Made for</p> <p>Purpose of</p> <p style="text-align: center;"><i>C.S. M. 18-76</i></p>
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The survey was started Jan 24, 1949, with the following crew:
 Arthur R. Evans - Deputy County Surveyor, chief of party & Transitman
 M. L. Farrell - Head Chain
 F. D. Smith - Rear Chain
 Ben B. Irving - County Surveyor was present part of the time.

This survey was made as a legal survey at the request of Mr. L. E. Wooley. Official notices were sent to the following by registered mail with return receipts requested:
 L. E. Wooley
 A. I. Custis

The survey was started at the intersection of the centerlines of County Road No. 21 (Riddle-Canyonville) and County Road No. 44 (Shoestring Road).

A traverse was run Southerly along the Shoestring Road to the intersection of the Westerly right of way line of this road with Wooley's West line (Vol. 135, pge. 4, Deed Records).

Wooley's property boundaries were then traversed, and it became apparent from physical evidence on the ground that either a gross error had been made in the preparation of the original deed, or that the location of the original Shoestring Road had been changed.

A diligent search was made for the Northwest corner of the A. N. Tiller, DLC No. 63, T 30 S, R 5 W, WM., to which corner the conflicting properties are tied; however, this search resulted in failure, since all evidence of the original corner had been destroyed.

The Northeast corner of the Tiller DLC was reset from original bearing trees, and a traverse was run Westerly from this corner along the North line of the Tiller Claim to the probable location of the Northwest corner.

An attempt was made to re-establish the Northwest corner from a tie given in the original DLC field notes to the Southeast corner of the J. W. Burch DLC No. 61, which is located on the North line of the Tiller Claim; however, in chaining the North line of the Claim, it was evident that a considerable amount of discrepancy existed between the government record and conditions existing on the ground and that any adjustment following the procedure required by law would completely upset conditions called for in the deeds.

As a thorough search failed to determine the location of the Southwest corner of the Tiller Claim, an attempt was made to determine the West boundary of the Tiller Claim through its tie with the corner of Secs. 30 and 31, T 30 S, R 5 W.

A traverse was run Northerly from the corner to Secs. 30 and 31 to an 18" Oak bearing tree blazed and scribed, $\frac{1}{4}$ S. This tree does not fit the record notes for the original or the renewal of the $\frac{1}{4}$ Sec. corner on this line.

In tying this line with the North line of the Tiller DLC there still remained unexplained discrepancies which would conflict with the evident intent of the deed.

A search of the official surveys of the County Surveyor's resulted in the discovery of a survey with the same tie as called for in the Wooley and the Custis property descriptions and further noting the intersection of the Canyonville-Riddle County Road and a creek (next, East of Shoestring Creek). By measuring back from the center of the bridge over this Creek and then running the line described in the deed we were able to nearly parallel and be only 3 to 5 ft. East from an old fence line (fence removed) and an old fence. This line was identified by Mr. Aiken of Riddle, who formerly owned this property, as the old property line fence erected at the time of the division of the property. Further search led to the discovery of an iron pipe at an angle post in the old boundary fence.

The line was then adjusted and established, using this iron pipe and the beginning point as measured in from the bridge noted above. The angle points in this line were then marked by driving ~~an~~ iron pipe in the ground.

This work and the results are illustrated by the attached map which is a part of this record.

A Buff & Buff transit with plates reading to one minute of arc, in good adjustment and repair, was used. All angles were turned in deflection and doubled. Chaining was carefully done, by experienced chainmen, using a 300 ft. Chicago Steel Tape, in excellent condition. Measurements were made along the slope, vertical angles read from the transit, and reduced to the horizontal.

All field notes and computation sheets are in the files of the County Surveyor's Office in DRAWER 43 FOLDER 68.

DEPUTY COUNTY SURVEYOR

