

No 201

in

Circuit Court

R H Deal

Plaintiff

vs

Thomas Williamson

Defendant

Action for

Docket

Page

Attorney for Plaintiff

Attorney for Defendant

THE FIRST NATIONAL BANK OF CHICAGO, ILL. CAPITAL PAID UP \$1,000,000.00. RESERVE FUND \$1,000,000.00. DEPOSITORS' ACCOUNTS GUARANTEED BY THE NATIONAL GUARANTEE ASSOCIATION.

Feb 10 Petition see Witnesses app'd
 Journal C p 516
 Nov 4 1st adm. report
 Journal C p 546
 Nov 6 continuance
 Journal C p 548
 Nov 15 order of app'ds
 1886 Journal C p 570
 Jan 13 order to supers. bond
 Journal C p 574
 Mar 6 Appraisers app'd
 Journal C p 649
 June 17 Appropriation for
 Journal C p 720

Road

Commencing at Holbrook's Saw Mill
 to Cornucopia at Upper Forks of Pine Creek

Description of road survey - from
 Millbrook Mill to Cornucopia by courses
 and distances -

The initial point of survey is a
 3 ft round marker, marked R-0 m
 near Reese and Bards' dwelling house at
 Millbrook.

run	to	follows-	
		N 86 30 E	430 ft
		N 74 10 E	370 "
		S 86 15 E	580 "
		S 64 40 E	640 "
		S 80 10 E	355 "
		N 86 50 E	260 "
		S 31 E	300 "
		S 54 E	365 "
		S 83 20 E	150 "
		S 65 15 E	250 "
		S 55 35 E	320 "
		S 76 4 E	125 "
		S 61 05 E	275 "
		S 47 20 E	260 "
		S 37 E	348 "
		S 69 45 E	493 "
		S 82 E	575 "
		N 69 10 E	555 "
		N 15 35 E	256 "
		S 84 45 E	627 "
		S 79 40 E	517 "
		S 84 30 E	237 "
		N 86 40 E	163 "

{ 222 ft on this course was
 mile mark d on Jan 2 m
 { tree

CR	28	45	E	395	feet	✓
CR	36	40	E	395	"	✓
CR	10	10	E	120	"	Cross Catherine Creek
S	88	15	E	240	"	✓
CR	61	45	E	286	"	✓
CR	77	50	E	294	"	✓
CR	77		E	325	"	✓
CR	79	30	E	525	"	75 ft on this course. Marked on tree
S	80	20	E	570	"	(Marked on tree)
S	48	30	E	430	"	✓
S	24	35	E	606	"	✓
S	23	55	E	469	"	✓
S	29		E	505	"	✓
S	55	55	E	326	"	✓
S	72	35	E	170	"	✓
S	73	15	E	56	"	✓
CR	71	15	E	75	"	✓
CR	87	25	E	110	"	✓
CR	75	55	E	78	"	✓
CR	79		E	107	"	✓
S	61	10	E	439	"	✓
S	60	25	E	278	"	✓
S	53	30	E	580	"	✓
S	43	15	E	235	"	31 ft on this course. Marked on tree
S	36	45	E	60	"	Marked on tree
S	52	30	E	210	"	✓
S	46	40	E	265	"	✓
S	40		E	385	"	✓
S	12	55	N	174	"	Cross Catherine
S	11	50	E	191	"	✓
S	16	15	E	305	"	✓

S 32 45 E	230	ft	✓
S 24 30 E	210	"	✓
S 6 45 E	93	"	✓
S 17 W	112	"	✓
S 21 W	343	"	✓
S 18 20 E	585	"	✓
S 13 35 E	504	"	✓
S 77 20 E	109	"	✓
S 47 50 E	549	"	✓
S 57 12 E	470	"	✓
S 83 45 E	173	"	✓
S 24 25 E	517	"	to Mile Post 4 (marked on tree)
S 45 10 E	1386	"	✓
S 63 40 E	697	"	✓
S 46 05 E	584	"	✓
S 28 35 E	475	"	✓
S 44 15 E	500	"	✓
S 48 55 E	604	"	✓
S 48 50 E	473	"	✓
S 68 E	440	"	✓
S 69 25 E	121	"	to Mile No 5 marked on tree
S 59 30 E	232	"	✓
S 49 E	258	"	✓
S 14 50 E	263	"	✓
S 2 10 W	142	"	✓
S 20 50 E	299	"	✓
S 26 20 E	441	"	✓
S 22 50 E	220	"	✓
S 37 20 E	275	"	✓
S 32 55 E	320	"	✓
S 41 10 E	358	"	✓

S 13 35 E	232 ft	✓
S 14 20 E	340 "	✓
S 15 20 E	310 "	✓
S 33 45 E	470 "	✓
S 46 30 E	370 "	✓
S 70 E	612 "	✓
S 53 40 E	375 "	(x) 138 ft on this course to
S 48 05 E	323 "	{ Mile Cr. 6 marked on
S 37 10 E	348 "	{ tree
S 36 05 E	267 "	✓
S 19 10 E	405 "	✓
S 25 55 E	368 "	✓
S 37 E	239 "	✓
S 45 20 E	176 "	✓
S 34 E	299 "	✓
S 53 30 E	154 "	✓
S 79 55 E	241 "	✓
S 74 20 E	155 "	✓
S 74 E	197 "	✓
S 62 55 E	284 "	✓
S 83 E	363 "	✓
S 73 20 E	210 "	✓
S 50 25 E	450 "	✓
S 52 10 E	182 "	✓
S 38 45 E	565 "	(x) 388 ft on this course to
S 26 05 E	248 "	{ Mile Cr. 7 - marked on
S 12 25 W	285 "	{ Hammarack tree
S 42 10 E	220 "	✓
S 27 50 E	260 "	✓
S 59 10 E	240 "	✓
S 52 30 E	276 "	✓

S 14 30 E	441 ft.	✓
S 3 35 E	371 "	✓
S 5 W	352 "	✓
S 56 30 W	440 "	✓
S 14 10 W	313 "	✓
S 1 35 E	200 "	✓
S 15 55 W	597 "	✓
S 29 15 E	273 "	✓
S 44 45 E	104 "	✓
S 1 05 E	194 "	✓
S 36 35 W	231 "	✓
S 7 10 W	650 "	x 58 ft on this course Mile
S 5 30 E	418 "	CR 8 marked on Pine tree
S 4 35 E	465 "	✓
S 34 45 E	403 "	✓
S 84 50 E	580 "	✓
S 23 30 E	402 "	✓
S 36 10 E	247 "	✓
S 15 45 E	615 "	✓
S 11 10 E	768 "	✓
S 18 05 E	200 "	✓
S 15 20 E	1013 "	x 590 ft on this course Mile
S 44 25 E	1105 "	CR 9 - marked on tree
S 25 30 E	957 "	✓
S 16 E	1058 "	✓
S 6 15 W	163 "	✓
S 0 10 E	3432 "	x 1570 1574 ft on this course
CR 88 45 E	1242 "	Mile CR 10 - marked on stake
S 26 10 E	554 "	✓
S 0 25 E	1236 "	✓
S 29 30 E	499 "	x 390 ft on this course Mile CR 11 - marked on Pine tree

S 60 30 E	409 ft ✓
S 8 55 E	2402 " ✓
S 10 E	1100 " ✓
S 30 50 E	1820 " 1260 ft on this course Mile ✓
S 54 35 E	502 " Cro 12 - marked on stake ✓
S 44 30 E	2503 " ✓
S 43 25 E	366 " ✓
S 34 10 E	950 " ✓
S 13 35 E	369 " ✓
S 8 50 E	430 " 30 ft on this course Mile Cro ✓
S 46 15 E	530 " 13 - marked on rock ✓
S 32 40 E	1035 " ✓
S 15 10 E	519 " ✓
S 17 10 E	456 " ✓
S 14 05 E	932 " ✓
S 10 10 E	1111 " ✓
S 14 E	547 " 297 ft on this course Mile ✓
S 2 55 E	280 " Cro 14 - marked on stake ✓
S 4 40 W	491 " ✓
S 29 50 E	717 " ✓
S 28 30 E	2712 " ✓
S 20 30 E	720 " ✓
S 8 10 E	584 " 110 ft on this course Mile Cro ✓
S 45 25 E	311 " 15 - marked on stake ✓
S 44 40 E	718 " ✓
S 60 35 E	589 " ✓
S 25 45 E	489 " ✓
S 32 10 E	739 " ✓
S 18 30 E	892 " Cross Big Creek ✓
S 40 55 E	1082 " 10x68 ft on this course ✓
S 39 45 E	2463 " Mile Cro 16 - marked on stake ✓

S 87 30 E	2741 ft. ✓
S 64 E	939 " 62 ft on this course Mile 017 ✓
S 19 30 E	515 " ✓ marked on tree -
S 31 E	703 " ✓
S 67 35 E	267 " ✓
S 73 15 E	338 " ✓
S 84 25 E	395 " ✓
S 81 10 E	289 " ✓
S 82 10 E	616 " ✓
CR 79 15 E	292 " ✓
S 88 30 E	539 " ✓
East	184 " ✓
CR 76 45 E	265 " to Mile 018 - marked on tree -
CR 66 20 E	425 " ✓
CR 77 E	289 " ✓
S 86 50 E	263 " ✓
S 67 35 E	283 " ✓
S 42 45 E	438 " ✓
S 56 05 E	296 " ✓
S 42 E	325 " ✓
S 31 E	306 " ✓
S 35 30 E	475 " ✓
S 49 15 E	142 " ✓
S 52 15 E	311 " ✓
S 70 E	395 " ✓
S 77 20 E	459 " ✓
S 60 10 E	609 " ✓
S 55 30 E	420 " 264 ft on this course Mile
S 55 15 E	292 " CR 19 - marked on tree
S 72 E	432 " ✓
CR 65 30 E	570 " ✓

8

CR 45	20 E	300 ft	✓
CR 52	40 E	250 "	✓
CR 37	20 E	200 "	✓
CR 52	50 E	150 "	✓
CR 38	45 E	150 "	✓
CR 46	35 E	200 "	✓
CR 61	30 E	100 "	✓
S 68	45 E	317 "	✓
S 82	45 E	147 "	✓
S 83	05 E	346 "	✓
S 75	05 E	318 "	✓
S 45	25 E	402 "	✓
S 43	15 E	218 "	✓
S 54	30 E	410 "	✓
S 33	35 E	320 "	✓
S 79	20 E	202 "	✓ 142 ft on this course mile
S 86	50 E	410 "	✓ 20 - Marked on tree -
CR 74	35 E	640 "	✓
CR 30	10 E	213 "	✓
CR 59	E	197 "	✓
S 80	15 E	322 "	✓
S 85	30 E	290 "	✓
S 68	20 E	213 "	✓
S 84	E	253 "	✓
S 71	E	283 "	✓
CR 86	20 E	273 "	✓
CR 87	30 E	119 "	✓
CR 85	30 E	375 "	✓
CR 83	15 E	146 "	✓
CR 80	E	195 "	✓
S 75	30 E	322 "	✓

S 72	10 E	245 ft.	✓
S 57	15 E	322 "	✓
S 57	25 E	434 "	360 ft on this course mile
S 28	20 E	451 "	Cr 21 - marked on tree
S 28	50 E	295 "	✓
S 28	20 E	460 "	✓
S 41	45 E	373 474 "	✓
S 75	50 E	313 "	✓
S 70	40 E	737 "	✓
S 43	30 E	321 "	✓
S 33	15 E	245 "	✓
S 38	50 E	250 "	✓
S 28	30 E	300 "	✓
S 22	15 E	376 "	✓
S 67	15 E	275 "	✓
S 89	50 E	425 "	✓
Cr 60	10 E	359 "	284 ft on this course mile
Cr 45	10 E	329 "	Cr 22 - marked on tree
Cr 44	05 E	840 "	
Cr 43	20 E	636 "	
S 81	50 E	495 "	
S 62	25 E	560 "	
S 88	40 E	475 "	
Cr 57	30 E	952 "	
Cr 43	30 E	718 "	
Cr 53	40 E	542 "	200 ft on this course mile
Cr 51	20 E	698 "	Cr 23 - marked on tree
Cr 45	05 E	500 "	
Cr 43	E	197 "	
Cr 52	25 E	268 "	
Cr 54	10 E	213 "	

CR 57 20 E	544 ft
CR 72 E	498 "
S 86 50 E	406 "
S 82 35 E	261 "
S 76 30 E	194 "
S 48 30 E	179 "
S 28 20 E	278 "
S 31 15 E	734 " 702 ft on this corner
S 68 20 E	768 " mile CR 24 - marked on tree
CR 89 E	490 "
S 84 15 E	820 "
S 82 30 E	100 "
CR 59 05 E	100 "
CR 30 45 E	200 "
S 72 35 E	200 "
S 56 20 E	150 "
S 60 50 E	200 "
S 5 10 E	200 "
S 10 50 E	200 "
S 35 E	250 "
S 62 10 E	150 "
S 83 10 E	250 "
S 45 50 E	150 "
S 73 45 E	200 "
S 30 05 E	260 "
S 36 20 E	240 "
CR 81 25 E	200 "
S 74 55 E	200 " x 120 ft on this corner mile
CR 59 35 E	150 " CR 25 marked on tree
CR 28 E	150 "
CR 38 05 E	150 "

11

CR 42 40 E	100 ft
S 34 45 E	150 "
S 32 E	200 "
S 39 30 E	100 "
S 59 45 E	400 "
S 77 20 E	350 "
CR 76 25 E	250 "
S 80 55 E	545 " Cross Goose Creek
S 86 40 E	350 " 545
S 62 40 E	338 "
CR 87 30 E	305 "
CR 65 50 E	371 "
CR 71 20 E	734 "
S 62 05 E	539 "
CR 77 E	898 " 268 ft on this course to Mile
S 78 40 E	755 " CR 26 - marked on tree
CR 88 20 E	523 "
CR 30 10 E	524 "
CR 19 10 E	393 "
CR 29 05 E	189 "
CR 30 30 E	284 "
CR 32 10 E	393 "
CR 12 25 E	173 "
S 35 40 E	235 "
CR 89 15 E	229 "
S 81 10 E	150 "
S 82 40 E	150 "
CR 53 10 E	200 "
CR 59 40 E	200 "
CR 45 45 E	150 "
CR 59 35 E	102 " to 27 Mile Post (marked on tree)

✓

S 57 10 E	98 ft
CY 62 35 E	200 "
S 87 25 E	150 "
CY 85 E	150 "
CY 75 25 E	150 "
CY 57 25 E	100 "
CY 53 10 E	100 "
CY 42 E	150 "
CY 66 E	150 "
CY 81 40 E	100 "
CY 51 35 E	100 "
CY 50 15 E	150 "
CY 75 30 E	100 "
CY 41 E	150 "
X CY 26 50 E	150 "
S 70 50 E	187 "
S 88 E	200 "
S 69 10 E	200 "
S 62 20 E	100 "
CY 71 30 E	100 "
CY 45 50 E	100 "
S 41 30 E	150 "
S 57 15 E	150 "
S 70 30 E	100 "
S 82 10 E	150 "
S 6 50 W	250 "
X S 14 15 E	136 "
S 68 E	354 "
S 55 E	355 "
S 74 E	196 "
CY 51 40 E	200 "

CY	72	30	E	150	ft-
CY	64	25	E	115	"
CY	59	25	E	135	"
S	28	40	E	286	"
S	33	10	E	200	"
CY	76	20	E	150	"
CY	57	15	E	266	"
S	85	45	E	150	"
CY	72	20	E	50	"
CY	45	40	E	150	"
CY	65		E	110	"
S	60	55	E	239	"
S	73	45	E	135	"
CY	66	40	E	220	"
CY	73	25	E	150	"
S	85	50	E	175	"
S	62	20	E	125	"
S	63	30	E	150	"
S	58	05	E	110	"
S	34	25	E	150	"
S	17	45	E	292	"
S	12	25	E	110	"
S	3	45	E	150	"
S	6	45	E	143	"
S	24	55	E	244	"
S	17	40	E	200	"
✓ S	12	10	E	150	"
S	40	50	E	105	"
S	42	25	E	95	"
S	34	40	E	100	"
S	42	15	E	132	"
S	38	40	E	150	"
S	53	40	E	100	"

89 ft on the corner to Mile
 CY 28 - marked on tree -

S 66 15 E 100 ft

CR 86 40 E 100 "

S 2 45 W
S ~~15 10 E~~ 188 "

S 13 10 E 143 " 89 ft on this corner to Miles

S 75 10 E 250 " CR 29 - marked on tree -

S 59 50 E 250 "

S 80 25 E 100 "

S 57 30 E 145 "

East 150 "

S 67 15 E 200 "

S 64 05 E 250 "

S 45 45 E 100 "

S 32 10 E 200 "

S 52 10 E 50 "

S 61 05 E 160 "

S 80 05 E 190 "

S 71 E 100 "

CR 83 E 100 "

CR 72 50 E 100 "

S 86 50 E 100 "

CR 64 20 E 150 "

S 85 45 E 100 "

S 73 30 E 325 "

S 60 40 E 225 "

S 7 35 W 225 "

S 29 35 E 144 "

S 41 15 E 100 "

S 54 25 E 100 "

S 30 50 E 100 "

S 60 E 300 "

S 86 10 E 181 "

CR 50 40 E	150 ft
CR 78 50 E	50 "
CR 88 40 E	100 "
S 49 45 E	100 "
S 82 35 E	100 "
CR 68 15 E	100 "
S 83 20 E	150 "
CR 84 40 E	150 "
S 54 E	250 "
S 49 55 E	294 "
S 68 50 E	950 "
CR 80 35 E	175 "
CR 87 50 E	150 83 "
S 45 40 E	477 "
S 53 30 E	200 "
S 75 10 E	150 "
S 82 15 E	150 "
N 84 25 E	150 "
N 80 10 E	110 "
N 54 10 E	90 "
N 24 35 E	150 "
S 58 20 E	146 "
S 28 30 E	310 "
S 27 50 E	150 "
S 43 05 E	150 "
S 48 15 E	245 "
S 69 30 E	150 "
S 38 45 E	250 "
S 73 40 E	200 "
S 81 40 E	107 "
S 41 50 E	470 490 "

81 ft on this corner to
Mile CR-30-marked on
tree -

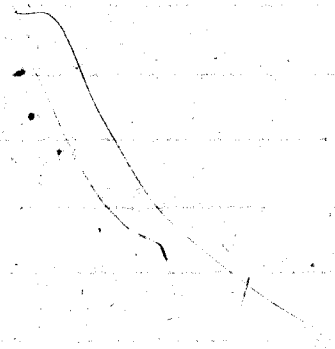
S 28° 05' E	200'	91 ft on this corner
S 37 40 E	250	Mile C ^o 31 - Marked on tree
S 46 15 E	300	
S 81 40 E	150	
S 81 50 E	150	
N 71 25 E	225	
N 80 25 E	125	
N 65 15 E	150	
N 73 10 E	250	
N 65 50 E	150	
N 87 45 E	181	
N 78 05 E	150	
N 83 15 E	150	
S 85 15 E	150	
S 80 05 E	100	
S 40 30 E	65	
S 28 35 E	235	
S 84 55 E	130	
S 84 45 E	170	
S 80 20 E	100	
S 65 20 E	100	
S 47 20 E	150	
S 28 20 E	100	
S 0. 15 E	150	
S 20. 15 E	145	
S 35 00 E	200	
S 23 15 E	200	
S 18 40 E	210	
S 19 25 E	190	
S 11 40 E	250	
S 27 50 E	150	

S 40° 10' E	115 ft	
S 42 25 E	85 "	x 30 ft on this corner Mile
S 64 00 E	100 "	cro 32 - marked on tree
S 54 00 E	145 "	
S 47 40 E	100 "	
S 26 00 E	150 "	
S 25 40 E	100 "	
S 49 00 E	200 "	
S 40 45 E	150 "	
S 51 25 E	200 "	
S 48 35 E	200 "	/
S 66 10 E	100 "	
S 65 45 E	200 "	
S 62 15 E	150 "	
S 87 40 E	150 "	
S 83 40 E	150 "	
S 84 45 E	100 "	
N 89 35 E	150 "	
N 88 30 E	100 "	
N 73 55 E	145 "	
S 79 15 E	145 "	
N 86 35 E	150 "	
N 83 30 E	135 "	
S 88 00 E	115 "	
S 71 00 E	115 "	
S 36 50 E	85 "	
S 40 45 E	85 "	+
S 20 15 E	65 "	
S 1 15 E	150 "	
S 1 00 E	100 "	
S 11 25 E	200 "	

S 21° 10' E	150 ft
S 29 00 E	150 "
S 38 55 E	100 "
S 30 45 E	110 "
S 24 30 E	90 "
S 22 35 E	100 "
S 7 35 E	100 "
S 3 20 N	100 "
S 8 40 N	100 "
S 19 45 E	100 "
S 16 15 N	150 "
S 10 50 N	150 "
S 20 35 E	120 "
S 9 40 E	80 "
S 14 15 E	50 "
S 50 10 E	100 "
S 48 30 E	180 "
S 18 00 E	120 "
S 78 20 E	150 "
S 46 25 E	70 "
N 88 45 E	80 "
N 66 10 E	100 "
N 36 50 E	90 "
N 76 00 E	110 "
N 56 45 E	150 "
N 10 20 E	100 "
N 25 70 E	100 "
N 26 15 E	100 "
N 24 00 E	100 "
N 14 0 E	150 "
N 7 35 E	150 "

x 40 ft on this course Mile
 No 33 marked on trees

Crossed Eagle Creek



N 5° 45' E	150 ft
N 3 50 N	100 "
N 13 40 N	100 "
N 5 30 N	100 "
N 4 30 E	150 "
N 20 10 E	200 "
N 39 55 E	100 "
N 64 05 E	100 "
N 55 55 E	150 "
N 70 30 E	100 "
N 66 45 E	100 "
N 44 05 E	100 "
N 26 30 E	150 "
N 31 35 E	100 "
N 25 10 E	150 "
N 11 20 E	290 "
N 44 05 E	241 "
N 57 25 E	200 "
N 41 15 E	100 "
N 47 35 E	250 "
N 44 40 E	200 "
N 44 35 E	150 "
N 52 35 E	150 "
N 26 10 E	200 "
N 24 10 N	100 "
N 5 05 E	107 "
N 5 25 N	225 "
N 26 15 E	100 "
N 6 05 E	100 "
N 12 00 E	50 "
N 45 35 E	250 "

x 114 ft on this course
 Mile cr 34 - marked on tree

N 30° 20' E	150 ft.
N 73 30 E	150 "
N 70 45 E	125 "
N 46 55 E	175 "
Due north	150 "
N 37 25 E	150 "
N 36 20 E	138 "
N 79 35 E	95 "
N 59 30 E	150 "
N 51 00 E	150 "
N 20 30 E	100 "
N 17 45 E	100 "
N 12 20 E	50 "
N 0 10 N	140 "
N 30 45 E	100 "
N 11 45 E	200 "
N 20 50 E	100 "
N 4 55 E	100 "
N 10 20 E	100 "
N 9 50 E	100 "
N 42 50 E	200 "
N 69 55 E	150 "
N 46 55 E	125 "
N 20 00 E	125 "
N 11 30 E	100 "
N 58 25 E	93 "
S 66 50 E	100 "
N 36 10 E	50 "
Due East	100 "
N 80 30 E	100 "
N 75 30 E	100 "

+96 ft on this corner
 Mill cr 35 Marked on tree

N 57° 20' E	100 ft.
N 60 25 E	100 "
N 54 30 E	100 .
N 69 20 E	125 "
N 63 55 E	125 "
N 38 25 E	100 "
N 47 15 E	184 "
N 64 00 E	100 "
N 65 00 E	100 "
N 35 00 E	100 "
N 54 15 E	150 "
N 46 15 E	100 "
N 45 20 E	100 .
N 20 15 E	150 "
N 26 35 E	250 "
N 41 50 E	300 "
N 51 10 E	200 "
N 66 00 E	290 "
N 42 00 E	210 "
N 29 40 E	150 "
N 42 45 E	100 .
N 44 45 E	100 "
N 67 00 E	100 "
N 55 20 E	100 "
N 21 10 E	100 "
N 10 40 E	80 "
N 2 20 E	70 "
N 2. 15 N	90 .
N 13 10 N	60 .
N 2 00 E	100 .
N 75 10 E	100 95

✓

OX 79	20 E	85 ft.
OX 67	25 E	60 "
OX 42	45 E	70 "
OX 52	45 E	100 "
S 6	55 W	100 "
S 36	20 W	100 "
S 60	15 W	120 "
S 75	40 W	50 "
S 24	35 E	315 "
S 30	35 E	85 "
S 73	50 E	124 "
S 17	15 W	100 "
S 21	45 E	50 "
S 78	E	100 "
S 51	35 E	130 "
S 79	35 E	210 "
S 87	E	265 "
OX 51	25 E	135 "
S 71	40 E	167 "
OX 70	35 E	250 "
S 86	35 E	200 "
OX 73	30 E	200 "
OX 89	30 E	150 "
OX 61	45 E	100 "
OX 66	E	240 "
OX 56	25 E	110 "
S 16	45 E	84 "
S 48	E	95 "
S 65	15 E	100 "
S 39	10 E	205 "
S 37	15 E	153 "

42 ft on this course mile
 OX 36 marked on tree

S 20° 15 E	274 ft
S 15° 20 E	274 "
S 11 13 E	264 "
S 25 15 E	207 "
S 1 25 E	181 "
S 15 15 E	332 "
S 86 45 E	100 "
S 81 05 E	150 " ✓
S 25 00 N	100 "
S 25 00 ^{25 50} E	100 "
S 11 45 E	100 "
S 10 30 E	100 "
S 16 00 E	100 "
S 21 15 E	150 "
S 32 10 E	200 "
S 28 00 E	150 "
S 4 20 E	300 "
S 26 25 E	190 "
S 50 35 E	150 "
S 53 00 E	150 "
S 46 25 E	100 "
S 61 05 E	220 "
S 58 45 E	121 "
S 52 10 E	174 "
S 58 45 ^{46 05} E	110 "
S 45 00 E	88 "
S 74 20 E	135 "
S 61 00 E	161 "
S 68 35 E	268 "
S 71 45 E	201 "
S 57 10 E	187 "

x 96 ft on this course
Mile Post 37 - Marked
on tree

(135)

S 43° 15' E	60 ft
S 57 45 E	175 "
S 69 00 E	100 "
N 82 00 E	100 "
N 20 25 E	150 "
N 22 30 E	80 "
N 49 20 E	70 "
S 30 15 E	100 "
S 27 30 E	100 "
S 30 20 E	200 "
S 24 35 E	100 "
S 29 05 E	450 "
S 29 00 E	100 "
S 58 20 E	200 "
S 59 40 E	150 "
S 39 15 E	150 "
S 53 15 E	190 "
N 55 00 E	110 "
S 74 05 E	100 "
N 56 35 E	100 "
N 39 10 E	100 "
S 36 45 E	132 "
S 23 55 E	150 "
S 8 40 E	100 "
S 16 10 E	200 "
S 51 00 E	100 "
N 78 45 E	100 "
N 68 10 E	400 "
N 16 20 E	200 "
N 35 40 E	150 "
N 40 30 E	150 "

74
 x 86 ft on this
 corner to mile cor 38
 marked on tree

N 56° 10' E	150 ft
N 32 15 E	100 "
N 39 35 E	100 "
N 48 50 E	66 "
N 42 35 E	169 "
N 51 20 E	244 "
N 61 45 E	175 "
N 45 50 E	233 "
N 45 05 E	106 "
N 35 20 E	181 "
N 54 00 E	138 "
N 81 00 E	183 "
N 83 45 E	264 "
S 60 15 E	220 "
S 62 35 E	114 "
S 62 55 E	160 "
S 68 45 E	244 "
S 52 20 E	178 "
S 30 00 E	148 "
S 30 05 E	164 "
S 45 55 E	266 "
S 50 30 E	118 "
N 61 10 E	278 "
S 62 05 E	227 "
S 75 35 E	466 "
S 59 20 E	342 "
S 76 55 E	257 "
S 73 15 E	190 "
S 89 00 E	210 "
N 76 35 E	288 "
S 67 55 E	248 "

X

✓

✓

88 ft on this course to
mile 0089. Marked on
tree.

S 56 55 E	252 ft
S 45 15 E	276 "
S 62 25 E	279 "
NY 82 55 E	164 "
NY 87 15 E	346 "
NY 84 10 E	100 "
NY 86 05 E	150 "
S 76 15 E	150 "
S 51 E	200 "
S 36 20 E	100 "
S 32 30 E	200 "
S 18 10 E	150 "
S 7 30 E	200 "
S 41 10 E	172 "
S 86 10 E	520 "
S 83 50 E	146 "
S 45 05 E	154 "
S 68 40 E	100 "
S 31 40 E	400 "
S 51 15 E	500 "
S 68 30 E	195 "
S 41 10 E	160 "
S 30 15 E	190 "
S 31 50 E	277 "
S 21 50 E	247 "
S 3 40 E	360 "
S 7 30 E	189 "
S 14 10 E	140 "
S 30 55 E	207 "
S 42 15 E	462 "

71 ft on this course to Mile
 NY 40 marked on tree -

27

East	168 ft
S 77° 35' E	150 "
S 70 55 E	150 "
S 35 00 E	223 "
S 70 20 E	177 "
S 43 40 E	170 "
S 47 40 E	130 "
S 32 50 E	150 "
S 49 30 E	400 "
S 38 10 E	550 "
S 41 40 E	150 "
S 59 15 E	245 "
S 59 20 E	150 "
S 63 50 E	200 "
S 58 35 E	200 "
S 62 25 E	100 "
S 45 35 E	100 "
S 45 45 E	156 "
S 70 15 E	185 "
S 74 40 E	233 "
N 88 05 E	103 "
S 74 20 E	250 "
S 71 30 E	200 "
N 43 25 E	200 "
N 48 05 E	200 "
N 30 50 E	300 "
N 17 00 E	240 "
N 10 15 E	160 "
N 52 30 E	250 "
N 39 15 E	100 "
N 18 00 E	200 "

x 121 ft on this corner
to Mile Cr 42 - marked
on tree -

changed

x 89 ft on this corner
Mile Cr 42 - marked
on tree -

N 2° 05' N	150 ft
N 29 15 E	100 "
N 8 30 E	100 "
N 5 05 E	200 "
N 9 30 N	100 "
N 6 40 N	150 "
N 10 10 N	195 "
N 4 20 E	125 "
N 14 40 E	125 "
N 52 15 E	150 "
N 58 05 E	150 "
N 34 10 E	100 "
N 20 45 E	100 "
N 3 20 E	150 "
N 3 00 E	100 "
S 89 00 E	234 "
N 81 15 E	200 "
N 70 20 E	200 "
N 33 00 E	95 "
N 1 00 E	50 "
N 21 10 N	200 "
N 19 40 N	100 "
N 16 35 N	200 "
N 30 05 N	100 "
N 19 10 E	200 "
N 28 10 E	80 "
N 12 55 E	70 "
N 42 00 N	50 "
N 61 50 N	50 "
N 1 00 N	50 "
N 49 25 E	150 "

N 41° 05' E	95 ft
N 24 00 E	100 "
N 18 15 E	195 "
N 11 05 E	150 "
N 4 40 N	100 "
N 68 10 E	50 "
S 46 20 E	100 "
S 49 00 E	150 "
S 23 20 E	200 "
S 25 40 E	200 "
S 44 20 E	94 "
S 78 50 E	227 "
N 67 50 E	195 "
S 56 50 E	150 "
N 59 30 E	100 "
N 44 10 E	100 "
S 72 10 E	100 "
N 25 10 E	100 "
N 81 55 E	200 "
N 70 20 E	140 "
S 65 50 E	95 "
S 86 55 E	100 "
N 67 40 E	50 "
N 47 50 E	150 "
N 69 00 E	100 "
N 41 55 E	100 "
S 50 25 E	150 "
S 54 20 E	150 "
N 55 45 E	150 "
N 15 45 E	90 "
N 39 50 N	150 "

x 95 ft on this ^{course} mile
 * cro 43 - marked on tree

X

N 60° 30' E	50 ft
S 78 40 E	135 "
S 85 10 E	115 "
S 73 30 E	150 "
N 73 25 E	145 "
N 49 45 E	100 "
N 39 40 E	95 "
N 28 10 E	250 "
N 29 20 E	300 "
N 32 45 E	150 "
N 3 13 W	140 "
N 8 15 W	150 "
N 40 55 E	150 "
N 15 15 E	400 "
N 10 20 E	50 "
N 16 30 W	184 "
N 33 40 W	120 "
N 18 55 W	150 "
N 31 20 E	66 "
S 82 10 E	250 "
S 81 40 E	150 "
N 77 15 E	150 "
N 19 30 W	150 "
N 50 25 E	200 145 "
N 85 40 E	330 "
N 25 50 E	300 "
N 29 15 W	14.0 "
N 53 00 W	100 "
N 63 50 W	100 "
N 70 00 W	100 "
N 52 05 W	150 "

104 ft on this course
Mile No 44, - marked on
tree -

N 31 05 W	75 ft
N 6 25 W	75 ft
N 80 15 E	100 "
N 47 10 E	100 "
N 56 10 E	90 "
N 40 10 E	95 "
N 45 35 E	95 "
N 7 30 E	100 "
N 36 50 E	150 "
S 83 25 E	130 "
N 80 00 E	100 "
N 27 20 E	100 "
N 13 25 E	225 "
N 41 50 W	125 "
N 32 15 W	100 "
N 37 25 E	100 "
N 73 40 E	75 "
S 66 10 E	175 "
S 68 30 E	50 "
N 31 30 E	100 "
N 12 20 E	150 "
N 11 00 E	100 "
N 33 50 E	100 "
North	100 "
N 17 25 E	100 "
N 9 15 E	150 "
N 18 15 E	150 "
N 12 20 E	100 "
N 11 35 W	100 "
N 12 00 W	100 "
N 11 25 W	200 "

X 19 ft on this
 corner Mile Dr 45
 Marked on tree -

changed →

N 5 50 W	130 ft
N 14 10 E	100 "
N 8 10 W	400 "
N 1 50 W	173 "
N 22 15 W	150 "
N 21 15 E	50 "
N 0 25 W	108 "
N 17 15 E	219 "
N 34 40 W	177 "
N 37 55 W	223 "
N 32 50 W	226 "
N 1 10 E	112 "
N 42 00 W	136 "
N 14 50 W	276 "
N 45 50 W	88 "
N 2 15 E	142 "
N 5 30 E	110 "
N 6 25 E	160 "
CR 30 40 E	521 "

N 4 40 W	138 "
N 13 45 W	305 "
N 24 50 W	229 "
N 8 45 W	152 "
N 9 55 W	194 "
N 14 15 W	183 "
N 17 10 E	208 "
N 28 35 E	186 "
N 31 50 E	168 "
N 00 25 W	221 "
N 8 10 W	265 "

290 Course
ft on this Nali CR 46
marked on tree

N 19° 45' W	107 ft.
N 39 30 W	310 "
N 44 50 W	185 "
N 39 40 W	287 "
N 70 15 E	208 "
N 74 45 E	154 "
N 15 20 W	177 "
N 16 30 W	120 "
N 49 10 W	234 "
N 3 05 E	200 "
N 3 25 E	232 "
N 22 25 E	183 "
N 5 20 W	182 "
N 6 20 W	188 "
N 9 00 W	238 "
N 8 20 W	236 "
N 9 25 E	243 "
N 3 55 W	252 "
N 11 00 W	185 "
N 10 00 E	286 "
N 6 10 E	239 "
N 4 15 W	296 "
N 30 35 E	322 "
N 37 40 E	225 "
N 2 30 E	212 "
N 34 30 E	98 "
N 5 20 W	215 "
N 20 30 W	229 "
N 13 35 W	264 "
N 11 20 W	167 "
N 1 10 E	189 "

218 ft on this course
 * mile 07-47 - marked
 on tree -

N	26° 20' W	335 ft.
N	7 10 E	323 "
N	32 40 E	365 "
N	14 10 E	297 "
N	21 20 E	245 "
N	13 30 E	721 "
N	11 25 E	302 "
N	82 00 W	155 "
N	5 30 W	393 "
N	7 05 W	252 "
N	21 45 W	327 "
N	29 15 W	283 "
N	6 10 W	295 "
N	4 20 W	300 "
N	56 05 E	293 "
N	4 35 E	343 "

34
 + 581 ft on this course to
 48 mile Post in Main
 Street, Allentown.

to Post in Main Street
 Cornucopia which
 post is 286 ft N 76 1/2 E
 of 1/4 corner between
 sections 27 and 34
 T 6 S R 45 E -

I certify that these notes are a true and
 correct copy of the original field notes of the
 resurvey of wagon road from Halbrook's
 mill to Cornucopia -

J. Griffiths
 Surveyor -

~~Apr 13~~

B. J. Nilan

COUNTY OF

BE IT REMEMBERED, That at a regular term of the County Court of the State of Oregon, for Union County of Union, begun and held at the Court House in the City of Union, County and State aforesaid on Wednesday, September 9th, 1885, the same being the first Wednesday after the first Monday in said Month, and the time appointed by law for the holding of a regular term of said Court. Sitting as a board of County Commissioners, there were present:-

- Hon. A. C. Craig, Judge Presiding,
- B. F. Wilson, Clerk,
- A. L. Saunders, Sheriff,
- John C. Strandley, Commissioner,
- Geo. Askles,

When on Thursday the 10th day of September, A. D. 1885, or the second judicial day of said term, among other proceedings the following was had, to-wit:-

In the matter of the proposed County Road)
Petitioned for by Dan. F. Moore, et al.)
-----)

Now at this time is presented to the Court the petition of Dan. F. Moore, and 285 others, praying for the location of a County road, as follows, to-wit: Commencing at the line of the County Road leading from Union up Catherine creek at what is known as Holbrooks Saw Mill, thence up said Catherine Creek in a north easterly direction about three miles, thence in a southeasterly direction to Augusta, or the point commonly called Hogan, thence in an easterly direction to the crossing of Pine Creek, at or near the center corner of Section 23, in Town 7, South of Range 45, E. W. M. thence across said Pine Creek, thence in a northwesterly direction to the town of Cornucopia, at or near the upper forks of said Pine Creek. And it appearing to the satisfaction of the Court, that due and legal notice of the pendency of this proceeding that more than twelve of said petitioners are householders, residing in the vicinity of said proposed County road and that a good and sufficient bond has been filed herein, it is therefore hereby

ordered by the Court that G. W. Ames, W. G. Hunter, and Charles Halgarth, be and they are hereby appointed viewers and D. D. Griffith surveyor, to view, survey and lay out said proposed County Road and that they meet at the residence of G. W. Ames on the 18th day of September, 1885 and duly qualify before entering upon the discharge of their duty in this behalf.

(Signed) A. C. Craig, County Judge,

The foregoing order is entered in Court Jnl. Cont page 518 thereof.

BE IT REMEMBERED, That at a regular term of the County Court of the State of Oregon, for Union County, begun and held at the Court House in the City of Union, County and State aforesaid, on Wednesday the 4th day of November, A.D. 1885, the same being the first Wednesday after the first Monday in said month, and the time fixed by law for holding a regular term of said Court, for the transaction of County business, there were present:-

- Hen. A. C. Craig, Judge Presiding,
- " John C. Standley, Commissioner,
- " Geo. Ackles, "
- B. F. Wilson, Clerk,
- A. L. Saunders, Sheriff,

When on Wednesday the 4th day of November, A. D. 1885, or the first judicial day of said term, among other proceedings the following was had, to-wit:

In the matter of the proposed County road
petitioned for by Dan. F. Moore, et al.
.....

Now at this time this matter comes on regularly to be heard upon the reports of the viewers and surveyer heretofore appointed by the Court to view, survey and lay out said proposed road, and said reports having been read for the first time in open Court in accordance with the provisions of the statute in such cases made and provided, it is ordered that said reports be and they are hereby laid over for a second reading on another day of this term.

(Signed) A. C. Craig,
County Judge.

The foregoing order is entered in Comr's Jnl. C. at page 546 thereof

BE IT REMEMBERED, That at a regular term of the County Court of the State of Oregon, for Union County, begun and held at the Court House in the City of Union, County and State aforesaid, on Wednesday the 4th day of November, A. D. 1885, the same being the first Wednesday after the first Monday in said month, and the time fixed by law for holding a regular term of said Court, for the transaction of County Business, there were present:-

- Hon. A. C. Craig, Judge Presiding,
- * John C. Standley, Commissioner,
- * Geo. Ackles, *
- B. F. Wilson, Clerk,
- A. L. Saunders; Sheriff.

When on Friday the 6th day of November, A.D. 1885, or the third judicial day of said term, among other proceedings the following was had, to-wit:

In the matter of the proposed County road,
petitioned for by Dan. F. Moore, et al.

Now at this time this matter comes on to be heard upon the second reading of the viewers and surveyors report filed herein which said reports are now read in open Court for the second time and the Court not being fully advised in the premises, it is ordered that this matter be and the same is hereby laid over for further consideration by the Court.

(Signed) A. C. Craig, County Judge.

The foregoing order is entered in Com's. Jnl. C. at page 848 thereof.

BE IT REMEMBERED, That at a regular term of the County Court of the state of Oregon for Union County, begun and held at the Court House in the City of Union, County and State aforesaid, on Wednesday the 4th day of November, A. D. 1885, the same being the first Wednesday after the first Monday in said month and the time fixed by law for holding a regular term of said Court, for the transaction of county business. There were present:-

- Hon. A. C. Craig, Judge Presiding,
- * John G. Standley, Commissioner,
- * Geo. Ackles, "
- B. F. Wilson, Clerk,
- A. L. Saunders, Sheriff.

When on Friday the 13th day of November, A. D. 1885, or the eighth Judicial day of said Term, among other proceedings the following was had, to-wit:

In the matter of a proposed County road, }
petitioned for by Dan F. Moore, et al. }
* * * * * }
* * * * *

Now at this time this matter comes for consideration by the Court, and it appearing that the viewers and surveyors reports have been read on two different days of this term, and that the proceedings herein have been regular and according to law, and that no remonstrance or bill or claims of damages have been filed herein it is therefore considered and ordered by the Court that the viewers and surveyors reports and plat of road and field notes of surveyor be placed on record and that the road be opened and established according to law. (Here follow copies of the Viewers report, and filed notes of the survey, as filed, and set out above,)

(Signed) A. C. Craig,
County Judge,

The foregoing order is entered in Comr's Jnl. C. page 575 thereof.

BE IT REMEMBERED That at a regular term of the County Court of the State of Oregon, for Union County, begun and held at the Court House in the City of Union, County and State aforesaid, on Wednesday the 6th day of January, A. D. 1886, the same being the first Wednesday after the first Monday in said month, and the time fixed by law for holding a regular term of said Court, for the transaction of County Business, there were present:-

- Hon. A. C. Craig, Judge Presiding,
- Geo. Ackles, Commissioner,
- B. F. Wilson, Clerk,
- A. L. Saunders, Sheriff,

When on Wednesday the 13th day of January, A. D. 1886, or the sixth judicial day of said term, among other proceedings the following was had, to-wit:

In the matter of the proposed County road,
petitioned for by Dan F. Moore, et al.

.....

Now at this time it is ordered by the Court that the road petitioned for by Dan F. Moore, et al, and heretofore established as a County road be opened according to law for travel in accordance with the survey of the same, and it is further ordered that the clerk of this Court notify the respective supervisors of roads through whose districts the said road is located to forthwith open the same in accordance with the order of this Court.

(Signed) A. C. Craig,
County Judge.

The foregoing order is entered in Court's Jnl. C. at page 610 thereof.

BE IT REMEMBERED, That at a regular term of the County Court of the State of Oregon, for Union County, begun and held at the Court House in the City of Union, County and State aforesaid, on Wednesday March 3rd, A. D. 1886, the same being the first Wednesday after the first Monday in said month, and the time fixed by law for the holding of a regular term of said Court, for the transaction of County business. There were present:-

Hon. A. C. Craig, Judge Presiding,
" B. F. Wilson, Clerk,
A. L. Saunders, Sheriff,
Geo. Ackles, Commissioner,
John Standley, "

When on Saturday the 6th day of March, A. D. 1886, or the fourth judicial day of said term, among other proceedings the following was had, to-wit:

In the matter of the claim for damages of L. B. Rinchart, sustained by reason of the Pine Creek Road better known as the Road petitioned for by Dan F. Moore, et al, running through his premises.

Now at this time comes L. B. Rinchart, and files with the Court a claim for damages on account of the Pine Creek road better known as the road petitioned for by Dan. F. Moore, et al, running through his premises, to-wit: The S.W.4 of S.W.4 Sec. 8, & W.2 of N.W.4 & N.E.4 of N.W.4 Sec. 17, Tp. 5, S.R. 41, E.W.M. and S.W.4 of N.E.4 & S.E.4 of N.W.4 & N.W.4 of S.E.4 & N.E.4 of S.W.4 Sec. 17, Tp. 5, S.R. 41, E. W. M. & S.W.4 of S.W.4 Sec. 16 Tp. 5, S.R. 41, E. W. M.

And the Court having duly considered the matter it is ordered that P. M. Coffin, Robert Shaw and William Debbs, be and they are hereby appointed viewers to review and find how much less valuable

the said premises are rendered by reason of the said road through said above described premises. It is further ordered that they meet at the House of W. W. Steker, on the 19th day of March, 1886, at 10 O'Clock, A. M. and duly qualify before entering the discharge of their duties in this behalf.

(Signed) A. C. Craig, County Judge.

The foregoing order is entered in Comr's. Jnl. C. page 649 thereof.

BE IT REMEMBERED, That at an adjourned term of the County Court of the State of Oregon, for the County of Union, begun and held at the Court House in the City of Union, County and State aforesaid on the 14th day of June, A.D. 1886, there were present:-

- Hen. A. C. Craig, Judge,
- " Geo. Ackles, Commissioner,
- " John C. Standley, "
- B. F. Wilson, Clerk.
- A. L. Saunders, Sheriff.

When on Thursday the 17th day of June, A. D. 1886, or the fourth judicial day of said term, among other proceedings, the following was had, to-wit:

In the matter of an appropriation on the County Road leading from Union to Pine Creek Mines, heretofore established, as petitioned for by Dan. F. Moore, et al.

Now at this time comes on to be heard the petition of W. T. Wright, and one hundred and eighty seven others of the citizens of Union County, praying the County Court to make an appropriation of \$1000.00 out of the County funds to be expended in opening the above entitled County Road, and placing the same in good traveling condition. And it appearing to the Court from the petition herein filed that the State of Oregon, has heretofore made an appropriation of \$15,000.00 to build and open that portion of said County Road extending east from the crossing of Goose Creek and that the citizens of this County realizing the necessity of the early completion of this road for the benefit and prosperity of a large portion of the citizens of the County, have subscribed nearly \$3000.00 to open and build that portion of said County road extending east from the town of Union, to the crossing of Goose Creek, and that said sum of \$3000.00 is insufficient to complete said County road, therefore it is hereby ordered that an appropriation of \$1000.00 be made out of the County funds of Union County,

payable in County warrants to be applied in opening that portion of the above named County Road extending east from the Town of Union, to the crossing of Goose Creek, and that the Clerk of this Court shall issue County Warrants for the said sum of \$1000.00 to W. T. Garrell, Supt. of Pine Creek Co. Road or to the parties entitled to the same, upon the presentation of certificates signed by said Supt. not exceeding in the aggregate the said sum of \$1000.00

(Signed) A. C. Craig,

County Judge.

The foregoing order is entered in Comrs. Jnl. C. at page 725 thereof.

I know all men by their names that
W. J. Shelton & Willis Kliff
of the County of Union and State of
Oregon are held and firmly
bound unto said County of
Union in the sum of Two hundred
Dollars the payment of which
well and truly to be made in
kind as aforesaid were their Executors
and administrators jointly by
their heirs - signed this 11th
Day of September 1885.

Now the Condition of the above
obligation is that whereas if the
County had petitioned for
by said J. W. Shelton as aforesaid
and presented at the September
Term 1886 of the County Court
of said Union County
Oregoning with an the line of
the said road from Union at
Catherine Creek as what is known
as Hubbards Saw mill. Thence
up said Catherine Creek in a
North Easterly direction about three
miles. Thence in a South Easterly direction
to Augusta or the first Community called
Hogson. Thence in an Easterly
direction to the crossing of Pine Creek

As or near the Outer Corner of
Section 23 in Town 7 South of
Range 45 east of the Willamette
Meridian. There across said
Pine Creek. There in a northwesterly
direction to the Town of Cornucopia
As or near the upper falls of said Pine
Creek be located and established
then this obligation to the said
Acter will remain in full force
and virtue in law

J. W. Shuttan

State of Oregon }
County of Union } L. Willis Skiff
and being finally
I own a large tract for himself says
that I am worth the sum of Two
hundred Dollars and above
all debts liabilities and property
I exempt from Execution
and that I am a resident and
householder in said County
of State

James L. Schoenick } Willis Skiff
before me this 10th day
of September 1855 }

B. F. Wilson

County Clerk

In the County Court
of the State of Oregon
for the purpose of

in the matter of
the Board of Education
of the County of
Clatsop

Board
of the County of Clatsop
1885 J. G. Lewis

Filed SEP 9 1885
at ... o'clock ...
County Clerk.

To The Hon County Court of the
State of Oregon for Union County
The undersigned householders
of said County residing in the
vicinity of the proposed road
hereinafter described respectfully
petition your Hon body for
the location and establishment of
a County road in said Union
County Oregon on the following
described line or route to wit:
Commencing on the line of the County
road leading from Union up
Catherine Creek at what is known
as Halberstadt's Saw mill thence
up said Catherine Creek ^{in the easterly direction} about
three miles thence in a southeasterly
direction to Augusta or the point
commonly called Hazen thence
in an easterly direction to the
crossing of Pine Creek at or
near the center corner of Section
23 in Town 7 South of Range
45 east of the Willamette meridian
thence across said Pine Creek
thence in a north westerly direction
to Cornucopia the town of
Cornucopia or or near the upper
forks of said Pine Creek

Witness
J. W. Shelton

Witness
W. D. Wright

To Whom it may Concern
You will please take notice
that the undersigned householders
of Union County Oregon
residing in the vicinity of
the proposed road hereinafter
described, will make application
to the County Court of the State
of Oregon for Union County
As the September term 1885
thereof for the location and
establishment of a County road
in said Union County Oregon
upon the following described
line or route to wit:
Commencing on the line of the
County road leading from
Union up Catherine Creek at
what is known as Hall brook to
Dow Hill, thence up said
Catherine Creek ~~to the mouth of said~~
Creek in a south easterly
direction about three miles
thence in a southeasterly direction
to a gulch or the point commonly
called Hagane thence in
an easterly direction to the
crossing of Pine Creek or
or near the center corner of
Section 23 in Town 7 south
of Range 45 East of the Willamette

meadows here across said
Pine Creek. Thence in a
north westerly direction to the
town of Conception or or near
the upper forks of said Pine
Creek

James
 J. M. Johnson
 G. A. Thompson
 E. K. Brown
 H. M. Jones
 J. W. Kennedy
 Lewis Mottler
 Thomas R. Hudson
 John Howard
 S. S. Nelson
 J. W. Dunning
 J. L. Albersson
 H. H. of L. of L. of L.
 S. Benson
 J. A. Denney
 J. A. Jones
 J. S. Hanson
 A. H. Gaylord
 S. B. Rees
 H. C. Emery
 J. W. Wright
 J. C. Dunning
 W. H. H. H.
 Wm. E. Jones
 J. P. Argersinger

James
 J. W. Wright
 J. W. Moore
 Geo F Ball
 J. W. Marshall
 G. B. Carroll
 J. W. Sherman
 W. F. Davis
 A. S. Cook
 E. W. Davis
 J. Pickle
 John W. Pley
 Simon Miller
 C. E. Jones
 J. H. White
 J. S. Wright
 J. W. Howard
 H. H. H. H.
 A. A. Russell
 W. H. Wilson
 J. S. Elliott
 E. W. Pimble
 E. C. Harris
 J. W. Harris
 H. H. Brasher
 S. B. Richard

W. H. Reidleman
 James B. Sams
 Chas M Hall
 J. W. Johnson
 E. K. Park
 B. F. Wilson
 B. H. Cuney
 H. Stricker
 A. Chaney
 S. B. Ayles
 J. L. Carroll
 Wm. Culver
 W. L. Phillips
 L. J. B. B. B.
 J. B. Eaton Jr
 A. L. Eaton
 G. T. Gardner
 Chas. H. Clark
 A. Morris
 W. W. Block
 R. H. Lloyd
 George Hudson
 C. H. Clingan
 D. E. Fisher
 A. J. Goodbrof
 S. W. McFarren
 Geo. Heisinger
 J. R. Clute
 J. S. Gures
 W. J. Felin
 Nels Murray
 Alex LaBoeff
 Geo. H. H. H.
 John Wilkinson
 Mrs B. H. H.

J. Dickson
 J. S. Johnson
 E. Kellogg
 J. H. Cromwell
 A. S. H. H.
 George Wright
 H. B. Drake
 A. H. H.
 Willis Skiff
 A. H. H.
 R. C. Greig
 J. S. H. H.
 Chas. H. H.
 D. L. H. H.
 Wm. M. White
 A. K. Jones
 P. Chaney
 J. M. Johnson
 Wm. Roth
 J. M. Carroll
 J. A. Galloway
 W. H. Riggs Jr.
 A. B. Harris
 A. S. O'Brien
 M. B. H.
 J. H. H.
 Arthur Busch
 W. H. H.
 D. H. Baird
 J. S. Felin
 E. D. H.
 J. Babington
 J. H. Murphy
 D. H. H.
 C. B. H.

Alfred LaBree	J. W. Murphy
Geo. H. Harkness	D. S. Varnader
John Wilkinson	E. B. Barnes
Mrs. B. Johnson	A. B. Halbrook
M. V. Hefling	James Payne
Dick Hoke	J. W. Whinnick
E. N. Robbins	J. R. Blizer
S. B. Burroughs	J. B. Farnell
J. W. Baird	Stephen Connor
Geo. Stettin	E. S. Cochran
A. W. Johnson	J. P. Baird
S. B. Stearns	P. P. McDevic
V. M. Marv	E. E. Miller
J. N. Mitchell	John D. Dealy
J. Henderson	George Stafford
Geo. Kelley	W. G. Wright
J. D. Drake	W. H. Hays
J. E. Howell	E. A. Tacker
J. G. Doyle	J. P. Warren
J. S. Canaday	J. B. Cook
Walter W. Mitchell	J. W. Kinnell
Saml. Treusdall	Sam. Knicker
E. P. McDaniel	W. L. Clark
C. H. Duncan	Wm. Williams
Dorham Wright	Jerry Williams
J. H. Foster	Jasper Stevens
W. Barrall	Walter Williams
S. B. Johnson	Walter Williams
Walter Williams	
Walter Williams	
Pardon & Kim	

J. B. Fisher	D. B. Haring
J. B. M. Thirk	J. M. & Co.
Lawson	Chas. Smith
W. H. Johnson	Harry Bray
J. H. Baker	E. T. Nott
W. C. Martin	John Wells
Geo. Beckwith	Wm. Williams
W. S. Ford	W. S. Williams
E. S. Bader	S. R. Deal
H. W. Brown	E. S. Wilbur
A. W. Taylor	John Day
John W. Carson	Wall Lorne
E. L. Dea	J. L. Cornett
E. A. Gooding	G. M. Means
P. E. Wade	E. J. Wilson
Geo. Jones	J. O. Smith
W. S. Boring	Thos. Chittin
A. B. Bailey	J. Patten
M. H. Mitchell	M. W. Lasley
E. J. Maitte	Wm. White
H. G. Simons	D. M. Lane
J. W. Menzies	John Baker
M. S. Kees	S. M. Quinn
John S. Clark	A. F. Sheets
E. E. Strawn	W. A. Campbell
J. A. Smith	
R. J. Childers	S. A. Allen
Brewer & Drandy	J. W. Currey
A. B. Kelley	W. D. Dyer
J. J. Barnard	W. D. Dyer

Wm Wandy
of the Meigs
E L Bussary
for M Cray

W M Currier
W Dierker
L J Sims

L A Lupton a Jack
C S Hudley & Shaw

C W Snapp

David Bay
C D Goodrough

D B Leburn
E L Eckley

J R Sheak
James Watson

J A Ward
P. Allen

M B Mistry
A A Foster

A A Mistry
W D Mistry

D Kelley
B S Hally

W H Hally
J Marshall

J M Currier
W S Greck

Ben L. Grogg
S B Williams

M A Mistry
Jacob Gubel

B J Ray
G J Gubel

Chas. Pugh
Marrett

Jas. Taylor
J. P. Brown

J. D. Palmer
Reed Seal

J. W. Taylor
No. Johnson

W. R. Kemp
John Pugh

A. Warrick
M. J. Norman

and the Council - Clerk of the
State of Oregon for
Members Council -

and the works of the Road
petitioners for
Harrington, Moore
et al

Proof of Petition

Filed SEP 9 1885
at o'clock P.M.
P. J. Wilson
County Clerk

State of Oregon
County of Union & I James

Barrett being first duly sworn
say that I am one of the Petition-
ers whose names appear on
the within Road notice and that
I posted said within attached
notice at a public place
in the vicinity of the proposed
Road therein described on
the 5th Day of August A.D. 1886 by
then there posting a duplicate
of said within notice on W
Barrett at the Saw Mill on
Chastain Creek known as
the Holbrook Mill in Union
County Oregon said point
being the beginning point of
said proposed Road; and
that said duplicate notice
remained so posted at said
point continuously for more
than 30 days immediately
thereafter.

Subscribed & sworn
to before me this 8th
day of August, 1886-

J. M. Carroll
Notary Public for Oregon

State of Oregon }
County of Union } I
John F. Wood being first
duly sworn say that I
am one of the Petitioners
whose name appears on
the within notice and
that I posted the within
Road notice in Union
County Oregon in ^{two} ~~three~~
public places in the vicinity
of the proposed Road
 therein described on the 8th
day of August A.D. 1886 by
posting a duplicate of
said within notice as
follows, to wit; one on
the front of a grove
where stone at the town of
Aronceopia in Union Co.
Or. the entrance of said
proposed Road on a
large tree on the line
of said proposed Road
at the head of Pine Valley
on the present travel Road
in Union Co. Or. and that
said notices remained
posted for thirty days
immediately preceding

fifty feet apart. The mile posts are marked according to law.

It was found necessary to use 3000 feet of 12 per cent grade in Paddy's Paradise creek to avoid heavy rock work. All other grades are 10 ft. to the 100-

The most practicable junction with this survey for roads from North Powder and Baker City is near Dunham Wrights. The estimated cost of road from this junction to Levenscopica is \$15,065 - divided as follows -

For grading	\$ 11,310
" clearing	2870
" bridges	885
	<u>\$ 15,065</u>

From Halbrook's Mill to Dunham Wrights the estimated cost is \$1400

D. D. Griffiths
Surveyor.

Report of

J. Ameyson

Re-survey of
Proxford county
road from the
Brewer's mill to
Comcofina

Filed NOV 3rd 1885

at ... o'clock, ... min, ... m.

J. F. Williams
County Clerk.

J. C. Robinson
Scribe

Second- The change suggested from Hogen to Lily White mine is a good one - It shortens the road one mile and affords better grades -

Third- The re-survey branches from first survey at Summit-creek and runs over a low divide into Spring Branch creek, thence through another low divide into Pine creek cañon, and intersects the road from Pine valley to Cornucopia about 2 1/2 miles below Cornucopia - This line saves two miles and considerable rock work.

Besides running the lines suggested by General Jannett, all routes mentioned by citizens acquainted with the country through which the survey passes have been thoroughly examined and I recommend as the best route the original survey with the exception of change from Hogen to Lily White mine, and from Summit-creek to Pine creek - The distance from Holbrook's Mill to Cornucopia by this route is 48 1/4 miles - On grades, grade stakes have been driven

To the Honorable County
Court of Union County, Oregon,
Gentlemen.

On the
8th of October I received your
instructions at Cornucopia to re-
survey proposed county road
from Holbrook's Mill to Cornu-
copia according to some sug-
gestions offered by General J. R.
Tammatt, and to set grade stakes.
As soon as practicable I organ-
ized a field party and completed
the work. In regard to the
proposed changes in the route
I find.

First- That the proposed line up
Catherine Creek from Holbrook's
Mill to the Park is one half a
mile longer than the first survey.
The original survey leaves Catherine
creek at what is generally known
as the Logging Camp, thence along
wagon road to the Park. The
increase of distance on the Cath-
erine creek route is due to the
fact that from the Logging
Camp Catherine Creek bears
too far to the north -

To the Hon County Court of Union
County - Oregon

I would most respectfully
represent to your Honorable body
that I have completed the work upon the
Pine Creek Wagon Road as was directed
by you and make this my Report
I attach hereto an Itemized acct of
all expenses and credits - and ask
that this Report and acct be allowed
I also present a Bill for my services
in the same which I also ask to
be allowed

Respectfully Submitted this
Nov 29th 1896

Warren Frasier

Warren Frasier in afe
 with Union County Oregon
 1890 on afe of Road work on Pine
 July Creek wagon Road

5	To	Bill Maize	A. Leary	6.75
"	"	"	C.C. Coffinbery Amittung	1.75
"	"	"	Hall Bro Chop feed	3.40
"	"	"	Maize Joe Wright -	38.24
			Labor	
29	"	paid	J. H. Hudson	31.50
"	"	"	Henry Bradford	29.00
"	"	"	Ben McKeiver	30.00
"	"	"	Thomas Martin	25.50
"	"	"	John Rafferty	17.25
"	"	"	Joe Wright at	1.25
"	"	"	Summers & Lane "	1.65
"	"	"	" " Handles	.75
"	"	"	John Rafferty Labor	5.00
Oct 14	"	"	Irvin Frasier "	36.00
"	"	"	G. Punion "	27.00
"	"	"	Ben McKeiver "	21.00
"	"	"	Gay Youwell "	23.25
"	"	"	Maize Joe Wright -	16.40
"	"	"	Bacon & Johnson	5.87
"	"	"	L. Mcmaugh	8.00
"	"	"	C.C. Coffinbery Amittung	2.50
				329.81

1890				
		Print forward		329.81
Oct				
14		to paid Ben Sewell Hay & Vegetables	10.65	
"	"	" " Chalk Line	25	
"	"	" " India Nuts at Sanger	2.00	
"	"	" " Benson Bro Beef	1.50	
"	"	" " Potatoes & Horse feed	1.50	
"	"	" " Soap	1.25	
"	"	" " Vegetables dan Moore	1.50	
"	"	" " Stage Charges	25	
"	"	" " Can Lard	1.60	
"	"	" " Baking Powder & meat Sanger	1.25	21.75
		Total		<u>351.56</u>

1890	Contra	dr		
July 1 st	by	County Order	\$400.00 @ 90¢	360.00
				<u>351.56</u>
		Bal	-	8.44

Contract

1890

Union County - Oregon Dr
to Warren Fraser, for Superintending

July 5th - 16th Work on Pine Creek Wagon Road

Oct 16th - 46 days @ 3⁰⁰ per day
for Self & Team

\$ 138.00

allowed Dec 2, 1890

in the County Court
of the State of Oregon
Report of Warren
Trassler for Work
on the ~~the~~ ~~the~~ ~~the~~ ~~the~~
Road

$$\begin{array}{r} 2 \overline{) 53} \\ 4 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 43 \\ 8 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 16 \overline{) 432} \\ 32 \\ \hline 112 \\ 112 \\ \hline 0 \end{array}$$

Filed Dec 1st 1890

Turner Oliver Clerk

By J. R. Oliver Deputy

238

Cornucopia Oregon

Sept. 25th, 1885

To the Honorable County Court of
Union^{County} State of Oregon

By an order of the County
Court made on the 9th of September
1885, we were appointed viewers of
a proposed County Road from
Holbrook's Mill to Cornucopia and
by leave to submit the following
Report

In our judgment the route
surveyed is perfectly practicable
and should be constructed at once.

Geo W Ames
W. G. Hunter

We further recommend that the following portions of the route be resurveyed in order to establish regular grades -

From divide between Big Creek and Balun Creek west about one mile

From divide between Balun Creek and Goose Creek easterly to Goose Creek

From summit of Red Hill easterly to Lily White Mine and down Seven Mile Canyon to Eagle Creek.

From divide between Paddy's Paradise Creek and Little Eagle Creek to Eagle Creek -

From divide between Summit-Creek and Pine Creek to Pine Valley -

Geo W Ames
W. G. Hunter

Road Survey

Mem

to

Commecrial

Timers Report

Filed NOV 10 1895

.....o'clock, ..min., ..sec.

R. P. Nelson

County Clerk.

State of Oregon }
County of Union } We George Ames
W. G. Hunter & Halgorth
being first duly sworn say that
we will faithfully and impartially
discharge the duties of our respective
appointments as Reviewers of a
proposed road County Road of
said Union County leading from
Halbrooks Mill on Carter creek
to the town of Carmichael on
Pine Creek in said County
made and entered by the County
Court of the State of Oregon for
Union County on the 10th day of
September 1885

Amounts & Subscribed } Geo W Ames
before me this day } W. G. Hunter
of September 1885 }
J. D. Griffiths

James H. Davis

Filed NOV 10 1925

at ... o'clock, ... m.

J. F. Nelson

County Clerk

State of Oregon & the
County of Union } I D. D. Griffith
being first duly sworn say that
I will faithfully and impartially
discharge the duties of my appointment
as juror of a proposed County
road board Union County leading
from Halbrookville on Catherine
Creek to the town of Carmel
on Pine Creek in said County
made and entered by the County
Court of the State of Oregon
for Union County on the 10th
day of September 1885

Sworn to & Subscribed }
before me this 14th day } D. D. Griffith
of September 1885 } " "

Willie Skiff
Justice of the Peace

To the Home County Court of Lincoln
County, Oregon

We the undersigned, appraisers of
damage on the County Road located through
the premises of L. R. Reinhart to wit through
the SW⁴ of SW⁴ Sec 8 & W² of NW⁴ & E⁴ of
NW⁴ Sec 17 T 5 S. R 41 E. W. M. and SW⁴
of E⁴ & E⁴ of NW⁴ & NW⁴ of SE⁴ & E⁴
of SW⁴ Sec 17 T 5 S. R 41 E. W. M. & SW⁴ of
SW⁴ Sec 16. T 5 S. R 41 E. W. M. That
we have examined the said premises
and after taking into consideration
the advantages to said premises and
also the disadvantages and expense
of fencing &c we find that in our
opinion that no damage should be
allowed by reason of the establishment
the County Road through the above
described premises, all of which is
respectfully submitted

Robert Shaw } Appraisers of damage
McCoffin }
}

13521-

Report of
Application of Damage

Levine & Price
Essex Co. Road

Filed Nov. 23-1886

J. A. Wilson
De clerk

Amion Ore. Oct. 5th 1885

To

The Honorable County Commissioners

of
Amion County Oregon.

Gentlemen,

At the request of several of
your prominent citizens I venture to
disregard from professional fees, and
offer, for your consideration a few
suggestions based upon a careful
examination of proposed road from
this point to "Pine Valley" mines.

181
Beginning at 6 mile stake 1/8 mile
west of "Holbrook's" mill, would follow
the left bank of "Catherine Creek".
the entire distance until near what
is known as "Shingle Mill" where
Creek must be crossed by bridge.

-- -- Revisions: >

A true course is made; the building
of two bridges saved, an easy grade
secured and the high grade winding
road at present used, avoided with
a great saving in distance. The road
will be on South hill slope and
a hard bed secured, avoiding all
the sinuosities, crossing of small

2

streams so that must attach to a road on right bank.

2nd

Leaving proposed bridge below ^{and} near "Shingle Mill", follow the right bank of "Catherine Creek" until you ^{reach} a low divide, which separates waters of "Catherine Creek" from what ~~is~~ known as "The Park". The line thus far is almost a continuous ^{town} tunnel from "Holbrook's" to "Fondle-
ton's" saw mill; but one bridge needed ^{and} the high hill road provided

3rd

From "Fondle-
ton's" Saw Mill to the crossing of Big Creek and thence to what is known as "Sheep Ranch" the road is well ^{located} and grades ^{are} easy.

4th

From Sheep Ranch to Goose Creek a change in line is suggested. The present survey at 20 mile post passed over a sharp Hog Back. Elevation 7550 feet. a change is needed or deep cut will be required ^{required} through narrow back bone ridge at this point.

5th

From Goose ^{or} Creek to near "Summit Mine" (Hoyham) proposed road calls for

for no change. Suggest: That from point on hill between old Stamp Mill and Summit Lodge a re-examination be made and a line found that will pass back of Mr Dimeon's house, thence through one of two ^{low} draws to "Lily White", Lodge, or else follow around the hill on or near line of old water ditch. The present line between Dimeon's and Foster's Acres is very objectionable and I think ~~very~~ ^{surely} ~~surely~~ ^{surely} ~~is~~ ^{is} in the ^{hands} of locating engineer.

6th

The line from "Foster's" to Eagle Creek cannot will be changed. No other practicable route presents itself. And no serious objection to line can be named, until line reaches the Pub. line of Section 23 Township 7 R 45. At this point the survey turns South and follows around a long ridge thence on opposite side of same ridge turns North a corresponding distance forming a long loop. From the N.W. corner of Section 23. There is a low divide over which road can pass and connect with present Pine Valley road ^{near} Daniel Moore's camp with

a swing of $1\frac{3}{4}$ miles in distance
 Your body will appreciate
 the fact that survey made by Mr
 Griffith was wholly preliminary
 in its character following the line
 as ^{roughly} roughly veined out.

Having no interest beyond seeing
 a good road constructed meeting
 the demand that must exist
 I trust your Honorable body will
 find on the suggestive recommenda-
 tion that Mr Griffith be re-called
 instructed to select a small party
 and relocate portions of line herein
 cited and such other portions as
 his judgment may ^{deem} ~~deem~~ faulty.
 That at the same time the line be
 cross-sectioned flattened & profiled
 and bridges estimated & ^{admit} admit
 should the present not admit of
 the construction of the line the near
 future will make it imperative.
 The plans profiles estimates & will be
 approved and hence, the present expense
 presented as a safely recorded in-
 vestment.

Yours Respectfully
 J B Lammatt
 Civil & Mining Engineer

inclined

Filed NOV 10 1925

at ... o'clock, ... min. ... PM

R. D. Nelson

County Clerk

To the Honorable County Court of
Union, State of Oregon.

By an order of the
County Court, made on the 9th day of
September, 1885, I was appointed surveyor
of a proposed county road from Halbrook's
Mill to Cornucopia and accordingly
beg leave to submit the following report:-

General Description of the Route.

The initial point of the survey is a
pine tree on wagon road opposite the
dwelling of Reese and Baird at Halbrook's
saw mill on Catherine creek. Elevation
of starting point, by aneroid barometer,
3200 feet above sea level. The survey fol-
lows the present road about $1\frac{1}{4}$ miles, to
A. R. Stokers ranch, then running east-
erly crosses Catherine creek at P. Querett's
ranch, and following up the right bank
of Catherine creek $1\frac{1}{2}$ miles, recrosses the
creek and joins the old road near Stokers

Shingle mill.

From Shingle mill to near Dunham Wright's hall, with the exceptions of avoiding unnecessary crooks in the road and two changes made in response to the wishes of citizens interested, the route is identical with the traveled road. The summit between Catherine Creek and the Park is $7\frac{1}{4}$ miles from the beginning of survey, and the altitude 3800 feet. Dunham Wright's Hall is the lowest point reached on the survey the height being 3075 feet. The distance to hall is 14 miles.

The road located passes back of the hall, and then running south east to Big creek follows up that creek and crosses it at Cook's ranch. The route then is up Deer Lick gulch passing over the divide between Big Creek and Balm Creek at an elevation of 5050 feet, distance 20 miles. From this summit to Hogew the general direction of the road is due east. Balm creek is crossed at the meadows, elevation 4350 ft, distance $2\frac{1}{4}$ miles. The highest point reached

between Balow and Goose creek is 4700 ft. Goose creek crossing is 25 1/4 miles from Holbrook's mill and 4100 ft. above sea level. The distance to Hogew is 26 3/4 miles.

From Hogew the survey is along the road leading to Duncan and Clough's mine, thence, following the back bone between Eagle and Goose creek to the Lily White mine. The highest point on this divide is 4900 ft.

From Lily White to Eagle creek the route is down Seven Mile canyon. Distance to Eagle creek 33 1/4 miles - elevation 3200 ft.

The line then keeps ^{on} the right bank of Eagle Creek for about 1/2 a mile, crossing Eagle creek at the mouth of Paddy's Paradise creek, and runs up Paddy's Paradise creek 2 1/4 miles, thence up a side gulch to the divide between Little Eagle and Paddy's Paradise creek. The altitude of this divide is 4850 feet.

From this divide to Little Eagle the general direction of the survey is South East. This distance to Little

Eagle creek is $37\frac{3}{4}$ miles and the elevation 4375 ft.

The route then is on a side hill for $\frac{1}{2}$ a mile, thence up the East branch of Little Eagle to a low summit between Little Eagle and Summit creek. The height of this summit is 5125 feet; and the distance $40\frac{1}{4}$ miles.

From this summit the general course is south east to a divide between Summit creek and Pine valley. Summit creek is crossed at a distance of $41\frac{3}{4}$ miles and at an elevation of 4800 ft. Divide between Summit creek and Pine is $42\frac{1}{2}$ miles from starting point, and the altitude 4900 ft.

The line then follows the side hill to the left, to make grade, and reaches Spring Branch of Pine creek at $44\frac{3}{4}$ miles, and elevation of 3740 ft. From this point the survey runs due east $\frac{1}{4}$ of a mile thence up Pine creek on the traveled road to Cornucopia. Elevation of Cornucopia 4500. Distance from initial point $50\frac{1}{2}$ miles.

Changes Suggested

5

From Hogen to the Lily White mine a better line can probably be found than the one surveyed by keeping further south. The back bone over which the projected road now runs is not only uneven, but very crooked, and will require considerable grading to make a good road.

There is no doubt but that the road laid out from Summit creek to Pine valley is in the wrong place. A shorter and cheaper route can be found by crossing a low ridge into the canyon of the Spring Branch of Pine creek and following that stream down to Pine Valley.

There are several other minor improvements that can be made which it is not necessary to call your attention to in this report.

Grades.

The maximum grade need not be over 10 feet to the 100. As a matter of economy it might be advisable to use 12 ft. in places. In case this road is constructed, a

James W. H. H. H.

uniform grade should be surveyed from all divides both ways. ⁶

Practicability.

In an engineering point of view the route is perfectly feasible. Considering the rough character of the country through which the line runs, the grades are remarkably light, and the amount of rock work far less than might reasonably be expected.

Cost:

As a wagon can reach the Lily White mine on roads now traveled, I have divided the estimate into two sections. The first section extends from Holbrook's mill to the Lily White mine, and the second section from Lily White mine to Cornucopia.

First section - Cost of Clearing \$ 1190.00
" " Bridges 453.00
" " Grading 3014.00
\$ 4657.00

Second section - Cost of Clearing \$ 2206.00
" " Bridges 714.00
" " Grading 6271.00
\$ 9191.00

Total \$ 13,848.00

This estimate includes but not bridge across Pine creek at the first crossing. The road surveyed crosses Pine creek six times. Judging from the general appearance of the creek, high water marks and drift, any ordinary bridge would wash out during high water.

As it is tedious work platting an extensive survey like the present one, I deem it advisable not to map the work until I have the notes of the changes in the route which ought to be made. It will save the expense of double mapping.

In conclusion, I will state that the road from Union to Holbrook's mill is $7\frac{1}{2}$ miles long, but by starting from Union and following up Catherine creek, the distance can be reduced to $6\frac{1}{4}$ miles.

Respectfully Submitted
 D. D. Griffiths
 Surveyor.

Commencement, Oregon }
 Oct. 1st, 1885 }

Road Survey

Winn

to

Comstock

Surveyor's Report.

Filed NOV 10 1885

at ... o'clock, ... min. ... m.

B. F. Mills

County Clerk.

To the Hon the County Court of the
State of Oregon for Union County
The undersigned L. B. Kinchard
Comes now and claims damages
by reason of the laying out of a County
Road leading from ^{Holtbrook Mills} ~~Union~~ to Cornucopia
in Union County, ^{Oregon} the same passing
through my lands described as follows
The SW¹/₄ of SW¹/₄ Sec 2 & NE¹/₂ of NW¹/₄ & NE¹/₄ of
NW¹/₄ Sec 17 T. 5. S. R. 41 E. 10m and SW¹/₄ of
NE¹/₄ & SE¹/₄ of NW¹/₄ & NW¹/₄ of SE¹/₄ & NE¹/₄ of SW¹/₄
Sec 17 T. 5. S. R. 41 E. 10m and SW¹/₄ of SW¹/₄
Sec 16 T. 5. S. R. 41 E. 10m. -

And Your Petitioner respectfully
requests that Your Honorable Body will
appoint Viewers to assess such damages
as provided by law in such cases
made and provided.

Dated I claim \$1200 damages

Dated at Union Or. March 6th 1885

L. B. Kinchard

County Bond
from Southworth's
Wills & Associates

Claim of A. B. Rankin
for Damages

Filed MAR 6 1886

at ... o'clock ... min. m.

B. J. Wood
County Clerk

Disbursement

A. Thompson
B. Vincent
A. H. Lewis

San. F. Moore
Geo. F. Hall
J. P. Goodell

J. H. Kennedy
Lewis Mettler
Thomas R. Hudson

J. B. Carroll
J. W. Sherman
W. F. Davis

John Howard
S. S. Miller
D. H. Deering

A. G. Cook
E. W. Davis
J. F. Pickle

J. H. Albers
M. H. of Holbrook
S. Benson

John M. Phy
Chas. Miller
C. E. Davis

J. of Denney
J. W. Jones
W. S. Warren

J. H. White
J. S. Wright
Snowland

A. H. Gaylor
D. B. Rice
H. C. Emery

H. Postquam
A. A. Rummel
Wm. Wilson

Jos. Wright
J. S. Anderson
W. H. of Hudson

J. S. Elliott
J. P. Argersinger
Wm. B. Parker

Wm. Eyer
E. H. Remmel
E. H. Purviss

J. S. Kiechart
A. H. Benson
W. A. Bidleman

J. B. Hornum
J. D. Johnson
Wm. M. Hall

A. Dickson
James B. Sams
B. T. Curbey

E. Kelsey
John Johnson
B. J. Wilson

J. N. Cornwell
H. Stricker
A. Chaney

E. H. Parker
A. L. Sumner
H. B. Drake

George Wright
Willis Skiff
A. F. Benson

A. L. Sumner
H. B. Drake
A. L. Sumner

R. C. Gray
Chas. McEldon
D. L. Crossen

S. B. Ayles
D. L. Carroll
Thos. Culver

Wm. M. White
Wm. M. White
A. O. Jones

Wm. G. Phillips
L. J. Boothe
J. B. Eaton

B. Chaney
J. M. Johnson
J. M. Carroll

A. L. Eaton
J. A. Bostwick
G. T. Gardner

George Wright
G. M. Bequist
George Wright

Chancy H. Clark
A. Morris

W. W. Stone	A. B. Davis
R. H. Lloyd	A. J. Brien
J. A. Galloway	M. Boston
E. H. Chigan	D. E. Fisher
A. J. Goodbrod	J. H. Martin
S. V. McFarren	Arthur Knick
George Heiminger	W. R. Rice
J. B. Danaday	D. A. Baird
John Alex	S. J. Felin
J. Squires	E. Drake
W. J. Carroll	
Geo. Hutchinson	J. W. Murphy
John Wilkinson	D. Sh. Parsons
Wm B Johnson	J. C. Barnes
W. H. Hefling	A. S. Halbrook
Dick Yoke	James Payne
James M. Selder	J. W. Merrick
J. H. Corbin	W. J. Felin
E. A. Robbins	J. R. Budge
B. B. Burroughs	B. E. Worstell
J. W. Bunt	Stephen Conner
Geo. Steele	E. L. Cochran
A. R. Johnston	J. Babington
S. A. Blegen	J. B. Band
John Bates	O. M. Maran
A. J. Hubbs	D. P. McDaniel
C. E. Roberts	G. H. Miller
C. E. Craig	Geo. Kelly
J. B. Stearns	John Parley
J. N. Mitchell	George Stafford
J. H. Houghton	A. G. Wright
J. H. Foster	E. J. Tacker
J. E. Dral	J. Sailer Bond
J. E. Dymell	F. M. Haynes
J. P. Jones	Geo. Murray
Math. W. Mitchell	Alex La Booy
Saml. Sreusdahl	C. H. Duncan
E. P. McDaniel	P. M. Moran
Marion Drumm	J. G. Cook
He Schlingbyrd	J. W. Cambell
Dunham Wright	Samuel Vanorden
J. E. Harris	Marion Vanorden
Jasper Stevens	Sp. Gray
Alb. Clark	
Pardon C. Rich	
Actie	

J. B. Jackson	J. B. Fearing
J. B. McWhirter	J. W. McLeary
Lowell	Green Amos
R. C. Byrnes	Henry Gray
J. H. Coder	E. T. Neale
W. C. Martin	John Wells
Geo. Beckwith	J. P. Seal
W. D. Ford	A. Standen
E. S. Belding	J. P. Seal
H. B. W. Brown	E. S. Wilbur
C. W. Taylor	John Bay
John R. Carson	Wall Lane
E. L. Deane	J. Kearney
E. A. Goodenough	G. M. Means
L. E. Wade	E. P. Kilburn
J. E. Far	J. O. Smith
D. S. Bury	J. W. D. Chatter
A. B. Bailey	A. J. Paton
M. H. Mitchell	M. W. Lasley
E. J. Martin	W. White
J. G. O. Immers	J. M. Lane
J. W. McNamee	James Paper
A. B. Bliss	J. M. Quinn
John's Clark	A. F. Sheets
E. Stratton	M. H. Hammett
Patrick	Det. Allen
R. J. Childers	B. W. Currey
Bern. W. Grandy	A. R. Tuttle
J. G. Kelly	J. W. Dickey
J. G. B. B. B.	J. W. Knapp
Joe McBrary	L. J. Sims
J. A. Langston	A. Jack
C. P. Keelley	J. P. Blair
A. B. McCallard	E. L. Eddy
David Bay	J. A. Word
C. D. Goodenough	J. P. Allen
J. H. Sheak	J. H. Newlands
James Watson	J. H. Smith
G. B. Mistry	J. H. Smith
J. H. Foster	J. H. Smith
D. Kelly	J. H. Smith
B. S. Halley	S. B. Williamson
J. M. Chace	B. J. Rogers
H. A. Hubert	G. J. Brown
K. A. Whitney	
Jacob Guter	
John Payne	
J. D. Davis	
John Taylor	
J. P. Connis	
J. P. Payne	
John Scott	
John Sawyer	
H. A. Anser	
H. R. Kempton	
John Brown	
Arthur Hamrick	
M. J. Honan	

In the County of
of the State of Oregon
for Mining County

in the District of
the Board of
Lands & Minerals
of the State

Pellin

Filed SEP 9 1885
at o'clock ^{min} P.
P. A. Nelson
County Clerk

X

CY 66 45 W	227	CY 11 55 W	393 191
CY 16 40 W	132	CY 11 50 W	202
CY 17 30 W	201	CY 6 25 E	175
CY 24 30 W	411	CY 0 10 E	371
CY 16 40 W	276		
CY 17 30 W	194		
CY 24 30 W	218		
CY 16 40 W	198		
CY 33 W	194		
CY 4 E	218		
CY 15 20 W	198		
CY 7 20 W	294		
CY 0 45 E	269		
CY 9 20 W	374		
CY 23 W	238		
CY 9 45 W	193		
CY 5 25 E	232		
CY 9 40 W	148		
CY 2 15 E	300		
CY 10 55 W	258		
CY 53 50 W	181		
CY 41 W	261		
CY 22 30 W	307		
CY 11 W	235		
CY 20 W	291		

Field Notes via. Section 23 T 7 S R 45 E

A 60 40 E	302	S 50 25 E	241	CY 27 50 W	610
S 70 55 E	201	S 37 45 E	430	CY 40 10 W	379
S 88 40 E	313	S 49 20 E	365	CY 40 20 W	384
CY 78 55 E	218	S 81 E	210	CY 1 55 E	168
CY 77 50 E	539	S 82 45 E	770	CY 15 45 W	166
S 84 20 E	201	CY 37 25 E	222	CY 58 40 E	68
S 51 E	232	CY 23 10 E	658	CY 43 50 E	280
S 44 05 E	661	CY 29 30 E	475	CY 26 20 E	156
S 69 40 E	268	CY 7 50 E	307	CY 24 45 W	261
S 82 40 E	141	CY 76 40 E	198	CY 34 35 W	403
S 89 E	230	CY 56 55 E	307	CY 56 05 W	770
S 86 20 E	254	CY 22 10 E	341	CY 14 25 W	410
CY 73 15 E	597	CY 43 E	220	CY 30 15 W	295
S 57 E	789	CY 6 50 E	418	CY 45 30 W	247
S 16 25 E	226	CY 0 30 W	301	CY 38 40 W	246
S 50 10 E	374	CY 16 E	217	CY 13 50 W	265
S 53 15 E	709	CY 5 15 W	96	CY 35 50 W	560
S 65 20 E	711	CY 31 35 W	459	CY 35 10 W	320
S 64 45 E	339	CY 12 40 E	320	CY 39 50 W	251
S 63 25 E	177	CY 56 50 E	724	CY 9 10 W	270
S 34 45 E	267	CY 58 20 E	593	CY 31 10 W	206
S 4 E	191	S 79 35 E	311	CY 10 45 W	340
S 3 10 W	236	CY 89 E	1227	CY 28 20 W	377
S 11 W	270	CY 2 30 W	275	CY 27 20 W	201
S 6 50 E	234	CY 18 10 W	496	CY 12 W	340

Second judicial Day

Thursday Sept. 10th 1885

Court met pursuant to adjournment present the same judge and officers and Commissioners as on yesterday

Due proclamation of the opening of Court having been made the journal of yesterday's proceedings was read and approved and is now here signed.

A. G. Craig

County Judge

Thereupon the following proceedings were had to-wit:

On the matter of the proposed }
County road petitioned }
for by Daw & Moore }
et. al.

Now at this time is presented to the court, the petition of Daw & Moore and 285 others praying for the location of a County road as follows to-wit:
Commencing on the line of the County road leading from Union up Catherine Creek at what is known as Holbrook's saw mill, thence up said Catherine Creek in a North Easterly direction about three miles. Thence in a South Easterly direction to Augusta or the point commonly called Hogew, thence in an Easterly direction to the crossing of Pine Creek at or near the center corner of Section 23 in Town 7 South of Range 45 E. M. M. thence across said Pine Creek, thence in a North Westerly direction to the town of Cornucopia at or near the upper forks of said Pine Creek. And if appearing to the satisfaction of the court that due and legal notice of the pendency of this proceeding that more than twelve of said petitioners are householders residing in the vicinity of said proposed County road and that all good and sufficient bond has been filed

Second judicial way Thursday Sept. 10th 1885-

herein. It is therefore hereby ordered by the Court that G. W. Ames, W. G. Hunter and Charles Holgarth be and they are hereby appointed viewers and W. D. Griffith Surveyor to view survey and lay out said proposed County road and that they meet at the residence of G. W. Ames on the 12th day of September 1885 and duly qualify before entering upon the discharge of their duties in this behalf.

✓ On the matter of the proposed }
road petitioned for by }
Bruce Evans and others }.

Now at this time is presented to the Court the petition of Bruce Evans and others and upon an examination of the petition and notice it is found by the Court that said petition and notice do not agree, on account of the notice not specifying that the petitioners are resident households residing along the line of said road. It is therefore hereby ordered that said petition be and the same is hereby dismissed at cost of petitioners.

✓ On the matter of the }
proposed County road }
petitioned for by H. }
H. Preshears et al. }.

Now at this time this matter comes on to be heard upon the report of the viewers and Surveyor heretofore appointed in the above entitled road and also upon the motion of James Patterson remonstrator to said road, made by his Attorney

First Judicial Day Tuesday Nov-4-1885

In the matter of the proposed
County road petitioned for
by E. J. Neville et al

Now at this time
this cause came on to be heard petitioners
appearing by W. Baker and J. H. Crawford
their Attorneys and Remonstrators appearing
by Shelton and Hardesty and Jas. H. Slater
their Attorneys And upon motion of
petitioners' said Attorneys It is ordered
that this petition herein be and the
same is hereby dismissed and that the
petitioners pay the cost of this proceeding.

In the matter of the
proposed County road
petitioned for by
Daw S. Moore et al

Now at this time
this matter comes on regularly to be
heard upon the reports of the Viewers
and Surveyor heretofore appointed by
the Court to view survey and lay out
said proposed road and said reports
having been read for the first time in
open court in accordance with the pro-
visions of the Statute in such cases made
and provided It is ordered that said
reports be and they are hereby laid over
for a second reading on another day
of this term.

Thereupon Court adjourned till to morrow
morning at nine o'clock

Second judicial day Friday Nov-6-1885-

of the same as kept by the clerk and finding that a true and correct account has been kept. It is therefore ordered by the court that the account of the scalps as kept by the clerk and the amount - or roughly - allowed by said clerk is in all respects - accepted by the court as being true and correct and the proceedings of the clerk herein ratified. It is further ordered that the clerk receive no more fells of animals except that of squirrels.

In the matter of the }
proposed County road }
petitioned for by }
Daw P. Moore et al } 3

Now at this time this matter comes on to be heard upon the second reading of the viewers and surveyors reports filed herein which said reports - are now read in open court for the second time and the court not being fully advised in the premises it is ordered that this matter be and the same is hereby laid over for further consideration by the court.

In the matter of the }
obstructions of County }
road in Road District }
no. 16 } 3

Now at this time this matter comes on to be heard upon complaint of W. B. Campbell of the obstruction of the County road known as Ladd Canyon road in Road District no. 16 - And it appearing to the court that there are obstructions in said road at or near the premises of C. L. Kaler, and that said obstructions is a nuisance and should be removed it is therefore ordered that Jas. York Supervisor of roads in Road

Eighth judicial day Friday Nov-13th 1885-

On the matter of a
proposed County road
petitioned for, by Dan-
& Moore et al

now at this time
this matter comes on for consideration
by the court and it appearing that
the views and surveys reports have
been read on two different days
of this term and that the proceed-
ings herein have been regular and
according to law and that no recon-
sance or bill or claim of damages
has been filed herein. It is therefore
considered and ordered by the court
that the views and surveys reports
and plat of road and field notes
of surveyor be placed on record
and that the road be opened
and established according to law.
Views Report

To the Honorable County Court of Union
County State of Oregon

By an order of the County Court made
on the 9th day of September 1885 we were
appointed viewers of a proposed County
road from Holbrooks mills to Cornu-
copia and beg leave to submit the
following report-

On our judgment the
route surveyed is perfectly practicable
and should be constructed at once

Leona Ames
H. G. Hunter

We further recommend that the following
portions of the route be resurveyed in
order to establish regular grades.
From divide between Big creek and
Balow creek west about one mile
From divide between Balow creek and

Eighth Judicial Day Friday Nov-13-1885

Goose Creek easterly to Goose Creek
From summit of Red Hill easterly to Lily
Nihil mine and down seven mile spur fork
to Eagle Creek

From divide between Paddy's Paradise Creek
and Little creek to Eagle Creek
From divide between Summit creek and Pine
Creek to Pine Valley

Geo. N. Ames
H. G. Hunter

Field notes of Surveyor
Description of road survey from Holbrook's
mill to Cornu copid by courses and distances.

The initial point of survey is a Pine tree
3 ft. in diameter marked R.F. O-M, opposite
Reese and Buid's dwelling house at the old
Holbrook's mill - From initial point run as
follows:

N	86	30	E.	430	ft.	S	84	30	E.	237	ft.
N	74	10	E.	370	ft.	N	86	40	E.	163	"
S	86	15	E.	580	ft.	N	28	45	E.	395	"
S	64	40	E.	640	ft.	N	36	40	E.	395	"
S	80	10	E.	355	ft.	N	10	10	E.	120	"
N	86	50	E.	260	"	S	85	15	E.	240	"
S	31		E.	300	"	N	61	45	E.	286	"
S	54		E.	365	"	N	77	50	E.	294	"
S	83	20	E.	150	"	N	77		E.	325	"
S	65	15	E.	280	"	N	79	30	E.	525	"
S	55	55	E.	320	"						75 ft. on this course with us to marked on tree
S	76	45	E.	125	"	S	80	20	E.	570	"
S	61	05	E.	275	"	S	48	30	E.	430	"
S	47	20	E.	260	"	S	24	85	E.	606	"
S	37		E.	348	"						
S	69	45	E.	492	"	} 222 feet on this course one mile marked on Tamarack tree					
S	82		E.	575	"						
N	69	10	E.	505	"						
N	75	35	E.	256	"						
S	84	45	E.	627	"						
S	79	40	E.	577	"						

Eighth Judicial Day

Friday Nov-13-1883-

S. 23	55-E	469 ft.		S. 69	25-E	121 ft.	3 1/2 miles no marked on tree
S. 29	E	505 "	76	S. 59	30-E	232 "	
S. 55	55-E	326 "		S. 49	E	258 "	
S. 72	35-E	170 "		S. 14	50-E	263 "	
S. 73	15-E	56 "		S. 2	10	142 "	
S. 71	15-E	75 "		S. 20	50-E	299 "	
S. 87	25-E	110 "		S. 26	20-E	441 "	
S. 75	55-E	78 "		S. 22	50-E	220 "	
S. 79	E	107 "		S. 37	20-E	275 "	
S. 61	10-E	439 "		S. 32	55-E	320 "	
S. 60	25-E	278 "		S. 41	10-E	358 "	
S. 53	30-E	580 "		S. 13	35-E	232 "	
S. 43	15-E	235-}	31 ft. on this course miles no marked on tree				
S. 36	45-E	60		S. 14	20-E	340 "	
S. 52	30-E	210		S. 15	20-E	310 "	
S. 46	40-E	268-		S. 38	45-E	470 "	
S. 40	E	385-					
S. 12	55-N	174	cross catharine creek				
S. 11	50-E	191		S. 46	30-E	370 "	
S. 16	15-E	305		S. 70	E	612 "	
S. 32	45-E	231 ft.		S. 35	40-E	375-	3135 ft 30 miles to marked on tree
S. 24	30-E	210 "		S. 45	05-E	323 "	36 miles to marked on tree
S. 6	45-E	93 "		S. 37	10-E	348 "	1222
S. 17	N	112 "		S. 36	05-E	267 "	
S. 21	N	343 "		S. 19	10-E	405 "	
S. 28	20-E	585 "		S. 25	55-E	368 "	
S. 13	35-E	504 "		S. 37	E	239 "	
S. 77	20-E	109 "		S. 45	20-E	176 "	
63 S. 47	50-E	140 "		S. 34	E	299 "	
S. 57	E	470 "		S. 53	30-E	154 "	
65 A S. 83	45-E	173 "		S. 79	55-E	241 "	
S. 24	45-E	517	to mile post marked on tree				
S. 45	10-E	1386 "					
S. 63	40-E	697 "		S. 74	20-E	105 "	
S. 46	05-E	584 "		S. 74	E	191 "	
S. 28	35-E	475 "		S. 62	55-E	254 "	
S. 44	15-E	500 "		S. 83	E	363 "	
S. 47	55-E	602 "		S. 73	20-E	210 "	
S. 48	50-E	473 "		S. 50	25-E	450 "	
S. 68	E	440 "		S. 52	10-E	182 "	

Eighth Judicial Day

Friday Nov-13-1885-

S. 38	45 E.	565 ft.	3388 ft. on this course	S. 10	E.	1100 ft.	
S. 26	05 E.	248 "	} 3/4 mile with 12 marked on sawn oak tree	S. 30	50 E.	1820 "	120 ft. on this course mile no 12 marked on stake
S. 12	25 E.	285 "		S. 54	35 E.	572 "	
S. 42	10 E.	220 "		S. 44	30 E.	2373 "	
S. 27	50 E.	260 "		S. 43	25 E.	366 "	
S. 59	10 E.	240 "		S. 34	10 E.	950 "	
S. 62	30 E.	276 "		S. 13	35 E.	369 "	
S. 144	30 E.	441 "		S. 8	50 E.	430 "	370 ft. on this course mile no 8 marked on stake
S. 3	35 E.	371 "		S. 46	15 E.	530 "	
S. 5	N.	352 "		S. 32	40 E.	703 "	
S. 56	30 E.	440 "		S. 15	10 E.	519 "	
S. 14	10 N.	313 "		S. 17	10 E.	456 "	
S. 1	35 E.	200 "		S. 14	05 E.	932 "	
S. 15	55 N.	675 "		S. 10	10 E.	1711 "	
S. 29	15 E.	273 "		S. 14	E.	647 "	297 ft. on this course mile no 14 marked on stake
S. 44	45 E.	104 "		S. 25	-	E. 280 "	
S. 1	05 E.	194 "		S. 4	40 E.	491 "	
S. 36	35 E.	231 "		S. 29	50 E.	717 "	
S. 7	10 N.	650 "	} 58 ft. on this course mile no 7 marked on tree	S. 28	30 E.	2712 "	
S. 6	30 E.	418 "		S. 20	30 E.	720 "	
S. 4	35 E.	465 "		S. 8	10 E.	584 "	110 ft. on this course mile no 8 marked on stake
S. 34	45 E.	403 "		S. 45	25 E.	311 "	
S. 84	50 E.	580 "		S. 44	40 E.	718 "	
S. 23	30 E.	402 "		S. 60	35 E.	589 "	
S. 36	10 E.	247 "		S. 25	45 E.	489 "	
S. 15	45 E.	615 "		S. 32	10 E.	789 "	
S. 11	10 E.	765 "		S. 18	30 E.	892 "	
S. 18	05 E.	200 "		S. 40	45 E.	1082 "	1085 ft. on this course mile no 18 marked on stake
S. 15	20 E.	1010 "	} 590 ft. on this course mile no 9 marked on tree	S. 39	45 E.	2463 "	
S. 44	25 E.	1105 "		S. 87	30 E.	2441 "	
S. 25	30 E.	957 "		S. 64	E.	939 ft.	362 ft. on this course mile no 17 marked on tree
S. 16	E.	1058 "		S. 19	30 E.	515 "	
S. 6	15 E.	163 "		S. 31	E.	703 "	
S. 0	10 E.	3432 "	} 1574 ft. on this course mile no 10 marked on stake				
N. 88	45 E.	1242 "			S. 67	35 E.	267 "
S. 24	10 E.	552 "		S. 73	15 E.	338 "	
S. 0	25 E.	1236 "					
S. 29	30 E.	499 "	} 390 ft. on this course mile no 11 marked on pine tree				
S. 60	30 E.	409 "					
S. 8	55 E.	2402 "					

Eighth Judicial Day

Tuesday Nov. 13-1885

S. 80	25 E	395 ft		S. 79	20 E	202 ft.	3102 ft on this course
S. 81	10 E	289 "		S. 86	50 E	410 "	1920 ft on this course
S. 82	10 E	616 "		A. 74	35 E	640 "	
A. 79	15 E	292 "		A. 30	10 E	213 "	
S. 88	30 E	539 "		A. 59	E	197 "	
East		184 "		S. 80	15 E	322 "	
A. 76	45 "	265 "	to wife and 18 marked on line	S. 85	35 E	290 "	
A. 66	20 E	425 "		S. 68	20 E	213 "	
A. 77	E	289 "		S. 80	E	255 "	
S. 86	50 E	263 "		S. 71	E	283 "	
S. 67	35 E	283 "		A. 86	20 E	275 "	
S. 42	45 E	438 "		A. 87	30 E	119 "	
S. 56	05 E	296 "		A. 85	30 E	375 "	
S. 42	E	325 "		A. 83	15 E	146 "	
S. 31	E	306 "		A. 80	E	198 "	
S. 35	30 E	475 "		S. 75	30 E	322 "	
S. 49	15 E	142 "		S. 72	10 E	245 ft	
S. 52	15 E	311 "		S. 57	15 E	322 "	
S. 70	E	395 "		S. 57	25 E	434 "	3360 ft on this course
S. 77	20 E	459 "		S. 28	20 E	451 "	1970 ft on this course
S. 60	10 E	609 "		S. 28	50 E	295 "	
S. 55	30 E	420 "	3260 ft on this course	S. 28	20 E	460 "	
S. 55	15 E	292 "	3 miles 197 marked on line	S. 41	45 E	474 "	
S. 72	E	432 "		S. 75	50 E	313 "	
A. 65	30 E	470 "		S. 70	40 E	737 "	
A. 45-	20 E	300 ft		S. 43	30 E	321 "	
A. 52	40 E	250 "		S. 33	15 E	245 "	
A. 37	20 E	200 "		S. 38	50 E	250 "	
A. 52	50 E	150 "		S. 28	30 E	300 "	
A. 38	45 E	150 "		S. 22	15 E	376 "	
A. 46	35 E	200 "		S. 67	15 E	275 "	
A. 61	30 E	100 "		S. 89	50 E	425 "	
S. 68	45 E	317 "		A. 60	10 E	359 "	250 ft on this course
S. 82	45 E	147 "		A. 45	10 E	329 "	1970 ft on this course
S. 83	05 E	346 "		A. 44	05 E	840 "	
S. 75	65 E	318 "		A. 43	20 E	636 "	
S. 45	25 E	402 "		S. 81	50 E	495 "	
S. 43	15 E	218 "		S. 62	25 E	560 "	
S. 54	50 E	410 "		S. 88	40 E	1475 "	
S. 33	35 E	320 "		A. 57	30 E	952 "	

Eighth Judicial Day

Friday Nov-13-1885-

N 43	30 E	718 ft		S. 32	E	200 ft.
N 53	40 E	542 "	} 200 ft on this course } also 200 ft marked on trees	S. 39	30 E	100 "
N 51	20 E	698 "		S. 59	45 E	400 "
N 45	05 E	500 "		S. 77	20 E	350 "
N 43	E	194 "		N. 76	25 E	250 " } runs home } each
N 52	25 E	265 "		S. 80	55 E	100 "
N 54	10 E	213 "		S. 86	40 E	545 "
N 57	20 E	524 "		S. 62	40 E	338 "
N 72	E	498 "		N 84	30 E	305 "
S. 86	50 E	406 "		N 65	50 E	371 "
S. 82	35 E	261 "		N 71	20 E	734 "
S. 76	30 E	194 "		S. 62	05 E	539 "
S. 48	30 E	179 "		N. 77	E	898 " } 268 ft } on this } course & mile } marked on tree
S. 28	20 E	278 "		S. 78	40 E	753 "
S. 31	15 E	734 "	} 702 ft on this course } mile 200 ft marked on tree	N 88	20 E	523 "
S. 68	20 E	768 "		N 30	10 E	524 "
N. 89	E	490 "		N. 19	10 E	393 "
S. 84	15 E	820 "		N. 29	05 E	189 "
S. 82	30 E	100 "		N. 30	30 E	284 "
N 59	05 E	100 "		N. 32	10 E	393 "
N 30	45 E	200 "		N. 12	25 E	173 "
S. 72	35 E	200 "		S. 35	40 E	235 "
S. 56	20 E	150 "		N. 89	15 E	229 "
S. 60	30 E	200 "		S. 81	10 E	150 "
S. 5	10 E	200 "		S. 82	40 E	150 "
S. 10	50 E	200 "		N. 83	10 E	200 "
S. 35	E	250 "		N. 59	40 E	200 "
S. 62	10 E	150 "		N. 45	45 E	150 "
S. 83	10 E	250 "		N. 59	35 E	102 " } to 27 mile } put number } on tree
S. 45	50 E	150 "		S. 57	10 E	98 "
S. 73	45 E	500 "		N. 62	35 E	200 "
S. 30	05 E	260 "		S. 87	25 E	150 "
S. 36	20 E	240 "		N. 85	E	150 "
N. 81	25 E	200 "		N. 75	25 E	150 "
S. 74	55 E	200 "	} 120 ft on this course } mile 200 ft marked on } tree	N. 57	25 E	100 "
N 59	35 E	250 "		N. 53	10 E	100 "
N 28	E	150 "		N. 42	E	130 "
N 38	05 E	150 "		N. 66	E	150 "
N 42	40 E	100 "		N. 81	40 E	100 "
S. 34	45 E	150 "		N. 57	35 E	100 "

Eighth Judicial Day

Friday Nov-13th 1883-

N 50	15-E	150 ft.	S 17	45 E.	292 ft.
N 75	30 E.	100 "	S 12	25-E	100 "
N 41	E.	150 "	S. 3	45 E.	150 "
N. 26	50 E.	150 "	S. 6	45-E	143 "
S. 70	50 E.	184 "	S. 24	55 E.	242 "
S. 88	E.	200 "	S. 17	40 E.	200 "
S. 69	10 E.	200 "	S. 12	10 E.	150 "
S. 62	20 E.	104 "	S. 40	50 E.	105 "
N. 71	30 E.	100 "	S. 42	25-E	95 "
N. 46	50 E.	100 "	S. 34	40 E.	100 "
S. 41	30 E.	130 "	S. 42	15 E.	132 "
S. 57	15-E	150 "	S. 35	40 E.	150 "
S. 70	30 E.	100 "	S. 53	40 E.	100 "
S. 82	10 E.	180 "	S. 66	15 E.	100 "
S. 6	50 N.	250 "	N 86	40 E.	100 "
S. 14	15-E	136 "	S. 2	45 N.	188 "
S. 68	E.	354 "	S. 13	10 E.	143 "
S. 58	E.	355 "	S. 75	10 E.	250 "
S. 74	E.	196 "	S. 59	50 E.	250 "
N. 51	40 E.	200 "	S. 80	25-E	100 "
N. 72	30 E.	150 "	S. 57	30 E.	145 "
N. 64	25-E	115 "	East		150 "
N. 59	25-E	135 "	S. 67	15 E.	200 "
S. 28	40 E.	286 "	S. 64	05 E.	250 "
S. 33	10 E.	200 "	S. 45	45-E	100 "
N. 76	20 E.	130 "	S. 32	10 E.	200 "
N. 57	15 E.	266 "	S. 52	10 E.	80 "
S. 85	45 E.	150 "	S. 61	05 E.	160 "
N. 72	20 E.	50 "	S. 80	05 E.	190 "
N. 45	40 E.	150 "	S. 71	E.	100 "
N. 65	E.	100 "	N. 83	E.	100 "
S. 60	55 E.	239 "	N. 72	50 E.	100 "
S. 73	45 E.	135 "	S. 86	50 E.	100 "
N. 66	40 E.	220 "	N. 64	20 E.	150 "
N. 73	25 E.	150 "	S. 85	45 E.	100 "
S. 85	50 E.	175 "	S. 78	30 E.	325 "
S. 62	20 E.	125 "	S. 60	40 E.	225 "
S. 63	30 E.	150 "	S. 7	35 N.	225 "
S. 58	05 E.	100 "	S. 29	35 E.	144 "
S. 34	25-E	150 "	S. 41	15-E	100 "

89 ft. on this course to
 well No 28 marked on 1522

589 ft. on
 this course
 marked on 1529
 recorded on 622

Eighth judicial day

Friday Nov-13th 1885

S. 54 25 E. 100 ft.
 S. 30 50 E. 100 "
 S. 60 E. 300 "
 S. 86 10 E. 181 "
 N. 50 40 E. 150 "
 N. 78 30 E. 50 "
 N. 88 40 E. 100 "
 S. 49 45 E. 100 "
 S. 82 35 E. 100 "
 N. 68 15 E. 100 "
 S. 83 20 E. 150 "
 N. 84 40 E. 150 "
 S. 54 E. 250 "
 S. 49 55 E. 290 "
 S. 68 50 E. 950 "
 N. 80 35 E. 175 "
 N. 87 50 E. 83 "
 S. 125 40 E. 477 "
 S. 53 30 E. 200 "
 S. 78 10 E. 160 "
 S. 52 15 E. 150 "
 N. 84 25 E. 150 "
 N. 80 10 E. 110 "
 N. 54 10 E. 90 "
 N. 20 35 E. 150 "
 S. 58 20 E. 146 "
 S. 28 30 E. 310 "
 S. 27 50 E. 150 "
 S. 43 05 E. 150 "
 S. 128 15 E. 245 "
 S. 69 30 E. 180 "
 S. 36 45 E. 250 "
 S. 73 40 E. 200 "
 S. 81 40 E. 100 "
 S. 41 04 E. 190 "
 S. 28 05 E. 200 "
 S. 37 40 E. 250 "
 S. 46 15 E. 300 "
 S. 81 40 E. 160 "
 S. 81 50 E. 150 "

N. 71 25 E. 225 ft.
 W. 80 25 E. 125 "
 N. 65 15 E. 150 "
 N. 73 10 E. 250 "
 W. 65 50 E. 150 "
 W. 87 45 E. 181 "
 N. 78 05 E. 150 "
 N. 83 15 E. 150 "
 S. 85 15 E. 150 "
 S. 80 05 E. 100 "
 S. 120 30 E. 65 "
 S. 25 35 E. 235 "
 S. 84 55 E. 130 "
 S. 84 45 E. 170 "
 S. 80 20 E. 100 "
 S. 65 20 E. 100 "
 S. 47 20 E. 150 "
 S. 28 20 E. 100 "
 S. 0 15 E. 150 "
 S. 20 15 E. 145 "
 S. 35 00 E. 200 "
 S. 23 15 E. 200 "
 S. 18 40 E. 210 "
 S. 19 25 E. 190 "
 S. 11 40 E. 230 "
 S. 24 50 E. 150 "
 S. 40 10 E. 115 ft.
 S. 42 25 E. 85 "
 S. 64 00 E. 100 "
 S. 54 00 E. 145 "
 S. 47 40 E. 100 "
 S. 26 00 E. 150 "
 S. 25 40 E. 100 "
 S. 49 00 E. 200 "
 S. 40 45 E. 150 "
 S. 51 25 E. 200 "
 S. 48 35 E. 200 "
 S. 66 10 E. 100 "
 S. 65 45 E. 200 "
 S. 62 15 E. 150 "

} 81 ft. on this course to
 } mile no 30 marked across

} 30 ft. on this
 } course mile
 } no 32 marked

} 91 ft. on this course
 } mile no 31 marked on
 } W.

Eighth Judicial Day

Friday Nov-13th, 1883

S. 87	40 E	150 ft	N. 46	00 E	110 ft
S. 83	40 E	150 "	N. 56	45 E	150 "
S. 84	45 E	100 "	N. 10	20 E	100 "
N. 89	35 E	150 "	N. 25	10 E	100 "
N. 80	30 E	100 "	N. 26	15 E	100 "
N. 73	55 E	145 "	N. 24	00 E	100 "
S. 79	15 E	145 "	N. 140	E	150 "
N. 86	35 E	150 "	N. 7	35 E	150 "
N. 83	20 E	135 "	N. 5°	45 E	150 "
S. 88	00 E	115 "	N. 3	50 N	100 "
S. 71	00 E	115 "	N. 13	40 N	100 "
S. 36	50 E	85 "	N. 5	30 N	100 "
S. 40	45 E	85 "	N. 4	30 E	150 "
S. 20	15 E	65 "	N. 20	10 E	200 "
S. 1	15 E	150 "	N. 39	55 E	100 "
S. 1	00 E	100 "	N. 64	05 E	100 "
S. 11	25 E	200 "	N. 55	55 E	150 "
S. 21	10 E	150 "	N. 70	30 E	100 "
S. 29	00 E	150 "	N. 66	45 E	100 "
S. 38	55 E	100 "	N. 44	05 E	100 "
S. 30	45 E	110 "	N. 26	30 E	150 "
S. 24	30 E	90 "	N. 31	35 E	100 "
S. 22	55 E	100 "	N. 25	10 E	150 "
S. 7	35 E	100 "	N. 10	20 E	290 "
S. 3	20 N	100 "	N. 44	05 E	241 "
S. 8	40 N	100 "	N. 57	25 E	200 "
S. 19	45 E	100 "	N. 41	15 E	100 "
S. 16	15 N	150 "	N. 47	35 E	250 "
S. 10	50 N	150 "			
S. 20	35 E	120 "	N. 44	40 E	200 "
S. 9	40 E	80 "	N. 44	35 E	150 "
S. 14	15 E	50 "	N. 52	35 E	150 "
S. 50	10 E	100 "	N. 26	10 E	200 "
S. 45	30 E	180 "	N. 24	10 N	100 "
S. 18	00 E	120 "	N. 5	05 E	107 "
S. 78	20 E	150 "	N. 5	25 N	225 "
S. 46	25 E	70 "	N. 26	15 E	100 "
N. 88	45 E	80 "	N. 6	05 E	100 "
N. 66	10 E	100 "	N. 12	00 E	50 "
N. 36	50 E	90 "	N. 45	35 E	250 "

40 ft. on this course
 { rule in 33 marked
 the line

110 ft. on
 this course
 rule in 33
 marked the

crossed Eagle Creek

Eighth Judicial Day

Friday Nov-13th 1886

N. 30° 20' E.	150 ft.
N. 73 30 E.	150 "
N. 70 45 E.	125 "
N. 46 55 E.	175 "
Due North	150 "
N. 37 25 E.	150 "
N. 36 20 E.	138 "
N. 49 35 E.	95 "
N. 59 20 E.	150 "
N. 51 00 E.	150 "
N. 20 30 E.	100 "
N. 17 45 E.	100 "
N. 12 20 E.	50 "
N. 0 10 N.	140 "
N. 30 45 E.	100 "
N. 11 45 E.	200 "
N. 20 50 E.	100 "
N. 4 55 E.	100 "
N. 10 20 E.	100 "
N. 9 50 E.	100 "
N. 42 50 E.	200 "
N. 69 55 E.	150 "
N. 46 55 E.	125 "
N. 20 00 E.	125 "
N. 11 30 E.	100 "
N. 58 25 E.	95 "
S. 66 50 E.	100 "
N. 36 10 E.	50 "
Due East	100 "
S. 80 30 E.	100 "
N. 75 30 E.	100 "
N. 57 20 E.	100 "
N. 60 25 E.	100 "
N. 54 30 E.	100 "
N. 69 20 E.	125 "
N. 63 25 E.	125 "
N. 38 25 E.	100 "
N. 47 15 E.	184 "
N. 64 00 E.	100 "
N. 65 00 E.	100 "

N. 35 00 E.	100 ft.
N. 54 15 E.	150 "
N. 46 15 E.	100 "
N. 45 20 E.	100 "
N. 20 15 E.	150 "
N. 26 35 E.	250 "
N. 41 50 E.	300 "
N. 51 10 E.	200 "
N. 66 00 E.	290 "
N. 42 00 E.	210 "
N. 29 40 E.	150 "
N. 42 45 E.	100 "
N. 44 45 E.	100 "
N. 67 00 E.	100 "
N. 55 20 E.	100 "
N. 21 10 E.	100 "
N. 10 40 E.	80 "
N. 2 20 E.	70 "
N. 5 15 N.	90 "
N. 13 10 N.	60 "
N. 2 00 E.	100 "
N. 75 10 E.	95 "
N. 79 20 E.	85 "
N. 67 25 E.	60 "
N. 42 45 E.	70 "
N. 52 45 E.	100 "
S. 6 55 E.	100 "
S. 36 20 N.	100 "
S. 60 15 N.	100 "
S. 45 40 N.	50 "
S. 24 35 E.	315 "
S. 30 35 E.	85 "
S. 73 50 E.	124 "
S. 17 75 E.	100 "
S. 21 45 E.	50 "
S. 78 E.	100 "
S. 51 35 E.	130 "
S. 79 35 E.	210 "
S. 87 E.	265 "
N. 51 23 E.	135 "

96 ft. on this course S. 24 35 E.
 ~~at 215 35~~ marked

42 ft. on this course
 miles 110 36
 marked on
 map

Eighth Judicial Day

Friday Nov-13th 1883-

S. 71 40 E 167 ft.
 N. 70 35 E 250"
 S. 86 35 E 200"
 N. 73 30 E 200"
 N. 89 30 E 150"
 N. 61 45 E 100"
 N. 66 E 240"
 N. 56 25 E 110"
 S. 16 45 E 84"
 S. 48 E 95"
 S. 65 15 E 100"
 S. 39 10 E 205"
 S. 37 15 E 153"
 S. 20 15 E 274 ft.
 S. 13 20 E 274"
 S. 11 15 E 264"
 S. 25 15 E 207"
 S. 1 25 E 181"
 S. 15 15 E 332"
 S. 86 45 E 100"
 S. 81 05 E 150"
 S. 25 00 N 100"
 S. 2 50 E 100"
 S. 11 45 E 100"
 S. 10 30 E 100"
 S. 16 00 E 100"
 S. 21 15 E 130"
 S. 32 10 E 200"
 S. 28 00 E 150"
 S. 4 20 E 300"
 S. 26 25 E 190"
 S. 50 35 E 150"
 S. 53 00 E 150"
 S. 46 25 E 100"
 S. 61 05 E 220"
 S. 58 45 E 121"
 S. 52 10 E 174"
 S. 46 05 E 110"
 S. 45 00 E 88"
 S. 74 20 E 135"

96 ft. on this course
 will be marked on
 line

S. 61 00 E 161"
 S. 68 35 E 268"
 S. 71 45 E 201"
 S. 57 10 E 187"
 S. 43 15 E 60"
 S. 57 45 E 175"
 S. 69 00 E 100"
 N. 82 00 E 100"
 N. 20 25 E 150"
 N. 22 30 E 80"
 N. 49 20 E 70"
 S. 30 15 E 100"
 S. 27 30 E 100"
 S. 30 20 E 200"
 S. 24 35 E 100"
 S. 29 05 E 450"
 S. 29 00 E 100"
 S. 58 20 E 200"
 S. 59 40 E 150"
 S. 39 15 E 150"
 S. 53 15 E 190"
 N. 55 00 E 110"
 S. 74 05 E 100"
 N. 56 35 E 100"
 N. 39 10 E 100"
 S. 36 45 E 132"
 S. 23 55 E 150"
 S. 8 40 E 100"
 S. 16 10 E 200"
 S. 51 00 E 100"
 N. 78 45 E 100"
 N. 68 10 E 400"
 N. 16 20 E 200"
 N. 35 40 E 150"
 N. 40 30 E 150"
 N. 56 10 E 150"
 N. 32 15 E 100"
 N. 39 35 E 100"
 N. 48 50 E 66"
 N. 42 35 E 169"

86 ft. on
 this course
 will be
 marked
 on line

Eighth Judicial Day

Friday Nov-13-1885-

N. 51	20	E.	244 ft.		S. 86	10	E.	5-23 ft.
N. 61	45	E.	173 "		S. 83	50	E.	146 "
N. 45	50	E.	233 "		S. 45	05	E.	184 "
N. 45	05	E.	106 "		S. 68	40	E.	100 "
N. 35	20	E.	181 "		S. 31	40	E.	400 "
N. 54	00	E.	138 "		S. 51	15	E.	500 "
N. 81	00	E.	183 "		S. 68	30	E.	195 "
N. 83	45	E.	264 "		S. 41	10	E.	160 "
S. 60	15	E.	220 "		S. 30	15	E.	190 "
S. 62	35	E.	114 "		S. 31	50	E.	277 "
S. 62	55	E.	160 "		S. 21	50	E.	247 "
S. 58	45	E.	244 "		S. 3	40	E.	360 "
S. 52	20	E.	178 "	} 88 ft. on this course 1/2 mile No. 39 marked on tree	S. 7	30	E.	189 "
S. 30	00	E.	148 "		S. 14	10	E.	140 "
S. 30	05	E.	164 "		S. 30	55	E.	207 "
S. 45	55	E.	266 "		S. 41	15	E.	462 "
S. 50	30	E.	118 "		S. 77	35	E.	150 "
N. 61	10	E.	278 "		S. 70	55	E.	150 "
S. 62	05	E.	227 "		S. 55	00	E.	225 "
S. 75	35	E.	466 "		S. 70	20	E.	177 "
S. 59	20	E.	342 "		S. 43	40	E.	170 "
S. 76	53	E.	257 "		S. 47	40	E.	130 "
S. 73	15	E.	190 "		S. 32	50	E.	180 "
S. 89	00	E.	210 "		S. 49	30	E.	400 "
N. 76	35	E.	288 "		S. 38	10	E.	550 "
S. 67	53	E.	248 "		S. 41	40	E.	150 "
S. 56	55	E.	252 "		S. 59	15	E.	245 "
S. 45	15	E.	276 "		S. 59	20	E.	150 "
S. 62	25	E.	279 "		S. 63	50	E.	200 "
N. 82	55	E.	164 "		S. 58	35	E.	200 "
N. 87	15	E.	346 "		S. 62	25	E.	100 "
N. 84	10	E.	100 "		S. 45	35	E.	100 "
N. 86	05	E.	150 "		S. 45	45	E.	156 "
S. 76	15	E.	150 "		S. 70	15	E.	185 "
S. 57		E.	200 "		S. 74	40	E.	233 "
S. 36	20	E.	100 "	} 71 ft. on this course 1/2 mile No. 40 marked on tree	N. 88	05	E.	103 "
S. 32	30	E.	200 "		S. 74	20	E.	250 "
S. 18	10	E.	150 "		S. 71	30	E.	200 "
S. 7	30	E.	200 "		N. 45	25	E.	200 "
S. 41	10	E.	172 "		N. 48	05	E.	200 "

120 ft
of this
course
1/2 mile
No. 40
marked
on tree

Eight Judicial Day

Friday Nov-13th, 1883

N. 30	50 E.	300 ft.	N. 11	05-E.	180 ft.
N. 17	00 E.	240 "	N. 4	40 W.	100 "
N. 10	15 E.	160 "	89 ft. up this course mile 70 th of this course while no. 43 marked on tree		
N. 52	30 E.	250 "	4 th marked on tree		
N. 39	15 E.	100 "	N. 68	10 E.	50 ft.
N. 18	00 E.	200 "	S. 46	20 E.	100 "
N. 2	05-E.	150 "	S. 49	00 E.	150 "
N. 29	15 E.	100 "	S. 23	20 E.	200 "
N. 8	30 E.	100 "	S. 25	40 E.	200 "
N. 5	05-E.	200 "	S. 44	20 E.	94 "
N. 9	30 W.	100 "	S. 78	50 E.	227 "
N. 6	40 W.	150 "	N. 67	50 E.	195 "
N. 10	10 W.	195 "	S. 56	50 E.	150 "
N. 4	20 E.	125 "	N. 59	30 E.	100 "
N. 14	40 E.	125 "	N. 44	10 E.	100 "
N. 62	15 E.	150 "	S. 72	10 E.	100 "
N. 58	05-E.	150 "	S. 25	70 E.	100 "
N. 34	10 E.	100 "	N. 81	55 E.	200 "
N. 20	45 E.	100 "	N. 70	20 E.	140 "
N. 3	20 E.	150 "	S. 65	50 E.	95 "
N. 3	00 E.	100 "	S. 86	55-E.	100 "
S. 89	00 E.	234 "	N. 67	40 E.	50 "
N. 81	15 E.	200 "	N. 47	50 E.	150 "
N. 70	20 E.	200 "	N. 69	00 E.	100 "
N. 33	00 E.	95 "	N. 41	55 E.	100 "
N. 1	00 E.	50 "	S. 50	25 E.	150 "
N. 21	10 E.	200 "	S. 54	20 E.	150 "
N. 19	40 W.	100 "	N. 55	45 E.	150 "
N. 16	35 W.	200 "	N. 15	45 E.	90 "
N. 30	05 W.	100 "	N. 39	50 W.	150 "
N. 19	10 E.	200 "	N. 60	30 E.	50 "
N. 28	10 E.	80 "	S. 78	40 E.	135 "
N. 12	55 E.	70 "	S. 85	10 E.	115 "
N. 42	00 E.	50 "	S. 73	30 E.	150 "
N. 61	50 W.	50 "	N. 73	25 E.	145 "
N. 1	00 W.	50 "	N. 49	45 E.	100 "
N. 49	25 E.	150 "	N. 39	40 E.	95 "
N. 41	05 E.	95 "	N. 28	10 E.	250 "
N. 24	00 E.	100 "	N. 29	20 E.	300 "
N. 18	15 E.	195 "	N. 32	45 E.	150 "

Eighth judicial day

Friday Nov-13th 1885-

A 3	15-N	140 ft.	W. 31	30 E	100 ft.
W. 8	15-N	150 "	W. 12	20 E	150" 19 ft. on this
W. 40	55 E	150 "	W. 11	00 E	100" ^{crude made no}
W. 15	15 E	400 "	} 104 ft. on this course miles above marked at trees		100" ^{marked on tree}
W. 10	20 E	50 "	W. 33	50 E	100 "
W. 16	30 N	184 "	North		100 "
W. 33	40 N	120 "	W. 17	25 E	100 "
W. 18	55 N	150 "	W. 9	15 E	150 "
W. 31	20 E	66 "	W. 18	15 E	150 "
S. 82	10 E	250 "	W. 12	20 E	100 "
S. 81	40 E	150 "	W. 11	35 E	100 "
W. 77	15 E	150 "	W. 12	00 N	100 "
W. 19	30 N	150 "	W. 11	25 N	200 "
W. 50	25 E	145 "	W. 5	50 N	150 "
W. 85	40 E	330 "	W. 14	10 E	100 "
W. 25	50 E	300 "	W. 8	10 N	400 "
W. 29	15 N	140 "	W. 1	00 N	173 "
W. 53	00 N	100 "	W. 22	15 N	150 "
W. 63	50 N	100 "	W. 21	15 E	50 "
W. 70	00 N	100 "	W. 0	25-N	108 "
W. 52	05-N	150 "	W. 17	15 E	219 "
W. 31	05-N	75 "	W. 34	40 N	177 "
W. 6	25-N	75 "	W. 37	55 N	223 "
W. 80	15 E	100 "	W. 32	50 N	226 "
W. 47	10 E	100 "	W. 1	10 E	112 "
W. 56	10 E	90 "	W. 43	00 N	136 "
W. 40	10 E	95 "	W. 14	50 N	276 "
W. 45	35 E	95 "	W. 45	50 N	85 "
W. 7	30 E	100 "	W. 2	15 E	142 "
W. 36	50 E	150 "	W. 5	30 E	110 "
S. 83	25 E	150 "	W. 6	25 E	160 "
W. 80	00 E	100 "	W. 30	40 E	521 "
W. 27	20 E	100 "	W. 4	40 N	138 "
W. 13	25 E	225 "	W. 13	45 N	305 "
W. 41	50 N	125 "	W. 24	50 N	229 "
W. 32	15-N	100 "	} 290 ft. on this course miles above marked on tree		
W. 37	25 E	100 "	W. 8	45 N	152 "
W. 73	40 E	75 "	W. 9	55 N	194 "
S. 66	10 E	175 "	W. 14	15 N	183 "
S. 68	30 E	67 "	W. 17	10 E	208 "
			W. 23	45 E	186 "
			W. 31	50 E	168 "

Eighth Judicial Day

Friday Nov-13-1880

N. 00 25 N. 221 ft.
 N. 8 10 N. 265"
 N. 19 45 N. 107"
 N. 39 30 N. 310"
 N. 44 50 N. 185"
 N. 39 40 N. 287"
 N. 70 15 E. 208"
 N. 74 45 E. 154"
 N. 18 20 N. 177"
 N. 16 30 N. 120"
 N. 49 10 N. 231"
 N. 3 05 E. 232"
 N. 22 25 E. 183"
 N. 5 20 N. 182"
 N. 6 20 N. 188"
 N. 9 00 N. 238"
 N. 8 20 N. 236"
 N. 9 25 E. 243"
 N. 3 55 N. 252"
 N. 11 00 N. 185"
 N. 10 00 E. 286"
 N. 6 10 E. 239"
 N. 4 15 N. 296"
 N. 30 35 E. 322"
 N. 37 40 E. 225"
 N. 2 30 E. 212"
 N. 34 30 E. 98"
 N. 5 20 N. 215"
 N. 20 30 N. 229"
 N. 13 35 N. 264"
 N. 11 20 N. 167"
 N. 1 10 E. 189"
 N. 26 20 N. 335"
 N. 7 10 E. 323"
 N. 32 40 E. 363"
 N. 14 10 E. 297"
 N. 21 20 E. 245"
 N. 13 30 E. 721"
 N. 11 25 E. 302"
 N. 82 00 N. 135"

N. 5 30 N. 393 ft.
 N. 7 65 N. 252"
 N. 21 45 N. 327"
 N. 29 15 N. 288"
 N. 6 10 N. 295"
 N. 4 20 N. 300"
 N. 56 05 E. 293"
 N. 4 35 E. 343"

to spot in wagon
 street Cornucopia
 which fact is 256
 ft. N. 76 1/2 E. 3 1/4
 corner between
 sections 27 and 34
 T. 6. S. R. 45 E.

I certify that these notes are a true
 and correct copy of the original
 field notes of the resurvey of
 wagon road from Holbrook
 mill to Cornucopia -

D. D. Griffith
 Surveyor

} 218 ft on this course
 mile No. 27 marked
 at base

} 571 ft. on this course
 No. 48 mile post in
 main street Allen
 town

Eighth Judicial Day

Friday Nov-13-1883

The table consists of a large grid with a diagonal line running from the top-left corner to the bottom-right corner. A horizontal line is drawn across the middle of the grid, dividing it into two sections. The top section is a 5x5 grid, and the bottom section is a 5x5 grid. The diagonal line passes through the top-left corner of the top section and the bottom-right corner of the bottom section.

Fourth Judicial Day Saturday March 6-1886

In the matter of the
 Cancellation of warrants }
 now at this time comes
 A. T. Benson Treasurer of Union County and
 presents to the court for cancellation County
 warrants of the face value of \$2053²⁰ with
 interest thereon in the sum of \$1912²⁴ aggrega-
 ting the sum of \$3965⁴⁴ and also presents
 to the court contingent warrants of the value
 of \$1757⁸⁹ which County warrants and con-
 tingent warrants are cancelled in open
 court and it is ordered by the court that
 said A. T. Benson have credit for
 said amount upon his account.

In the matter of the claim
 for damages of L. P. Riehart }
 sustained by reason of the Pine }
 Creek road better known as the }
 road petitioned for by Dan }
 Moore, et al running through }
 his premises }

Now at
 this time comes L. P. Riehart and files
 with the court a claim for damages
 on account of the Pine Creek Road better
 known as the road petitioned for by
 Dan Moore et al running through his
 premises, to wit; The SW⁴ of SW⁴ Sec. 8 &
 W² of NW⁴ + NE⁴ of NW⁴ Sec. 17 Tp 5 SR. 41 E.
 W. W. and SW⁴ of NE⁴ + SE⁴ of NW⁴ + NW⁴ of
 SE⁴ + NE⁴ of SW⁴ Sec. 17 Tp 5 SR. 41 E. W. W. &
 SW⁴ of SW⁴ Sec. 16 Tp 5 SR. 41 E. W. W.

And the court having duly considered
 the matter it is ordered that P. M. Coffin
 Robert Shaw and William Dotts Jr and
 they are hereby appointed viewers to review
 and find how much less valuable the

paid premises are rendered by reason of the paid road through paid above described premises. It is further ordered that they meet at the house of W. M. Stokes on the 19th day of March 1886, at 10 o'clock A. M.

And duly qualify before entering the discharge of their duties in this behalf.

In the matter of the }
road petitioned for by }
O. S. Fay et al }
}

Now at this time this ~~case~~ matter comes on for hearing upon the second reading of the views and surveyors reports filed herein, which said reports are read for a second time in open court, and also for a further hearing upon the report of the viewers appointed to review the line of road, through the premises of M. Ruckman R. Ruckman and J. M. Mitchell and assess damages sustained by said parties by reason of paid road running through the premises of said parties. And it appearing to the court that said viewers find the damages sustained by each of said claimants to be \$500 and it further appearing that the report of the viewers and surveyor are in all respects regular and according to law and that said reports have been read on two different days of this term, and that no further claims for damages or reimbursements have been filed. It is therefore ordered that the viewers and surveyors report and the plat of the road be recorded and the road be established as a public highway, provided however that the petitioners for paid road pay the damages awarded.

Viewers Report.

To the Hon. County Court of Union County
Oregon — We the undersigned viewers

Fourth Judicial Day Thursday June 17. 1886

Court met pursuant to adjournment present the same Judge Commissioners and officers as on yesterday.

Due proclamation of the opening of court having been made the Journal of yesterday's proceedings was read and approved and is now here signed
A. G. Craig
Judge

Thereupon Court adjourned till tomorrow morning at nine o'clock

In the matter of an appropriation on the }
County road leading from }
Union to the Pine Creek mines }
heretofore established as }
petitioned for by Dan F. Moore }
et al } now at this time
comes on to be heard the petition of N. I. }
Nright and one hundred and eighty }
seven others of the citizens of Union County }
praying the County Court to make an }
appropriation of \$1000 out of the County }
funds to be expended in opening the }
above entitled County road and plac- }
ing the same in good travelling con- }
dition. And it appearing to the Court }
from the petition herein filed that }
the State of Oregon has heretofore made }
an appropriation of \$15000⁰⁰ to build }
and open that portion of said County road }
extending east from the crossing of Goose }
Creek and that the citizens of this County }
realizing the necessity of the early com- }
pletion of this road for the benefit and }
prosperity of a large portion of the cit- }
izens of the County have subscribed nearly }
\$3000⁰⁰ to open and build that portion

Fourth Judicial Day Thursday June 17-1886

of said County road extending east from the town of Union to the crossing of Goose Creek and that said sum of \$3000.00 is insufficient to complete said County road. Therefore it is hereby ordered that an appropriation of \$1000.00 be made out of the County funds of Union County payable in County Warrants to be applied in opening that portion of the above named County road extending East from the town of Union to the crossing of Goose Creek and that the Clerk of this Court shall issue County Warrants for the said sum of \$1000.00 to W. J. Carroll Supt. of Pine Creek Co. road or to the parties entitled to the same upon the presentation of certificates signed by said Supt not exceeding in the aggregate the said sum of \$1000.00

In the matter of the
delinquent list of School
District no five

Now at this time
time is filed the return of A. J. Saunders
sheriff upon the delinquent list of School
Dist. no. five from which appears it
appearing to the court that the sum
of \$81.92 has been made on said list
said is now in the hands of said Sher-
iff. It is therefore ordered by the court
that said Sheriff pay over to the Clerk
of said District no five said amount
of \$81.92

In the matter of preparing
(Assessors Townships plats)

Whereas on the 11th day
of July A.D. 1883- this court made and caused
to be duly entered of record an order author.