

H.C. LAWRENCE } OCT 19 - 1950  
A. DOERING

Sec 30 T 36 N R 11E

CHAINS	EAST AND WEST 1/4 LINE SEC. 30.	CHAINS	EAST AND WEST 1/4 LINE SEC. 30 (CONTINUED)
	NOTE: A TRUE E & W 1/4 LINE IS DIFFICULT TO RUN owing to buildings and other structures in Monico also Guy Doleys gas stations and other buildings in this location, not to mention the great volume of traffic on U.S. Highway #8, preventing sighting, chaining etc without a great amount of offsets and triangulations. I therefore select an intermediate point from which I can sight a flag in range line and a flag 34 lks. South of Dorris EC 1/6 Cor. established by him in 1886. I drive a 2x2 hub 5 1/2" W a distance of 11 1/2 lks from the SE corner of cement foundation of garage in rear of residence now occupied by Wesley White which is the former Kuchner home. The bearing of sight between these flags is S 85° 30' W. Magnetic. I sight in a number of intermediate flags to guide on while chaining. As I have my pole broken, I find that flag in range line is 6.99 chs. South of 1/4 Cor. I commence to chain from this flag, Observe N 85° 30' E		WEST 1/4 Cor. to Dorris EC 1/6 Cor. is 70.40 chs. made up of the following parts, viz: WEST TO EAST. 29.48 WC 1/6 as to Dorris Record 29.38 20.27 Center 20.65 EC 1/6 70.40 20.60 91.00 TOTAL 90.78
7.60	Q of New N+S Road to Nursery Pickup House.		DH VAUGHAN Aug. 24 - 1900 page 394 Court House Record.
14.20	and N+S barbed wire fence.		Commencing at an iron monument which is at a point of intersection of Third St. in Village of Monico and the East and West 1/4 Line in Sec. 30 - T36 N11E and 11.50 chs. West of East 1/4 part as shown by the Village Plat. Thence West (Var 4° 00' E) in Sec. 30.
29.48	Intersect N+S 1/6 Line Fence 4.00 chs. South of iron pipe set by some one for WC 1/6 Cor.		Stream 20 lks wide - ditto.
30.45	East Edge of cultivated land.	24.90	feet 6.34 chs. South of 1/4 Cor. bet Sec. 25 & 30 Ranges 110 and 11 East. Found stamps of Original Trees made O.K. made New Bearing W. Base 24° N 48° E 185 lks. Corrected True East - Corrected Var. 0° 36' W.
33.56 1/2	THE 2x2" hub from which I took my initial bearing.	79.33	6.34 - 79.33 = .0800 = 4° 35' DEF A (4° 35' - 4° 00' = 0° 35' W Var.) (Vaughan's Basin)
37.00	a hub here in rolling open grassy field.		(6.99 - .34 = 6.65) 6.65 ÷ 70.40 = .09446 = 5° 24' DEF A (S 85° 30' W + 5° 24' = 90° 54') 0° 54' W Var. Corrected.
40.00	a 2x2" STAKE South of HI LINE Pole # 1480.		OFFSETS NORTH TO TRUE E & W 1/4 LINE
41.40	South E/W fence Hiccup # 8		70.40 x .0945 = 6.65 + 34 = 6.99 chs. 1/4 Cor.
44.22	High Point of Rock Ledge outcrop.		70.40 - 7.60 = 62.80 x .0945 = 5.93 + 34 = 6.27 chs.
44.78	at Bottom of Leaning Pole # 511 is 1 lks. South of fence		70.40 - 10.00 = 60.40 x .0945 = 5.71 + 34 = 6.05 "
46.16	Q of Highway # 45 Curve West leg of Y		70.40 - 14.20 = 56.20 x .0945 = 5.31 + 34 = 5.65 "
49.75	Q of High way # 45 also considered to be N+S 1/4 line. This is 38.16 chs. North of 1/4 Corner bet. 30 and 31 also 2.26 chs. South of 2" pipe I drove to mark a point 40.42 chs. North of 1/4 Corner.		70.40 - 20.00 = 50.40 x .0945 = 4.76 + 34 = 5.10 "
51.64	Q of Highway # 45 in Curve East leg of Y.		70.40 - 29.48 = 41.12 x .0945 = 3.88 + 34 = 4.22 " WC 1/6
54.10	Q of Outlet from Venus Lake		70.40 - 30.45 = 39.95 x .0945 = 3.77 + 34 = 4.12 "
55.65	iron rod irregular fence		70.40 - 35.20 = 35.20 x .0945 = 3.32 1/2 + 34 = 3.66 1/2
65.75	leave alders and willow and ascend.		70.40 - 40.00 = 30.40 x .0945 = 2.87 + 34 = 3.21
70.40	Dorris EC 1/6 Corner is 34 lks. North.		70.40 - 44.22 = 26.18 x .0945 = 2.47 + 34 = 2.81
	Dorris recorded distance from EC 1/6 Cor. to East 1/4 Cor. is 20.60 chs. I assume his center of section would be 20.60 x 2 = 41.20 West of E 1/4 Cor.		70.40 - 44.78 = 25.62 x .0945 = 2.42 + 34 = 2.76
91.00	EAST 1/4 Cor. based on 70.40 + 20.60. Dorris Survey of 1886 gives 90.78 chs. for length of E/W 1/4 Line.		70.40 - 49.75 = 20.65 x .0945 = 1.95 + 34 = 2.29 - C 1/4
	DORRIS - 29.38 49.58 20.20 20.60 41.20		
	LAWRENCE - 29.48 49.75 20.27 20.65 41.25		
	Note: - It will be observed that my measure from		

F150-101A (2C-11-51)

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