C.S. # 850

Hardcopy 13-6 #1

also see notes in file

F. B. 33-21

21 C.S. #294 Road 458
Mercer place
850 Copy F/B #33, Pg 21-26

Date: March 17, 1923
Party: W. C. Galloway
E. K. Taylor

Reest. N.W. cor. of James Doggett Cl. 44 T 13-6.
Set 3/4" galv. pipe Oak 12" S22°W 3.21 taproot
Oak 12" S 25° E 3.70 chs, std.
" 3" S 59°20' E .229
" anchor post S 38' W .044
N 89°06' E -3°10' 7.407
correction S 29' -3° 8.073
1 (N 89°35' E) -.010 = 15.498

Reest S.W. of Thos Linville Cl. 49 set cor. S. .131
set a gun bbl.
Oak 14" S 88°27' E 1.566
-1°40' 9.240
2 N. .094 for ℄ Road
set cor. for line S. .209
-.063 for ℄ "
9+ .141

S. 256
-1° 5.601
3 Near Division
+1°25' 6.201 Line E & W ½
4 +.186
set cor. 9 .308

set 1¼" shaft
Oak stump 5" N 80°W .034 chs
" " 3" N 80°W .066 "
Anchor post 10" S 18°W .108 " *
S. .336
+3° 3.273
5
S. .374
+6°25' 4.506
6
S. .389
+4°15' 1.745
7
+2°55' 8.000

9+ 1.40 -3°10'

Brng. of line
N 89°66' E

.010
9.236
9.246
.063
9.183

7,396
8.062
15,458
9,236
5,600
6,199
36,493
3,268
4,978
1,741
7,989
53.969

22

8		+5°	2.713	
			+.004	
Reest.	Striking N of cor.		2.479	
	Set Stone 5"x7"x16"			
	Oak 13" N. 2°17'W 1.59 chs.			Brg. from
	[illegible]			
9				
10		+4°55'	6.510	
11		+3°10'	4.860	-30°57'
			-.045	S 30°17'E
Reest	Striking N of corner		.621	
	Set [illegible]			
	Oak stump 18" S 35° E. 13.46 chs			3.131
	" 15" S 52°15'E 3.188		-8°45' = chs	2.935
	" 6" S 32°40'E 3.028		-14°15' = N	
	cen. of top of Concrete reservoir		4.934	-13°10' = 48.04
	W. edge of Post ☐ on N of road 16' W. of wood fence			S 0°01'E
Reest	SE cor Doggett a 1¼" shaft. set ⅝" bolt on top			
	Set ¾" I pin S 0°18½'E 20' + ⅝" I rod N. 0°18½' W 20'			
	Oak 16" S 18°10'E 1.271 chs.			
			4.017	
		+5°	5.298	
		-1°50'	3.177	
		-1°	8.000	
		+1°30'	3.140	
12	on line		+.425	
SW cor Cl. 42-13-6	set 1¼" x 36" shaft			

43.326) .045 (.001041 = 3½'

.99996) 73.508 (73.505

53.969
2.704
56.673
5.527
6.497
4.853
73.550

.05 : 73.508

1.3 : 3.3
.004

S 55' W to W. cor. top of ☐ post N of road
16' W of W W cor. of school fence
.01995 = 20'
.621

4.017
5.278
3.176
7.999
3.139
23.609
+.425
24.034

23

		+4°45'	4,374	
		+5°45'	8,000	
		+15°5'	1,662	
	to NE cor. of Doggett D.L.C. 44			
13	Back to SE cor. of Doggett Cl. 44			
	Corrected over from nail to cor. .177			
	Makes Cl. line S0°18½'E			
			8.000	Foot of Hill
	S 89°20'W correction N 3'			
14	(S 89°23'W -73.424 total)	+4°20'	6.308	N.014
15		+3°15'	7,577	N.021
16		+1°55'	5.337	N.026
		-1°15'	8.000	
			1,730	
17			-.181	
			+N. .035	
	Set 1¼" shaft Ford axle			
	" ¾" G. pipe North on line 20' from cor.			
		+1°30'	16.000	
		+4°	8.000	
		+3°	3.889	
18	Reast.		-.464	
	Most E. N.E. cor. of Ragsdale Cl. 46			
	set cor. N		.062	
	set ¾" G. pipe			
	Oak stump 24" S 26°26'E 14.84			stick at cor. S.
	Anchor post 10"X10"W .424			15.02

7662
55.569
63.758
4597
382
36
3
7,2979

43,326) .177

.00409 = 14"

23,609
4.359
7,960
7.398
43.326
19,292
24,034

73.930
73.506
43.3) 1.25 (.00287 = 34'
181
16'

.00095 = E'
73.42) .070

73.424
Proportion 19.103
64.321

36.926
.181
36.745
.303
37.048

73.424
37.048
36.376

8.000
6.299
7.565
5.334
7.998
1.730
36.926
15.994
7.981
3.884
64.785
9.145
73.930
.506
73.424
36.745
36.679

24

19		+2°30'	4,706	
20			4,444	
			-,506	
Recest.			,070	
Striking S of SW cor.				
S.W. cor. James Doggett cl. "44				
Set Q.t. bottle surface 12" 20°49' brng. from line				stone gone
Oak 8" N 30° E 4.48 cks. std.				
1/4 Sec. cor. 3/10 N5°19'W 8.269 s of cor. ,078 W ,505				
N 0° 14' E correct W 39½'				
(N 0° 25½' W)		-1°30'	8,000	
43.579			,331	
21			-,020 = 8.73	
Striking East of 3/10			,293	stone with nail in top
		-5°50'	4,689	in road
22			+,089	
			+E ,357	
Set ½" g.p. at intersection of Cl. line & S. of road				
℄ of road at Cl. line				
23	∡ Right 29'	-7°	5,791	
24		-9°30'	1.885	offset .064 E
25		-1°40'	8.010	
	∡ L. 13½'		5.880	
		+2°55'	4,660	offset .059 W
To beg.		+7°40'	4,555	
N 89° 04' E. on Transit line				

0 1 + set
,505 W
,064 E
,441 W
,059 W
43.576) ,500 W (,01147 = 34½'

,505 E
,148 W
,357 E
,357 W
,005 E
,064 W
,059 W
,059 E
,000

,357
,193
550

12.915
,089
13.004

N 88° 50' E
13½
N 89° 03½ E

Int. ∡ is 90° 56½'

4,701
4,444
9,145
,464
9,609
,506
9,103

7,997
,078
7,919
,331
8,250
4,665
12,915
5,748
1,859
8,006
5,880
4,654
4,574
43,576
9,168
34,408

25

	Back to △ 17 Thence				
	N 0° 30' W correction E 5½'				
	(N. 0° 24½' W)	-1° 45'	6,858		
26		-1° 45'	7,190		
			+.052		
			+ E. .203		
	set ¾" Pipes			E .715	
				+30 ditch 215'	
				+80 to cr	
		-1° 15'	7,679	N 80° W	
27				E .23	
		+2° 15'	5,003	+.84 +.8'	
28				+2.0 +.0'	
		- 30'	7,830	+3.0 -2.5'	
29					
			+.035		
			W .066		
			E. .237		
	set ¾" g. pipe N	True 58° 58' E	.355		
	" ¾" " " S	True 58° 58½' W	.355		
					offset
30	∡ Right 6'	+1° 40'	9,215		.016 E
	(Striking W of △ 4		.049)		
			-.308		
	Striking W of cor.		.237		
	Back to △ 29				
31	N 62° 29' W	+49'	9,721		From ∡
	set ¾" g. p. S	W .312			
	" ¾" g. p. N	E .312			
32	N 34° 50' W	∠49'	5,481		
			+.114		
		to Cl. line	-.254		
	¾" g. P. N	E. .317	-22.55'	N. 27° 33' E	
	½" " " S	W. .317	22.53'	S. 27° 33' W	

offsets
.181 W.
.016 E.
.165 W
.049 E
.116 W
.186 E
43.437 .070

6.856
.035
6.821
7.187
7.697
4.499
7.830
34.534
9.211
43.745
.308
43.437

-5.80 even chase from tip of transit to △ 26
-4.80 2.5' higher
-4.00 1' higher from △ 27

43.437
34.753
8.684

55° 36'
71° 33'

26

33	Back to △26		−.25 / +1°20' 56' thru		
	S 88° 42' W		+1°32	8.000	
			+1°32'	8.000	
			+5°46'	8.000	
			+3°30 level measure	1.386	
34					
35			+2° 10'	3.143	
	Set ½" pipe S2° 19' E .303				
	" ½" " N2°19' W .303				to △.065 N
36	S86° 30' W		+1°13'	8.368	S 17' W
				−.357	
	Intersects ℄ line		−11' thru		
cont.	S86° 39' W		−29'	8.000	
				4.550	
37			−4°50'		
38			−8°20'	1.129	
	Set ½" pipe S 7°12' E .304				
	S 79° 45' W		−25'	8.495	at 4.36
	Set ½" pipe S19° 27' E .307				
	" ½" " N 19° 27' W .307				
	S 61° 51' W		+1°50' +1° —	3.529	
	N 89° 24' W		+2°55'	1.308	to Iron

+1°20' for bridge
+1°46' to foot of hill Washed out in cen. of Road
+6.18 ± bridge
+6.61' W "

.057
+.51
−.303

28,478
−1,203
27,681
From Division Line of Claim

7.997
7.997
7.960
1.386
3.138
28.478
−.100
28.378
Measure on ℄ Road

Wabau 45' E
Int SW 86° 47'

8.368
−.357
8.009

−4° bridge

8.368
8.000
4.550
1.117
22.035