

Note 4. Cracker Street on the Original, Revised Sumter Townsite and McEwen's Addition plats is shown as an eighty-foot street dedication, but every plat since then either shows it as or implies it is a sixty-foot street. The plat of Riverside Addition, which is on the west side of Cracker Street, does not show the width of the street, but it appears it would be impossible to make the lots as shown if the street width dedicated had remained at eighty-feet. (See Exhibits V & XV) The Baker County tax maps have shown the street width as sixty feet for many years. A tie from the southeast corner of Block 36 of Vinson's Addition to the quarter corner between Sections 29 and 32 also implies that the wider street width was not used in platting Riverside and Vinson's Additions. Current land use and recent surveys have been based on a sixty-foot Cracker Street, which width should be accepted for all future surveys.

Note 5. When McEwen's Addition was recorded the official spelling of Sumpter had been changed from the original spelling by the addition of a "p" in Sumter. The platters changed the spelling of Sumpter Street on the McEwen's Addition plat to reflect this change, but the county tax maps continue to show the original spelling. The tax maps should be changed so that they are compatible with the street's extension into Vinson's Addition (Exhibit XVI) which has the corrected spelling. The intent was for the street to match the city's amended name.

Note 6. In January of 1897, while survey work was being done for McEwen's Addition, the Sumpter Valley Railway right-of-way with a wye and spur was introduced into the townsite. It has since been abandoned, but not vacated or reverted to adjacent land owners. I found the original right-of-way deed recorded in Deeds Book "Z", Pages 470-472. Exhibit VI is the map which was made a part of said deed. County Surveyor Jim Hanley found another right-of-way map, which appears to have originated from the Sumpter Valley Railway, that contains different curve data than the recorded deed (See Exhibit VII).

A lack of specific location information on the deed and the McEwen's, Ellis' and Riverside Additions plats has caused confusion as to where the right-of-way is located. Ellis' Addition, which was recorded later in 1897, only makes a casual reference to the railroad right-of-way. (Exhibit VIII) This is also the case with Riverside Addition which was recorded in 1899. (Exhibit V) The Sumpter Townsite Syndicate's (STS) Third Addition (Exhibit IX), Saint Louis Addition (Exhibit X) and the Central Addition (Exhibit XI) make very specific ties to the railroad right-of-way near the wye area. Other plats further south also have good ties to the R/W. I chose to use the platted data on Exhibits IX, X and XI to locate the railroad and determine the deflection angles of the curves. Because of minor differences I had to balance the tangent distances and