

SURVEY FOR THE CITY OF BAKER, OREGON

Survey of the remaining city-owned property in the Salmon Creek area was made for the purpose of defining the boundaries of the various parcels. Descriptions of record were known to be incompatible with lines of occupation and monumentation of these and adjoining parcels

Research and preliminary work was begun in 1969 to determine the existence and availability of required survey control. None of the original quarter corners or section corners for Section 5, T. 9 S, R. 39 E., W.M. were found.

A railroad spike driven in the asphalt surface at the centerline of the Baker County Pocahontas Road was found and accepted for the Northwest section corner.

The Northeast section corner has been found by the Oregon State Highway Department in May, 1952, and shown on Oregon State Highway Department drawing "Pocahontas-Baker Section of the Baker-Pine Creek-Wingville Road" August, 1953. The highway department monumentation along this road was recovered and map corner tie used to reset this point in its original position. Roadwork had covered or destroyed the original monument sometime between 1953 and 1960. This corner location conflicts with the survey of Pocahontas Estates, wherein this highway information was not used for re-establishment in proper location.

The Southeast section corner is marked by a narrow gage mining rail, set by County Surveyor Ira L. Hoffman on March 31, 1911, according to a pencil note found in his personal survey field notes. A 3/4-inch steel pin is found N. 3° 08' 42" W., 86.4 feet from the mine rail monument. This pin location is the basis of most of the erroneous metes and bounds descriptions for the city-owned and adjacent properties in this area. It has been set along a projection of the North line of the Levi W. Nelson Mining Claim. The mineral surveyor who marked the mining claim in 1891 thought the North line of claim was coincident with the South line of Section 5. Whoever later set the aforementioned steel pin undoubtedly used this information for reestablishing what he thought was the proper section corner location. The mining claim extends across the section line and lies partly in Section 5. Surveyors have thereby been confronted with a choice of monuments to use for this section corner tie when performing subsequent property surveys.

The East quarter corner for Section 5 was also marked with a mine rail and was destroyed by farm leveling in the area about 1964, according to Vernon Jacobson, former city engineer. No early survey data or ties are available for the reestablishment. A search of the Baker County records (Surveyor's Record Book # 1, at page 105) indicates a county road was constructed along the line between Sections 4 and 5 from the Northeast corner to the Southeast corner of the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 5. A brass disc flasher set by the highway department marks the road centerline near the said Southeast corner location. By extending a line between these points the North half of the section line is reproduced, and by proportioning the original recorded

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