

I then went back to location of the Section corner common to Sections 27, 28, 33 & 34, T 9 S R 40 E, of which my previous search revealed nothing of the original stone, as was described in the GLO notes. I then began evaluating other evidence, being an existing fence line that has been there prior to 1935 when it was shown sketched on a drawing of a survey made by Robert W. Leep, County Surveyor in 1935. Also Mr. Leep showed a traverse point near the fence, though his sketch is so vague he does not indicate setting or finding anything at the corner location, thus his survey is of no use in determining the corner location.

Oregon State Highway Drawing No. 9B-1-26, T 9 S R 40 E shows a tie to an iron pin in a fence corner of which they call the $\frac{1}{4}$ corner between Sections 27 & 28, T 9 S R 40 E. Mr. Robert Leep shows a fence corner and no mention of finding or setting a pin at this same location in 1935. Thus I have determined the iron pin is of an unknown origin sometime between 1935 and 1978 when the State Highway made their tie.

The GLO notes indicate a call to a brook both to the east and north of this Section corner, therefore I traversed the existing stream channel, noting that there had been erosion in an easterly and southerly direction along this channel, and further study of the area revealed to me maximum limits of where the erosion began to the north and west. I then traversed this as possibly being the stream channel as it might have been back in 1864 when Thompson and Chaplin made their original ties to the creek. I then projected lines to the south and to the west from this sketchy channel location intersecting the call distances at one point. I noted this point to be on line between the original $\frac{1}{4}$ corner between Sections 28 & 33 and the original section corner common to Sections 26, 27, 34 & 35. The GLO notes indicated that both lines were on the same bearing or a straight line for the two miles. The iron pin as I mentioned being accepted as the $\frac{1}{4}$ corner between Sections 27 & 34 is approximately 40 feet northerly of this straight line and appears to be about 40 feet to the west of where the GLO distance would place the $\frac{1}{4}$ corner. I also noted that taking the difference between my solar bearing and Thompson & Chaplin's bearing, between these two known corners that are $1\frac{1}{2}$ miles apart, which is 00 18. This index of error is very closely related to the bearings between other original corners that I have tied to the south and also two miles to the west. The area around the $\frac{1}{4}$ corner common to Sections 27 & 28, has been destroyed during the freeway construction and all that I have is a State Highway coordinate tie to an iron pin of unknown origin being called the $\frac{1}{4}$ corner on the State Highway drawing. I used this tie to evaluate the position of the section corner in question, but determined in my judgement that the stream ties and the ties to the original corners to the east, west and south were more closely related in both distance and bearings, thus using this information I attempted to restore the section corner as nearly as possible to its original location.

I then set a $5/8$ " x 30" iron pin with a plastic cap in a mound of stone at the section corner location common to Sections 27, 28, 33 and 34, T 9 S R 40 E, WM.

March 20, 1980

9-40-39