

SURVEY IN DLC 38, SECTION 28, T. 38 S., R. 3 W., W.M.  
JACKSON COUNTY, OREGON  
FOR  
B.K. RICHARDSON  
SCALE 1" = 400'

SURVEY BY:  
CHARLES H. HURST  
MEDFORD, OREGON

REGISTERED  
OREGON  
LAND SURVEYOR  
*Charles H. Hurst*  
EXPIRES 30 1969  
CHARLES H. HURST

RECEIVED  
JUN - 9 1967  
SURVEY

MAY 7 1967

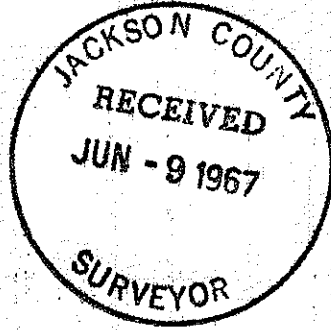
intersection of Cameron Road and the Medford - Provolt Highway in the physical center of the old roadbed for the latter.

The client has since concreted in all monuments set.

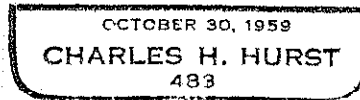
Survey completed May 9, 1967

Exhibit attached:

Elksnat 1918 survey plat.



*Charles H. Hurst*





SURVEY NARRATIVE TO COMPLY WITH PARAGRAPH 209.250  
OREGON REVISED STATUTES

Survey for: B. K. Richardson  
Route 1, Box 55 N  
Jacksonville, Oregon

Survey by : Charles H. Hurst, L.S.  
765 Sunrise Avenue  
Medford, Oregon

Bearing : Based on meridian of recorded survey #3033

Purpose : To determine the boundaries of the most southerly projection of DLC #38 as shown on the attached plat.

## PROCEDURE

The northwest corner of DLC #38 was re-established at or near the position of an old fence intersection as shown on older aerial photos of the area. The bearing tree scribed by surveyor Elksnat in 1918 was found in the southeast quadrant, and a 1"x30" iron pipe was set for corner holding record distance and bearing from said B.T. The location for said corner falls in plowed ground and the stone monument was not recovered.

The southwest corner of DLC #38 was re-established at the intersection of a very old fence line running North and evidence of very old fence posts remaining running East. This location was held for the corner as said fence lines probably constitute the best remaining evidence of original boundary location, coincide with the heading north, and most probably agree with original lines re-established around the turn of the century as it is known surveyors were active in this and adjacent areas at the time, particularly in view of the penciled addition to the official handwritten record for this corner indicating a re-establishment thereof. In addition, said corner falls at an accepted and practical location.

Since no positive evidence was recovered pertaining to the other corners shown, said corners were set on a proportionate basis, which agree with old fence line projections. The excess of measurement over record in latitude and departure for this area, which is not proportionately consistent, places the surveyor in an arbitrary position in applying a proportion as outlined in the Manual of Instructions for the Survey of Public Lands as provided for by State law. In this instance, a combination of proportion and old fence line control was considered the most realistic procedure.

The notched stone found near the northwest corner of Section 28 is not mentioned in any official record that could be found. In view of discrepancies in the official record for this area pertaining to original witness trees found, and since said corner agrees closely with the 1918 Elksnat plat returns to the northwest corner of DLC #38, no significance is attached to said stone at this time.

The 5/8" iron pin found at or near the northeast corner of DLC #40 is at variance by approx. 25'x30' with proportion and consequently was disregarded as an acceptable control point at this time.

The 5/8" iron pin shown at or near the southeast corner of DLC #38 was determined to have been set by a private surveyor as a random line control point for private use.

The railroad spike set in the centerline of Cameron Road witnesses the S-SE corner of DLC #38 and the E-NW corner of DLC #40 as determined by this survey.

The northwest corner of DLC #40 as determined falls in the center of the