

to chain and Isaac W. Kimball to mark and administer oath to each.

I commence at 7 M.P. on Pendleton John Day wagon road and from station point 30 west of said mile post, with engineers transit, I run.

N. 17° 30' W.	2227	20 1/4 Sec. Cor. bet. Secs. 14 + 15 2p 17R 32 E.
North	4697	bet angle post 1, and turn on line bet secs 14 + 15
	5280	1/4 Sec Cor Sec 14. - Land comparatively level.
	350	Set 1 mile post. Descend gradually.
		Ascend gradually.
	1100	Summit - Descend gently.
	2000	Ravine runs E. Ascend.
	2075	Set Sec Cor. bet. Secs. 10 + 11
	2800	Summit. Descend on line bet secs 2 + 3
	3878	Rear line bet. Secs. 2 + 3. I set A. p. No 2. and run
		(note) The road was surveyed from last named angle 2, to end of 3 mile, but pronounced impracticable by viewers, adjourned to meet on 27".
		August 24" 1891,
		From Ap. 2 (N 25° 45' W) I run (Aug 27)
	4700	Top of bluff. no rock - sidling - needs grading.
	4950	Foot " " - level
	5280	Set 2 M.P. 30 E.
	1900	Steep ascent - sidling - no rock - good road when graded.
	2250	Summit Set A. p. 3. and turn thence
N 30'. 00' W.	4416	" " " 4 " " "
North	5280	Set 3 M.P. 30 E. " " "
	152	Set Sec. Cor. bet. Secs. 3 + 34 on line bet. 2ps. 1 + 2.
	1100	North R. 32 E. - Descend gradually.
	1880	Set A.P. 5 and turn.
N 46° - 22' E	2520	Apron on south end of bridge on McKay Creek cut R. on South post in upper railing. All

the posts are of size, and marked and set in mounds, as required by law.

I hereby certify that the foregoing are the correct notes for road Survey No 370, for Umatilla Co. Oregon.

Geo. C. Arnold
Co. Surveyor.

Filed Sept. 8" 1891
W. M. Pierce Clerk.