



ROAD LEGALIZATION REPORT

COUNTY ROAD #800

HOLDMAN ROAD

SEPTEMBER 15, 2004

UMATILLA COUNTY DEPARTMENT OF PUBLIC WORKS

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HOLDMAN ROAD LEGALIZATION REPORT

HISTORY

The portion of Holdman Road affected by this legalization was originally established in 1879 as County Road No. 243 at a width of 40 feet. It was centered on the line between Sections 2 and 11. In 1882 the original town of Helix was platted. It included an extra 10 feet of right-of-way on the north side. In 1888 Richmond's Addition to the City of Helix was platted between the original town and the railroad right-of-way. It also included an extra 10 feet of right-of-way on the north side. No additional right-of-way was ever obtained on the south side of the road.

GENERAL

There seems to be some confusion as to how wide the road is and where it narrows from 30 feet to 20 feet on the north side of the section line. Some earlier surveys show the road being 60 feet wide, though there are no records indicating any additional width was acquired on the south side. On the north side, the Richmond's Addition plat shows the 30-foot width extending to the railroad right-of-way, though it is unclear where the extra 10 feet of width came from west of Block 15. The more recent surveys in the area also show a 30-foot width to the railroad right-of-way. The bridge over Greasewood Creek between Morton Street and Harrison Street is scheduled to be replaced under contract. Because of the narrow 20 foot width on the south side, it is almost a certainty that more right-of-way will need to be obtained. Anderson-Perry has requested that Umatilla County legalize the existing road so that they can ensure that the new bridge will be constructed within the existing county right-of-way or to provide a base from which to acquire additional needed right-of-way.

The road follows the section line fairly well from Main Street on the east end west to the Helix Parks and Recreation District property, where it begins to curve around a bluff. It is apparent that the road survey will need to be continued at a future date west of where this survey was terminated.

IMPACTS TO UTILITIES AND PROPERTY OWNERS

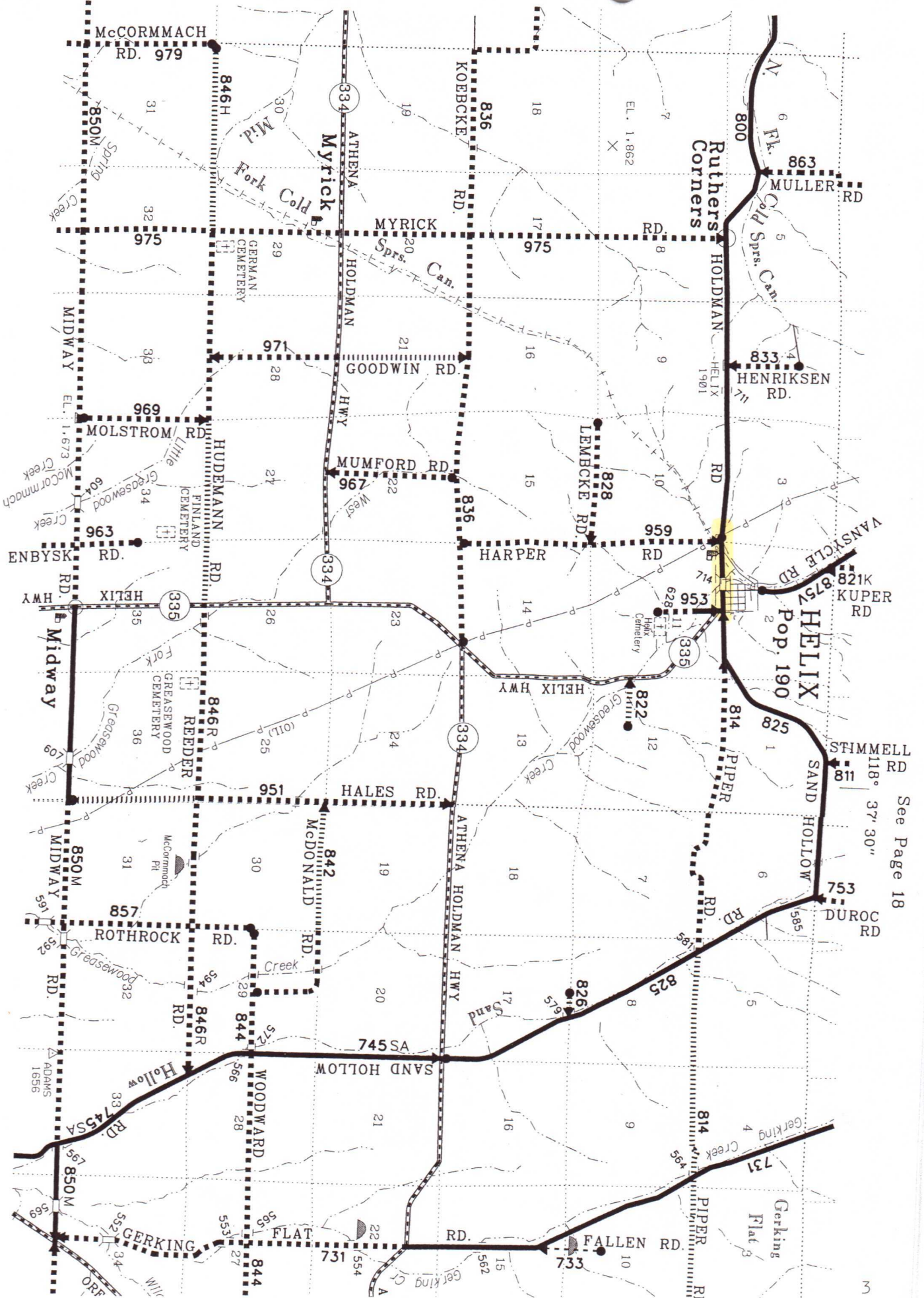
Existing utilities include overhead power lines (PP&L), buried telephone lines, city water lines and storm drains, and likely other buried utilities that are not visible. Legalizing the road at a width of 30 feet on the north side and 20 feet on the south side east of the easterly line of the former railroad right-of-way and 20 feet on the north side and 20 feet on the south side west of the easterly line of the former railroad right-of-way would include many but not all of the utilities within the road right-of-way. If location of the utilities became an issue at a future date, some of them would need to be relocated. No negative impacts to adjacent property owners is anticipated.

STATUTES

ORS 368.201(3) provides a basis for a county governing body to initiate proceedings to legalize a road if the road as traveled and used for 10 years or more does not conform to the location of a road described in the county records.

RECOMMENDATION

The Public Works Department recommends that County Road No. 800, Holdman Road, be legalized at a width of 50 feet (30 feet north of and 20 feet south of the section line) from Main Street west to the former easterly railroad right-of-way line, and at a total width of 40 feet from said former railroad right-of-way line west to the end of the portion of road represented by the attached survey map and as described in the final order.

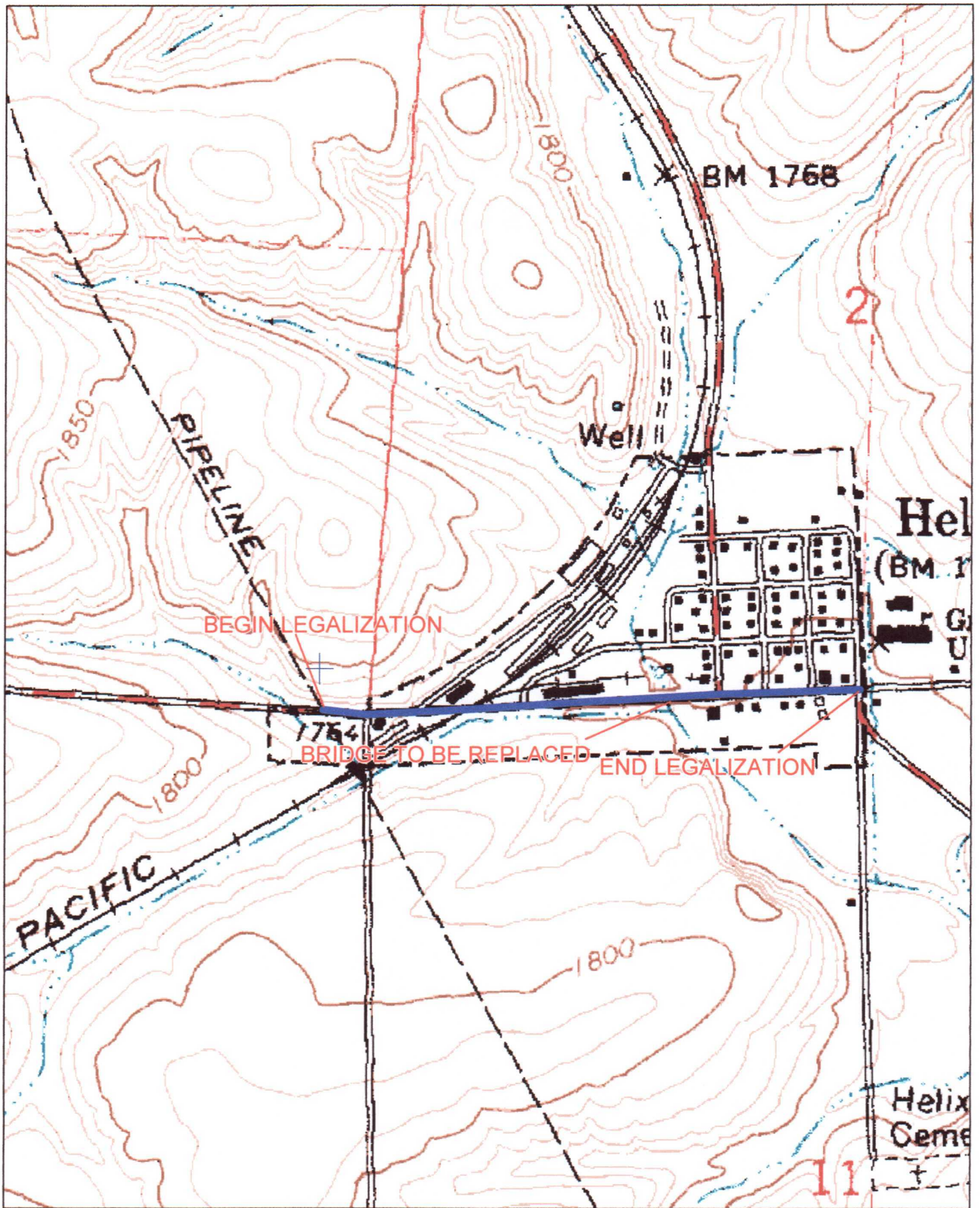


R33

See Page 24

R34

See Page 18



Deed

Filed Nov. 4th 1879. Plat of County road from the N. E. Cor of S. E. 1/4 of Sec. 20
T. 4. N. R. 34 E. to the S. E. Corner of the S. W. 1/4 of Sec. 2, P. 4 N. R. 33 E.

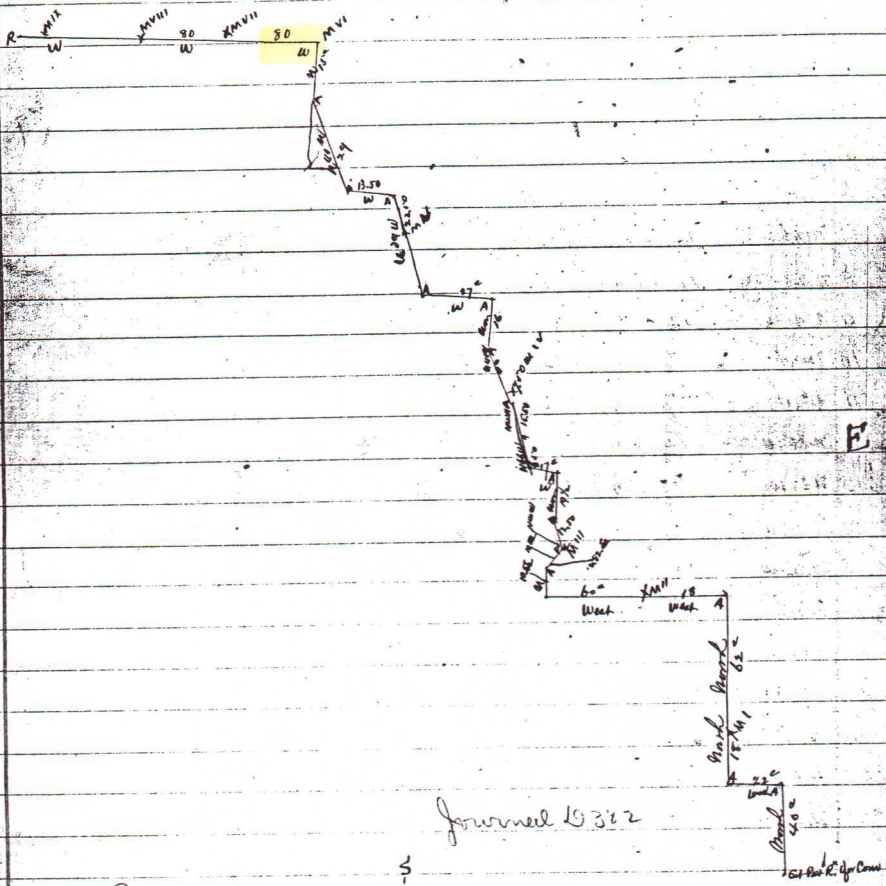
- 1 Mark - 40-00 - Set a Post
- 2 Mark - 22-00 - " A "
- 3 Mark - 18-00 - " M I "
- 4 " - 62-00 - " A "
- 5 West - 18-00 - " M II "
- 6 " - 60-00 - " A "
- 7 Mark - 10-00 - " " "
- 8 N. 28-2 - 10-00 - " " " + M III
- 9 N. 40-W - 12-50 - " " "
- 10 Mark - 19-50 - " " "
- 11 West - 17-00 - " " "
- 12 N. 66 W - 65-00 - " " "
- 13 N. 22 W - 15-50 - " " "
- 14 N. 45. W - 7-50 - " M IV
- 15 N. 45 W - 11-00 - " A Post
- 16 Mark - 16-00 - " " "
- 17 West - 27-11 - " " "
- 18 N. 39 W - 16-00 - " " M V
- 19 " " " - 22-50 - " " "
- 20 West - 13-50 - " " "
- 21 N. 40 W - 29-00 - " " "
- 22 Mark - 15-00 - " M VI
- 23 West - 80-00 - " V II
- 24 " - 86-00 - " VIII
- 25 " - 50-00 - " IX

& Post marked R. for minimum
time employed 3 days
R. Wells + David Brown Deacons
Jesse Hunt + H. B. Adams Chairman
P. M. Bayler + R. J. Jamieson Assessors
Executed June 2nd + 3rd 1879

J. H. Raley, C. Surveyor

Journal D 382

Page 152



Journal 1932

Report of Viewers
 June 3rd 1879

At Hon. Co. Court, Multnomah County, Or.

We the Undersigned Viewers appointed on petition of W. H. Baker for County Road running as in petition described, having carefully viewed said Route & having noted the Survey made by C. D. Drayton on the 2nd & 3rd days of June 1879. Respectfully Report said Route to be a good & practicable one & earnestly recommend the location of said Road at your next session.

David Brown
 R. Weller

Road location & granted July 11th 1879
 Closed July 9th 1879. Reopened July 21st 1879

HOLDMAN ROAD MONUMENTATION/LEGALIZATION SURVEY

OREGON STATE PLANE COORDINATES - NORTH ZONE 3601

NAD '83 ('91) - INTERNATIONAL FEET

POINT DESCRIPTION	STATION AND OFFSET	NORTHING	EASTING
SET RAILROAD SPIKE	500+00.00 P.O.T. CL	801,082.25	8,669,248.40
SET RAILROAD SPIKE	501+95.01 P.C. CL	801,071.42	8,669,443.08
SOUTHWEST CORNER SECTION 2 BRASS CAP (HADDOCK)	502+77.79 P.O.C., 12.39' LT	801,081.42	8,669,525.88
M-1 5/8" REBAR (HADDOCK)	504+28.75 P.O.C., 16.03' LT	801,091.92	8,669,675.08
SET RAILROAD SPIKE	504+80.93 P.T. CL	801,081.74	8,669,728.39
SET RAILROAD SPIKE	505+62.29 P.C. CL	801,092.11	8,669,809.08
CALCULATED POINT	508+75.65 P.T. CL	801,123.02	8,670,120.83
M-2 5/8" REBAR (HADDOCK)	508+75.57 P.O.C., 0.03' LT	801,123.05	8,670,120.84
M-3 5/8" REBAR (HADDOCK)	513+03.78 P.O.T. CL	801,152.89	8,670,548.02
M-4 CALCULATED POINT	515+01.49 P.O.T. CL	801,166.67	8,670,745.08
M-5 CALCULATED POINT	517+45.30 P.O.T. CL	801,183.69	8,670,988.46
M-6 CALCULATED POINT	520+19.27 P.O.T. CL	801,202.80	8,671,251.76
M-7 RAILROAD SPIKE (FLOWERS)	522+93.24 P.O.T. CL	801,221.92	8,671,535.05
M-8 ALUMINUM CAP (HADDOCK)	525+67.23 P.O.T., 0.04' LT	801,241.07	8,671,808.39
M-9 RAILROAD SPIKE (HARRIS)	527+02.27 P.O.T. CL	801,250.45	8,671,943.10
M-10 5/8" REBAR (FLOWERS)	528+27.29 P.O.T. CL	801,259.17	8,672,067.81
M-11 CALCULATED SOUTH 1/4 CORNER SECTION 2	530+97.18 P.O.T. CL	801,277.99	8,672,337.04

SURVEY NARRATIVE

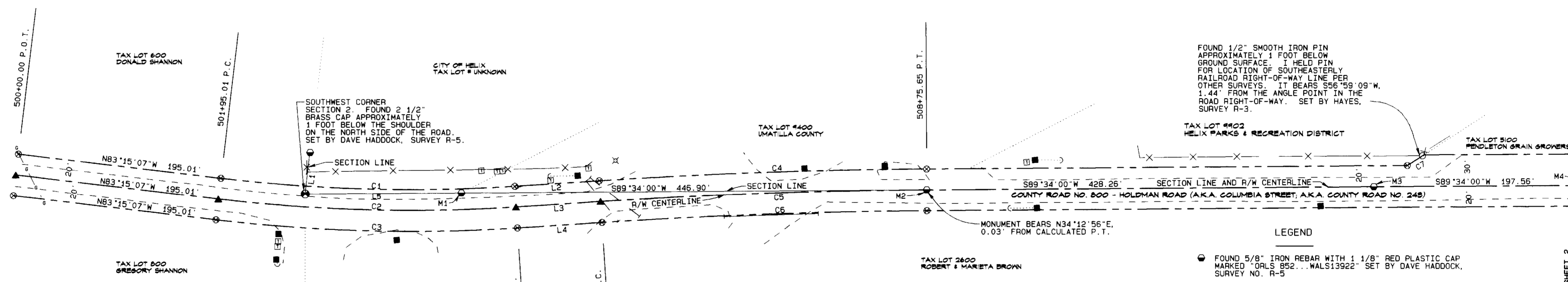
THE PURPOSE OF THIS SURVEY WAS TO MONUMENT A PORTION OF COUNTY ROAD NO. 800 FOR LEGALIZATION PURPOSES AT THE REQUEST OF THE UMATILLA COUNTY BOARD OF COMMISSIONERS. THE BRIDGE OVER GREASEWOOD CREEK IS SCHEDULED TO BE REPLACED WITH HRR FUNDS AND RIGHT-OF-WAY LOCATION NEEDS TO BE CONFIRMED OR ESTABLISHED SO ADDITIONAL RIGHT-OF-WAY CAN BE OBTAINED ON THE NORTH SIDE OF THE BRIDGE.

AT LEAST ONE OLDER SURVEY SHOWED A RIGHT-OF-WAY WIDTH OF 60 FEET. HOWEVER, THE ROAD WAS ORIGINALLY ESTABLISHED AT A WIDTH OF 40 FEET (ROAD NO. 243) AND THEN THE PLATS OF THE ORIGINAL TOWN OF HELIX AND RICHMOND'S ADDITION ADDED AN ADDITIONAL 10 FEET ON THE NORTH SIDE. MANY DEEDS ON THE SOUTH SIDE OF THE ROAD ALSO VERIFY THE 40-FOOT WIDTH. THE 30-FOOT WIDTH ON THE NORTH SIDE OF THE ROAD WAS CONTINUED WEST TO THE OLD RAILROAD RIGHT-OF-WAY LINE. THIS SURVEY WAS PERFORMED TO VERIFY THE LOCATION OF THE RAILROAD RIGHT-OF-WAY LINE AND TO ESTABLISH THE LOCATION OF THE SOUTH 1/4 CORNER OF SECTION 2, AS CAN BE SEEN, THE TRAVELED ROAD DOESN'T FOLLOW THE SECTION LINE VERY WELL NEAR THE SOUTHWEST CORNER OF THE SECTION. THE ROAD WILL AT SOME POINTS NEED TO BE SURVEYED WEST OF WHERE IT STOPPED IN THIS SURVEY, POSSIBLY AFTER MORE OF THE G.L.O. CORNERS ARE REMONUMENTED.

THE BEARING OF S89°34'00"W SHOWN ALONG THE TANGENT SECTION OF THE ROAD DOESN'T TAKE INTO ACCOUNT THE SLIGHT VARIANCE BETWEEN THE MONUMENTS AS ACTUALLY MEASURED. THE DISTANCES SHOWN DO REFLECT THE ACTUAL MEASUREMENTS. BY HOLDING A STRAIGHT LINE, MY MEASUREMENTS SHOWED THE MAXIMUM VARIANCE OF THE FOUND MONUMENTS NORTH OR SOUTH OF THE LINE WAS ONLY 0.04', WHICH IS MEANINGLESS. THE ACTUAL MEASURED BEARINGS AND DISTANCES BETWEEN THE FOUND MONUMENTS ARE SHOWN IN A SEPARATE TABLE.

THIS SURVEY WAS PERFORMED USING A SOKKIA RADIAN GPS SYSTEM OPERATED IN RTK MODE. THE BASE WAS SET ON THIRD-ORDER TRI-STATION HELIX AND THE STATE PLANE COORDINATES SHOWN WERE BASED ON TIES TO THAT STATION. MONUMENTS WERE TIED THREE SEPARATE TIMES AND THE POSITIONS WERE AVERAGED. GRID BEARINGS WERE ROTATED 3°34'00" CLOCKWISE TO THE BEARING OF S89°34'00"W ALONG THE SOUTH LINE OF SECTION 2 AS PER RECENT SURVEYS BY DAVE HADDOCK AND OTHERS. GRID DISTANCES WERE MULTIPLIED BY A COMBINED SCALE AND ELEVATION FACTOR OF 1.00011799 (BASED ON AN AVERAGE PROJECT ELEVATION OF 1610 FEET) TO OBTAIN GROUND DISTANCES SHOWN.

IT SHOULD BE NOTED THAT THE ACTUAL TRUE BEARINGS OF THE SOUTH LINE OF SECTION 2 IS APPROXIMATELY S87°18'16"W.



RECORD DIMENSIONS, SURVEY R-4:
M8 TO M9 - EAST 135.00'
M9 TO M11 - EAST 395.00'

RECORD DIMENSIONS, SURVEY R-5:
M1 TO M2 - N89°34'00"E 446.85'
M2 TO M3 - S89°34'00"W 428.31'
M3 TO M4 - S89°34'00"W 1263.58'
M4 TO M5 - S89°34'00"E 260.01'
M5 TO M6 - S89°34'00"W 270.02'

RECORD DIMENSIONS, SURVEYS R-6, R-7, AND R-8:
SW CORNER SECTION 2 TO M2 - N89°34'00"E 596.44'
M2 TO M3 - S89°34'00"W 428.31'
M3 TO M4 - S89°34'00"W 1263.58'
M4 TO M5 - S89°34'00"E 260.01'
M5 TO M6 - S89°34'00"W 270.02'

RECORD DIMENSIONS, SURVEY R-9:
SOUTHWEST CORNER SECTION 2 TO M3 - S89°34'00"W 1024.49'
M3 TO M4 - S89°34'00"W 1263.58'
M4 TO M5 - S89°34'00"W 270.02'
M5 TO M6 - S89°34'00"E 260.01'
M6 TO M7 - S89°34'00"W 270.02'

RECORD DIMENSIONS, SURVEY R-10:
SOUTHWEST CORNER SECTION 2 TO M5 - S89°34'00"W 1465.28'
M5 TO M6 - S89°34'00"W 548.00'
M6 TO M7 - S89°34'00"E 274.02'
M7 TO M8 - S89°34'00"W 274.02'
M8 TO M9 - S89°33'22"W 260.10'

MEASURED VALUES BETWEEN FOUND MONUMENTS OR BETWEEN FOUND MONUMENTS AND CALCULATED POSITIONS

FROM POINT TO POINT	BEARING	DISTANCE
SW CORNER SECTION 2 TO M2	N89°33'51"E	596.49'
SW CORNER SECTION 2 TO M3	N89°34'00"E	1024.75'
SW CORNER SECTION 2 TO M5	N89°34'00"E	1466.31'
M1 TO M2	N89°34'19"E	446.90'
M2 TO M3	N89°34'13"E	428.26'
M3 TO M6	N89°34'00"E	715.56'
M3 TO M8	N89°33'53"E	1263.59'
M5 TO M7	N89°33'59"E	548.00'
M6 TO M7	N89°33'57"E	274.00'
M7 TO M8	N89°33'30"E	274.03'
M8 TO M9	N89°34'59"E	135.05'
M8 TO M10	N89°34'35"E	260.08'
M9 TO M11	N89°34'03"E	394.95'
M10 TO M11	N89°34'00"E	269.92'

SURVEY RECORDS

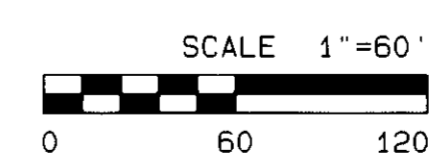
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 - R-2 PLAT OF RICHMOND'S ADDITION TO HELIX
 - R-3 1954 SURVEY FOR KERR GIFFORD & CO., INC. BY F. B. HAYES, SURVEY NO. G-1132-B
 - R-4 1980 SURVEY FOR JAMES JACKSON BY WAYNE HARRIS, SURVEY NO. R-117-B
 - R-5 BOUNDARY ADJUSTMENT SURVEY BY DAVE HADDOCK, SURVEY NO. 99-299-B
 - R-6 PARTITION PLAT NO. 1999-64 BY DAVE HADDOCK, SURVEY NO. 99-313-B
 - R-7 PARTITION PLAT NO. 2000-59 BY DAVE HADDOCK, SURVEY NO. 00-272-B
 - R-8 PARTITION PLAT NO. 2001-29 BY DAVE HADDOCK, SURVEY NO. 01-98-B
 - R-9 BOUNDARY ADJUSTMENT SURVEY BY GREG FLOWERS, SURVEY NO. 01-162-B
 - R-10 SURVEY FOR MERVIN SWERINGEN BY STEVE HADDOCK, SURVEY NO. 02-191-B
- ROAD RECORDS
- PLAT AND FIELD NOTES OF COUNTY ROAD NO. 243 BY J. H. RALEY, COUNTY SURVEYOR, DATED 1873
 - PLAT AND FIELD NOTES OF COUNTY ROAD NO. 131 DATED 1882
 - PLAT OF HAVANNA - HELIX HIGHWAY DATED NOVEMBER, 1923

LINE TABLE

LINE NO.	BEARING	DISTANCE
L1	N06°38'46"E (N06°40'32"E, R-5 THROUGH R-8)	39.73' (39.72', R-5)
L2	N86°14'35"E	81.36'
L3	N86°14'35"E	81.36'
L4	N86°14'35"E	81.36'
L5	S89°34'00"W (S89°32'28"W, MONUMENT TO MONUMENT) (S89°34'00"W, R-5)	149.59' (149.59', R-5)

CURVE TABLE

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	10°30'17"	1539.51'	282.26'	S88°30'17"E	281.86'
C2	10°30'17"	1559.51'	285.93'	S88°30'17"E	285.53'
C3	10°30'17"	1579.51'	289.59'	S88°30'17"E	289.19'
C4	03°19'23"	5422.63'	314.51'	N87°54'18"E	314.47'
C5	03°19'23"	5402.63'	313.35'	N87°54'18"E	313.31'
C6	03°19'23"	5382.63'	312.19'	N87°54'18"E	312.15'
C7	00°25'45"	2492.01'	18.67'	N57°11'02"E	18.67'



LEGEND

- FOUND 5/8" IRON REBAR WITH 1 1/8" RED PLASTIC CAP MARKED "ORLS 852...WALS13922" SET BY DAVE HADDOCK, SURVEY NO. R-5
- FOUND SECTION MONUMENT AS NOTED
- FOUND OTHER MONUMENT AS NOTED
- ▲ SET RAILROAD SPIKE STAMPED "LS2627" WITH PUNCH MARK AT ROAD SURFACE
- ⊙ CALCULATED POINT ONLY - NOTHING FOUND OR SET
- POWER POLE
- GUY WIRE AND ANCHOR
- TELEPHONE PEDESTAL
- ⊗ FIRE HYDRANT
- ⊠ CATCH BASIN
- ▲ WATER VALVE
- ⊕ WATER METER
- BURIED GAS LINE
- R/W LINE
- R/W CENTERLINE
- EDGE OF ROAD
- FENCE
- CULVERT
- GUARDRAIL
- SIDEWALK

REGISTERED PROFESSIONAL LAND SURVEYOR
 Gary R. Roberts
 JUL 20, 1993
 2627
 RENEWS 12/31/2004

UMATILLA COUNTY ROAD DEPARTMENT
 3920 WESTGATE
 PENDELTON OREGON 97801
 PHONE 541/278-5424

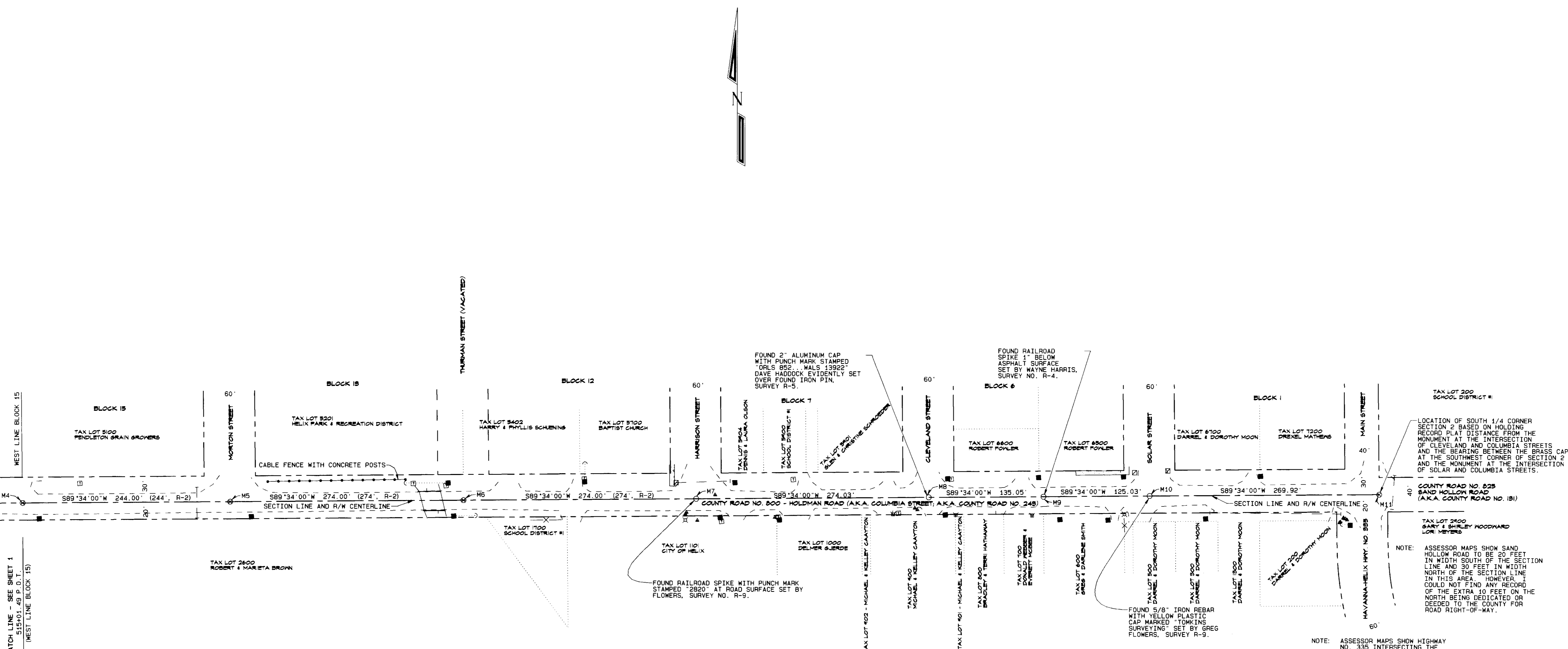
COUNTY ROAD NO. 800 LEGALIZATION SURVEY
 HOLDMAN ROAD

LOCATED IN SECTIONS 2, 3, 10, AND 11
 TOWNSHIP 4 NORTH, RANGE 33 E.W.M.

DATE OF SURVEY: JULY, 2004 SHEET 1 OF 2

RECEIVED BY
 Umatilla County Surveyors
 Date 7-04
 Rec'd by KK
 No. 04-1360

OLDMAN ROAD MONUMENTATION/LEGALIZATION SURVEY



MATCH LINE - SEE SHEET 1
545401.49 P.O.T.
(WEST LINE BLOCK 15)

LOCATION OF SOUTH 1/4 CORNER SECTION 2 BASED ON HOLDING RECORD PLAT DISTANCE FROM THE MONUMENT AT THE INTERSECTION OF CLEVELAND AND COLUMBIA STREETS AND THE BEARING BETWEEN THE BRASS CAP AT THE SOUTHWEST CORNER OF SECTION 2 AND THE MONUMENT AT THE INTERSECTION OF SOLAR AND COLUMBIA STREETS.

NOTE: ASSESSOR MAPS SHOW SAND HOLLOW ROAD TO BE 20 FEET IN WIDTH SOUTH OF THE SECTION LINE AND 30 FEET IN WIDTH NORTH OF THE SECTION LINE IN THIS AREA. HOWEVER, I COULD NOT FIND ANY RECORD OF THE EXTRA 10 FEET ON THE NORTH BEING DEDICATED OR DEEDED TO THE COUNTY FOR ROAD RIGHT-OF-WAY.

NOTE: ASSESSOR MAPS SHOW HIGHWAY NO. 335 INTERSECTING THE COUNTY ROAD CENTERED ON THE 1/4 CORNER. HOWEVER, RIGHT-OF-WAY MAPS SHOW THE CENTERLINE LINED UP WITH THE CENTERLINE OF MAIN STREET (20' WEST OF THE 1/4 CORNER).

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 - M9 TO M11 - EAST 395.00'
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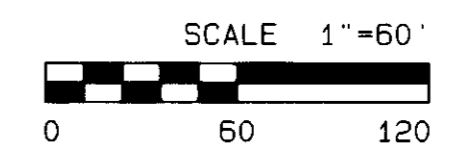
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 - BURIED GAS LINE
 - R/W LINE
 - R/W CENTERLINE
 - EDGE OF ROAD
 - FENCE
 - CULVERT
 - GUARDRAIL
 - SIDEWALK

REGISTERED PROFESSIONAL LAND SURVEYOR
Gary R. Roberts
 GARY R. ROBERTS
 JULY 20, 1993
 2627
 RENEWS 12/31/2004



UMATILLA COUNTY ROAD DEPARTMENT
 3920 WESTGATE
 PENDLETON, OREGON 97801
 PHONE 541/278-5424

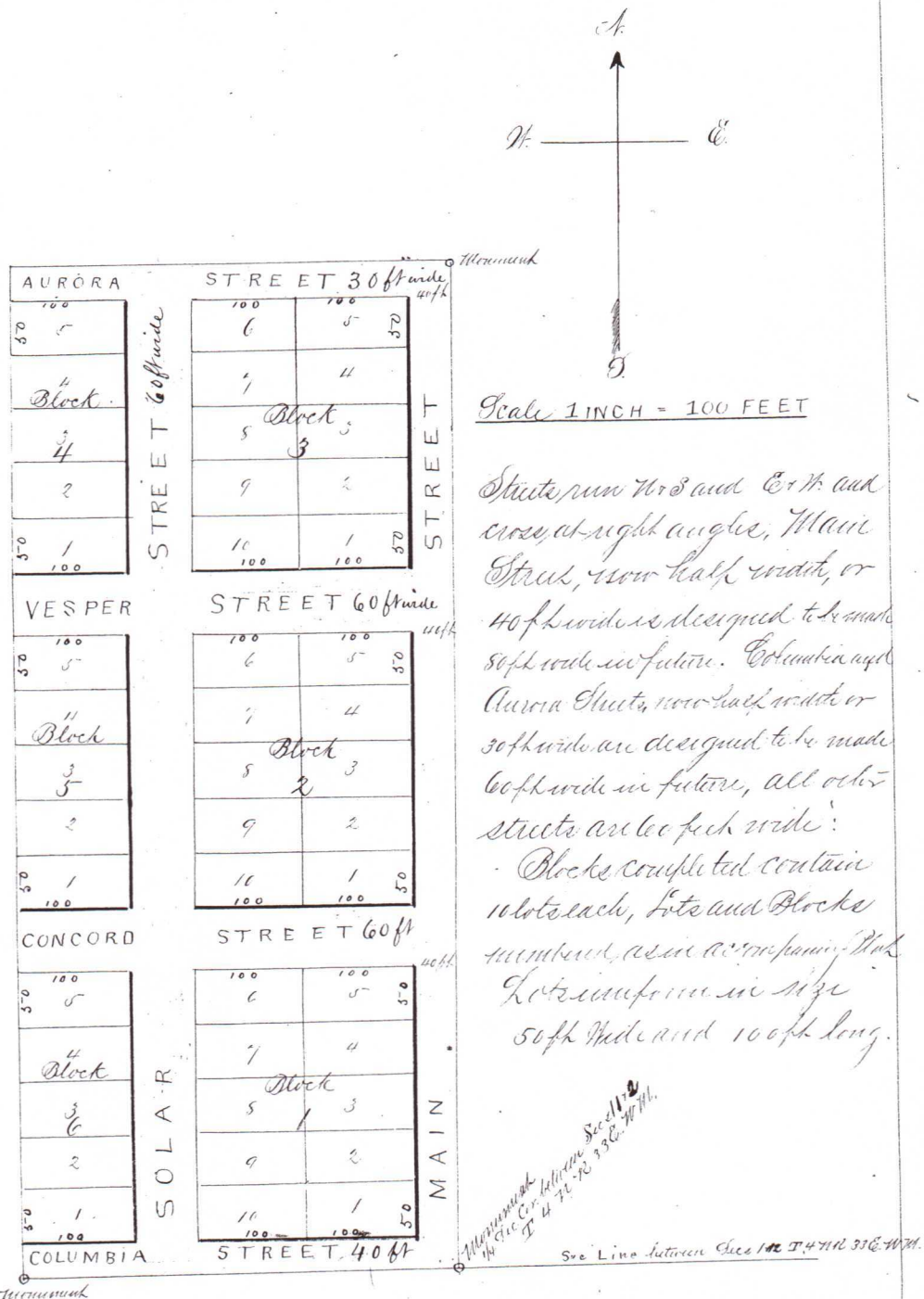
COUNTY ROAD NO. 800 LEGALIZATION SURVEY
 HOLDMAN ROAD

LOCATED IN SECTIONS 2, 3, 10, AND 11
 TOWNSHIP 4 NORTH, RANGE 33 E.W.M.

DATE OF SURVEY: JULY, 2004 SHEET 2 OF 2

RECEIVED BY
 Umatilla County Surveyor
 Date: 7-04
 Rec'd by: KR
 No. 04-136-C

Plan of Selix
Umatilla County, Oregon

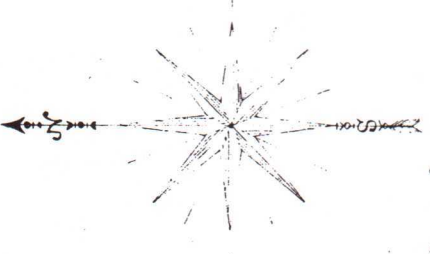


I John C Arnold, hereby certify that at the request of Peter Sjelsing, filed on the 23rd & 24th days of the month of May A.D. 1882 layout and survey the Town of Selix, in Umatilla County, Oregon, according to the Plan and explanation given herewith.

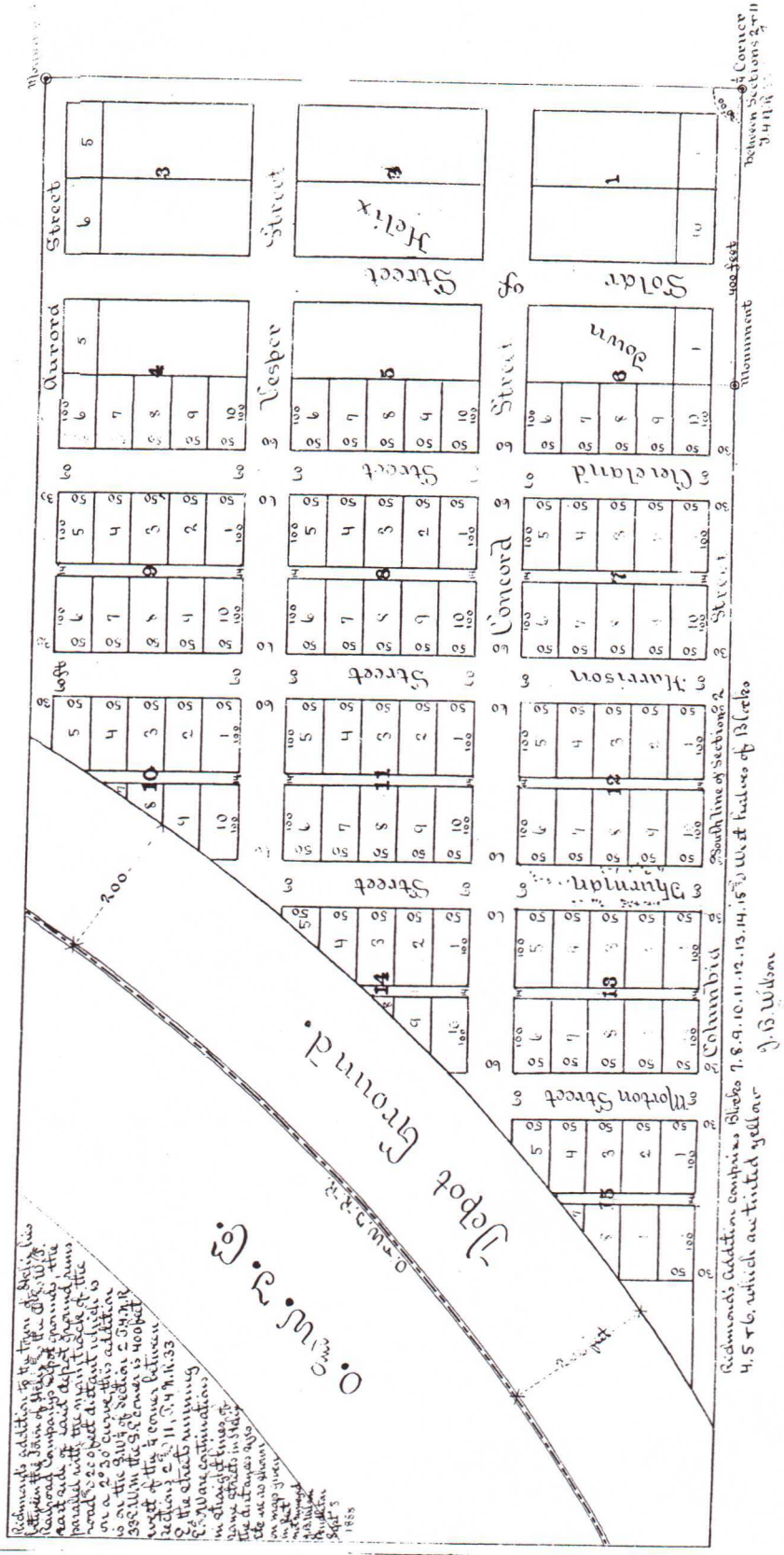
Filed May 29th 1882.
John C. Arnold
Surveyor and Civil Engineer.

Map of
Richmond's
addition
to the town of
Helix
Washtilla County
Oregon

Drawn by J. B. Wilson, Sept. 1888.



Scale of 100 feet to one inch



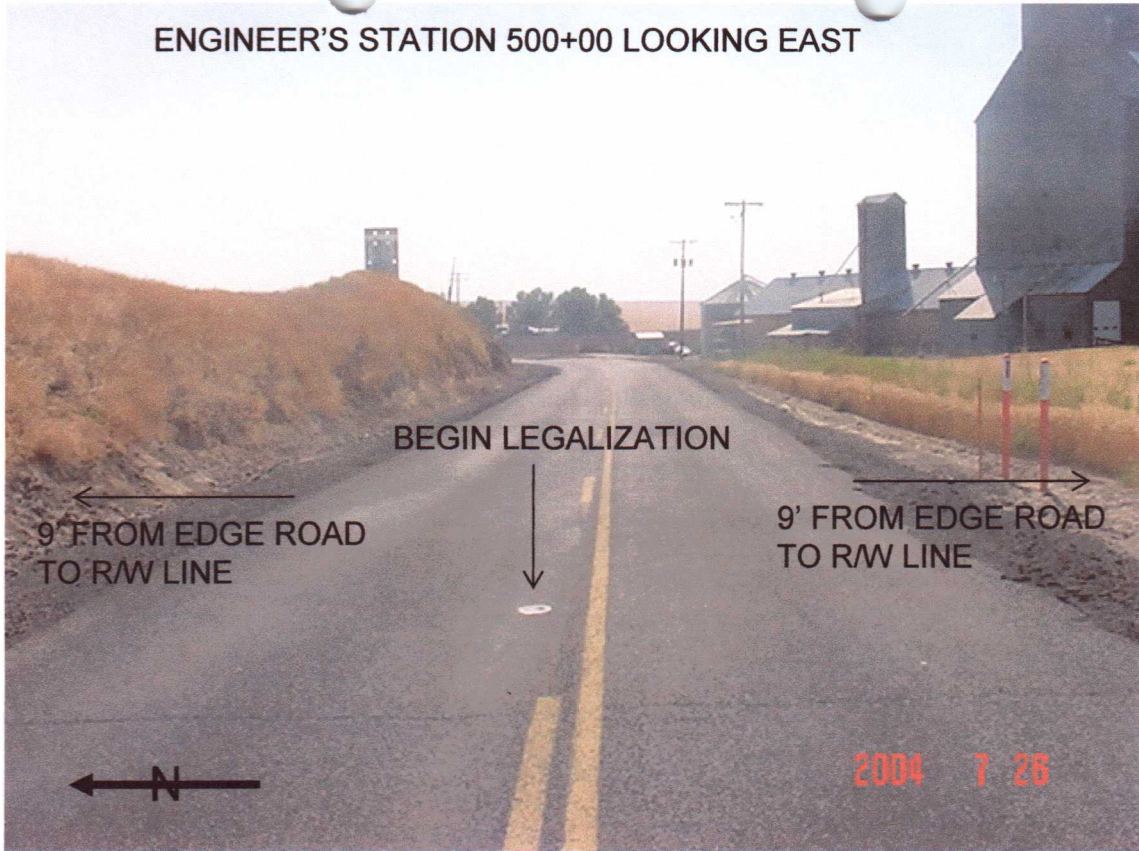
Richmond's addition is the first of the kind between the town of Helix and the town of Aurora. It is a 20 acre tract of land donated to the town of Helix by the Oregon Land Company. The map shows the layout of the streets and lots. The streets are Morton Street, Harrison Street, Concord Street, Aurora Street, Helix Street, and Solar Street. The lots are numbered according to the street they front. The map also shows the location of the depot ground and the monument at the corner of sections 2 and 11.

Monument
at Corner
between Sections 2 & 11

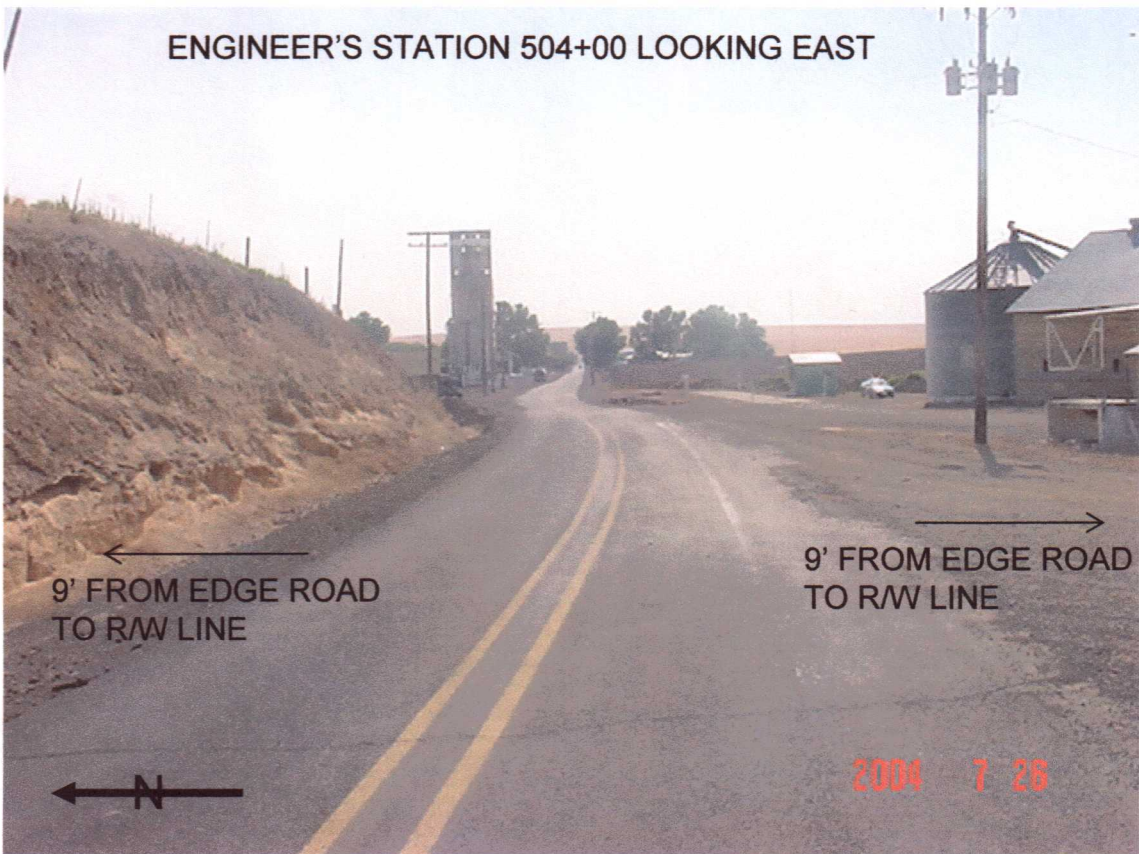
South line of sections 2
& 3
South line of sections 2
& 3
Richmond's Addition contains blocks 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Filed Sept 12th 1888 at 5 P.M.
J. B. Wilson

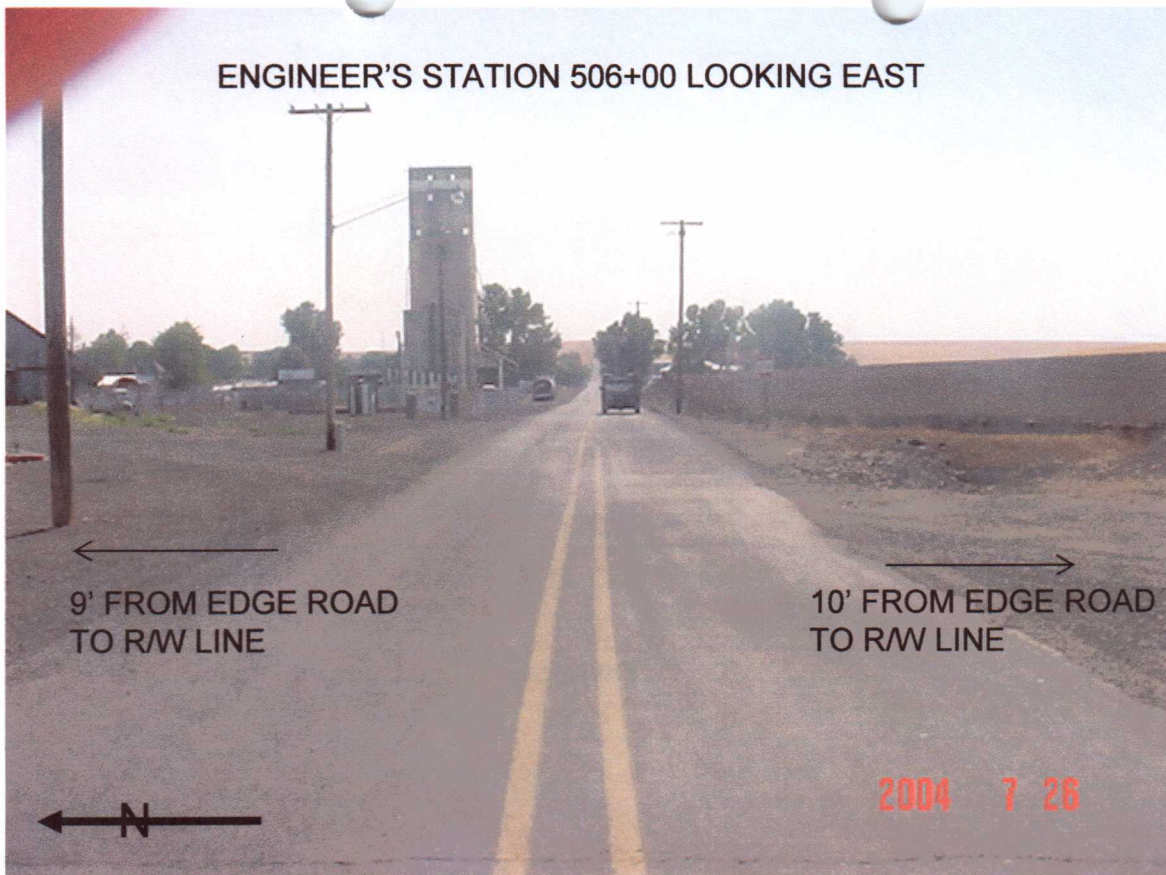
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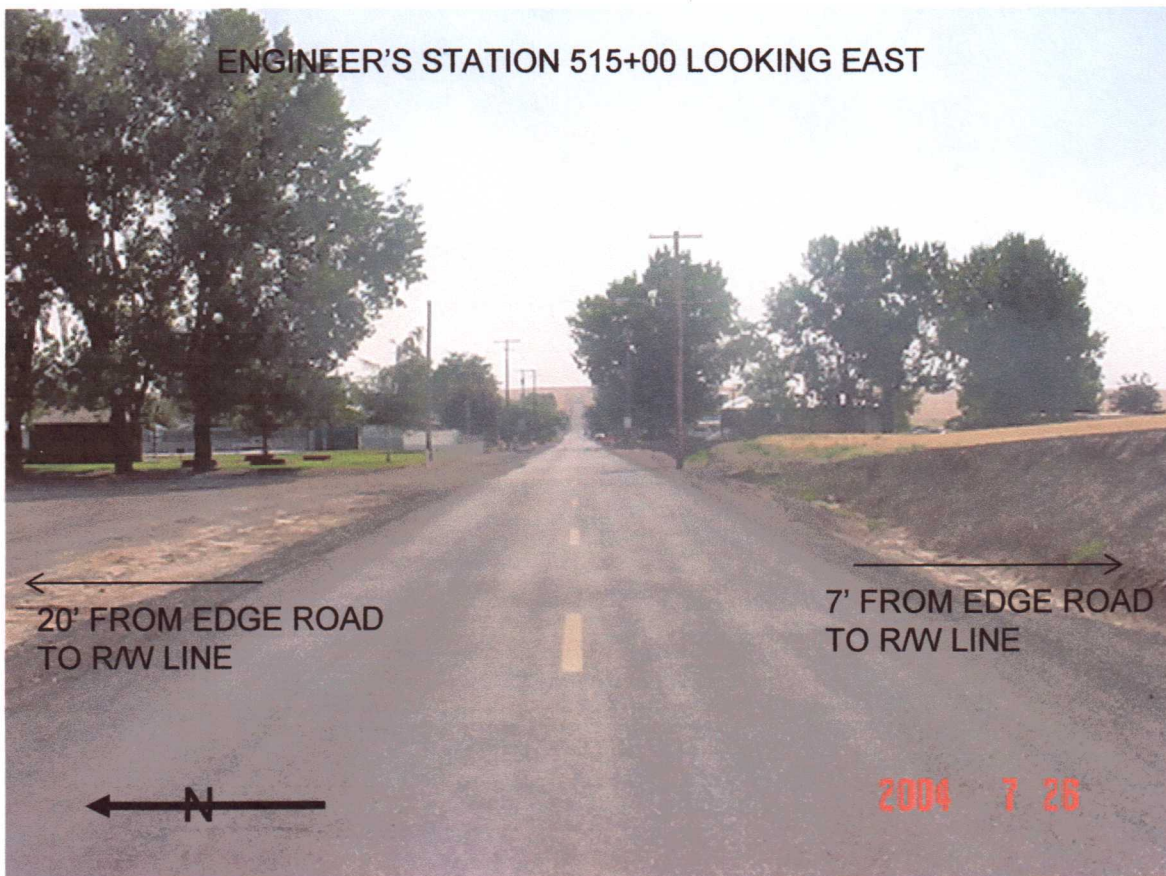
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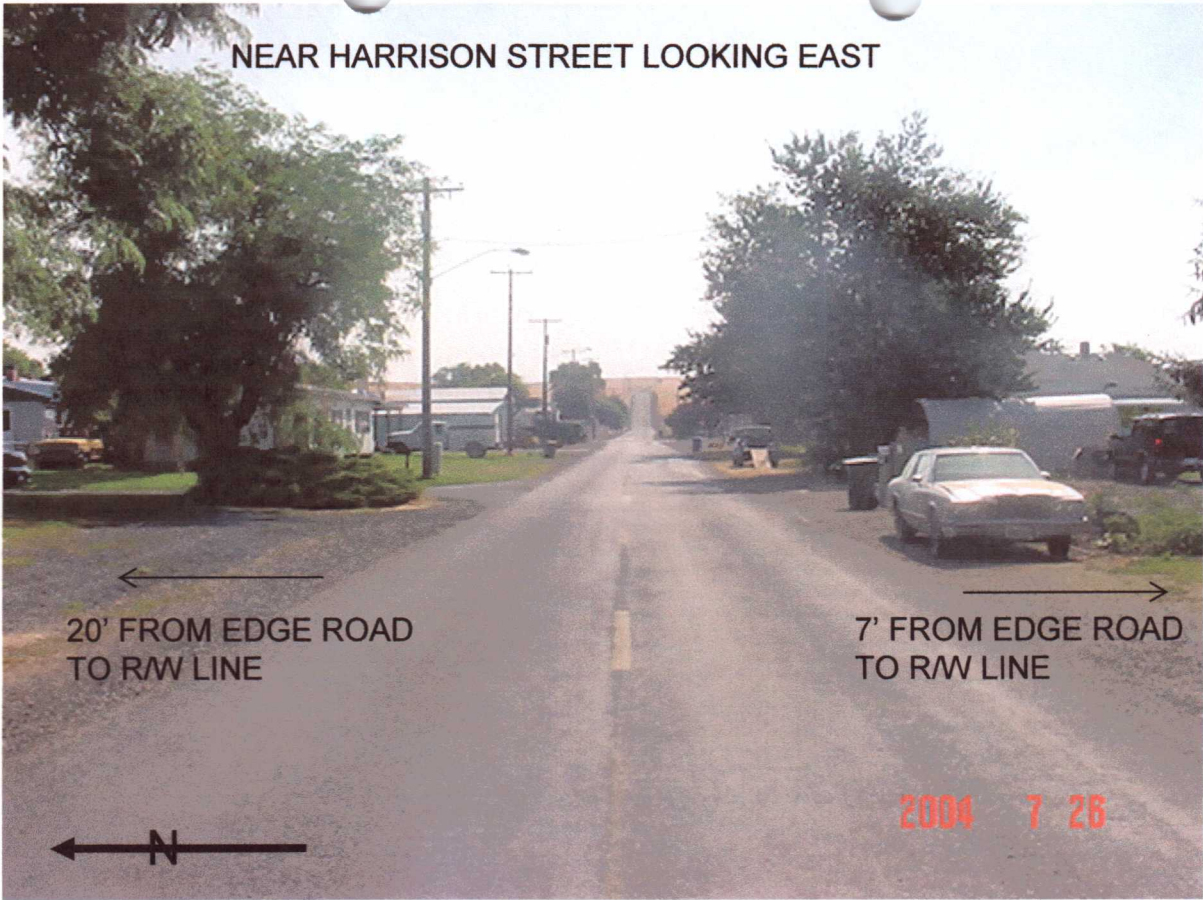
ENGINEER'S STATION 506+00 LOOKING EAST



ENGINEER'S STATION 515+00 LOOKING EAST



NEAR HARRISON STREET LOOKING EAST



NEAR SOLAR STREET LOOKING EAST

