LAND CORNER RECORD

(THIS FORM PRESCRIBED BY THE PUBLIC LAND SURVEY OFFICE, DEPARTMENT OF NATURAL RESOURCES, PURSUANT TO RCW 58.09. ALPHA-NUMERIC INDEX DIAGRAM ON THE BACK.)

CORNER INDEXING INFORMATION:

2N RGF (Villamette Heridian) _ CORNER CODE

(See instructions on back of LCR)

ADDITIONAL IDENTIFIER: (e.g., BLM designat intersection, plat name, block, lot, etc.) BLH designation for the corner, street

116085

AUDITOR'S USE

·Own

FILED FOR RECORD SKAMANIA GOLWASH BY Olson Engineering

GARY M. OLSON

BOOK 134 PAGE 819

NORTH I / 4 CORNER SECTION 18

COUNTY:

SKANIANIA

LAND SURVEYOR INFORMATION: (or Public Officer as per RCW 58.09.090)

This corner record correctly represents work performed by me or under my direction in conformance with the Survey Recording Act.

COMPANY OR AGENCY:

OLSON ENGINEERING INC.

IIII BROADWAY VANCOUVER, WA 98660

Adgistered Indexed, Dir Indirect Filmed

Mailed

WASHINGTON PLANE COORDINATES:

ORDER:

ADDRESS:

ZONE:

DATUM (Date of adjustment):

CORNER INFORMATION: Use the space below to provide the following information regarding the corner:

[1] Pertinent Covner History, [2] Evidence Found at the Corner, and [3] Corner Perpetuation Information. Please title and number the parts of your discussion accordingly. If additional space is needed use the back. (For (3), diagram the references. Also, provide the cross reference to a map of record, if applicable, the surveyor's field book no./page no., and the date of work.) (See the back of this form for the requirements of the Survey Recording Act.)

The original corner post was established in 1859 by US Deputy Surveyor

Newsome. Bearing trees were: A 10" Dogwood, South 38° East, 68 links, and a 12" Dogwood, North, 25 links of which no evidence remains. He also noted the distance to the Southeast section corner as 40 chains, and the distance to the Southwest section corner as 42 chains

In 1883, Charles Sears ran this same line in a re-survey, noting the post set by

Newsome was rotten. He noted the bearing trees to be good.

The total distance along the South line of the Section (as established by Olson Engineering) is 5542.5'; 130.5' longer than Sears' and Newsome's total distance. Sears' and Newsome's calls also don't match each other (in most places by exactly 2 chains). The distance noted by Newsome from the Southwest Section by exactly 2 chains). The distance noted by Newsome from the Southwest Section corner to the West Fork of the Washougal River is 2194.5'. This same distance, (as established by Olson Engineering) is 2239.1', a discrepancy of about 45'. Continuing East from the river to the Southeast Section corner, Newsome moted a distance of 3217.5', as compared with a distance of 3303.4' (as established by Olson Engineering), a discrepancy of about 86', showing most of the error in this "mile" to be between the river and the Southeast Section corner, and placing his call of \$77.5' from the river to the quarter corner in question. He also notes "top of mountain" 990' West of the Southeast Section corner, but no definite geographical feature matches this call, making it impossible to isolate where this error occurred.

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Sears ran West from the Southeast Section corner, with his first call being at 858' noting the "top of 300' ascent". He notes the distance from the Southeast Section corner to the river as being 3085.5' (with the quarter corner found at 2640'), making the distance between the quarter corner and the river 445.5', a difference of 132' (exactly 2 chains) when compared to Newsome's 577.5'.

Land examination reports done in 1890 and 1904 by the Northern Pacific Railway Company show no occupation within a half a mile of this corner, nor do they mention any monumentation or hearing trees in this vicinity.

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A survey by Dorrell Germunson (Book 2 page 114) shows finding an iron pipe at the quarter corner position which he notes "checks creek calls". This pipe is within 3' of the distance Newsome noted from the river to the quarter corner, and about 130' East of the distance from the river to the quarter corner as noted by Sears. This pipe was subsequently replaced by the Department of Natural Resources with a 1/2" iron pipe with a cap marked "Laird 21490". An unrecorded survey done by Fred Laws in about 1961 shows this corner with a notation "IP set"; no other information about how he set the pipe is shown, although it was probably a cc lipass survey.

(CONTINUED)



DATE OF FORM: 2/92



BOOK 134 PAGE 820

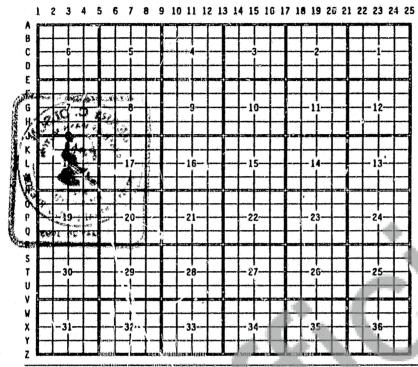
HARK THE CORNER LOCATION ON THE DIAGRAM BELOW AND FILL IN THE CORNER CODE BLANK ON THE OTHER SIDE

(1) For corners located at the intersection of two lines (Section corners, quarter corners and sixteenth corners):

(a) The corner code is the alpha-numeric coordinate from the diagram below that corresponds to the appropriate intersection of lines.

(2) For corners that are not located at the intersection of two lines (Meander corners, DLC's, HES's,

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RCV 58.09.060 (2) requires the following information on this form: an accurate description and location, in reference to the corner position, of all monuments and accessories (a) found at the corner and (b) placed or replaced at the corner; (c) basis of bearings used to describe or locate such monuments or accessories; and (d) corollary information that may be helpful to relocate or identify the corner position

SPACE FOR ADDITIONAL COMMENT.

This particular area of Skamania County was, and by today's standards, still is, sparsely populated. This fact, coupled with Laws' survey, and the knowledge that the original bearing trees were of a variety that normally are not recovered after a long period of time, makes it unlikely that this pipe is a perpetuation of the original position based on original evidence, and no trace of original evidence could be found when this area was visited by Jerry Olson on July 26, 1989.

Also, the disparities between the two sets of General Land Office notes by Newsome and Sears makes replacement or verification of this corner by topographic calls very suspect if not impossible. For these reasons we treated this corner as lost, and established it by single proport in.

RAILROAD SPIKE IN 20" FIR RAILROAD SPIKE IN 12" FIR "I.P. W/BRASS CAP RAILROAD SPIKE IN 12" FIR