

#223
James Rogers

Road

Waterbury Vapors
Road

Road vacated

Jan

O. Shipman App

Commissioner

Jan 8th - 6

Pl. Shipman appointed

March 1st 1865

Contract to Sept 1865

Contract Oct 16th 1865

Board Notice

Notice is hereby given that on
the first Monday of January
A.D. 1865 a Station will be
presented to the Board of Super-
visors of Schools and Combs
for the Vaccination of all that fall
of the Public School among from
Watkins to the Wapahosian River
described as follows: all that part
of said road running through Sec-
tion thirty-five Town 30, Range 12
West 5th P.M. and all that part of
said Road running through Section
twenty-five (25) same town and
Range and all that part of said
Road running through Section 25-
same Range to Tomahawk, and
said Board will be authorized

225
Rogers vacation
W & M Road

James Rodgers make out
and say that the audit is
a copy of the Road Station
Booked up by me in
the book when down in
Mortimer and then after at
public place about the
line of service proposed Road
to be made - in or about
the 25th of May of 1854,
James Rodgers
Subscribed to sum to
before me Jan 2/1855
J B Maxwell



Noting on file

[Faint, mostly illegible handwriting on the reverse side of the page, appearing as bleed-through from the other side.]

Office of the County Clerk,

BLACKBURN COUNTY, IOWA.

Waterloo,

March 1st

1865.

To *D. S. Chapman Esq*

You are hereby notified that you have been appointed a Commissioner to view, and if required, to ~~locate~~, a *Section* County *Block*, petitioned for by *James Hartgrove*

and others.

Said *Location* said *Block* petitioned for, is to commence at the *West* line of *Sec 35* Township *30* Range *12*

Thence, running *N 71st E* to the *East* line of *Sec 35* Township *30* Range *12*

35 to *26* *W 34th E* in said Township *30* Range *12*

West of the *Right* *Principal* *Meridian*.

You will, therefore, appear at the Office of *D. S. Chapman Esq* at the *Office* of *the* *County* Clerk, on the *1st* day of *March* A. D. 1865, at *9 o'clock* A. M., and qualify according to Law, and proceed immediately to the discharge of your duty and make good what is herein according to Law and the following Instructions, on or before the next term of this Court:

1. In your survey of this Road you will particularly describe the point of commencement, with reference to some monument record, which will generally be found to consist of corners in the public and private surveys; the exact course and distance from some one of which, you must give in your field notes.
2. You must also measure to, and in your field notes return the distance to some section or quarter section corner, from the point where you intersect each and every line of sections in the public surveys.
3. The point at which you terminate your survey must be ascertained and returned by reference to the same evidence as is herein required for the commencing point.
4. All letters and figures inscribed upon wood must be cut with a "marking iron," similar to that used in the government survey of lands.
5. Where bearing trees are taken, (and it is strongly enjoined that, if within ten chains of an angle, they should without fail be taken,) a smooth face fronting the angle of the Road, should be made as near the ground as practicable, and in this face should be cut the initial letters of the points of beginning and ending of the Road. For example—a Road from Dubuque to Cascade: D. & C. R. When bearing trees cannot be had at angles, it is recommended that the bearing and distance to a boulder, edifice, or corner of an enclosure be taken, and where this is impracticable, a large mound of earth should be raised at the point of the angle.
6. Marks in timber will consist of a smooth blaze with a notch in the center, except those trees which the line cuts, each of which must have three notches, both upon the side which the line strikes and that upon which it leaves the tree.
7. After completing your survey of this Road you must carefully protract the same upon paper, with a view to the detection of all errors, either in your chaining or course.
8. Before commencing your survey you must compare and adjust your chain to a standard kept for that purpose, in this office.
9. These Instructions in no way relieve you from each and every duty prescribed by the Code of Iowa, Pages 91 and 92.
10. Your compass must be adjusted to run upon the true meridian; that is, the true magnetic variation only must be employed, and this must invariably be stated, and all changes, as a part of the field notes of this survey.

Given under my hand, and the Seal of said County, at my Office in Waterloo, this

1stday of *March*

1865.



County Clerk.

By *L. H. Gray* Deputy.

The State of Iowa
Black Hawk County

To the Board of Supervisors

The undersigned Commissioner in charge
of the Department of part of the Patents of Professions
and Professions for the State of Iowa & other
Respectfully Report that after a very diligent
Investigation on the 6th day of March 1865
At this said time when the same cases were
35 26 or 25 - Township 90 Range 12 west & first south
part of said Road to the north & west of
the corner of lot 17 - in section
of said Patents March 5th 1865 -

O. E. Shipman, Comr.

J. Lee Mason
1865
By

O. E. Shipman
Comr.
Patent cases
Road Comm.

225

Know All Men by these Presents, That we, James Rogers
of Black Hawk County, of B & M. White
of Black Hawk County, and
of _____ County, and
holders of said Black Hawk County, are held and firmly bound unto the
State of Iowa, in the sum of fifty
Dollars, for the payment of which we bind ourselves, our executors and administrators,
jointly and severally.

Whereas, An application has been made to the Board of Supervisors of
County, for the establishment of a State road, as
set out in Petition
addressed

to the said James Rogers

shall pay all expenses which may accrue in the location of said road, in case the same
shall not be established a public highway, then this bond to be void, otherwise to remain
in full force and effect.

We therefore certify, We have hereunto set our hands this 3
day of Jan A. D. 1865.

James Rogers
B. & M. White

