

Waterloo + Cedar Falls  
Road change

# Road Bond.

STATE OF IOWA, }  
BLACKHAWK COUNTY. } SS.

BEFORE THE BOARD OF SUPERVISORS,

*June* Term, A. D., 18*73*

Know all Men by these Presents, That we, *M. J. Whitney* & *G. R. Brittenden*, of the County of Blackhawk and State of Iowa, are held and firmly bound unto the State for the use of Blackhawk County, in the sum of *Fifty* dollars, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, and every one of them, firmly by these presents.

The condition of the above obligation is such, that whereas *M. J. Whitney* has this day made application by petition to the Board of Supervisors of said County, to appoint a Commissioner to view and *Change* a road, to be called *the Watson & Cedar Falls*

Now, if said *M. J. Whitney* shall pay all costs that may be adjudged against him by the Board of Supervisors, in accordance with the statute in such cases made and provided, then this obligation to be void, otherwise to be and remain in full force and virtue.

Witness our hands this *2<sup>nd</sup>* day of *May* A. D. 18*73*

*M. J. Whitney*  
*G. R. Brittenden*

Approved this \_\_\_\_\_ day of \_\_\_\_\_ A. D. 186

Pres't of the Board of Supervisors.



# ROAD NOTICE.

NOTICE IS HEREBY GIVEN, That a petition will be presented to the Board of  
Superior of Blackhawk County, Iowa, on the 28 day of

June A. D. 1873, for the appointment of a Commissioner to examine  
into the expediency of establishing a County Road on the following route, and to report  
accordingly, to-wit: Commencing at a point 34 rods south of the  
North West corner of the East 1/2 of the North West 1/4 of  
Sec No 26 Town 89 North of Range No 13 East of the 5th Pm  
thence running North westerly across Blackhawk Creek  
until it intersects the ground line of said road at a point  
the South West corner of the South East 1/4 of the South West 1/4  
of the South East 1/4 of Sec no 22. T. 89. R. 13

Dated this 28th day of April A. D. 1873

PETITIONER.

STATE OF IOWA, } ss.  
Blackhawk County,

I, W. A. McIntire do solemnly swear that I did, on the  
28th day of April A. D. 1873, post a notice, of which the fore-  
going is a true copy, on the principal door of the Court House in said County; and on  
the 30th day of April A. D. 1873, one copy at each of the follow-  
ing places, to-wit:

One on Matinto Brucey  
One on Blackhawk Creek Bridge  
One on Guide Rock post on said Brucey  
Thirty six of Black Hawk Creek

The above three being public places in the Township of Matinto and  
in the vicinity of the proposed road.

Subscribed and sworn to before me, this 2nd day of May A. D. 1873

W. A. McIntire  
David M. Jones  
J. Leckie



On the following Resolutions

Having carefully examined the ground at the proposed line, found that it would cut from one to two thousand dollars more than where the Road is now located, and owing to the Marshy Nature of the ground would never be made to stand, there is nothing to recommend the change except that it would make a straight Road than it now is, at an extra expense to the County from one to two thousand dollars.

From Committee having examined the old Bridge, find the Piling all found, and found the timbers in the superstructure is found, and can be used in the new Bridge. From Committee would therefore recommend that there be a new superstructure put on the old foundation, using good timbers as is found in its construction, and a fifty or sixty foot Bridge put over the cut off, as it is called, about 10 rods west of the old Bridge and the balance of the new ground substantially built above high water. This work should be put under contract at once as there is no time to be lost.

The petitioners in this case are satisfied with their recommendations and feel as though the Court should come out of the County <sup>room</sup> <sup>best</sup>

Respectfully Submitted  
O. J. Fickling  
Com



To

P. A. Montgomery

a county road

petitioned by

Edgar Allan

*Road, described as follows:*

Commencing at the a point thirty four (34) Rods South of the South West corner of the East Half of the South West 1/4 of Section 36 along Sec (26) in Township 30 E. Range 10 E. North of Range 10 N. Section (23) West of the 5th P.M. - thence running South Westward across Black Hawk Creek until it intersected the Road at a point located at or near the South West corner of the South East 1/4 of South West 1/4 of Sec 36 in Section 30 of Township 30 E. Range 10 E. North of Range 10 N. Section (23) in said Township & Range

with oil of cedar the 24 day of June 1873.

1. In your survey of this road you will particularly describe the point of commencement, with reference to some monument, record, which will be generally 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. 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.
3. All letters and figures inscribed upon wood, must be cut with a "hunking iron," similar to that used in the Government survey of lands.
4. Where bearing trees are taken, (and it is strongly opined that it within ten chains of an angle, they should without fail be taken,) a smooth line (running 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 Delhi to Colony—D. & C. H. When bearing trees cannot be had at angles, it is recommended the bearings and distance to a boundary, ellipse, 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.
5. Marks in timber will consist of a smith's "blaze," with a notch in the cavity, except the trees with the line cuts, each of which must have three notches, both upon the side which the line strikes, and that upon which it passes such trees. All posts must be set up at every mile, and the distance marked thereon. stakes must be set at the crossing of forces and streams, and at intervals in the prairie not exceeding one-fourth of a mile each.
6. After completing your survey of this road, you must carefully protect the same upon paper, with a view to the detection of all errors, either in your chaining or course.
7. These instructions in no way relieve you from each and every duty prescribed by the laws of Iowa Revision of 1850, pages 124 and 125.
8. All your assistants are required to be sworn by some person authorized to administer oaths.

*Given under my hand and official seal this*

16th

1873.

County Auditor.

THE STATE OF IOWA, )  
BLACKHAWK COUNTY, ) SS:

*I do solemnly swear that I will, to the best of my ability, perform the duties of Commissioner on the within road, according to law ~~and the foregoing~~ instructions.*

*Subscribed, and sworn to before me, this*

of the meeting  
day of June

187 3

*Cornwall  
Anthony Weston*



to the Board of Supervision & Blackstone County from your petition recited above. Blackstone County agree that a Commissioner be appointed to examine and locate a County Road or to change the Waterloo London Stall Road so that it will run as follows viz:

Commencing at a point 34 Rods South  
of the N.W. corner of the  $3\frac{1}{2}$  of 1874  
of Sec 26. T. 8 S. R. of Range 18,  
West of 5<sup>th</sup> St. W. These being both  
the same places where the  
mistake is in the present  
line of said Road as is shown  
the of course of 87 $\frac{1}{4}$  of 1874  
of 87 $\frac{1}{4}$  of Sec. 22. 8 S. - 13 -  
that on a final bearing said  
Road be so changed that we  
approximation be made to bridge  
said Creek on the Road as changed

Names.  
 J. A. Smith  
 7th Street  
 W. A. Wilson  
 John H. Smith  
 Geo. H. Robinson  
 E. Johnson  
 W. H. Smith  
 W. H. Smith  
 W. H. Smith  
 W. H. Smith

[illegible]



Amos W. Smith  
Geo H. Robinson

W. A. Smith  
Chas. Smith

J. J. Sanford  
J. A. Smith

Geo. H. Smith  
W. A. Smith

W. A. Smith

W. A. Smith

A. H. Smith

W. A. Smith

W. A. Smith

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