

March 6th, 1940.

WEDNESDAY, MARCH 6th, 1940.

Pursuant to recess heretofore taken, the Board of County Commissioners re-convened at the hour of 10:00 o'clock A.M., with all members present: G. H. Shepard, Chairman; Ralsa F. Morley and Lincoln Sallee, members. Andy Stokes, County Clerk.

G. H. Shepard, Chairman presiding, the following business was transacted.

Motion by Commissioner Sallee, seconded by Commissioner Morley, that the Contract made and entered into this 6th day of March, 1940, by and between the Board of County Commissioners of Tulsa County, State of Oklahoma, party of the first part, and Verdigris Valley Electric Cooperative, Inc., party of the second part, be and the same is hereby approved and signed. Upon roll call, the following vote was taken: Shepard, Aye; Morley, Aye; Shepard, Aye. Motion carried. Contract #41171.

On motion made, seconded and unanimously carried resolution organizing a water improvement district to be known as Water Improvement District No. 10 of Tulsa County, Oklahoma, was adopted. The resolution reads:

#### R E S O L U T I O N

Be it resolved by the Board of County Commissioners of Tulsa County, Oklahoma, it is hereby found and determined by this Board, after being duly advised in the premises, that a special election was held on the 5th day of March, 1940, wherein the following proposition was submitted:

"Shall a water improvement district be established and organized pursuant to the provisions of House Bill 181 adopted at the 1925 Session of the Legislature of the State of Oklahoma (Chapter 145, Session Laws of Oklahoma, 1925) including the following territory:

All that land situated in Township n9 North, Range 11 East, Tulsa County, Oklahoma, beginning at the NE corner of Section 22, thence westerly to the N $\frac{1}{4}$  corner of Section 22; thence southerly to the S $\frac{1}{4}$  corner of Section 22; thence easterly to the SE corner of Section 22; thence southerly to the SW corner of the NW $\frac{1}{4}$  NW $\frac{1}{4}$  NW $\frac{1}{4}$  of Section 26; thence easterly to the SE corner of the NW $\frac{1}{4}$  NW $\frac{1}{4}$  NW $\frac{1}{4}$  of Section 26; thence northerly to the NE corner of the NW $\frac{1}{4}$  NW $\frac{1}{4}$  NW $\frac{1}{4}$  of Section 26; thence easterly to the S $\frac{1}{4}$  corner of Section 23; thence northerly to the N $\frac{1}{4}$  corner of Section 23; thence westerly to the place of beginning; and also those portions of the SW $\frac{1}{4}$  SW $\frac{1}{4}$  of Section 14, described as follows: Beginning at a point 432.1 feet east of the SW corner of said Section 14; thence north 146.3 feet to the south right-of-way line of U.S. Highway 64; thence easterly on and along said right-of-way line 379.8 feet; thence southerly and parallel to the west line of Section 14 a distance of 191.5 feet; thence westerly along the south line of Section 14 a distance of 311.8 feet to the point of beginning; and that part situated between U.S. Highway 64 and the right-of-way of the St. Louis & San Francisco Railway Co.; and Lots One (1), Two (2), and three (3) of Block Four (4) of McKellop Addition, according to the recorded plat thereof, and less the following land situated