

89.

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MINING  
TRANSIT BOOK

363

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15  
47  

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105

60  

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705

2  

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115

15  

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575

2  

---

115

3  

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225

15  

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70

15  

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2

365  

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715

Quero

Index

Page

Mckinley Twp 138-3R - Sec. 20-21-28-29 1-30

Village Walker 31

Bull Moose 32-39

6-137-29 - Pine River 40-86

1  
Recorded

138-32

40 below

Working for Mc Kinley Twp.  
Jan 27, 1915.

A.M.

Curo and I come  
from Wilkinson on 7.25  
train to Walker

Breakfast @ Wilkinson  
\$.25

We go up to office  
@ Walker and get notes  
for work in 138-32  
and some work @ Pine  
River.

I pay hotel Bill @ the  
Hotel Chase \$7.00

Curo and I take 9.30  
train. Curo gets off  
@ Hackensack and I  
come thru to Backus  
R.R. fare \$.65

Dinner @ Backus \$.50

P.M.

I call up Larson and  
he comes to Backus  
and takes me out  
J.A. Downer.

Jan. 27, 1915. Continued. cold & windy.  
P.M.

to his place. Telephone #30  
Supper and over night  
with Hans Larson.

Jan. 28, 1915. Cont. for McKinley Sup.  
A.M.

Larson takes me  
and outfit over to Christ  
Wachs when I am to  
board

Dinner with Wachs.

P.M.

Charles Sheppard, Harvie  
King, Charles Mitchell and  
I walk to the Sec.  
corner of Secs. 20-21-28  
-29-138-32 where we find  
a concrete post 6" x 6" set  
by Curo for the true Sec  
Corner.

Starting @ this corner  
we run  $N 88^{\circ} 56' W$ , var  $8^{\circ} 30'$   
@  $34 + 73.7$  set Hub.

J. A. Donner.

3

.00246

138-32

clear &amp; cold

Jan. 28, 1915 Continued.

P.M.

- @ 44 + 56.8 set Hub  
 @ 49 enter swamp  
 @ 52 set Hub  
 @ 55 " "  
 @ 65 leave swamp.  
 @ 65 + 54.05 set Hub.  
 @ 76 + 93 " "

Quit for night  
Over night with Wachs.

Jan 29, 1915 Cont. for Mr. Kirby.

A.M.

We continue west.

- @ 79 + 87.7 the true  $\frac{1}{4}$   
 corner between Secs. 19-  
 30 - 138 - 32 set south  
 19.70 ft. (A 6" x 6" C.P. set  
 by Curo for the true cor.)  
 Connecting back  
 Hub @ 55 goes south 13.53 ft.  
 " " 52 " " 12.79 ft.

Quit for dinner  
with Wachs.

F.A. Donner

Jan 29, 1915 Continued.

P.M.

Charles Wachs & Richard Aldridge  
joins us.

We walk to the Sec. corner  
of Secs. 17-18-19-20-138-32  
where we find a 6"X6" C.P.  
for the true corner set by  
J. W. C.

Starting @ this true corner  
I run south var.  $9^{\circ}30'$

@ 23 ft. we cross a 5 ft ditch

@ 2+25 enter swamp.

@ 22+65.7 set Hub

@ 39+72.80 " "

@ 52+98.00 enter set E. & W. line

@ 53+7.40 set Hub.

Quit for the night

Over night with Wachs.

J. A. Hower.

5

135-32 McKinley Twp.

A.M. good windy

Jan. 30, 1915 Cont. for McKinley Twp.

Edwin Wachs joins us.

We continue south

@ 68+99 set Hub

@ 85+17.5 " "

@ 88+85.40 " "

Quit for dinner with Wachs.

P.M.

Continue south

@ 104+386 set Hub.

We look for the Sec.

Corner of Secs. 29-30-31-32

- 135-32 where U. S.

notes call for vig.

Tam 10 S 69 W 11

Tam 18 N 41 1/2 W 21

" 12 N 60 1/2 E 29

" 12 S 17 1/2 E 34

We are unable to find  
any thing of the old B.T.S.  
here so we continue south.

@ 118 leave swamp

@ 119+94.00 set Hub

@ 129+57.10 " "

@ 132 we look for the 1/4

Frank A. Donner.



Jan. 30, 1915 Continued.

P.M.

corner bet. Secs. 31-32-135-32  
where U.S. notes call for vig.

Jan 10 N 77 $\frac{1}{2}$  W 45-

" 14 N 65 E 24

We are unable to find  
anything so we continue  
south

@ 144+258 set Hub.

Quit for the night with Wach.

Jan. 31, 1915-

Sunday all day and  
nobody works.

Frank A. Donner

7

138-32

windy N.E.

Feb. 4, 1915 Cont. for Mc Kinley Trip.  
A.M.

We continue south  
@ 154 + 58.90 set Hub  
@ 159

We look for the S.E.  
corner of Sec. 31-138-32  
where U.S. notes call for  
Csp. 14 N 56° E 25 = 16.50 ft  
Fir 12 N 40 W 36 = 23.76 ft  
Birch 10 S 35° 30' E 18 = 11.88 ft  
W.P. 18 S 23 W 60 = 39.60 ft

We are unable to find  
anything of the old B.T.S.  
so we quit for dinner  
Hinner in the woods.

P.M.

Starting @ the 1/4 Cor.  
between Secs. 28-33-138-32  
I run N 89° 56' W

var. 9° 15'  
from a 6" x 6" Con.P. set.  
by J. W. C.

@ 10 + 57.00 set Hub  
@ 12 + 50 enter swamp

J. A. Donner

Working for Mc. Kinley Twp. 138-32

January

February

26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10
0	1	1	1	1	50	1	1	1	1	1/2	1	50	1	1	1
0	870	0	0	0	0	0	25	0	0	0	0	0	0	0	0
Charles Sheppard	0	1	1	1	0	1	1	1	1	0	1	0	1	1	1
> " Mitchell	0	0	1/2	1	1	1	1	1	1	0	1	0	1/2	0	0
> Harvie King	0	0	1/2	1	1	1	1	1	1	1	1	0	1	1	1
> Charles Wachs	0	0	0	1/2	1	0	1	1	1	1/2	1	0	1	1	1
> Edwin Wachs	0	0	0	0	1	0	1	1	1	1/2	1	0	1	1	1
> Richard Aldridge	0	0	0	1/2	1	0	1	1	1	0	1	0	1	1	1
> James Lewis	0	0	0	0	0	0	0	0	1	0	1	0	1	1	1
> Wachs Team	0	0	0	0	1	0	1/2	0	0	0	0	0	0	0	0
> Sheppard's Team	0	0	0	0	0	0	0	1	1	0	1	0	1	1	1

Note: See page 18.

Frank A. Danner

Account on 18

warm &amp; clear.

Feb. 1, 1915 Continued.

P.M.

@ 25 + 99.60 set Hub  
 quit for the night.  
 Over night with Wachs.

Feb. 2, 1915 Cont. for Mc. Kinley

A.M.

We continue west.

@ 39 leave swamp.

@ 39 + 72.00 set Hub.

@ 55 + 3.60 " "

quit for dinner in wood.  
 P.M.

Continue west

@ 57 enter swamp.

@ 70 + 49.55 set Hub

@ 77 + 57.00 intersect north  
 and south random line.

@ 84 + 78.60 set Hub.

@ 111 leave swamp

@ 112 + 17.40 set Hub.

quit for the night.

J. A. Honner

Feb. 3, 1915. Cont. for Mc. Kinley Trip.  
A.M. windy

We continue west.

@ 118 + 40.30 set Hub

@ 126 + 56.10 " "

@ 131 + 50 enter swamp

We run to about 136 and  
look for the S.W. corner  
of Sec. 30 - 138 - 32. where U.S.  
notes call for viz

Tam 14 N 57° W 35'

" 10 S 32° W 31'

" 18 N 21° 30' E 14'

Birch 95 78° E 6'

We find nothing here  
so we quit for dinner.  
Dinner in the woods.  
P.M.

We drive up to Gail's place  
and Mr. Gail tells us he  
does not <sup>know</sup> ~~know~~ of any corners  
on the Trip line.

We drive north and look  
for the  $\frac{1}{4}$  corner west of Sec.  
30 - 138 - 32 where U.S.

J. A. Lounsbury

Feb. 3, 1915. Continued.

P.M.

notes call for viz.

Tam 7563'E 10

Birch 5°N 79°W 20

We cannot find anything here so we drive to the S.W. corner of Sec. 18 - 138-32 where we find of Con. P. 6" x 6" set by Curo for the true Sec. corner.

Starting @ the true<sup>Sec.</sup> Con. of the S.W. corner of Sec. 18 we run south  
var. 9°

@ 5 leave swamp

@ 8+62.9 set Hub.

Quit for the night  
Over night with Wachs.

J. A. Blonnie

Feb. 4, 1915. Cont. for McKinley.  
 raining & snowing.  
 A.M.

Lewis joins us. We continue south.

@ 18 + 13.50 set Hub.

@ 31 + 11.10 " "

@ 36 enter swamp

@ 44 + 75.40 set Hub.

Quit for dinner in woods.  
 P.M.

The rain turns into snow and we do not work as it is too wet.

R. & S.  
 Feb. 5, 1915 Cont. for McKinley.  
 A.M.

It is raining and we do not go out.

Dinner with Wachs.

P.M.

I call up Sheppard and he says it would not pay for him to come over to work in the P.M. so Charles Wachs, Ed. Wachs and I

J. A. Brown.

Feb. 5, 1915 Continued.

P.M.

drive to work.

We continue south  
@ 5270 we look for  
the S.W. Sec. corner of  
Sec. 19-138-32 where

U.S. notes call for

tan  $65^{\circ} 79' E$   $198 = 130.65$  ft.

"  $45^{\circ} 3' W$   $242 = 159.72$  "

We find the S.W. bearing  
tree blown down but  
plainly marked.

We raise the old B.T.  
up to its original position  
from which I set a  
Hub with tack for  
the true Sec. corner of  
the S.W. corner of Sec.  
19-138-32.

Quit for the night for  
it is snowing too hard  
to see any distance.

@ 5318.8 the true Sec. corner  
sets west 40.60 ft.

J. A. Donner.



138-32 McKinley

warm & clear

14

Feb. 6, 1915. Cont. for McKinley Trip.  
A.M.

We drive to the S.W. Sec.  
corner of Sec. 19-138-32 (established  
by Danner) and run south  
var. 9°

@ 11 + 71 set Hub

@ 12 enter meadow

@ 14 + 35 cross 10ft. creek.

@ 26 + 82.9 set Hub.

@ 27 leave meadow

@ 31 + 14.8 set Hub

@ 32 + 12 cross road.

Quit for dinner in camp.  
P.M.

We continue south

@ 42 + 15.7 set Hub

@ 44 enter swamp.

@ 54 + 8.30 set Hub

@ 54 + 70.5 we intersect east  
and west random line.

@ 132 + 45.2 West

Quit for night with Wachs.

F. A. Danner.

warm &amp; clear.

Feb. 7, 1915

Sunday all day.

Feb. 8, 1915. Cont. for McKinley  
A.M.

We continue line south.

@ 59 leave swamp

@ 75 + 39.7 set Hub

@ 78 + 8.40 " "

quit for dinner in woods.

P.M.

Continue south.

@ 91 enter swamp

@ 105 + set Hub.

We look for the S.W.

Sec. corner of Sec. 31-138-32  
where U. S. notes call forW. P. 30 S  $71\frac{1}{2}^{\circ}$  E 892 = 588.7 ftW. P. 24 S  $44\frac{1}{4}^{\circ}$  W 1310 = 864.6 ftN. P. 13 N  $3^{\circ}$  E 2615 = 1725.9 ft.

We are unable to find  
any of these B.T.S. so  
we quit for the night.  
Over night with Wachs.

Frank A. Alvord

138-32. McKinley

16

cloudy  
Feb. 9, 1915. Cont. for McKinley  
A. M.

We continue south  
@ 115 + 5.0 leave swamp  
@ 125 + 58.1 set Hub.  
@ 127 + 82.8 " "  
@ 137 enter swamp.  
Dinner in the woods.  
P. M.

Continue south.  
@ 140 + 87.8 set Hub.  
@ 142 enter tam. thicket  
@ 157 + 77.00 set Hub.  
We look for the S. W. Cor.  
of Sec. 6 - 137 - 32 where U. S.  
notes call for viz.

W. P. 10 S 20° W 11  
Tam 12 S 75° 38' E 15  
W. P. 8 N 50° W 34  
Fir 10 N 17° E 46

We are unable to find  
any of the old B. T. S. so  
we continue south  
@ 170 + 77.60 set Hub.  
Over night with Wachs.  
F. A. Downer

Feb. 10, 1915. Cont. for McKinley.  
A.M.

We continue south  
@ 173 enter tam. swamp  
@ 188 + 44.1 set Hub.

Quit for dinner in woods.  
P.M.

Continue south  
@ 199 + 30.70 set Hub  
@ 201 leave tam swamp  
@ 211 + 9.8 set Hub.

We look for the S.W.  
corner of Sec. 7 - 137 - 32  
where U.S. notes call for.

N.P. 12 S 45° W 40 = 26.40 ft.

" " 23 S 17° 30' E 58 = 38.28 ft.

" " 20 N 62° E 30 = 19.96 ft.

" " 18 N 38° W 38 = 25.08 ft.

We are unable to find  
anything here so we  
continue south

@ 213 + 22.2 set Hub

@ 227 + 22.3 " "

Quit for the night  
Over night with Sheppard.  
F. A. Downes

# Working for McKinley Twp 138-32-

February

	11	12	13	14	15	16	17	18	19
Frank A. Donner	1	1	1	0	1	1	1	1	1
Expences	0	.41	0	.88	0	0	0	0	.61
> Charles Sheppard	1	1	1	0	1	1	1	1	0
> Charles Wachs	1	1	1/2	0	1	1	0	0	0
> Edwin Wachs	1	1	1/2	0	1	1	1	1/2	0
> Harvie King	1	1	1/2	0	1	1	0	0	0
> Richard G. Girdridge	1	1	1/2	0	1	1	0	0	0
> James Lewis	1	1	1/2	0	1	1	1	1/2	0
> Sheppard's Team	1	1	1/2		1	1	1	1	0

Note: See page 8.

Frank A. Donner.

cloudy.

Feb. 11, 1915. Cont. for McKinley. Trip.  
A.M.

We continue south

@ 234 enter swamp.

@ 249 enter tan. thicket

@ 250+52.1 set Hub.

@ 257+50 leave swamp.

@ 260+78.9 set Hub

Quit for dinner in woods.  
P.M.

I walk over to Werner  
Werth's place and he  
shows me the N. E. B. T.  
plainly marked of the  
S.W. corner of Sec. 18-137-32  
from which I set a  
4" x 4" x 36" post 6" in  
ground for the true  
S.W. corner of Sec. 18  
- 137-32.

@ 263+39.3 the true S.W.  
corner of Sec. 18-137-32  
sets east 323.2 ft.

Quit for the night.

Over night with Sheppard.  
F. A. Louner

Feb. 12, 1915. Cont. for McKinley Twp. <sup>swamp</sup>  
A.M.

Starting @ the S.E. corner  
of Sec. 33 - 135 - 32 (from a  
6" X 6" Con. post set by J.W.C.)

I run N 89° 58' W  
var. 9° 15'

- @ 19 + 38.50 set Hub.
- @ 22 + 89.40 " "
- @ 36 + 30.70 " "
- @ 50 + 44.8 " "

Dinner with Sheppard.  
P.M.

We look for the S.E. Cor.  
of Sec. 32 - 135 - 32 but are  
unable to find anything  
so we continue west

- @ 53 + 50 enter swamp
- @ 62 + 85.00 set Hub
- @ 71 + 75 leave swamp.
- @ 82 + 50 set Hub.
- @ 92 + 77.8 " "

Quit for night with Sheppard.

F.A. Blount.

Feb. 13, 1915 Cont. for McKinley <sup>raining,</sup>  
A.M.

We drive to work but it is drizzling and raining so we decide to go back home.

Dinner with Sheppard  
P.M.

Nobody works. Raining.

Feb. 14, 1915. Sunday.

I call up County Surveyor P. Wadena and the Register of Deeds for the field notes for the S. W. corner of Sec. 36-138-33. The Register of deeds tells me he send the notes to Walker. I call up Cyro @ Hackensack and he dictates the notes to me over telephone. Over night with Sheppard.

F. A. Blouin



138-32-McKinley

22

warm & clear  
Feb. 15, 1915 Cont. for McKinley.  
A.M.

We continue west.

- @ 113 + 34.5 set Hub
- @ 114 enter bals. swamp
- @ 122 + 24.7 set Hub.

Quit for dinner in woods.  
P.M.

We continue

- @ 136 leave swamp
- @ 142 + 26.7 set Hub
- @ 148 + 5.7 " "
- @ 154 enter tam. swamp.
- @ 160 + 55.2 intersect north  
& south random line
- @ 165 + 32.2 set Hub
- @ 172 leave swamp.
- @ 175 + 71.00 set Hub

Quit for night  
Over night with Sheppard.

F. A. Lawson.

138-32 McKinley Twp

warm &amp; clear

Feb. 16, 1915. Cont. for McKinley Twp.  
A.M.

We continue west.

@ 184 + 75.50 set Hub.

@ 192 + 64.60 " "

@ 203 + 8.90 " "

@ 203 + 50 enter meadow

@ 205 + 55 cross 10 ft. creek

@ 206 + 68.00 " " "

@ 210 + 72.50 set Hub.

Dinner in the woods.

P.M.

Continued west

@ 223 + 42.95 set Hub.

@ 233 + 21.20 " "

We look for the  $\frac{1}{4}$  Cor.  
on the <sup>South</sup> north side of  
Sec. 35-138-33 where  
U.S. notes call for.

N. P. 10 N 5 E 675 = 445.5 ft.

Pine 7 S 73 E 190 = 125.4 ft.

We find the N. E. B. T.  
from which I set the  
true  $\frac{1}{4}$  corner on the  
south side of Sec. 35

F. A. Down.

Feb. 16, 1915 Continued.

P.M.

-138-33 with new B.T.S.  
as follows.

G.P.  $10 S 55^{\circ} 59' E = 17.90$  ft.

G.P.  $10 N 59^{\circ} 31' W = 8.15$  ft.

var.  $9^{\circ} 15'$

@ 237 + 56.90 the true  $\frac{1}{4}$  Cor.  
on the south side of Sec.  
35-138-33 sets north 249.45 ft.

Quit for the night.

Over night with Sheppard.

Feb. 17, 1915. Cont. for McKinley Twp.

A.M.

We drive to the S.W.  
corner of Sec. 31-138-32  
and set a  $6" \times 6" \times 36"$  Con. P.  
18" in the ground for the  
true S.W. corner of Sec. 31  
-138-32.

I set this corner from  
the random line running  
north and south.

F.A. Lamer.

wains windy

Feb. 17, 1915. Continued.

A.M.

On the north and south  
random line

Hub @ 10535.60 sets 129.27 ft.  
west of true S.W. corner.

On east and west random  
line Hub @ 15924.40 ft sets  
south 199.95 ft. of the true  
S.W. corner of Sec. 31-138-32.

Quit for dinner in woods.

P.M.

Correcting back on east  
and west random line  
Hub @ 10649.10 go north  
133.64 ft. where I set a  
 $1\frac{1}{2}$ " x 36" galv. iron pipe,  
with cap 18" in ground  
for the true S.W. corner  
of Sec. 32-138-32 with  
new B.T.S. sig.

f.o. 65 35° 5' E 29.6 ft. } with  
" " 5 N 39° 5' E 29.8 ft. } tacks  
var 9' 15"

@ 15876.40 on the

F.A. Lowner

138-32-  
McKinley Twp

26

Feb. 17, 1915 Continued.

P.M.

random line running  
north and south between  
Secs. 31-32-138-32 the  
true sec. corner set west  
211.70 ft.

Connecting back on north  
and south random line  
on the west side of Sec.

31-138-32

Hub @ 5267.8 goes east 64.63 ft.  
where I set a  $1\frac{1}{2}$ " x 36" galv. iron  
pipe, with cap full length  
in ground.

On east and west random  
line between Secs. 30-31-138-32  
@ 13170.57 the true S.W. corner  
of Sec. 30-138-32 sets north  
202.7 ft.

Quit for night.

Even night with Wachs.

F.A. Llovera.

Feb. 18, 1915. Cont for Mc Kinley.  
A.M.

We drive to the Sec. corner of Secs. 29-30-31-32 - 138-32 and set a  $1\frac{1}{2}$ " x 36" Galv. iron pipe, with cap, 18" in ground for the true Sec. corner. This corner is was set by measure.

On east and west random line from Hub @ 10614.80. On north and south random line <sup>from</sup> Hub @ 10684.17 ft.

@ 10684.17 the true corner sets west 216.90 ft.

We drive to the Sec. corner of Secs. 19-20-29-30 - 138-32 where we set a  $1\frac{1}{2}$ " x 36" Galv. iron pipe, with cap, 18" in ground for the true Sec. corner.

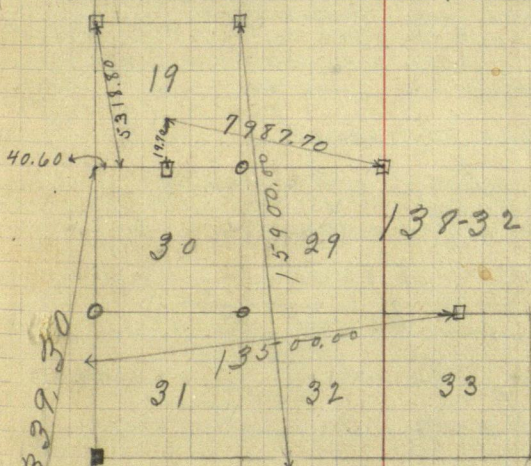
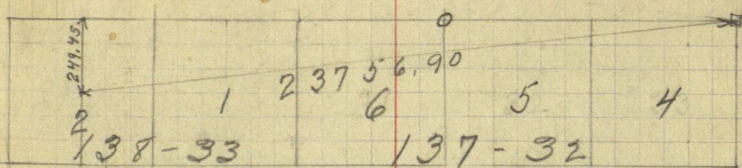
On E. & W. random line @ 5323.2 the true Sec. corner sets south 48.5

F. A. Lower.

North  
McKinley Twp

28

Plat showing Survey in 137-32-138-33.



26339.50

6  
7  
137-32

- Stones set by Curo
- Stone set by Donner.
- Iron 1/2" set by Donner.
- ▣ Stake set by Donner

Frank A. Donner Transitman  
Donner & King chainmen.

18

South.

F. A. Donner.

323.20

Feb. 18, 1915. Continued.

A.M.

On north & south  
random line.

@ 5342.10 the true  
corner sets west 106.70 ft.  
This corner was set by  
measurement.

Quit for dinner  
with Wachs.

P.M.

I make out time and  
we go to S. C. Brace  
and have a town  
meeting.

I receive check  
for \$105.73 from  
the town clerk of  
McKinley, Tex.  
138-32.

Over night with  
Sheppard.

F. A. Slower.



138-31

Feb. 19, 1915 Cont. In McKenby.

C. Sheppard takes me  
and outfit to Pine  
River. I take train  
to Hackensack.

R.R. fare 9.36

Recorded.

F. A. Louner.

31

22 142-31

## Village of Kalka

April 27-1915 Tuesday

Chas Kinkle & Curo look up  
monuments in location of Blk  
Coss and grades for retaining  
wall and block coss from  
Hospital West

Begin @ Chas Kinkles corner we  
Chim West and find the block  
300.75 to West wall of Chas's  
Cottage Thru 70 ft across  
street

~~omit~~

1365

138-31 32

D

Bull Moose Township

Sept 30 1915

Left Walker on M&I train to Pine River. After having dinner at Travellers Hotel engaged Mr Moulster to take me by auto to home of Mr. M. Waldquist which we reached at 3:30 P.M. Arranged with Mr Waldquist to board with him while running sections lines for the township. Supper and lodging for the night with Mr Waldquist.

J. Johnston

Recorded

Oct 1st 1916

365

Engaged M. Wallquist, J. P. Wallquist  
and W. M. Kinney to help me  
in survey

Rain till 8 A.M. At 8:10 A.M. we  
walked to corner 21, 22, 27, 28,

where U.S. Survey notes call for

Line 4 N 47 W 6 = 3.96 feet

" 6 N 22 E 13 = 8.58 "

" 12 S 87 W 35 = 23.1 "

" 6 S 52 E 22 = 14.52 "

The lower parts of the first  
still stand and are plainly  
marked. Only stump of the third  
remains while trunk of the  
fourth lies on the ground and  
is plainly marked. The stump  
is still quite sound. The  
upper part of original section  
corner post was found standing  
in moss. Position of corner  
was located by chain measurements  
and we drove jackpine cor  
post 4" square and four  
feet long in place to mark  
section cor

J. Johnston

365

Boll Moose Township<sup>34</sup>Oct 1<sup>st</sup> 1915 ContinuedFrom section Cor 21, 22, 27, 28. We run  
Random line S Var 7.45' W

Johnston Transit &amp; chain

M. Wallquist flag &amp; axe

Wm Kinney chain &amp; axe

J. P. Wallquist Axe &amp; scythe

At 185.8 huf

686.6 "

1277.05 "

2292.3 "

3267

N bank of creek having E &amp; W flowing E

80

S

"

"

"

3316.4 huf

4111.9 "

5300 "

6207.4 "

7209.6 "

7957.5 "

At 5280 We searched for cor 2728 3334  
where U.S. survey notes call for

bedlar 8 N 60 E 10

" 8 S 51 E 11

" 6 S 41 W 8

" 10 N 74 W 12

Returned to M. Wallquist home at  
6 P.M. supper and lodging  
with Mr M. Wallquist

J. Johnston

365 Bull Moose Twp  
Saturday Oct. 2, 1915

Continued South on random  
line. Same men as yesterday.

9237.7 Hut

10404.5 "

10617.1 " for Sections 33@34

on South boundary of township  
lies 10'-15-feet west

Place huf at 5-308.55- and  
offset hut 5.075-feet west on  
true N-V-S line as temporary  
corner of sections 27, 28, 33, 34.

Stop work at noon and after  
dinner with Mr. M. Wallquist  
I walk out to Backus and  
take train to Walker spend  
night at camp of Mr. J. W. Curo.

Sunday Oct. 3.

Rain all day. Remain  
at camp of Mr. J. W. Curo

J. Johnston

Monday Oct 4

365

Take train at 9.28 AM for Backus  
after visiting office of County  
Surgeon. Walk from Backus  
to home of M. Wahlquist. After  
dinner begin work again

Johnston Transit & Chain  
M. Wahlquist flag & chain

W.D. Wahlquist axe

J.P. Wahlquist axe

Setting up at temporary corner  
established on Saturday eve  
run W. Var 10°

5-07.8 Hub

10-07.4 "

17-05.6 "

22-10.4 "

Stop work at 5-40 P.M. and  
return to home of M. Wahlquist.  
Over night with M. Wahlquist

	Oct	1	2	3	4	5	6	7	8	9	10
Johnston		1 1/2	1/2	1 1/2							
M. Wahlquist		1 1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
J.P.		1 1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
W.D.		1 1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
W.M. Rinney		1 1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2

J.H. Johnston

Tuesday Oct 5 Bull Moose Twp

A.M. Continued west on random  
line

365

Johnston transit chain & axe  
J.P. Wadlquist chain flag & axe.

At chainage 3640 searched  
carefully for  $\frac{1}{4}$  corner where  
U.S. survey calls for  
Tarn  $6''$  N  $55$  W  $6$

"  $6''$  N  $39$  E  $11$

Country badly burnt and  
no sign of bearing trees could  
be found. About  $100'$  south  
a number of dry tamarack  
stand in a wet meadow but  
none bore marks that would  
identify them as bearing trees.  
Continued west

2801 Hub

3604 "

In P.M. W.M. Kinney works on line

4071.8 Hub

5400 "

At chainage 5280 we look  
carefully for section corner  
but no sign of bearing <sup>tree</sup> could  
be found. Country high



Bull Moose Twp. <sup>38</sup>

365

Oct 5 (continued)

and badly burnt. Small pine here were cut for timber about seven years ago according to information received from

Kimsey and M. Wadleyquist's V.S. notes call for as follows trees

P Oak 4 S 79 E 4. W.P. 4 N 23 1/2 E 18

W.P. 4 S 59 W 10. Birch 6 N 46 1/2 W 20

Stop working at 5:15 and return to home of M. Wadleyquist where I spend night.

87°40'

J. Johnston

365

Wednesday Oct 6

Bull Moose Township

Spent forenoon setting over  
hubs from Random line so as to  
give straight line from N.E. cor  
section 28 to S.E. cor Sec 33,

Assisted by Mr Walquist  
Kimmer with Mrs Wahlquist.

P.M. Was driven by W.M. Kinney  
to Backus and then by  
train to Walker.

365

J. Johnston

Oct 7

Worked with Scott at  
Walker.

Recorded

365

J. Johnston



41

th

Oct 8 1915-

Pine River

6-137-29

Left Walker at 9.28 for Pine River  
accompanied by Dick Harig.

We took Gurley Transit No 2  
300' chain, flag & axe

In P.M. searched for and found  
iron monument at N.W. cor of  
section. Examined swamp to  
see if rubber boots would be  
necessary and got everything  
ready for work next morning.

Saturday Oct. 9.

After offsetting 10' east  
to avoid fence and wood-  
piles we run S Var 9° on  
Random line.

Johnston Transit & chain

Harig chain flag & axe

441.7 fence E & W

1174.05 Hub

1286.6 fence E & W

1480.5 " E & W

2632. Hub

Harig leaves for Walker on  
3.44 train

J. Johnston

42.

Record 477.

Pine River #2

Sec 6 - 137 - 29

Sunday Oct 10

No Work

Monday Oct 11.

Receive message by phone from  
 Jno. W. Lingo saying McMahon would  
 be down on morning train to take  
 place of Harris. Spent fore noon  
 running picket line over meadow  
 on random line as guide for  
 axeman in P.M. Searched for  
 and found post at SW cor  
 of section marked by cartridge  
 driver in top. McMahon arrives  
 by train. Engage through F. Moulster  
 & F. Feltton as axeman.

P.M.

Continue Random line S  
 Johnston transit & chain  
 McMahon flag chain all  
 F. Feltton ax

2646.82 Post marked 1/4 cor. sets 14.88 feet W  
 3920. leave meadow  
 43.84.4 Hub  
 5057.9 "  
 5297.7 "  
 5300.49 Post marking section cor  
 sets 13.28 feet West

91.5 feet N 35.30. W to stump of  
 W.P.  
 note call for W.P. N 34 W S 140  
 = 92.4 feet

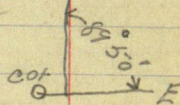
J. G. Johnston

Tuesday Oct 12

Johnston Transit & chain  
McMahon - flag chain & axe  
Fullon axe

Begin Random line East from  
post at S.W. cor Var  
13.3 intersect NYS random line  
at chainage 5300.8 N

Angle between random  
lines  $89^{\circ} 50'$



1297.8 Hub on west side of road  
just North of bridge

From this hub we offset 109.7 feet  
north to avoid river.

1993.6 Hub

2579.11 "

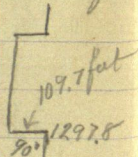
2830.87 " from this hub we

offset 109.7 feet south to  
get back on original line.

3409 Hub

Stopped work for the  
night

J. H. Johnston



Wednesday Oct 13.

Johnston Transit-chain @ base  
McMahon flag chain and

Continued north on random line

3918. fence N. & S.

4596.8 Hub

5107.85 "

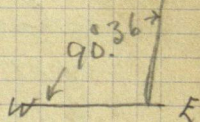
5265.65 " on side of river

From hut 5265.65 started  
random line north

Angle of this line running  
north with random line along  
south side of section =  $90^{\circ}36'$  N

Running North

273.4 Hub



J. Johnston

Thursday Oct 14

Starting south from  $\frac{1}{4}$  cor. on N side section 6-  
This cor is marked by 6 inch granite monument.

Johnston transit & chain  
McMahon flag chain use

Running south Var  $9^{\circ}45'$

461.4 Hub. From this hub we triangulate to get distance to hub across river. See sketch on opposite page

481. edge of river

602.5 - south side of river

641.66 Hub

888.7 "

1321.0 "

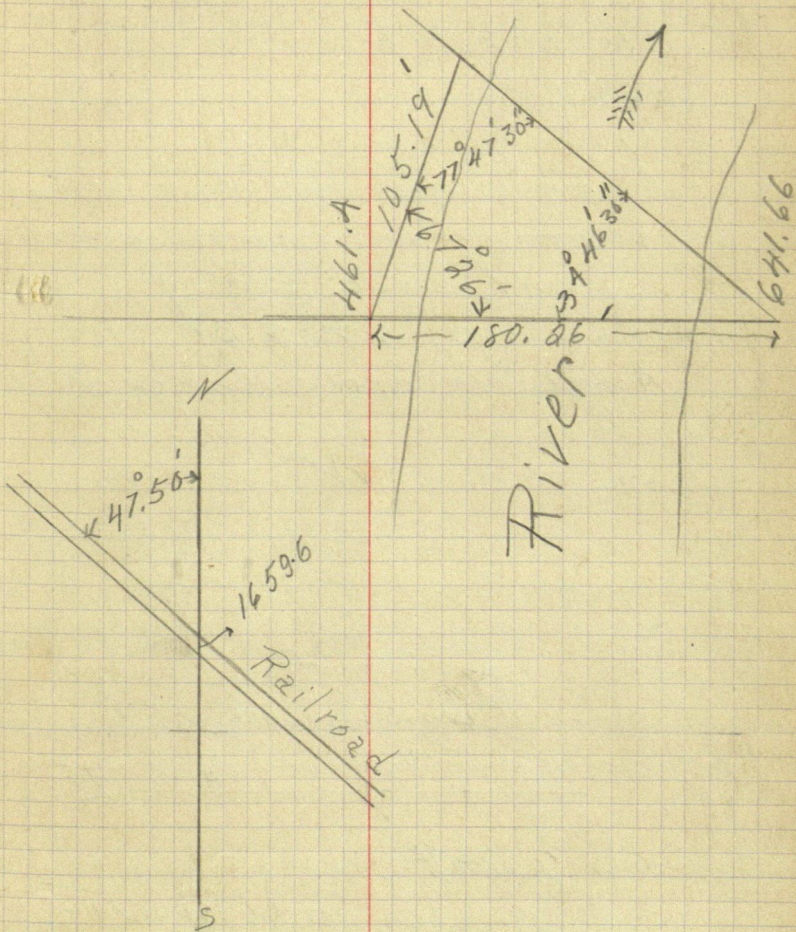
1659.6 center of M & T Ry

River intersects railway at angle of  $47^{\circ}50'$  see opposite page

1975.5 - Hub

J. Johnston





Friday Oct 15

Continuing South on random  
line from  $\frac{1}{4}$  cor on N side of sec.  
Johnston Transit & Chain  
McMahon Flag chain and

3575.2 Hub

4227.85 "

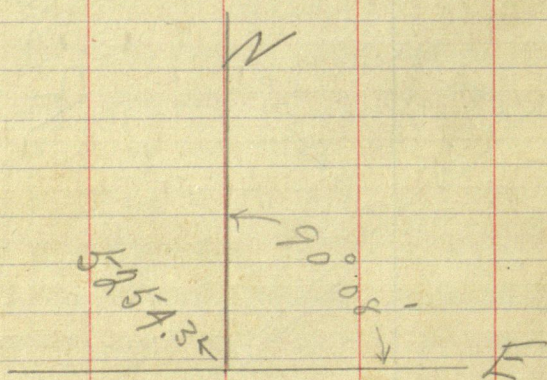
4957.9 "

5254.3 Hub. We here intersect  
random line east from  
south east cor of  $\frac{1}{4}$  at  
chainage 2733.87  
Angle between lines  $90^{\circ}08'$

2830.87

91

2733.87

~~2734.3~~

2733.87

J. Johnston

Friday Oct 15-

Pine River 48

6-137-29

P.M.

In accordance with  
message received by phone  
from Mr Horst on Thursday  
we bring in all instruments  
and tools and take  
3.44 train to Walker

Saturday Oct 16.

Worked with Memo on  
Sec. 7.

Sunday Oct 17.

All day at camp at  
Walker.

J. Johnston

Pine River -  
Sec. 6 - 137-29-

Monday Oct. 18,

Visited Office of County Surveyor and made plat of work done on Sec. 6, 137-29. Left for Pine River on 9.28 train accompanied by J. W. Curo and R. E. McMahon. On arriving at Pine River Mr Curo, Wm. Moulton and I visited N.E. cor of 6 and also  $\frac{1}{4}$  cor on east side where we found iron bolt marking  $\frac{1}{4}$  cor. as established by J. W. Curo  
P.M.

With J. W. Curo & McMahon I visited  $\frac{1}{4}$  cor on east side of sec. 6. and we searched for  $\frac{1}{6}$  cor established by J. W. Curo. We were unable to locate the  $\frac{1}{6}$  cor and Mr Curo instructed me to run as closely as possible using the cutting of his line as a guide and locate  $\frac{1}{6}$  cor on line with wire fence running East from  $\frac{1}{6}$  cor. He advised me to establish S.E. cor by continuing this line

South making the South  $\frac{1}{16}$  the same length as the line from  $\frac{1}{4}$  cor to the above mentioned fence running east from  $\frac{1}{16}$  cor. Mr Curio also told me to establish  $\frac{1}{16}$  cor on west side of section from stump of Lomax oak trees as mentioned in previous notes. Also said the post for at this  $\frac{1}{4}$  cor was probably incorrectly placed. His instructions were to accept post at S.W. cor as in its correct position.

Mr Curio left us at 3 PM so he must catch west bound train. Setting up transit about mid way between N.E. cor and  $\frac{1}{4}$  cor on East side worked out till on true line between them.

Chained this line carefully from N.E. cor. Chaining = 12666.5  
 U.S. Survey makes North  $\frac{1}{16}$  20.24  
 South  $\frac{1}{16}$  20.00

In same proportion in our chaining

N  $\frac{1}{16}$  = 1342.20. S  $\frac{1}{16}$  1326.3

J. A. Johnston

Tuesday Oct 19

6-137-29

Began at N.E. cor of section and ran true line to  $\frac{1}{4}$  cor on N side

J. B. Johnston's transit & chain  
McMahon flag chain are

In our first chaining we made distance 2671.7. Road engineer made distance 2670.4. We rechain with extra care and make distance 2671.05-

At N.E. cor angle between true section line  $88^{\circ} 49'$

2671.05-  $\frac{1}{4}$  cor marked by granite monument

At 1335.5- set hut for  $\frac{1}{16}$  cor.

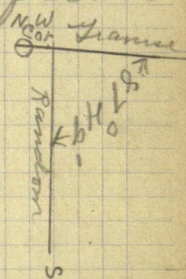
P.M. ran traverse from  $\frac{1}{4}$  cor <sup>N side</sup> to N.W. cor of sec. 1st angle read from random line run south from  $\frac{1}{4}$  cor

Angle	Dist	At $\frac{1}{4}$ cor on N side angle between true section line from N.E. cor and random line S.
$40^{\circ} 13' R$	866.0	= $89^{\circ} 05'$
$89^{\circ} 09' L$	401.86	
$28.26-L$	231.3	
$20 21 30 L$	410.87	
$77.45.30 R$	316.36	

Angle Dist  
 78° 55' L = 986.65  
 47° 21' R = 904.45

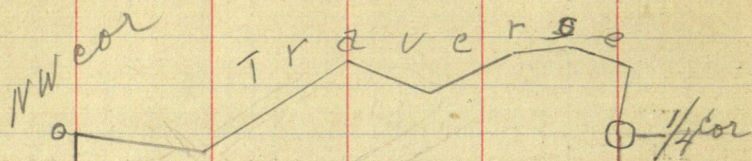
At 48.3 on last course of traverse  
 center of R<sub>2</sub>

Angle between last course of traverse  
 and random line south from  
 N.W. cor is 87° 49'



Traverse completed a closed  
 survey see next page  
 for check on work

J. Johnston



Random line

West Half  
Section  
6-137-29

SW  
cor

Random Line





Dist	Angle	Bearing	Sine	Cosine	Lat	Dept
2780.4		East			2780.4	
5259.3	90° 08' N	08' W			5259.3	-12.25
866.0	4° 13' N	109.05 E			863.9	61.67
401.85	87.09 N	N 85.09 W			34.56	400.36
231.3	88° 25' N	S 66° 31' W			-92.17	-212.15
400.87	20° 20' 30" S	46° 10' 30" W			-277.59	-287.20
316.36	77° 45' 30" R	N 58° 04' W			176.62	-262.45
986.05	78° 35' N	S 75° 01' W			-697.14	-197.43
904.45	47° 21' R	N 67° 38' W			37.35	-903.68
5299.5	87° 49' L	S 00° 10' W			-5299.5	-13.42

Eastings 278207  
 Westings 2782.95 -  
 (2792.95 - 10' <sup>of</sup>)

Northings 6366.73  
 Southings 6366.4

Angles checked to  
 1 minute

J. G. Swanton

Wednesday Oct 20

6-137-29

AM

Assisted by R.F. McMahon I set  $\frac{1}{4}$  cor on west side of section in <sup>manner</sup> shown in sketch on opposite page. As placed by me it is 1.5 feet south of stake marked  $\frac{1}{4}$  cor and placed previous to my survey.

With  $\frac{1}{4}$  cor fixed then on random line south from N.W. cor of section at chainage

D.O.	N.W. cor	lies	10' 0" W
2646.97	$\frac{1}{4}$ "	"	14.66 W
5299.5	SW "	"	13.3 W

We then set  $\frac{1}{16}$  corners on west side as follows.

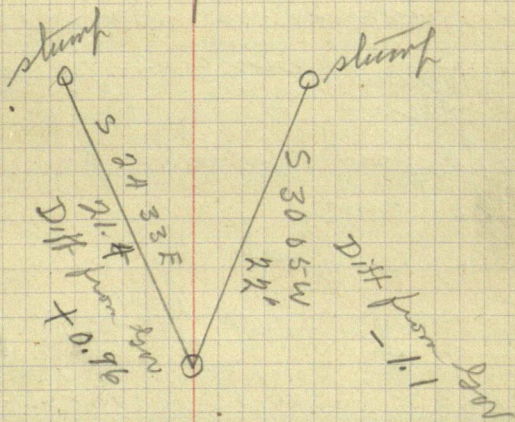
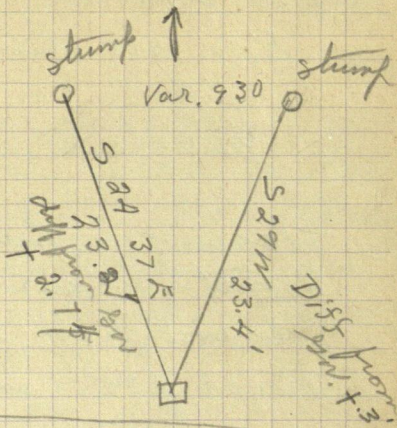
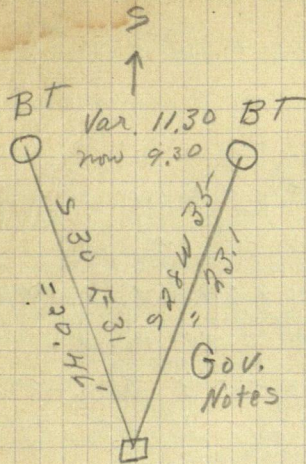
From N.W. cor south to  $\frac{1}{4}$  cor is 2646.97.

Gov notes give N 40 chainage of 20.05

Dividing 2646.97 in ratio of 20.05 & 2055 we get 1325.1 and 1321.8

$\frac{1}{16}$  cor then is offset from 1325.1 (12.3 feet west)

1/4 Cor. as previously S Placed



1/4 Corner as located by me

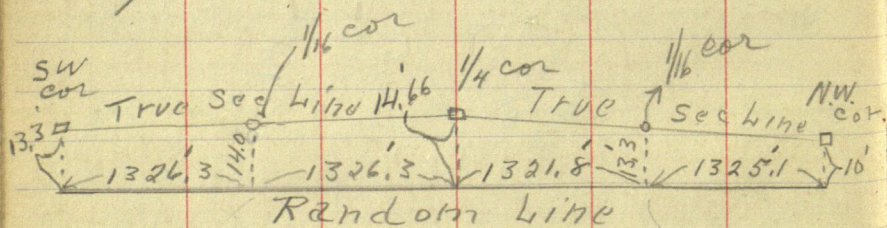
Oct 20 (continued) 6-137-29

N.W. cor lies 10' west of random

 $\frac{1}{4}$ " " 14.66 " " " $\frac{1}{16}$  cor is 12.3 " from random

Placing a hub at 1325.1 on random  
 9 sub instrument over it and  
 drop hub to mark  $\frac{1}{16}$  cor  
 12.34 feet west on  $\perp$  offset.

Placing a hub at 3973.24  
 on random line 9.5' mid  
 way between  $\frac{1}{4}$  cor & SW cor  
 9 drop hub on  $\perp$  offset  
 14.0 feet west to mark  
 $\frac{1}{16}$  cor.



J. Johnston

Thursday Oct 21

6-137-29.

A.M.

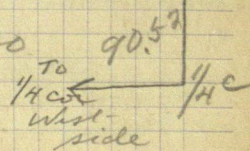
With McMillon started to run line west from  $\frac{1}{4}$  cor on east side but discovered I had wrong bearing. Searched for <sup>south</sup>  $\frac{1}{4}$  cor on east side as located by Mr Caro but failed to find it. Also searched on South side of river for something by which east section line could be determined and re traced.

Checked work in calculating direction of line from  $\frac{1}{4}$  cor on east side to  $\frac{1}{4}$  cor on west side in preparation for running line in P.M.

P.M.

Setting up our bolt-marking  $\frac{1}{4}$  cor on east side sighted on true N.E. section cor and turned to the left on N.E. cor a angle of  $90^{\circ}52'$

To the full on fence so  
 Set S 5.2 feet  
 ran west on this  
 line. We were joined



61 Oct 21 continued

by Mr Molyneux about 2 o'clock

Continued west and  
intersected west random line  
6.0 feet south of west  $\frac{1}{4}$  cor.

Deducting offset of 5.2 feet  
line showed error of 0.8 feet

Johnston	Transit
Molyneux	axe & flag
McNabor	axe

J. A. Johnston

Pine River

Friday Oct 22

6-137-29

A.M.

Having calculated, on Thursday evening, the direction of line from N  $\frac{1}{2}$  cor on west line to N  $\frac{1}{2}$  cor on east line I set up over hub on west random line at 1326.1 and sighted south on random line. Turned angle to left of  $89^{\circ}07'$  and ran eastward. After crossing the west N & S  $\frac{1}{2}$  line offset 2' north to avoid trees in front yard of town residence. Intersected East True east section line 3.6 north of north  $\frac{1}{2}$  cor. Deducting offset of 2.0 error in this line 1.6 to the north.

Walking to  $\frac{1}{4}$  cor. on north line set up over concrete monument and sighting on true N.E. cor. Transited telescope and turned angle of  $0^{\circ}11'R$  on calculated true line to N.W. cor. Took hub on west side of river.

P.M. Mr Molyneux and F. Jusler continued this line from north  $\frac{1}{4}$  cor.

Oct 22. continued

P.M.

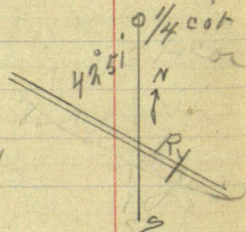
With McMahon I walk to north  
E  $\frac{1}{4}$  cor. and set instrument  
over ball marking E  $\frac{1}{4}$  cor.

Following the instruction  
given me by County Surveyor  
I sight southward on center  
of old cutting on south side  
of river to get true section line.  
I find this line falls very  
close to old hub near bank  
of river and believing this  
hub as being a point on  
true section line as determined  
by county surveyor I use  
this hub as a foresight  
and continue this line  
south as true section line.

1326.15- fence

1326.65- Hub

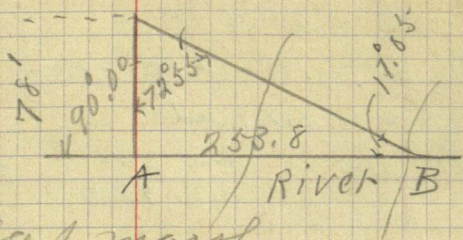
1447.00 center of Ry

Angle  $42^{\circ}51'$ 

1626.2 old hub found near bank  
of river believe as hub  
on true section line as  
determined by J.W. Lewis.



this hut (1626.2) was used for  
triangulation across river



- 1697. edge of marsh
- 1772. edge of river
- 1875. south side of river

$$\text{Dist. A, B.} = 78 \div \tan 17^{\circ}05'$$

$$= 78 \div .3073 = 253.8$$

2276.9 Hut

From this hut I tie on  
to south random line by turning  
angle to R of  $29^{\circ}56'$  and sight  
on hut at 5107.85 on S. random  
chaining across in fence distance

317.9 feet

Setting up at hut 5107.85—  
and sighting on hut 2276.9 on  
east sec. line I turn angle  
to left of  $120^{\circ}44'$  to hut on  
south random line.

see sketch next page  
2562 Right edge of river

Oct 22 (continued)

In triangulation shown on opposite page

$$A = 59^{\circ}16'$$

$$B = 29^{\circ}56'$$

$$C = 180 - (A+B) = 180 - \{59^{\circ}16' + 29^{\circ}56'\} = 90^{\circ}48'$$

$$c = 317.9 \text{ feet}$$

$$a = c \frac{\sin 59^{\circ}16'}{\sin 90^{\circ}48'} = 273.3'$$

$$b = c \frac{\sin 29^{\circ}56'}{\sin 90^{\circ}48'} = 158.6'$$

Then True east section line cuts south random line at  $5107.85 + 158.6 = 5266.5$

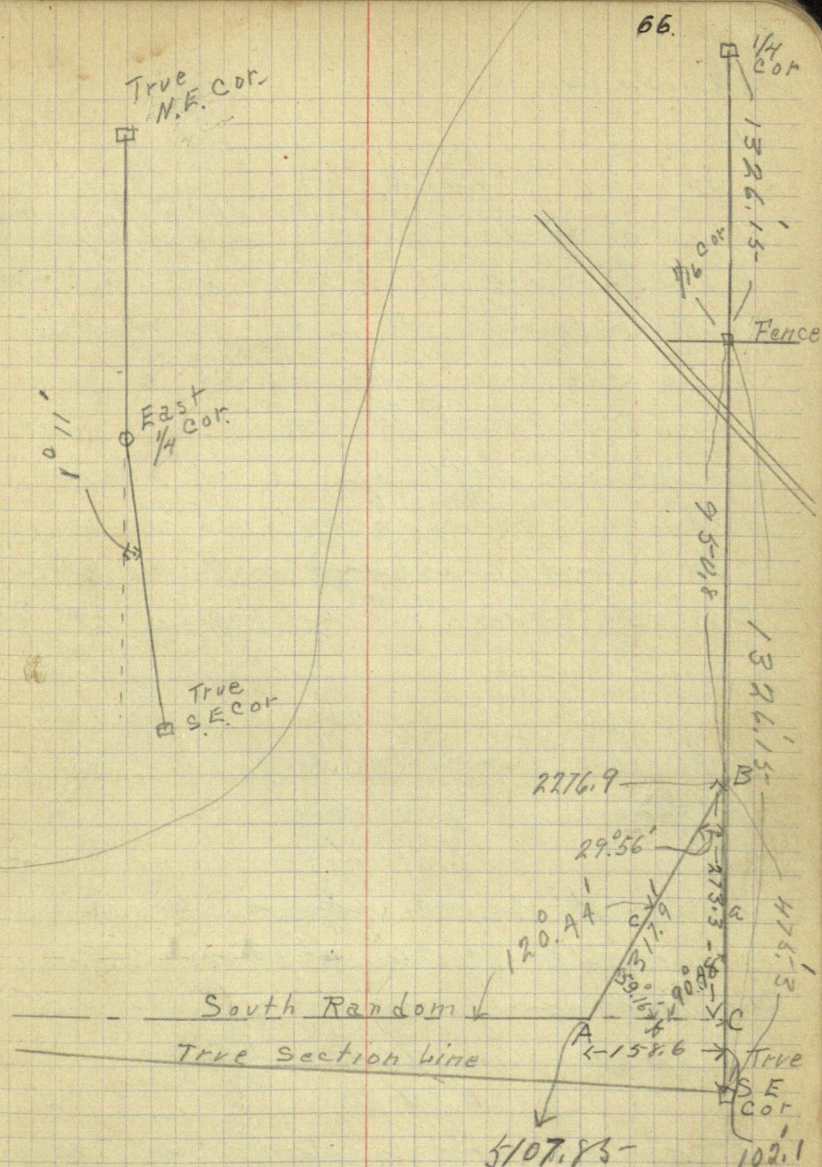
Chainage of intersection on east section line =  $2276.9 + 273.3 = 2550.2$

My instructions from County surveyor were to place S.E. cor as far south of  $\frac{1}{4}$  cor. as the  $\frac{1}{4}$  cor was north of it. Distance from  $\frac{1}{4}$  cor to  $\frac{1}{2}$  cor = 1326.15

$$\begin{aligned} & \text{Distance from } \frac{1}{4} \text{ cor to S.E. cor} \\ & = 1326.15 + 1326.15 = 2652.3 \end{aligned}$$

It follows therefore that the S.E. cor is  $2652.3 - 2550.2 = 102.1$  south of intersection with south random line.

J. Johnston



Sketch showing Triangulation at S.E. Cor. made necessary by Cor. being in river.

J. Johnston

Saturday Oct 23

A.M.

Having calculated on Friday evening the direction to run the east N & S  $\frac{1}{4}$  line I set instrument over hub marking E  $\frac{1}{4}$  cor on north true section line and sight on true north  $\frac{1}{4}$  cor. and turn angle to left of  $89^{\circ}37'$ . Run across section on this line.

Intersect Railroad at angle of  $49^{\circ}05'$ . Curve <sup>To right</sup> on Ry begins 50' SE of  $\frac{1}{4}$  line

Johnston Transit v axe,  
McMahon flag v axe.

Intersect south random line at angle of  $88^{\circ}50'$  at chainage 3952.1

SW cor

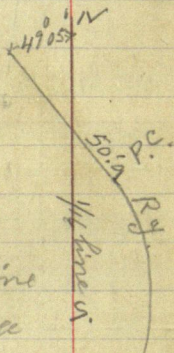
3952.1

south random

N

 $\frac{1}{4}$  line $88^{\circ}50'$ 

E



I now proceed to set true east  $\frac{1}{4}$  cor on south section line having made calculations as shown on opposite page.

No I

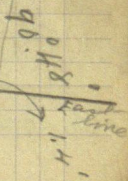
South Random line

5-266.5'

5-265.71

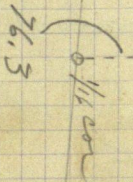
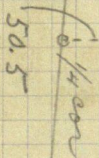
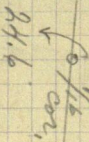
True south section line

S.F. cor



← 19.00 -  
 ← 20.00 -  
 ← 20.00 -  
 ← 20.00 -  
 →

1366.3  
 X  
 1332.8  
 X  
 1332.8  
 X  
 1332.8  
 X  
 1332.8  
 →



S.F. cor

No II

Saturday Oct 23 continued.

Referring to skelot No I on back of this page. As true east section line intersect south random line at angle  $48'$  greater than a right-angle then a perpendicular let fall from S.E. cor on random line will hit west of the point of intersection a distance equal to

$$102.1 \times \sin 0.48' = 1.4'$$

$$\perp \text{ distance } 102.1 \cos 0.48' = 102.1'$$

We have therefore at  $5266.5 - 1.4$   
 $= 5265.1$  on south random line

S.E. cor set south 102.1 feet

Correction per foot for offsetting  
 point on true line =  $\frac{102.1}{5266.5} = .019387$

Gov chainage gives west  $\frac{1}{26}$   
 only 19 chains and other 3 20 chain  
 each

Dividing 5265.1 in this  
 proportion we get

1266.3, 1332.9, 1332.9, 1332.9.

We have therefore at 1266.3 west

$\frac{1}{16}$  cor is offset south 1266.3 X .019387  
= 24.6 feet

At 2599.2  $\frac{1}{4}$  cor goes south 50.5  
 " 3932.1 East  $\frac{1}{16}$  cor " 76.3 feet  
 5265. S.E. Cor " 102.1 "

Setting instrument on hub  
 4596.8 on south random line  
 and sighting west on line & place  
 hub at 3932.1 and changing  
 transit to this hub turn 90°  
 and drive stake to mark  
 true east  $\frac{1}{16}$  cor 76.3 feet south.

In a similar manner I  
 place hub at 2599.2 and  
 drive hub to mark true  $\frac{1}{4}$  cor  
 50.5 feet south.

Continuing  $\frac{1}{16}$  line we find  
 it passes true east  $\frac{1}{16}$  cor on  
 south line.  
 18.5 feet East

J. Johnston

Monday Oct 25

A.M.

Setting instrument up corner  
 hut on west random from which  
 south  $\frac{1}{6}$  cor was offset & sight  
 north on random and turn  
 angle  $90^{\circ}57'$  Right {calculated on  
 Sunday} to run across section  
 to south  $\frac{1}{6}$  cor on east side.

Hubs were placed at intersection  
 of N & S  $\frac{1}{6}$  lines and N & S  $\frac{1}{4}$  line.  
 Two offsets were made to avoid  
 two buildings but hubs at  
 intersection mentioned were  
 all on original line. Miss  $\frac{1}{6}$   
 cor. on east section line 0.5' south.

At noon hour receive telephone  
 call from county Surveyor  
 and he gives me the following  
 notes on S.E. cor and south  
 $\frac{1}{6}$  cor on east side.

S.E. Cor 6-137-29, Iron in  
 River. New B.T.'s viz. Var.  $7^{\circ}$

N.P. 10 N  $81^{\circ}23'E$  113.32'

Elm 24 S  $62^{\circ}E$  98.85 feet

Poplar 8 N  $00.42'W$  203.50 feet



Oct. 25 - continued  
to tacks driven in flat spots at  
base of tree.

$\frac{1}{16}$  cor N of S.E. Cor. New B.T.<sup>s</sup> viz  
Tack on fence post S.E. 24.65

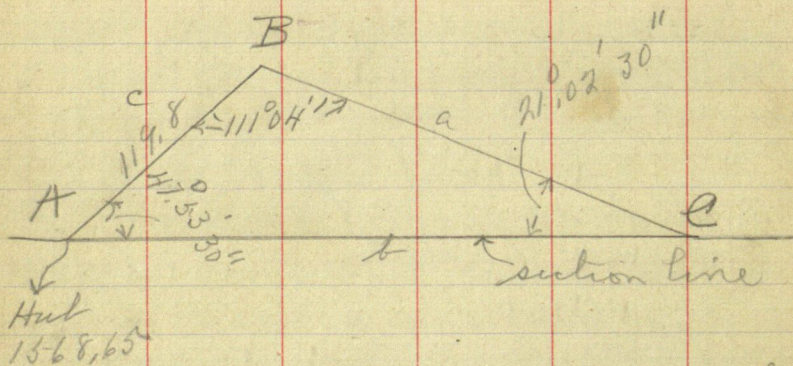
Tack in fence post west. 18.25  
to tree heads and tacks.

Using these notes I set the  
south  $\frac{1}{16}$  cor on east line by  
chaining carefully from reference  
points given in notes. The decayed  
remains of stake marking cor  
were found and hub driven  
in place to mark true  $\frac{1}{16}$  cor.  
Setting transit on  $\frac{1}{4}$  cor  
on east side and sighting  
on true N.E. cor and transit by  
telescope I find the  $\frac{1}{16}$  cor  
 $00^{\circ}.04''$  left. With  $\frac{1}{16}$  cor  
as foresight I set hub in  
center of Railroad and one  
on north bank of river.

Monday Oct 25 - continued

Chaining south from  $\frac{1}{4}$  cor  
east station line we have  
1326.3  $\frac{1}{16}$  cor

1568.65 Hub from which we  
triangulate distance across  
river as shown by sketch  
below.



$$b = \frac{c \sin B}{\sin C} = \frac{119.8 \sin 111^{\circ} 04' 12''}{\sin 21^{\circ} 02' 30''}$$

$$= 311.3 \text{ feet}$$

chainage at hub on south side  
of river =

$$1568.65 + 311.3 = 1880.0$$

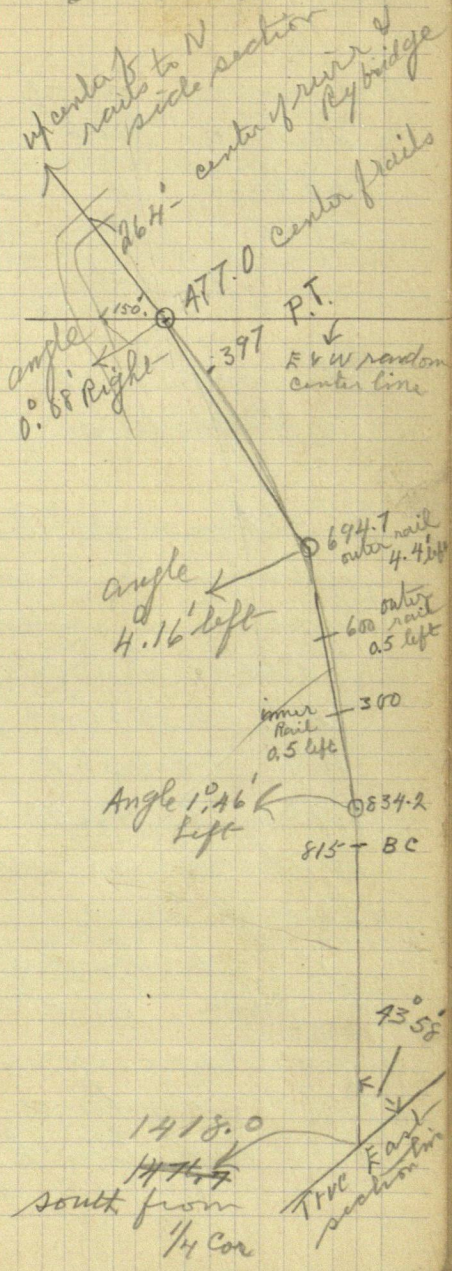
Jo. Johnston

Pine River 74  
6-137-29

Tuesday Oct 26.

Made traverse as shown on the page along Ry beginning at intersection of Ry & east section line.

change on east section line 1418.0 from 1476.7 from 1/4 cor.



1418.0  
1476.7  
south from 1/4 cor

73.58

TIVE East section line

Tuesday Oct 26 Continued,  
P.M.

Continued South on East section line,  
2041.4 Hub  
2360.2 "  
2560.9 intersect south random line  
2584.0 edge of river

Chainage on south random at  
intersection of E line = 5216.8

At chainage 2652.6 drove  
stake to river to mark  
true S.E. section corner.

New B.T.S. line are  
N.P. 10 N 81° 23' E 113.32'  
Eln 24 S 62° E 98.85'

Poplar 8 No. 42' W 203.58 feet to  
tack driven in flat spot in  
base of tree.

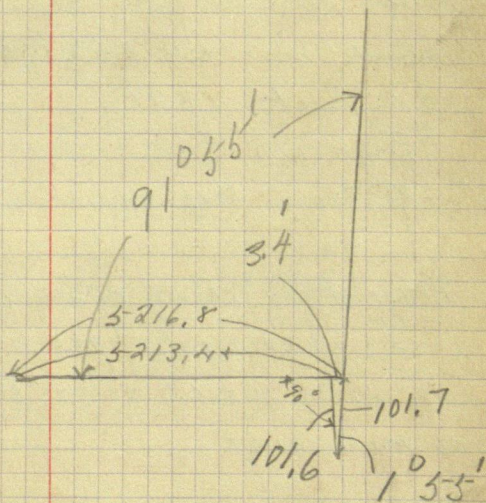
No tack could be found in  
the elm. Measurement to other  
two trees were made and  
both checked to less than  
one half tenth of a foot.

Tuesday Oct 26

The true east section line intersects the south random line at angle of  $91^{\circ}55'$  and as distance from intersection to S.E. Cor is 101.7 then a perpendicular from cor. to random line will intersect random at  $5216.8 - 3.4 = 5213.4$  [see sketch]

Perpendicular distance = 101.6'

Length of true south line = 5214.4'



Wednesday Oct 27

6-137-29

Having determined proper points on south random line from which to offset and mark the  $\frac{1}{4}$  cor &  $\frac{1}{2}$  corners on true line I set hub with transit at 3893.6 and drive stake 75.9' south for true east  $\frac{1}{2}$  cor

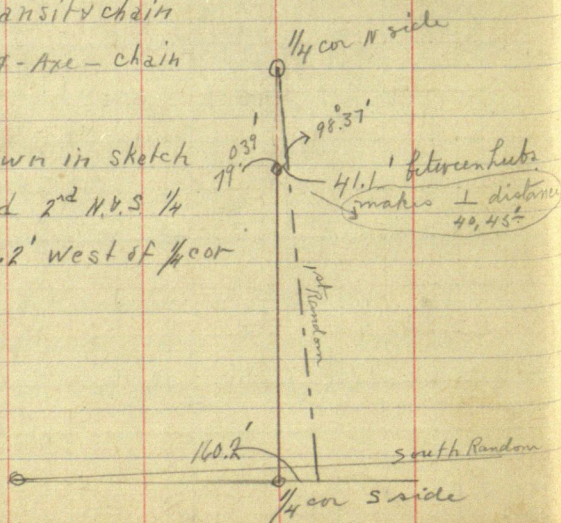
Similarly I offset  $\frac{1}{4}$  cor 50.2' south from hub at 2573.7

From true  $\frac{1}{4}$  cor I run line north on calculated bearing to hit  $\frac{1}{4}$  cor on true north line and tie on to N. & S. random  $\frac{1}{4}$  line at hub 1321.

Johnston - Transit - chain

McMahon Flag - Axe - chain

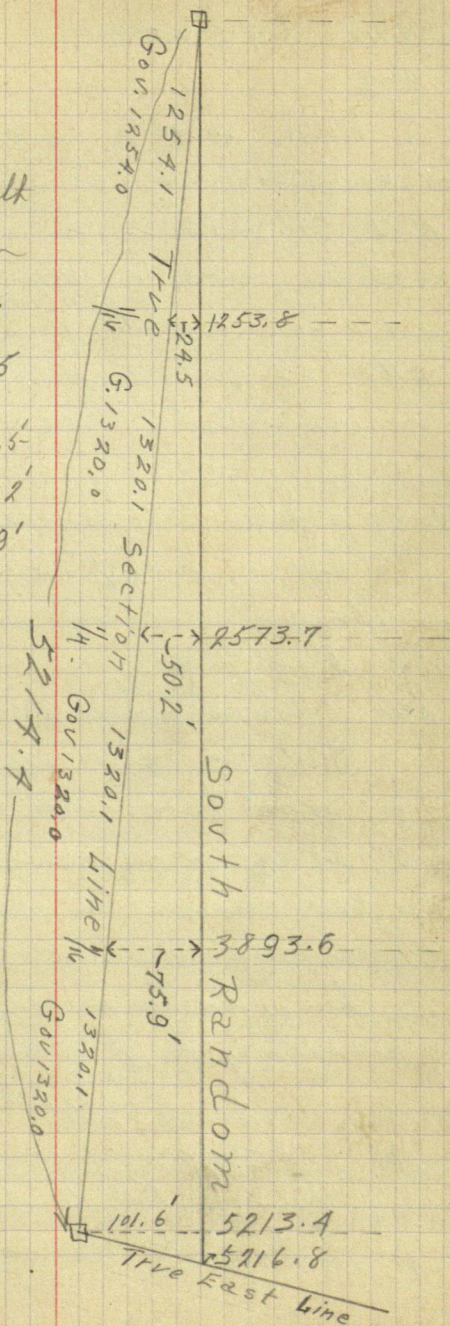
From data shown in sketch it was calculated 2<sup>nd</sup> N. & S.  $\frac{1}{4}$  line would pass 0.2' west of  $\frac{1}{4}$  cor on North side



Corrections for  
effects to true south  
section line from  
south random.

Cor. per foot = .0195

Hut 1253.8 goes south 24.5'  
" 2573.7 " " 50.2'  
" 3893.6 " " 75.9'



Wednesday Oct 27. cont.

P.M.

With McMahon & Tusler set iron monuments as stated below.

No 1 on true east section line as witness cor on bank of Norway Brook 210.0 feet north of S.E. cor. Iron left 12" above ground and well rounded. Pit on north side only.

No 2. on true south line 135.7' west of S.E. cor on bank of Norway Brook as witness cor. Pit west.

No 3. East  $\frac{1}{2}$  cor on south side. pits E & W

" 4  $\frac{1}{4}$  cor <sup>south</sup> side pits E & W

5 S.W. cor pits E & north

6 South  $\frac{1}{2}$  cor west side pits N & S

7  $\frac{1}{4}$  cor west side. Ten foot tam, pole driven in marsh and iron driven one ft. - Pits N & S.

Ten monuments taken to bridge & cemetery by J. Moulton in auto.

J. Johnston



Thursday Oct 28.

Sec 6-137-29.

A.M.

Johnston Transit &amp; chain

McMahon chain flag &amp; axe

Setting hut at 1253.8 on South random line hut was driven to mark west  $\frac{1}{16}$  cor 24.5' South. Then iron monument was driven and pits dug east and west. Proceeding north to south E & W  $\frac{1}{16}$  line monuments we set at the three interior corners all were fitted and mounded. Then proceeding to E & W  $\frac{1}{4}$  line monument were set for center of section and the  $\frac{1}{16}$  cor west of it.

Corrections used in setting these interior corners shown on page

P.M.

I Moulster was engaged to take Johnston & McMahon with iron monument to east side of sections. Iron monument was driven at south  $\frac{1}{16}$  cor on East section line. Proceeding to  $\frac{1}{4}$  cor on east side of dipre

Thursday Oct 28 (Cont)

iron monument to replace  $\frac{7}{8}$ " iron rod marking this cor care being taken to have it properly placed. The  $\frac{1}{2}$  cor to the west was then marked and then the north  $\frac{1}{2}$  cor on east line and the  $\frac{1}{2}$  cor west of it - again, was marked by monument. The two monuments put in east line came in road and were driven flush with surface of road.

Proceeding to N.E. cor an iron was driven to replace the short iron (spindle off wagon axle) that marked this corner. Iron monument driven flush with road surface.

Monument to mark E  $\frac{1}{2}$  cor on north section line was also driven flush with road.

J. Johnston

Friday Oct 29

Sec 6-137-29

A.M. Johnston - Transit & chain  
 McMahon - chain flag & chain

Beginning at I.M. marking E  $\frac{1}{4}$  on  
 E. & W.  $\frac{1}{4}$  line traverse is run  
 as shown in sketch

I.M. west along  $\frac{1}{4}$  line  
 to center of track 120.3'  
 thence N.W. along center  
 of Ry track

255' center of river  
 & Ry. Bridge

1582.7 intersection with  
 north & south  $\frac{1}{4}$  line

2016.63 intersection with  
 north  $\frac{1}{4}$  line

3325.1 intersection with west  
 N & S  $\frac{1}{4}$  line

4041.6 intersection with  
 north section line.



Set I.M. at N  $\frac{1}{4}$  cor on  
 west line and also I.M.  
 at each of the two  $\frac{1}{4}$  corners  
 east of it.

Intersection of  
 Center of Railroad  
 and E & W  $\frac{1}{4}$  line

Friday Oct 29

Sec 6-137-29.

P.M.

Assisted Mr Molyneux in tying in remaining part of townsite. Drove I.M. to mark west  $\frac{1}{4}$  cor on north line and another on north E & W  $\frac{1}{4}$  line where this line intersects boundary of acreage of Mr Witter.

Took 3.44 train to Hackensack and assisted Mr Molyneux in placing grade stakes of sidewalk grades.

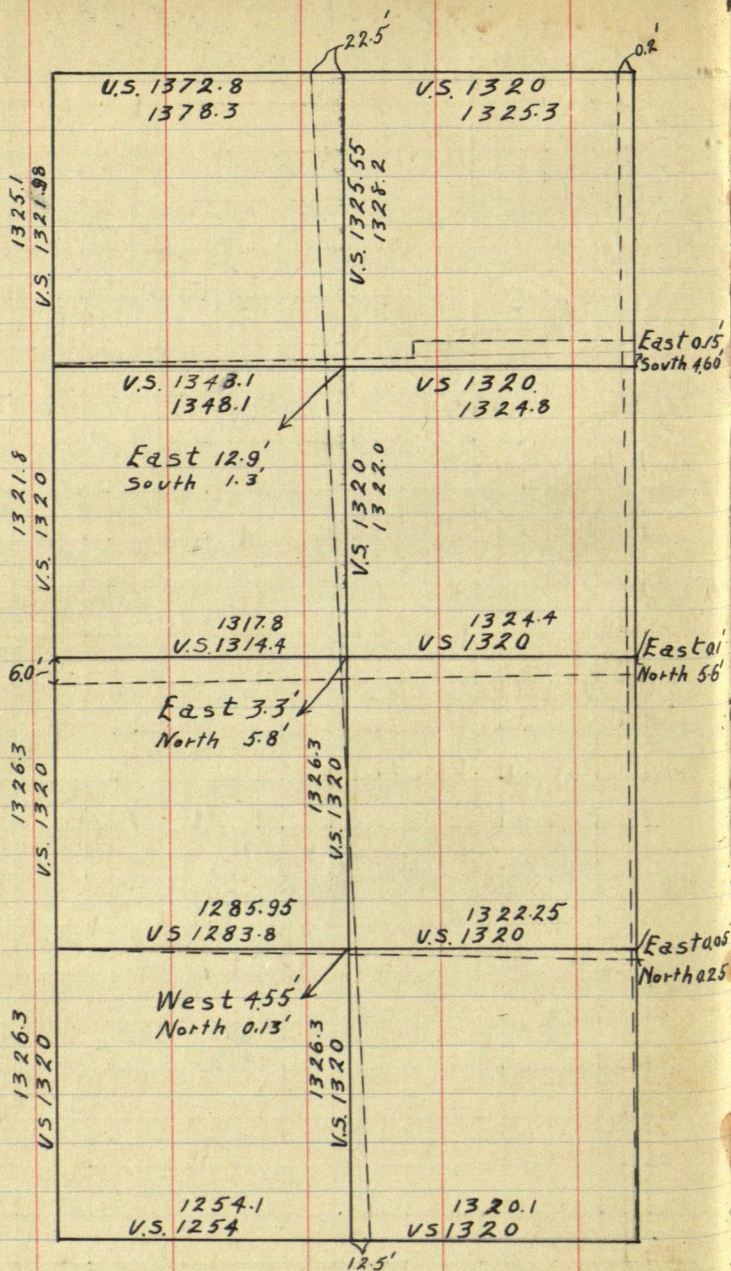
Caught freight train and reached Walker 9.40 P.M. Put up at Hotel Chase.

J. Johnston

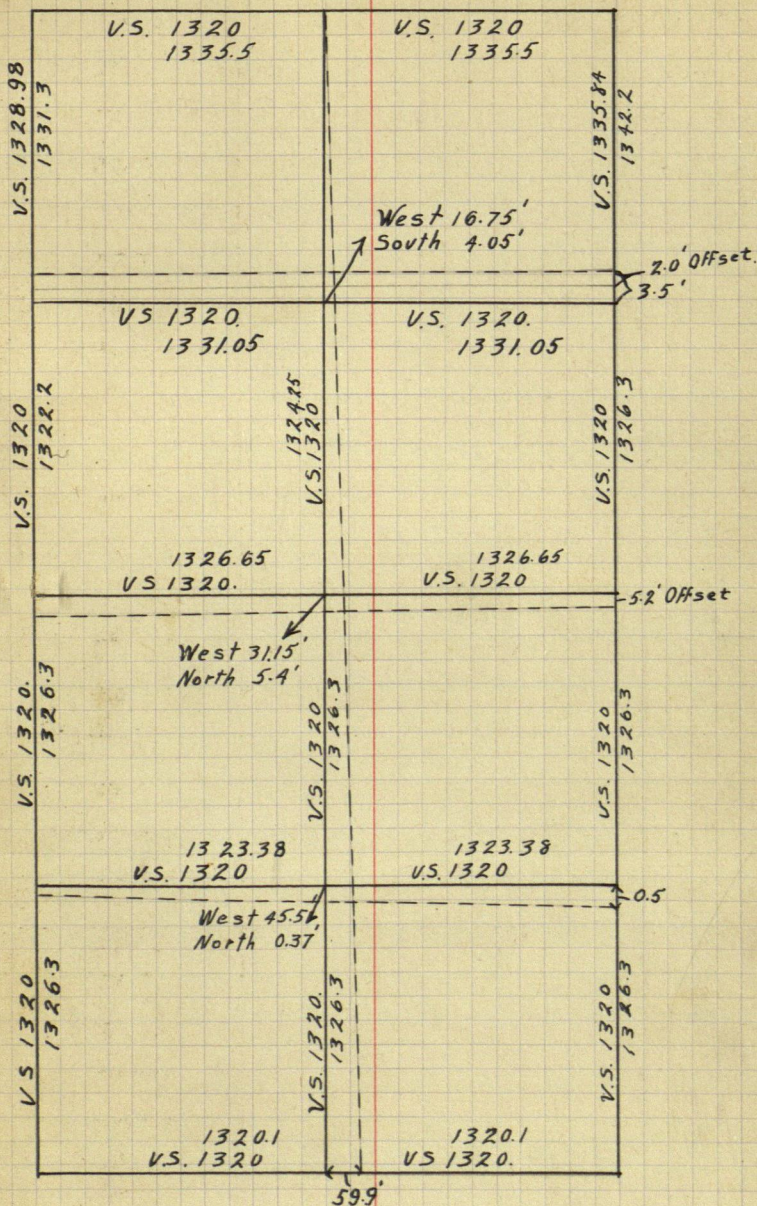
Record 477.

43.53

698.9



# Section 6-137-29.



Sketch Showing Corrections made in Setting interior Corners.

S.F. cor 6 137-29

Iron in River *Bellevue* B.T.S.

Viz. 70 Var.

N.P. 10 N 81° 58' E 113.32'

Elm 24 S 62° E 98.83'

Poplar 8 N 00 42' W 263.50'

lack leads down in flat spot  
in base of trees. new

1/2 cor N of S.F. Cor 1 B.T.S. viz

lack in fence post S.F. 24.65'

lack in fence West. 18.23'  
to tree heads and lack.

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