

CROW-W

44-31

69



①

44-31

Crow Wing Trip

Index

26-27-34-35-Pg 5.

Time Sheet 10-76-82-114

Board Sheet 11-76-83-114

Map <sup>42-47-51-52-53-55-56-57-59-61</sup>  
62-65-66-67

US Notes-3-25-32 to 36-

Irons-67-

396



(2)

(2)

Town Board  
 Adolph Anderson Resigned  
 SECn 22-

FG Fredstrom  
 Sec 1 - E  $\frac{1}{2}$  NW  $\frac{1}{4}$

R Hodge

$$\begin{array}{r} 69 \\ + 145 \\ \hline 414 \\ + 14 \\ \hline 4354 \end{array}$$

$$\begin{array}{r} 69 \\ + 14 \\ \hline 414 \\ + 14 \\ \hline 4354 \\ + 143 \\ \hline 858 \\ + 858 \\ \hline 9438 \end{array}$$

BP12520W38 = 25.08  
 BP08N32W50 = 33.00  
 BP010N47E78 = 51.48  
 BP10S55E57 = 37.62

(3)

YP20N76E69 = 45.54  
 BP12S43W143 = 94.36

38  
 228  
 2500  
 57  
 3x2  
 342  
 27.62  
 78  
 468  
 468  
 51.48

BP10S19W28 =  
 BP12N85E90 =

BP14S10W65 =  
 YP15N2W82 =  
 BP12N38E70 =  
 "6565W65 =

27  
 BP10N3E101 =  
 "10S7E40 =

YP10N30E154 = 101.64  
 BP10N70E77 = 50.82  
 No other

BP10N89E337 = 222.42  
 "10N59W438 = 289.08

YP30S50W180 = 118.80  
 BP012N58W218 = 143.88  
 "12N74E103 = 67.98  
 YP14S71E73 = 48.18



T44-31 (4)  
Crow Wing Trap

Dec 6-1921 Tuesday

Copymaker Working  
for Crow Wing Trap  
@ \$15.00 a day

John H. Curo Body  
Grand Co. Dr. Paid 9 -  
A.M. Pick up F.G.  
Fredstrom drive to  
Crow Wing

Pick up  
Hodge - Chairman  
Drive to Co.

22-23-26-27

Then to Adolph Anderson  
farm all lake drive  
P.M.

Oscar Anderson  
goes with us to Co.

26-27-34-35

T44 R31. where U.S. Valis  
Call for

(5)

YP30350°W180.Lx-118.80-Ft

B0121458°W218" - 143.88 "

" 12N74E103" = 67.98 "

YP14571E 73" = 48.18 "

We find the stump of  
the SW tree plainly marked  
from which we set the  
pt for the fire corner and  
drive a 60<sup>d</sup> spike

a few inches West of the E of  
N+S. graded road and in  
line with a fence running  
West.

There an Aloe Transit  
line angle from line line  
of road looking a mile  
South. but the road  
half a mile south bowes  
to right a rod or so East.

Course taken to flog pole  
set in center (Heart) of old  
stump Chained to flat



(6)

spot at base. spot a  
few inches to north of  
of stump. Var of needle  
recorder to read 6°30'

216 I take new BTS viz  
10° N.P. N 57° 10' W 59.58 ft N.

204 spike in flat spot at base  
10° Jack Pine stump.

S 26° E 132.46 ft to 104  
nail head broke off in flat  
spot at base.

5" Paplar N 5° E 210.3 ft  
to flat spot at base

NE Cor part of fence about  
West. 27.52 ft 11 spot on  
E side of post. 216

Var 6°30' about.

Notes:

Last year I put in a  
timber corner 2.82 ft  
West of this point and  
drew a  $3 \times 10$  iron mon.

Dec 6 1921

(7)

for temporary corner at  
which time I did not  
have the US notes and  
could not use the old  
US BT Slumps

See Record No 226.  
which is now canceled by  
this new Corner which is  
Correct. and takes  
the place of record 226  
which is hereby canceled.

I drive Anderson home  
then back to Crow Wing with  
Hodge - then home with  
Fiddler and back to  
Brainerd after dark. write  
notes after supper.

John W. Carr



Dec 7-1921. Wed.

Car froze up.

I send Harold J. Curio  
 and his new Ford car  
 to take my place. I to arrive late  
 V.F. Anderson Ch.

goes with Harold.

He goes to Crows Wing  
 gets Hodge then back and  
 gets Oscar Anderson  
 and they begin to go to

26-27-34-35 and chain  
 North along road  
 but 26-27-44-31.

2631.3 : Fence runs West

2631.3 Fence W. of

2640 60° dip to west of

1 1/2 W of E wheel track

Temp 1/4 but 26-27-

See Page 15

24  
13  
11

(9)

26400  
87  
26313

where US Notes end for

in lake bearings vis  
+ " cross in top 3 1/2 foot stone  
N about 18° E 56.25

54.25 ft to nearest rock of stone

7" Tel pole S about

77° W 31.03

Cross + " in top of 3 ft stone

S 79° E 22.75

21.10 ft to side of stone

A 2640 + 26.2 =

Q road runs West

2640 + 28.0 =

Q Fence runs East

2640. + 40.10 =

Q fence runs West

8° in Campers Range line

Perfect chain  
Cross - 18' 1/2





# Boored Sheet with Mrs Adolph Anderson

27 28 29 30 31

22 23

Dec 1921  
6 7 8 9 10

JWCus

Herald C.

Hodge

Fredholm

VF  
Anderson

D D D

D D D

D D D D

D D

D D

D D

D

D D

D D D D D

D D D D D

D D D D D

(11)



at 5280 N set 60% with  
 1/2 W 1/4 E what track  
 Temp cor to

where US balance car fr

but taken near BTS 0.1  
 Oak 3 N 49° E 24.86

18" NP set N 40° W 90.50

2" oak S 42° W 44.53

3' JPS 40° E 24.25

8' or roughly taken with  
 compass

N to road runs about 70°

At 5280 + 61.2 =

- From run E

5280 + 85.3 =

& crooked road run W at

5280 + 120 = 5400 N

in line with fence  
runs West

1715280 + 26400

60° spike not on  
line set S 2.11 W of W actual  
back of road

Temp 1/4 Cor

on N. N. E.

US Nalis call for

we set new BTS to our  
spike 0 j

14" g p slope 60° W 116.62

Tril pole to S. 17° W 84.90

10 x 18' slope 40° W 19.9

5.280 + 2640 + 56.00

main line of fence runs W

slopes NE to point 60 ft  
not spike



at 10560 m  
60 d spike not on line  
4 ft W of W wheel track  
Temp. 10 m

within US Navy

New BTSU

H<sup>4</sup> pop. fene. port

N 50° E 42.2

7" Tel. pole N 16° W 46.70

10" oak S 74° W 36.77

5" Pop. F. port

S-30° E 54.70

at 10560 + 54.80

from N. E. or

Dec 7 1921  
 Valer boat from  
 Page 8.

North bet 26-27.

Transit line - Perfect  
 Chain - 300' tape & PB.

Along graded road

2640 60 d spike Temp  $\frac{1}{4}$

5280 60 d ..

Temp Cor.

- 22-23-26-27

Spikes set on line with  
 transit.

From here on

North we chain along  
 road - no transit

6600 spike

7920 " Temp  $\frac{1}{4}$

North Bet 22-23

9240 - 60 d spike Temp  $\frac{1}{4}$

10560 - 60 d spike

Temp Cor

14-15-22-23.

13200 - 60 d spike

Temp  $\frac{1}{4}$  - 14-15-



Dec 7-1921

North lat 14-15-

15.840 - set 60 d spike  
Temp Con

10-11-14-15-

Cement floor nts - draft

N-N and 2 rods  
west.

North lat 10-11-

18.480 set 60 d spike

Temp 1/4

19.740 - set 60 d spike

19.800 set 8 9 nail

in plank in R.R. Company  
line N 1/2

21.120 set 60 d spike

Temp Con

2-3-10-11

 $21.120 + 60.7 =$ 21.180.70 in direct  
Cement port

Dec 7-1921

17

The first mile of this  
was chained by Harold  
Curo and Olson Anderson

The last 3 miles  
was chained by Harold  
Curo and F.C.

Fredstrom

J.W.C. and Co.  
with Mr Hodge look  
for SW Cr Sec 27  
also what West  
side

Go to Halstrom  
tries to tell us about  
corner he knows  
nothing about.



Dec 8-1921

Harold and VF Anderson  
Lo @ 8 am

Pick up Oscar Anderson  
and Cut line on West  
side see 27

Cure copies records all over  
JWC. Picks up  
Hodge in Beamed  
Rt. Fredrickson at his  
place and we drive to  
Andersons for dinner  
Meet Harold & crew  
PM

Oscar stays in our house  
to butcher

Harold + Vernon cut  
line on West 27

Cure - Fredrickson  
and Hodge try to  
locate NW corner 27

Dec 8-1921

Then go and list in  
2 miles of Spikes bet  
26-27 - also 22-23  
as given on page  
9 7.14 inclusive



20

44-31

Dec 9-1921

Harold J. Curo and his  
 Cor. Picks up Anderson  
 and Hodges

beg @ 2-3-10-11

Oak 3 S 78° E 78.60

" 2 S 53° 11' W 63.5

3/4 X 10 IM N 34° 20' W 32.2

" X " " + N 42° 06' E 30.3

1/4 bit 10-11

J. P. 3 N 53° 26' W 77.6

" 3 N 33° 52' E 59.10

Dec Cor 14-15-10-11 spike

B Oak 4 S 65° 51' E 27.6

" " 2 N 30° 55' E 49.2

" " 2 N 51° 31' W 69.0

R " 2 S 54° 31' W 38.8

Harold J. Curo

44-31

6950

2)

1500

695

14305

Ku Co. C. M. Kane Co.  
Tele pole 6 N 56° 39' E 12.6  
Bur. Oak 3 N 49° 31' W 35.5  
R. Oak 2 S 56° 15' E 11.0  
Oak stump 8 S 50° 28' W 11.40

1/4

Pop. 5 S 22° 02' E 47.5  
Tel pole 8 S 51° 30' W 49.5

Harald J. Cuno



44-31

Dec 9-1921

P.M.

15-16-21-22 Con Mon

Oak 4 S  $61^{\circ}30'E$  28.95" 3 N  $39^{\circ}30'E$  40.8" 6 S  $65^{\circ}41'W$  33.50g.p. 12 N  $33^{\circ}19'W$  115.40

Chain South 2640

 $\frac{1}{4}$ Burr Oak 5 N  $63^{\circ}13'W$  64.6Norw. stump 30 N  $49^{\circ}50'E$  34.5

South:

@ 4039.20  $1\frac{3}{4}"$  Gas pipe

@ 5280 Apik

Oak 6 N  $63^{\circ}24'E$  49.8fence post 4 N  $48^{\circ}18'W$  26.3Oak 12 S  $59^{\circ}50'E$  61.05Oak 14 S  $35^{\circ}W$  32.80@ 5381 south center of  
cross roads.

Harold &amp; Curo

44-3'

23

Dec 9-1921

second mt.

@ 1430.50 south spike

on line with transit

@ 1435.50 south to fence

post which is said to be  
the N  $\frac{1}{4}$  corner.

@ 2439.5 spike for mt.

2640.  $\frac{1}{4}$

Oak 5° N 52° 08' W 8.40

" 2° N 32° 26' E 12.40

$2640 + 125 = 2765$  South  
fence running East.

Harold J. Curo



24

09

$$\begin{array}{r} 142 \\ \hline 852 \\ \hline 852 \end{array}$$

$$\begin{array}{r} 93.72 \\ \hline 37 \end{array}$$

$$\begin{array}{r} 222 \\ \hline 222 \\ \hline 2442 \end{array}$$

$$\begin{array}{r}
 82 \\
 44-31 \quad \underline{492} \quad \underline{65} \quad 2 \\
 5412 \quad 390 \\
 390 \\
 \hline
 42.90
 \end{array}$$

USNalis

27-28-33-34

BP14S10W 65 = 42.90

YP15N2°W 82 = 54.12

BP12N33E 70 = 46.20

" 6S65W 65 = 42.90

28-29-32-33

YP20N59W 114

BP8N30E 95

YP20S20E 260

" 24S75W 214

North Bet 33-34  $\sqrt{10'40"E}$

475 Stream 6 Liss Wd Run W

3500 Ld Swp E-W

40.00 Set  $\frac{1}{4}$

$\frac{1}{4}$  Bet 33-34

W. Oak 12S1°E 142 = 93.72

W. " 7S50°W 37 = 24.42

Harold f. Curro



44-31

Dec 22-1921

Verner Anderson and  
 I to Brainerd @ 9:30  
 A. M. for Crow Wing Twp.  
 pick up Fredstrom  
 @ his farm and then  
 pick up Anderson and  
 drive to the South  $\frac{1}{16}$  Sec  
 sec. 27-28 and continue  
 see line South from the  
 temp  $\frac{1}{4}$  Cor.  
 do not go get Hodge.  
 dinner with Mrs. Anderson  
 @ 125 S fence running  
 East @ 300 stake  
 @ 600 stake @ 701.0 S turn  
 @ 850 NW corner of clearing  
 @ 900 - 1200 stakes  
 @ 1462.20 S. fence to East  
 @ 1479.0 center of E & W road  
 @ 1498.0 spike for hub  
 @ 1510.40 fence E & W  
 Harold J. Curio

100

22

44-31

Dec 22 1921

@ 1797 fence E &amp; W

@ 1800 N edge of large pit

@ 2100 stake

@ 2241.3 hub.

@ 2400 stake

@ 2700 " look for

the SW corner of Sec 27-

but do not find it

Harold J. Curo



44-31

Dec 23 1921

V. Anderson and I to  
Bainard @ about 8 o'clock  
in my ford pick up  
O. Anderson and drive  
almost to the SW corner  
of Sec 27 where we  
continue line south  
from hub. 2241.30 S  
and stake 2700 south.  
Dinner with Mrs  
Anderson.

P.M.

Take Crew to work and  
then go to Crow wing  
after Hodge but he would  
not come so go back  
to work without him  
@ 2950.10 hub  
@ 3000 stake  
@ 3300-3600 stakes

Harold J. Caro

44-31

29

Dec. 23-1921

@3658. hub.

@3833.5 "

@3900 S stake

@4200 S "

@4485 road (NE SW)

@4500 stake

quit for night

Harold J. Curo



44-3127

Dec. 27-1921

from page 16

Chaining North along  
road bet secs10-11-44-31 from  
spike set for temp corner  
to sec 10-11-14-15.@ 89 ft N spike on E  
side of road and East  
of C. Mon.@ 3315 N Center of old  
mine R.R. @ 3900  
spike @ 3960 mark on  
N.P. R.R. crossing

@ 3963 Center of R.R.

@ 4063 Center of road  
E & W @ 5280 N spike@ 5340.70 N C.M. corner  
to sec 2-3-10-11-44-31see page 16. This  
Book.

Harold J. Curo

US Notes

1/4 Sec 32-28 010°43'E

Black Pine 6 S 38 E 88

Yellow Pine 16 N 76 W 50

or 11



|          |                     |                       |                     |
|----------|---------------------|-----------------------|---------------------|
|          | $\frac{108}{648}$   | $\frac{749}{1014}$    | $\frac{1172}{1032}$ |
| US Notes | $\frac{648}{71.28}$ | $\frac{1014}{1115.4}$ | $\frac{1032}{1032}$ |

 $\frac{1}{4}$  Sonic 36

BP 7N 16W 12

" 8S 64E 26

|                     |
|---------------------|
| 24                  |
| $\frac{144}{144}$   |
| $\frac{144}{158.4}$ |

SW Cor 36

130 Tam 5N 80E 169 = 111.54  
 " 5S 70E 172 = 113.52

Weather

 $\frac{1}{4}$  2-35

Tam 14N 89W 108 = 71.28

" 8S 8E 24 = 15.84

SW 35

Tam 12S 5 $\frac{3}{4}$ E 475 = 313.50Sp + 14N 3 $\frac{1}{4}$ W 444 = 293.04" 16S 2 $\frac{1}{4}$ W 470 = 310.20 $\frac{1}{4}$  Sonic 34

Tam 8N 40E 20

" 7S 19E 44

U.S. 1400 <sup>3</sup> <sup>27</sup> 33  
<sup>450</sup> <sup>3</sup> <sup>162</sup>  
<sup>25</sup> <sup>102</sup>  
<sup>130</sup> <sup>103</sup>

SW Cor 34

Tam 7 N 25 W 25 = 16.50

" 10 N 65 E 25 = 16.50

" 10 S 35 W 27 = 17.82

" 9 S 80 E 75 = 49.00

1/4 Sec 33

Tam 10 N 60 E 8. = 5.28

" 10 S 30 E 10. = 6.60

SW 33.

Block 10 N 50 W 80 = 52.80

Red P 12 N 35 E 28 = 18.48

" 10 S 55 E 52 = 34.32

" 9 S 16 W 28 = 18.48

1/4 Sec 32

BP 9 N 47 E 31 = 20.46

Tam 7 S 64 W 84 = 55.44

|           |           |           |           |           |           |
|-----------|-----------|-----------|-----------|-----------|-----------|
| <u>31</u> | <u>84</u> | <u>28</u> | <u>80</u> | <u>62</u> | <u>66</u> |
| 186       | 504       | 168       | 480       | 312       | 1         |
| 186       | 504       | 168       | 480       | 312       | 5.28      |
| 2046      |           | 1848      | 5280      |           |           |



SWCn 32

Tan 5N83E 142 = 93.72

" 6S 71E 93 = 61.38

" 5S 13W 79 = 52.14

1/4 20 na 31

BP 10 N 46 E ~~47~~ 37 = 24.42

37

BP 7S 44W 47 = 31.02

West Ad na 31

8043 Knight

line 121 Lks S. 1

Camp Cor

Cn 43-44 N

R 31-32 W

B1 Oak 16 N 47 W 48 31.48

" " 14 N 85 E 61 40.26

" " 12S 45E 68 44.88

B4 " 10S 33W 83 54.78

182.90

35

|        |      |      |      |
|--------|------|------|------|
| 48     | 61   | 68   | 83   |
| 288    | 366  | 408  | 498  |
| 288    | 366  | 408  | 498  |
| + 3168 | 4026 |      | 5478 |
| 47     | 37   | 142  | 93   |
| 282    | 222  | 852  | 338  |
| 282    | 2    | 852  | 338  |
| 3102   | 79   | 9372 | 6138 |
| 474    |      |      |      |
| 474    |      |      |      |
| 5214   |      |      |      |

Cerro's Nalis  
Page 224 Book

10' V Found fully old  
US BTS.

Set 2x2x36" slake.

Birch 4 N 12° 05' E 26.5 FT

Oak 6 S 46° 15' E 50.20 FT

old fence corner sets

West one (1) foot.

Survey Oct 5-1918 to May

26-1919 Recorded

Feb 6-1920 J W Cunn



## Twp Line

West Side 44-31

North Pt 31-36  $\sqrt{12^{\circ}24'E}$ 4000 -  $\frac{1}{4}$  J. Oak 6N 70E 34

J Oak Oak 8S 22W 73

6250 To Pond

6972 Lr Pond

80 Cr 25-30-31-36

J Oak 8S 11W 330

Br " 7N 22W 319

J Oak 6N 1E 238

" " 8S 19 315

North Pt 25-30  $\sqrt{12^{\circ}24'E}$ 4000  $\frac{1}{4}$  Br Oak 10S 23W 245

Br Oak 10S 10E 395

6000 at Prairie

8000 Cr 19-24-25-30

Pt 8 Lks South

North Pt 19-24  $\sqrt{12^{\circ}24'E}$

Dec 27-1921

to home @ 7:30

work on notes until 10:30.

then get gas and go to  
Crow wing river @  
Andersons to late to go  
out before dinner

Crow V. Anderson

H. J. Curo Fredrickson

O. Anderson.

P. M.

Look for cornus

E along South

Truss line and

ark. farmers about  
cornus.

@ about 8:30 go

to stake

Mkd. 4500 S ft

Acas. 23-34 and

Chain south



38 44-31

5377<sup>10</sup>

7.173

53829

4000

Dec 27-1921

@ 4800 sta.

@ 4987.20 S. spike for  
hub.

@ 5100 sta. note. @ about 5300 N. edge

@ 5382.90 spike

@ 5400 stake

@ 5525 open hill low land

@ 5700 stake

@ 6000 "

@ 6117.3 hub. edge of Meador

Dec 28-1921

Lo Bad in my ford @  
 8:30 with O. Anderson  
 pick up Fredstrom and  
 go to Crow Wing and see  
 if Hodge wants to work  
 but he does not so we  
 drive to Anderson and  
 get O. Anderson. There we  
 drive to the 1/4 corner south  
 side of Sec. 36-44-31  
 where we find a 2x2x30  
 stake set by F. W. Curo  
 in 1918. from which  
 corner we run

West on 11° 00'

@ 300 W stake edge of

Tanna. &amp; spruce swamp

@ 600 stake

@ 682.90 spike for hub

@ 900 stake

@ 1200 stake

H. J. Curo



Dec 28-1921

- @ 1500 stake
- @ 1511.55 spike for hut
- @ 1800 stake into brush
- 2100 stake
- 2400 "
- 2564.3 Hut open mudlark

2832 E bank of river

2840.5 W " " " NE SW

3000 stake

- @ 3225 about center brush
- @ 3310 stake

44-31

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Dec 29-1921

Crew V. Anderson @  
Anderson, Fredstrom  
H. J. Curo

@ 3309.05 spike

@ 3600 stake

@ 3900 "

@ 4200 "

4487 E bank of River

@ 4500 stake

@ 4505 W. R. of R.

@ 4643.3 stake

@ 4800 stake

@ 5100 "

@ 5280 spike

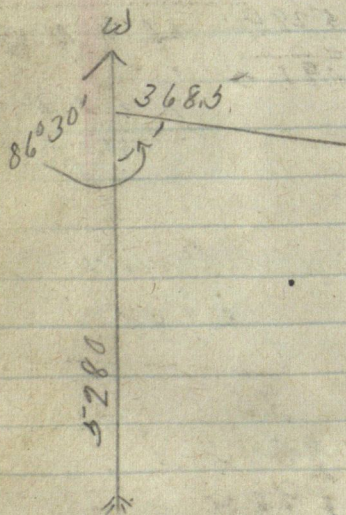
Dinner with  
Mrs Anderson



44-31

Dec 29-1921

@ Hnt 5280 Trip  
 1/4 Cor south side Sec  
 35 into N.  $3^{\circ}30'E$  368.5 ft  
 01.



Each foot West  
 goes N  $3^{\circ}30'E$ , .06979  
 Hnt. 4643.30 W goes N  $3^{\circ}30'E$   
 324.06 ft.

44-31

43

Dec 29 - 1929

$$\begin{array}{r} 5280 \overline{) 368.50} \\ 31680 \end{array}$$

$$\begin{array}{r} 31680 \\ 51700 \\ 47520 \end{array}$$

$$\begin{array}{r} 5280 \\ 9 \\ 47520 \end{array} \quad \begin{array}{r} 41800 \\ 36960 \end{array}$$

$$\begin{array}{r} 5280 \\ 8 \\ 42240 \end{array} \quad \begin{array}{r} 45280 \\ 27 \\ 36960 \end{array} \quad \begin{array}{r} 48400 \\ 47520 \end{array}$$

$$\begin{array}{r} 6979 \\ 528 \end{array}$$

$$\begin{array}{r} 35832 \\ 13958 \\ 34895 \end{array}$$

$$\begin{array}{r} 5779 \\ 6979 \\ 46433 \end{array}$$

$$\begin{array}{r} 3684912 \end{array}$$

$$\begin{array}{r} 20957 \end{array}$$

$$\begin{array}{r} 20957 \end{array}$$

$$\begin{array}{r} 27916 \end{array}$$

$$\begin{array}{r} 41874 \end{array}$$

$$\begin{array}{r} 27916 \end{array}$$

$$\begin{array}{r} 324056127 \end{array}$$



Dec 29+921

Beg. @ Temp  $\frac{1}{4}$  south  
side of sec 33 back right  
on Second Random  
and run West @  
300-600-900-1200 w  
stakes

@ 1235 spike

@ 1500 stake

@ 1800 "

@ 2100 "

@ 2400 "

@ 2667.5 spike in center  
of N & S graded road  
distance bet fences  
31.5 ft

Top of road grade

Harold J. Curs

Dec 29-1921

From spike in center  
of road to south edge of  
N.H.C. 34-25-

@ 3108.70 fence runs  
South

@ 3119.38 W. H. at.

@ 3179. fence E & W

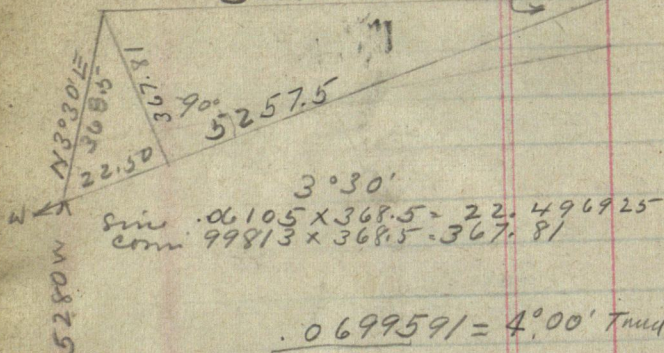
JWCuns helps all day on  
figures for this canyon  
and identifying old OS Cms



44-31

5270.36

40



$$5257.5 \sqrt{367.81}$$

4° 00'

$\text{Princ. } 06976$   
 $\text{comm. } 99256 \text{ int. } 5257.5 = 5270.36$

4° 00'

Tang.  
Cat

2667.5<sup>0</sup>

5270.36

3270.86  
7937.86 Talāl To Carri road

3/7937.86





48

44-31

Dec 30 - 1921

Crew U Anderson @  
 Anderson, Fredstrom  
 & Harold J. Curo - work  
 from 8:30 until 8:45 in office  
 then drive to the SW Cor  
 of sec 35-44-31 and  
 put in new ties

Fence post 8 SE 17.6 Feet

" " 6 SW 43.9 "

" " 4 NW 33.8 "

Nail in SE cor of Bridge 133.7 ft.  
 start @ hub 3119.30 and  
 continue line West

@ 3300 stake

@ 3600 "

@ 3632 Fence bro N & S

@ 3635.8 Hub

@ 4157 Fence bro E & W

@ 4311.6 Hub

@ 4790.3 Hub

Harold J. Curo

44-31

49

Dec 30 - 1921

@ 5241.7 Hub

@ 5271. Fence to N+S

@ 5816 E of N+S Pottery road

7 @ 6152.9 Hub

7 @ 6497.4 Hub

7 @ 6592.6 W. Fence to N+S

7 @ 6938.5 Hub.

brake chain at dark.

8247

75

747

7500

6988

562



Dec 31-1921

Crew Harold J. Curo

V. Anderson O. Anderson

Fredstrom. Curo's Ford.

Lo Brainerd @ 9 o'clock

pick up Fredstrom and

then O. Anderson. drive

to SW Cor. Sec. 34.

Lo Car walk to Hub.

6938.5 and Continue

South line of Crow

Wing Twp @

7498.9 Hub

8236.1 Hub in Q. N & S

road. 8251 old pole

pen ee @ 8617. creek

8700 Lo Creek

@ 9018.7 Hub

@ 9600 "

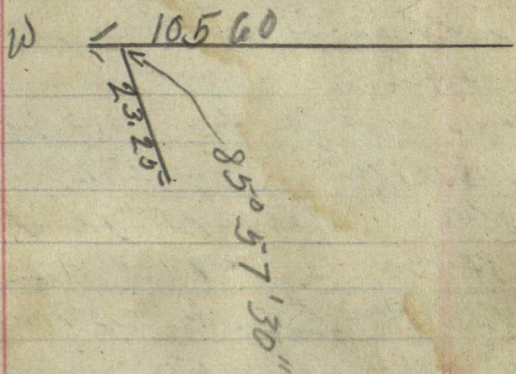
10222.2 "

Harold J. Curo

44-31

51

Dec 31, 1921

105° 60. Hub old stake  
wt for  $V_4$  on cuts



Jan 2, 1922

Crew J Anderson &amp;

Anderson Engineer

H. G. Curo &amp; Cas.

beg @ Hub. 10360

Continue West

300-600 stakes @ 623 Hub

@ 900-1200 stakes @ 12905 "

@ 1500 stake @ 1690 L on wp

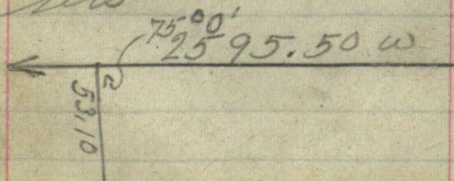
foot of hill @ 1800-2100

stakes @ 2235.20 Hub

@ 2400 stake 2582 road

@ 2595.50 Hub rec corner

sets



Dinner @ Anderson

Jan 3 - 1922

Crew. Harold of Curo & Car  
 V. Anderson O. Anderson  
 Fredstrom

Beg @ Hub 25-95.50 W

Continue West

@ 2700 - 3000 - 3300 - 3600

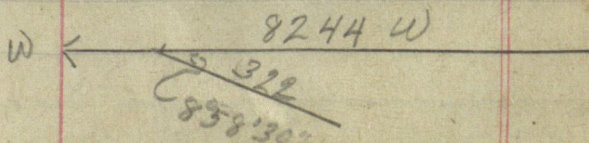
stakes 3698 Hub.

@ 5285.20 Hub @ 6340

road 6517.70 Hub

7182.5 Hub @ 8244

Hub

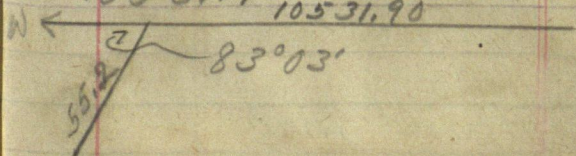


9700 L0 meadow

9862.3 Hub

10531.9 Hub

10531.90





54

44-31

Jan 3 1922

Continue West

10536 Fence N &amp; S

11297.2 Hub

11724.4 Hub

11806 Fence N &amp; S

Dinner with  
Anderson
$$\begin{array}{r} 75^{\circ} 82' \\ 71^{\circ} 31' 8'' \\ \hline 4^{\circ} 51' \end{array}$$

$$\begin{array}{r} 46^{\circ} 22' \\ 46^{\circ} 46' \\ \hline 45^{\circ} 24' \end{array}$$

Harold Curo

44-31

35

Jan 4-1922

Crew Same

@ 12696.7 W Hub

@ 13059 Hub

13275.6 Hub

0.13"

13059.0 Hub W

217,

@ 13275.6 Hub

Dinner with  
Mrs Hodge



56

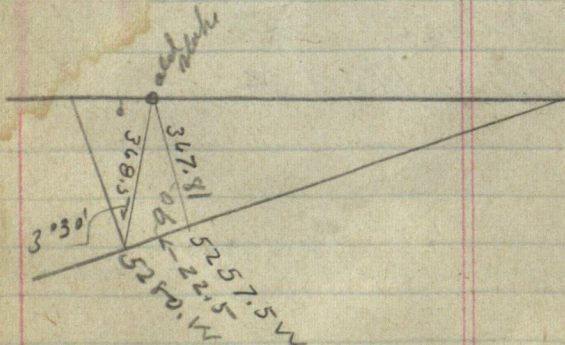
Jan 9-1922 Monday  
Warner-

Herald and I get up early  
go to the office and figures  
Corrections

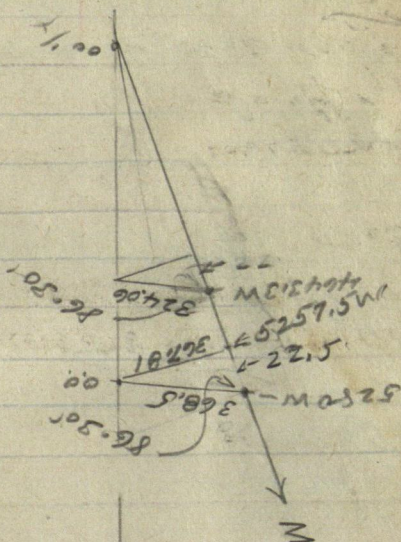
3°30'

OK Sin.  $.06105 \times 368.5 = 22.496925$

OK. Cosin.  $.99813 \times 368.5 = 367.810905$



Jan 9-1922



our

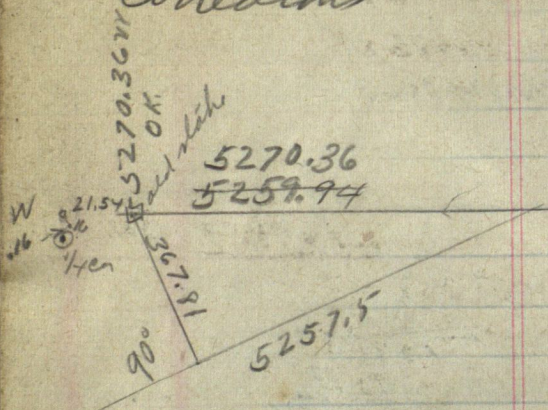
V  
3



58

Jun 9-1922

Corrections



$$\begin{array}{r} 5257.5 \overline{) 367.81} \\ \underline{.069959} \end{array}$$

$$.069959 = 4^{\circ}0'$$

$$4^{\circ}00''$$

$$\text{Cotangent } 14.3007 \times$$

$$367.81 = 5259.940467$$

Jan 9-1922

39

Correcting

4°00'

Sin. 06976 X

Corr 99756 X

1.069959 OK

OK 5257.5 / 367.810

315450

5236.00

473175

50425.0

473175

31075.0

262875

47875.0

1.069959 = 4°00' Tang

4°00'

OK Sin. 06976 X

OK Corr 99756 X

5257.50

12.86

5270.36 OK



60

Jan 9-1922

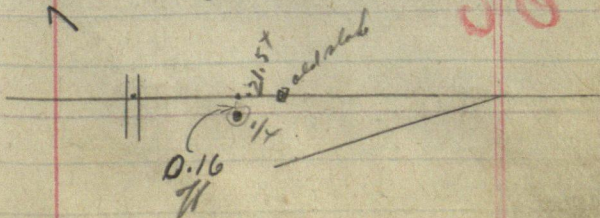
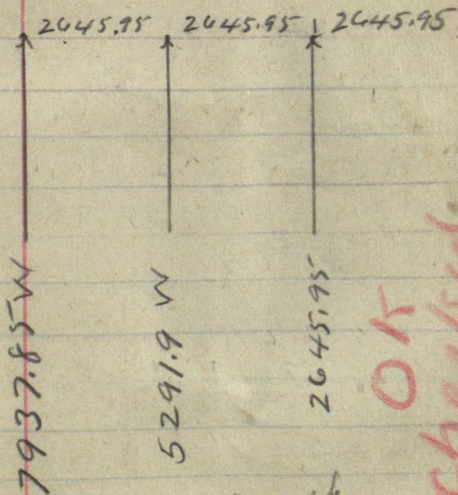
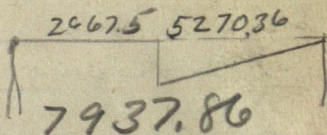
Verner arrives @ 8 am  
we all three figure  
conclusion till 10. am

To put in  $\frac{1}{4}$  on  
S side of Sec 35

From old stake @  
5270.36 W Chas  
West 21.54 To  
5291.90 West then  
South . . . of a foot

$$\begin{array}{r} 5291.90 \\ 5270.36 \\ \hline 21.54 \end{array}$$

Jan 9-1922



OK

checked

Oct 1-1922

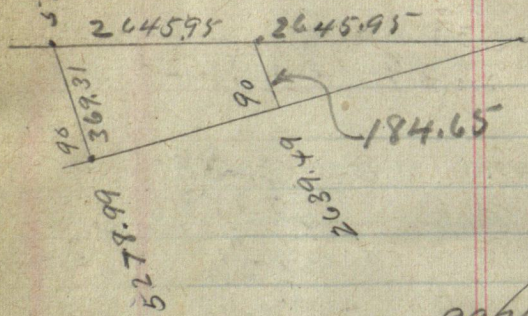
cross



(62)

Jan 9. 1922

5291.9 ok pt  
0.16 of a foot  
29 lines 1/4 in  
Sondido Acc 35.



99756

2639.49  
99756  
583644  
1319745  
1847643  
2375541  
2375541  
Nix.  
26380536444  
26330596444

Jan 9-1922

63

$$\begin{array}{r}
 2645.95 \\
 997.56 \\
 \hline
 1587570 \\
 1322975 \\
 1852165 \quad \text{OK.} \\
 2381355 \\
 2381355 \\
 \hline
 2639.4938820
 \end{array}$$

$$\begin{array}{r}
 5279 \\
 69959 \\
 \hline
 47511 \\
 26395 \\
 47511 \\
 47511 \\
 01674 \\
 \hline
 369.313561
 \end{array}$$

To put in SW on 36-44-31  
 At 2639.49W Turn 90° to  
 random - run N 184.65

To put in second random  
 then South 90° - 0.08 = (1 inch)  
 to put in line. Cor to Sess  
 35-36-1-2-743-44 R 31  
 = 184.57N



64

Jun 9-1922

at 10-AM - Herald  
+ Verner get started

Bob and I figure  
corrections till 1-25 PM

I telephone Herald Vj

"At 2639.5 W. on random  
line 90° and run N 184.57

15 ft for SW Corner 36. "

he repeats <sup>33</sup> measurements and  
Bob and I go to dinner

They put the 4. Witness  
Monr @ SW Corner 35- & N or Road

but the corner will have to be  
set later when front is out.

The 60° spike with no head  
is 0.24 of a foot North of  
line corner See BTS.

Herald dinner another  
60° spike with head on  
can't read tag 0.24 of a

ft S. of random corner  
Cont'd Pg 67.

3 1/2 Round - 3x4 oblong

21.148.38 US

31

US  
2668.38  
2.54  
2670.92

US  
2640.00  
2.51  
2642.51

2641.80  
2642.51  
1.80  
2644.31

12 chain

32

US  
2640  
2.51  
2642.51

2641.80  
2642.51  
1.80  
2644.31

12 chain

33

US  
2640  
2.51  
2642.51

2641.80  
2642.51  
1.80  
2644.31

12 chain

34

US  
2640  
2.51  
2642.51

2641.80  
2642.51  
1.80  
2644.31

12 chain

Note:-  
See Page  
94.

2642.51 Harold  
2641.80 my ch

21.168.50 my ch  
21.148.38 US  
20 12  
20 12 my ch

= .00095137

call it "951" of a foot west  
for each foot west



66

33

85°57'  
 23.25  
 23.195  
 10.560 W  
 7.892.5  
 1.64  
 7.890.868.7  
 10.560 W

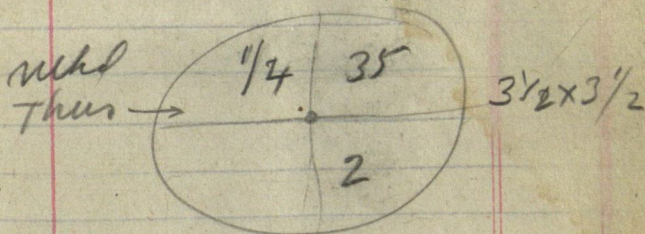
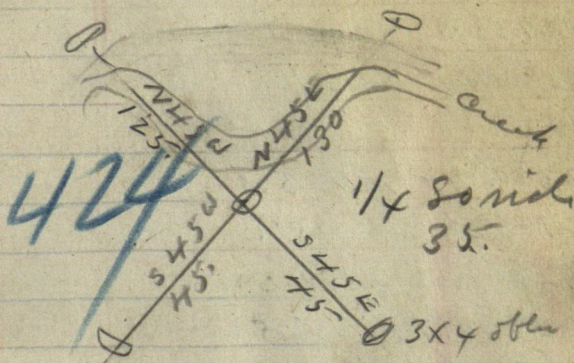
85°57'

$$\text{Sin } 99750 \times 23.25 = 23.195$$

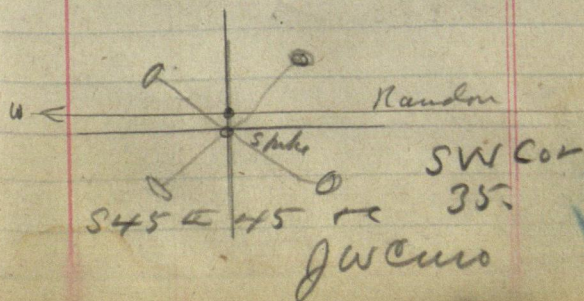
$$\text{Cos. } 07063 \times 23.25 = 1.64E$$

Jan 9-1922,  
cont'd

they also set 5. Trus  
@  $\frac{1}{4}$  Sec. 35-44-31



on line from EX W line





68

Stake  
No.

2667.5 W. is 0.0. West

5280 W. is 2612.5 W.

7920. is 5252.5 W

10560. is 7892.5 W

2595.5 is 10.488 W

5280 W. is 13.172.5 W

8244. is 16.136.5 W

10531.9 18.424.4 W

13.276 W is 21.168.5 W

34

33

32

31

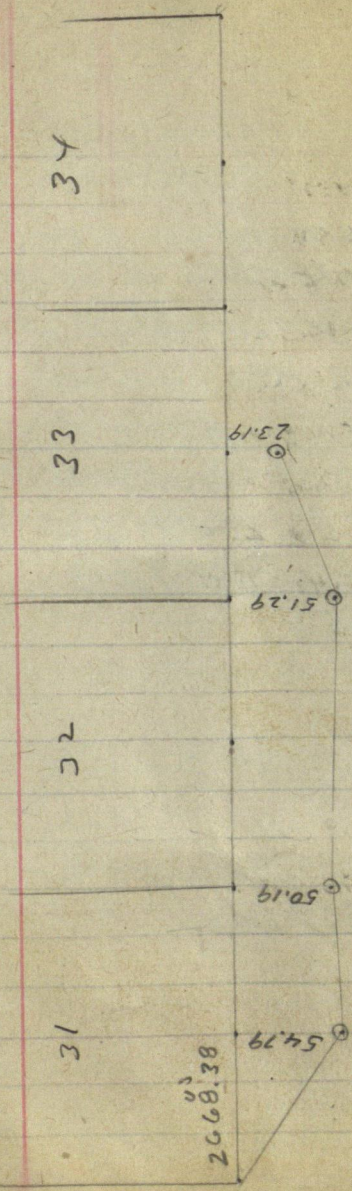
2668.38

23.19

51.29

50.19

54.79





Stake  
Nkd

✓ 2667.5 W. is 00. W. goes S. 0.24

5280. W. is 2612.5 W goes 30.01

✓ 7920 is 5252.5 goes 32.52 W to

10.560 is 7892.5 " 35.03 " "

2595.5 is 10.48 W gain 82.04 to

5280 is 13.172.5 " 40.05 W

8244 " 16.136.5 " East 281.44

10.531.9 = 18.424.4 " West 73.17

13.276 = 21.168.5 "

Jan <sup>10</sup> ~~9~~ 1922 1922?

71 3

Correction = 00095137 W  
for each foot W

|                     |         |
|---------------------|---------|
| W To 2642.51 and S. | 0.32    |
| 5285.02 + S         | 0.40    |
| 7927.53 and S       | 0.48    |
| 10.570.04 " S       | 0.56    |
| To 13.212.55 and S  | 0.64    |
| 15.855.06           | 0.72 OK |
| 18.497.57           | 0.80 OK |
| To Trip Line and S  | 0.90 OK |
| To Trip Cor         |         |

Harold and I figure little

12.45

Jan 10? I guess?

D.W.C.



72

Jan 10-1922 TUES

Harold Luscomb  
Verner Addison

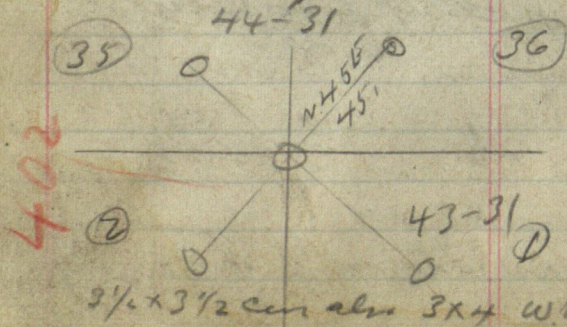
@ 8-30 AM

Had to wait for Fieldster  
Set SW Can 36-44-31

5 I.M.S. no filming  
in swamp near brush

All 45° angle 45 ft  
out turned from  
line EX W line

Under each I.M. cut  
and place short pieces  
of Tan poles to stop  
sinking



402 <sup>33</sup> 34 73  
 Jan 10-1922 <sup>2</sup> 48-31  
 (48)

Fredrick and Oscar and  
 help. get Lake dinner at  
 Adolph Anderson

I drive down and  
 take dinner with them

P.M.

Put in stake at 7920  
 then chain West 32.52  
 (See P. 70)

To 5285.02 W Then S. 0.40  
 of a foot set 5 I.M.S.  
 SW Co 34-44-31

All 45° angle + 45 ft out  
 in meadow No piling  
 Blue clay and white  
 sand in bottom

All anchored 4 to 6"  
 Tan chunks 18" long  
 for anchors  
 Regulation set.



74

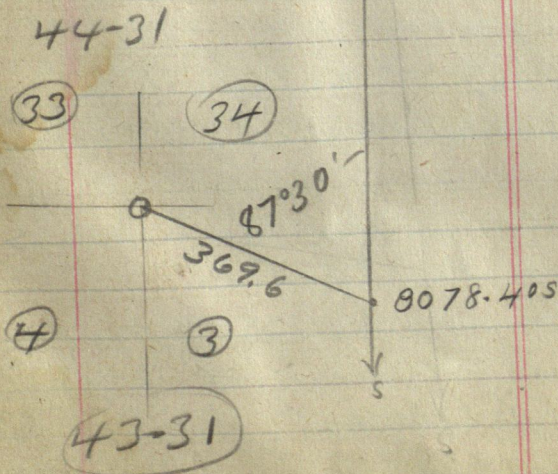
Jan 10-1922 could  
pm

Gang north to Hub

Chain from stake 6300.33  
@ 7251.80 Hub 7720 Creek  
Ex W - 6' wide  
7819.95 Hub 8078.40

spike

SW Cor 34-44-31  
bear N 87° 30' W  
369.6 ft



# Time Sheet

Jan 1922 <sup>SUN</sup> 1 2 3 4 5 6 7 8 9 10

1 1

JWC

Exp

Car

HJC.

Car

VFA

Oscar A

Frederic

1 1

1 1 1

Pay Later

1 1

V V V

V V

1

1

Board Mrs Adolph Andersen

Jan 1922

2 3 4 5 6 7 8 9 10

D D

D D

- -

- D?

D

HJC

V. Andersen

Hodge

Frederic

JWC

Note Jan 4 - With Mrs Hodge & 4 dinner see Page 53 & 54



77

August 2-1922<sup>①</sup>  
44-31 Crown Wing Twp

We are to survey a road  
Bey @ Cor 19-20-29-30.  
South 2 miles to Twp line.  
Hodge calls up 7 A.M.  
I call Roy Anderson who  
lakes his car.

I also take my Cor Alma  
and two kids

Lv Andersons car at Hodges  
house - Alma and kids stay  
at store. - Stage.

Hodge - Roy and I drive  
 $\frac{1}{2}$  a mile So. to Cor

19-20-29-30 - 44-31

dig up small iron L & N-S  
road then drive a mile  
So to Cor 29-30-31-32-

where US Nails call for

BP 12S 2E 219 = (144.54 FT)

" 12S 20W 229 = (157.14 "

" 10N 42W 123 = (81.18

" 8N 26E 164 = (108.24 FT)

Cont'd Pg 81

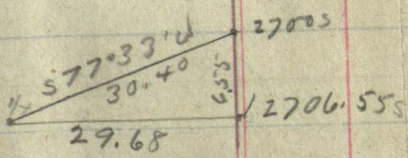
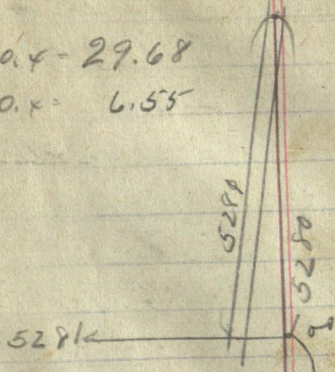
78

②

77°33'

$\sin 97648 \times 30.4 = 29.68$

$\cos 21559 \times 30.4 = 6.55$



28705 goes W 31.46 OK, Rock  
31.46 OK, Rock

Correcting

.010964 W. for each foot S.

2706.555 goes W 29.68 OK

2914.40 " " W 31.95 OK

3276 " " W 35.92 OK

1/4 12x16" Slat, New 1975

JP 15N 71°44'E 53.35' = N 71°07'E  
" 12N 49°18'W 59.40' = N 49°55'W

add 151 558°07'E line for Randon  
or meridian

77°33'



1/4 En lach 29-30

From the line looking North

Read and 1.22 2 x 16 foot 1/2 stroke.  
N 45° W 45 ft - 545 ft 45 ft

③ 21559  
30x  
86236  
64677  
6553936  
29.2.9 44  
29.69 4992  
270  
6.55  
270655  
1.010.964

2707 29.68  
2707

26100  
24363  
17370  
14242  
11280  
10128  
4520

10964  
287  
76748 2  
87712 7.3  
219.28 5  
31.46668

7144  
37  
07

49.18  
32  
49.55

2707  
2707  
29.777  
10964  
2707  
76748  
76748  
21928  
29.678548

10964  
3276  
65784 2  
7.6748  
21928  
32892  
35918064

80

(4)

Reg. 00 = 5280 S: Temp Co

Backlight Non line Can 1 mile away

So 300-600-900

1200

1500

1800

2100 2389.4 Hwt

2400

2700 Hwt

2706.55 Can auto West 29.68

2870 Hwt West 31.47

2914.4 Hwt

3000

3276 Hwt 2nd W 35.92

3300 staks

Correction = .010964 VV-

First correction 500/4



5 Aug 2-1922 cont'd

81

Sam Clay who lives on  
SW SW 29- says the old line of  
fence posts N+S about 100 ft

E of the present road is the true  
line as followed by Wm H  
Everst 40 years ago

Mr - Chism

also says this is the true sec  
line. We check upon several  
stumps and appear to find  
the SW & SE?

Clay and Chism only stay  
go half a mile E out and show  
us an old fence running North  
- they say this fence is 2 ft E  
of where old 1/4 Cr once set.

They stay only about an hour  
with us.

Anderson - Alma Kids & I  
take dinner at store

P.M.

Roy - Hodge and I monkey  
till dark at Cr 29-30-31-32

Back to Brand for our  
ride John W. Cr

Time Sheet

Aug 1922

Crow Wing; Tab 8

82

|              | 2 | 3 | 4                             | 5                             | 6 | 7 | 8 | 9 | 10 | 11   | 12                            | 13 | 14                            | 15 | 16 | 17 | SUN<br>22 23 |
|--------------|---|---|-------------------------------|-------------------------------|---|---|---|---|----|------|-------------------------------|----|-------------------------------|----|----|----|--------------|
| JWCuro.      | V | - | 1 <sup>1</sup> / <sub>2</sub> | 0                             | 0 | 0 | V | - | -  | V    | 3 <sup>1</sup> / <sub>2</sub> | 0  | 8 <sup>1</sup> / <sub>2</sub> | V  | V  | -  | -            |
| Cor          | 1 | - | -                             | V <sup>2</sup> / <sub>2</sub> | 0 | 0 | V | - | -  | V    | AM                            | 0  | V                             | V  | V  | V  | -            |
| Roy Anderson | V | V | V                             | V                             | 0 | 0 | V | V | V  | V    | 1 <sup>1</sup> / <sub>2</sub> | 0  | 1 <sup>1</sup> / <sub>2</sub> | V  | V  | V  | V            |
| Cor          | V | V | V                             | 1                             | 0 | 0 | - | V | V  | + PM | 0                             | -  | -                             | -  | -  | -  | V            |
| RRHodge      | V | V | 1 <sup>1</sup> / <sub>2</sub> | V                             | 0 | 0 | V | V | V  | V    | V                             | 0  | V                             | V  | V  | V  | V            |
| Sam Clay     | H | - | -                             | 1                             | 0 | 0 | - | - | -  | -    | -                             | 0  | -                             | -  | -  | -  | -            |
| Percy Dugan  | - | - | 1                             | -                             | 0 | 0 | - | - | -  | -    | -                             | 0  | -                             | -  | -  | -  | -            |
| Orie Behme   | H | - | -                             | -                             | 0 | 0 | - | - | -  | -    | -                             | 0  | -                             | -  | -  | -  | -            |
| Chas         | - | - | -                             | -                             | 0 | 0 | - | - | -  | -    | -                             | 0  | -                             | -  | -  | -  | -            |
| Joe Munnist  | - | - | -                             | -                             | 0 | 0 | - | - | -  | -    | -                             | 0  | -                             | -  | -  | -  | -            |
| Earl Kinney  | - | - | -                             | -                             | 0 | 0 | - | - | -  | -    | -                             | 0  | -                             | -  | -  | -  | -            |



# Board Sheet Aug 1922 Index

|              | 2 | 3 | 4 | 5 | 6 <sup>SPN</sup> | 7 | 8 | 9 | 10 | 11 | 12 | 13 <sup>SPN</sup> | 14 | 15 | 16 | 17 | 22 | 23 |
|--------------|---|---|---|---|------------------|---|---|---|----|----|----|-------------------|----|----|----|----|----|----|
| JWCus        | - | - | - | - | 0                | - | D | - | -  | D  | D  | 0                 | 0  | D  |    |    |    |    |
| Reed         | - | - | - | - | 0                | - | D | - | -  | D  | D  | 0                 | 0  | -  |    |    |    |    |
| Roy Anderson | - | D | D | D | 0                | - | D | D | D  | D  | D  | 0                 | D  | D  | D  | D  | D  | D  |
| Behome       | - | - | D | - | 0                | - | - | - | -  | -  | -  | 0                 | -  | -  |    |    |    |    |
| Duggan       | - | - | D | - | 0                | - | - | - | -  | -  | -  | 0                 | -  | -  |    |    |    |    |

With Henry Schlager

JWC

Mrs C

Reed

Roy

Baby

0

0

0

0

0

D

D

D

D

D

(82) Aug 3-1922 Thursday  
Anderson and Hodge work  
alone Anderson takes his car  
also takes dinner with Hodge  
I stay in Brammer

They Begin @ Cor 19-20-29-30  
Chain South along E of  
road set stakes every 300 ft  
Set stake 5280 South

Then go half a mile E  
to  $\frac{1}{4}$  Cor bet 29-32 - Beg  
at pt 2 ft West of old fence N.  
and Chain West along road  
2040 stake - 5280 stake  
about 2 rods E of old fence  
running north

John W Curo



Aug 4-1922

Friday. Hodge corner  
1-Brained. We leave in  
Andersons Coupe meet  
Hodge on the road - Tom Clark  
Peterson at Barrow gets us  
two men - Percy Sluggan  
(small - 15) also Chris  
Behrme (20 about)

From pt in road 5280  
south run  $\approx 90^\circ$  angle - then  
1. ft 20 and set stake in  
line with Everst's fence  
5280 20 - what 50.

Set monument 5280  
took sight 1 mile North  
on tall flag st at Im.  
Crs 19-20-29-30 and cut  
line South.

Looking North from Hut 5280  
Everst's old fence line  
running 80 rods N bear  $0^\circ 20' R$

Dinner with Mr Hodge PM-

Hodge helps us - He walks out to work  
all come home in rain - 5 in Coupe  
Oahnwee

Kimber was out in p.m. cut 2 Hrs

I showed Hodge a strip of film 1/4 BTs.

(86) Aug 5-1922 Saturday  
Anderson and his Ford Camp  
pickup Hodge and they begin  
@ 5280 - So = 0.0. and Chain South  
Adm Clay with Scythe  
See Page 80.

Reed and I L home @ 9-15 ar  
on work 10-am-

Cut and Chain till noon just  
in 4x but 31-32 - see Page 78.

Crew go to dinner - Reed and  
I stay and correct line (P 78.)

Start home @ 2-PM ar Bed 2:45

Clay - Hodge and Anderson  
run corrected line So to town  
Line - Quit at 5-25-

Anderson ar Bed 6-30 PM

Commissioner's meet. get there at  
6-PM.

Aug 6-1922 Sunday

I go to Jenkins



Aug 7-1922. Monday  
Town Board Crow Wing Twp  
meet and let contract for road  
grading 35<sup>00</sup> yds.

I get home from Jenkins  
via Nisswa where I stop and  
start survey of sec 11-13-6-28.

At Bird 12-30

Call up Roy Anderson and his  
couple - and we drive to  
Crow Wing - then 2 miles so  
meet town board then come  
back to Bemidji - no pay.

88

Aug 8-1922 Tuesday

I and Baby-Grande pick up  
Anderson. Buy lath 60¢ drive  
to Banover - see Town Clerk

then drive to crossing then 7.

Go to Co 29-30-31-32-44-31

intersect N to line line with

2 of grade road coming from  
the West and set

2x20" JP stake for line corner 8. N

N of 2 wagon track

$5280 + 42.6 = 5322.6$  South

JP 10 N  $57^{\circ}36'E$  61.35 FT

" 15 N  $24^{\circ}32'W$  67.42 "

" 10 S  $57^{\circ}50'W$  83.70 "

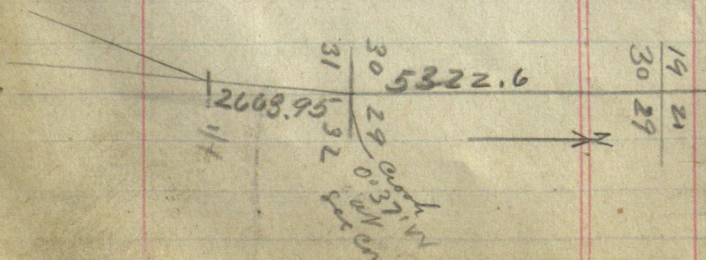
" 10 S  $55^{\circ}03'E$  59.75

Turned from line line looking

1. mil north.

Roy-Reed and I dinner with Dodge

$5280 + 2706.55 = 7986.55$





Aug 8-1922 Continued

P.M.

2334  
2337

Roy in my car driver Hodge and I  
1. Co 2-3-10-11-44-31 in E N-S  
Road. find 4 I.M. Mt Mon but  
no center monument find 2-20  
spikes 3 inches apart was  
from which Hodge and I check-  
chain Hodge's old transit  
line West.

5285- iron sec cor set by Hodge  
then chain another mile west  
but get off line and decide to  
cut out cross and re-chain the  
mile

90

Aug 9-1922 Wed

Roy Anderson and his car driver  
 to Crow Wing - pick up Hodge  
 driver to Sam Clay's corner  
 can get us crew to cut Town Lin  
 so he and Hodge rake in  
 the mile from nos. 28-30

29-30 - 44-31 also

Chain South half mile  
 get nos 31-32 -

Bag @ stake 2870 Chain So  
 5280 stake in meadow



91  
Aug 10-1922 Thursday

Roy Anderson and his car  
pick up Hodge - at Crow Wing  
also gas Munnitt drive

1- Iron mon @ Cr No 3-4-

33-34- 743-44-1231

Cut grass and small brush  
West and re-chain lower line

3-6-9-12-15-18-21-24- stakes

26-40 stake 27-30-32-36-39-42

45-48-51- stake 5190 cross

road N + - west wheel back

18 paces (50 ft p.) N of iron pipe

5280 stake in low spot in  
field almost exact spot  
where Cuss nt trip' corner

2 days ago 5400- stake

57-60-63-66-69-72-75-78-7920

Leap 1/4 81-84-87-90-93-96-

99- 10200- 10.500- 10.560 stake

Temp Cr in meadow  
West of N + road.

92

August 11-1922 Friday

I and my car pick up Roy Anderson  
we drive with Reed to stake  
near cr 1 4-5-32-33-7

43-44 N. R 31 W. Reed and  
I check chain the mile West  
and find all stakes perfect

Roy takes my car around  
picks us up for dinner with  
Hodge - Young Kinney has his  
own lunch.

P.M.

Anderson-Hodge-Kinney & I  
begin @ 10.560 West and check  
West along Horalds all the  
Earl Kinney Cut brush.

3-6-9-12-15-18-21-24-2640  
27-30-33-36-39-42-45-48  
5100 + 219.20 = 5319.2

Twp Cor 2 1/2" INT.

5319.20 My Chem.

5308 38 US " NIX  
10.82 short long

Forgot the East 5280  
see next page



$$5280 + 5319.20 =$$

$$5319.20$$

$$10599.20 \text{ my chain}$$

$$5280 + 5308.3805 =$$

$$5308.38$$

$$10588.3805$$

$$10.599.20 \text{ my Nix}$$

$$10.588.38 \text{ us Nix}$$

$$10.82 \text{ Long}$$

in 2 miles

Correction = .001021875 of a foot West for  
Each foot West

2640 W gas W

5280 " " W

7920 " " W

10560 " " W

13,200 W gas W

5308.38 " W 10.82

Figure 3 miles

5280

5280

5308.38

15868.38) 10.82 =

1.0006818859, 01

31

32

33

Top  
of

94

# Correcting

$$1/2 \ 2640 + 1.8 = 2641.8 \text{ W and S}$$

$$0 \ 5280 + 3.6 = 5283.6 \text{ W } \dots 5.56 = 5 \text{ } \dots \text{cor}$$

$$0 \ 7920 + 5.4 = 7925.4 \text{ W } \dots 5.64$$

$$210560 + 7.2 = 10567.2 \dots 5 \ 0.72 = 5 \text{ } \dots \text{cor}$$

$$1/4 \ 13200 + 9.0 = 3209.0 \text{ } \dots 5 \ 0.80 = 1/4$$

$$15868.38 + 10.82 = 15879.2 \quad \text{TVB} \quad S \ 0.90 \text{ } \dots$$

At 1/4 bet 31-6.

Station ~~mid~~  
2640 gain W 9.0 to 2649.0 W  
and S 0.80 of foot true 1/4 cor

On 31-32-

Station ~~mid~~  
5280 gain W 7.2 and S 0.72

Horn Lali



Aug 12 - 1922 Saturday

93

Roy Anderson and Reed L. at  
8-30 am for Nisawa to summer  
well -

I L. v. Reed @ 8-50 for cross wing  
at 9-10 pick up Hodge drive 1-  
1/2 - bet 6-31 - 43-44-31

At state well 2640" are at  
9.0 W to 2649.0 Then S 0.80 of  
a foot set 2x12" gp hat for  
True 1/2 Cr

gp 14 N 42°10' W 43.30

gp 51 N 155°39' W 46.85

Set also 4 iron pins anchored  
3/4 x 10" NE-NW-SW-SE all 45°  
and 45 ft away for road 9°45'  
labeled from line km E & W

Roy Anderson and Reed go in his  
Ford to Nisawa by bridge of NE  
Cr see 11-135-29. No find seen  
and Roy comes back to cross  
wing all take dinner with  
Mrs Hodge

96

Crow Wing 44-31

Aug 12-1922 Continued  
P.M.

I Ls Crow Wing @ 1-P.M. I-  
need A.E. Clearman "At  
Bed Depot at 2 P.M."

He does not come I stay all  
day in Brainerd.

Roy Anderson and Hodge  
work in P.M.

17-18-19-20 T44 R31

set small anchor rods  
NE-NW-SW-SE-45° and 45 out  
set 3/4 X 10 in

at 29-30-31-32-44-31

set Standard U.S. With Mon's  
NE-NW-SW-SE @ 45° Looking  
North and 45 out.

Had no Center connection?  
SE With Mon set in stone.

3 X 4 Copr- others just sand

Aug 13- Sunday.

got Home Brook.



97

Aug 14 - 1922

Monday.

Sand Baby Grand, pick up  
Roy Anderson L<sup>o</sup> Rd 9-02  
Ship at Bonmar get 2. Shovel  
at Crow Wing st<sup>o</sup> 9-25

get Hodge try 1. locate  
L<sup>o</sup> Cr 31-32 44-31

Dinner with Hodge  
P.M.

drive to SE Cr 32.

spike gone. Come back  
to SE Cr 31 - find Hodge  
spike @ 8240 W set limit  
10,500 on my line chain  
7.2 West. Then 0.72 of a  
foot so set 2x20" stake  
for line corner

from which old stake at  
N end of new road from 80  
bear S 35° 38' E 60.70 ft

Set 4. stakes 2x20"

NE-NW-SW-SE 45' to line  
E and W line 45' out

98

Crow Wing

44-31

Beg @  $\frac{1}{4}$  bet 31-32 - chain so

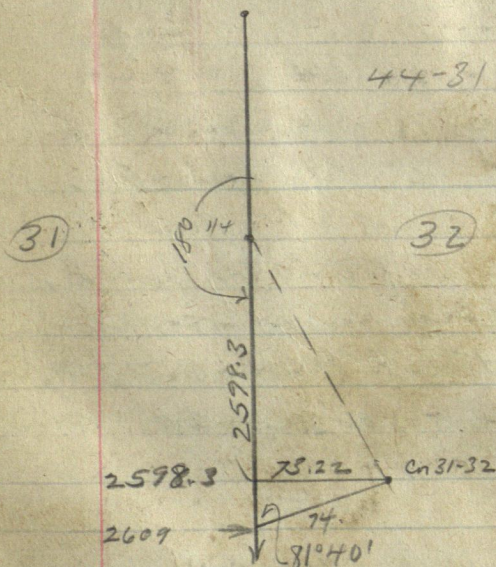
anderson + 1 rough chain

163.8 Hwt 300 - 570.4 Hwt

600, 950-1200 ~~400~~ 1342.2

Hwt 1500 1800 2100. 2400

+209 = 2609 S. Hwt

True Cn rts  $N 81^{\circ} 40' E 74.0$ 

$$81^{\circ} 40' = 8^{\circ} 20'$$

$$\text{Sin } 14493 \times 74 = 10.72 \text{ N}$$

$$\text{Cos } 98944 \times 74 = 73.22 \text{ E}$$

Correction = .02816 E for each  
link so



aug 14-1922 cont'd  
Correcting

|                       |                                        |
|-----------------------|----------------------------------------|
| 8 half mil. bet 31-32 | 44-31                                  |
| - 163.8 S ga. E       | 4.62 ✓                                 |
| 300 S " E             | 8.45                                   |
| - 570.4 " " E         | 16.05 ✓                                |
| 600 " " E             | 16.90                                  |
| - 900 " " E           | 25.34 ✓                                |
| 1200 S " E            | 33.79                                  |
| - 1342.2 " E          | 37.79 ✓                                |
| 1500 S. ga. E         | 42.24                                  |
| 1800 " " E            | 50.69 <small>Hub low<br/>slake</small> |
| 2598.3 " " "          | 73.22                                  |

Set Liann's over Corrected. Hat  
1800 look so at Sec Cn  
from which Hodges & I came  
North on line line

300 Hat and half slake

600 N " " "

64.5 N L1 meadow

L1 Barrow 6-02 at Bed 6-30  
worked 8 hrs 30 mins

To Niswaga look for B's W. side of  
look later

Jahnsd Cunn

100

Aug 15-1922 Tuesday

up at 5-am. Cloudy

Call Anderson at 5-30.

Take level road - 2 minutes fresh  
up Roy Anderson to Brannin  
in my car @ 6-40

drive to Adolph Anderson  
farm - get 5 round iron  
monuments  $3\frac{1}{2}$  in top

pick up Hodge. drive to  
Sam Clay farm where Roy  
takes my car gets 10 - oblong  
monuments  $5\ 3 \times 4$  in top

sloping shoulders

Hodge and I - rough Cg  
beg @ Cor 29-30-31-32-44-31-41  
So on random 300-524-600  
746-900-1075-1200-1500-  
1784-1800-2100-2347-2400

Roy and my car picks us up and  
we drive to Cor 31-32-5-6

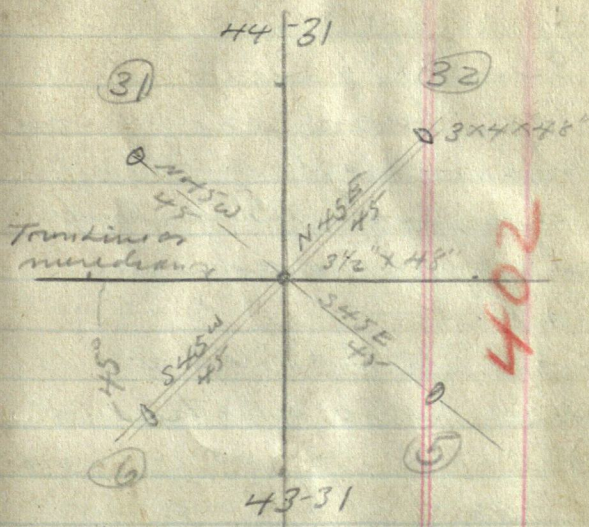
743-44-31. where we set

5 IWS in pile 607 - pine and  
oak anchor wood



Aug 15 - Cont.

101



402

Correction = .010964V See Page 80

|             |       |       |         |    |
|-------------|-------|-------|---------|----|
| 5245 gaus W | 5.75  | ✓ (V) | 26      | 27 |
| 746. " W    | 8.18  | ✓ (V) | 31      | 32 |
| 1075 " "    | 11.79 | ✓ (V) |         |    |
| 1500 " "    | 16.45 |       |         |    |
| 1784 " "    | 19.56 | ✓ (V) |         |    |
| 2100 " "    | 23.02 |       |         |    |
| 2347 " "    | 25.73 | ✓ (V) | 14      | 75 |
|             |       |       | 2663.95 |    |
|             |       |       | 29.68   |    |

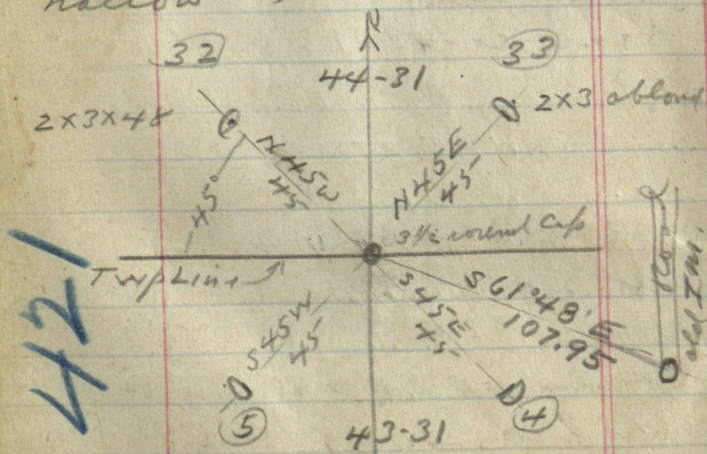
Bat. (Elden 308-416 N. Hallie)  
 for portbridge log  
 John W. Curran

710.2 Aug 15-1922 Continued  
 Dinner with H. & L. & J.  
 P.M.

Correcting (see Page 94)

$1745280 + 3.6 = 5283.6$  W on  
 our last chained random line  
 (which is Kacall's old line)  
 we chain south 0.56 of a foot  
 and set standard I.M.  
 for line corner

32-33-4-5-T43-44 N  
 R 31. W, set in deep round  
 hollow



Turned from line E & W Twp  
 line as meridian



Aug 15-1922 Wed

103

old man (Pete) Anderson  
says "Ralph" set the old run  
35 years ago it stands

$56^{\circ}58'E$   $107.95'$  and is a  
2 1/2 inch run Pete says he

dug it in 7 years ago and  
that this road leading N  
was built 30 years ago

At pt in road we find  
a  $7 \times 2 \times 10$  " plate on line line  
and another plate on random  
line 0.56 of a foot North of  
line line  
Home Lake

Aug 16-1922 Wed

all AM in Brammer  
PM

Anderson and I in my car  
go to Mirwa Rock

John W. Cress

104

Aug 17-1922 Thursday

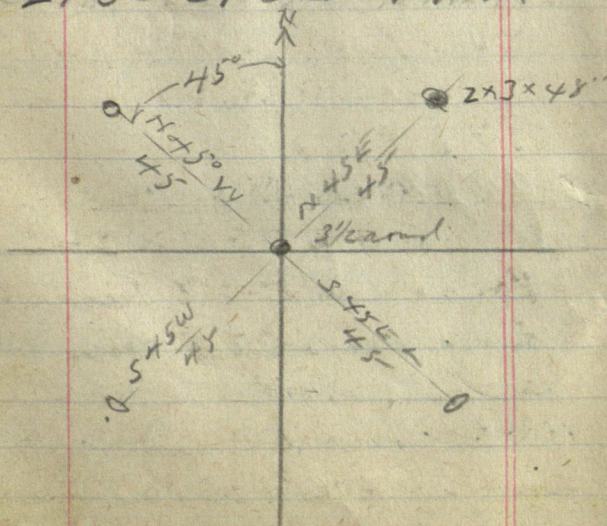
I pick up Roy Anderson  
 at Crow Wing @ 8 am.  
 get Hodge and we continue  
 finishing up IM5- @  
 Con. li 4-5-32-33-

43-44-31

Ground too hard to dig  
 so we go home for

Dynamite.

Stop and finish setting Con. To  
 29-30-31-32-44-31





195  
Aug 17-1922 Continued  
dinner with Hodge  
PM

we get 4 sticks dynamite  
4 caps - 6' fuse 21 each  
and finish setting TMS at  
4-5-32-22 - see page 102

Walk half a mile west  
and at stake 7920 - chain  
west 5.4 - pt 1. 7925. x W  
work transit on line on  
random ch 5.0 - 64 ft

(See Page 94) and set  
2x2x15" pop. stakes for

True 1/2 bet 5-32-  
T43-44 N R 31 W

BTS Y<sub>2</sub>

Oak 12 N 30° 35' W 33.18

" 11 S 41° 08' W 29.70

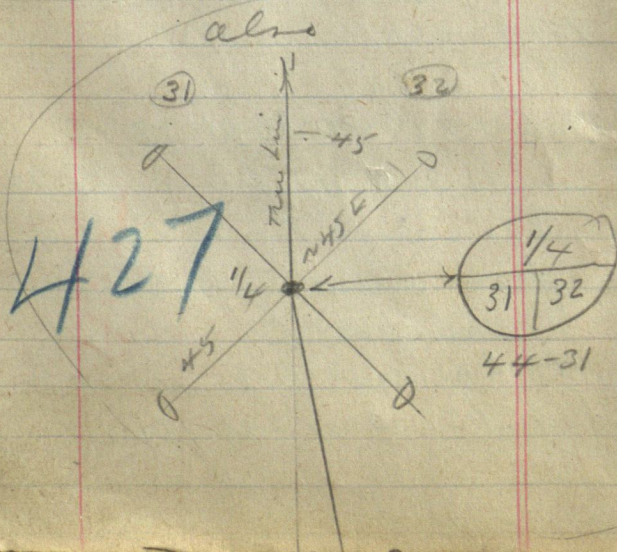
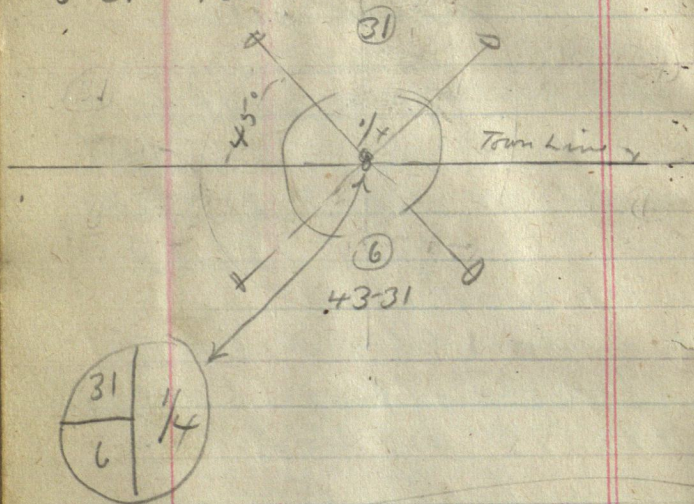
For reads 7' 45' linned  
from line Twp line  
looking East

Hodge and I correct 1/2 mile  
bet 31-32 - See Page 101

106

44-31 Crow Wing

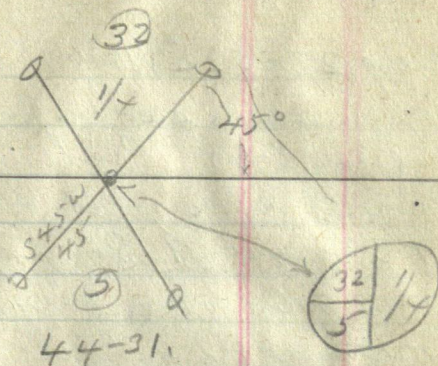
Aug 22-1922

Roy Anderson and his car  
pick up Hodge.Plat in 5 IMS @ 1/4 bet  
6-31 43-44 31'



Aug 22-1922  
Cont'd

107



Aug 23-1922 Wed

Roy Anderson and his Co  
to Red 8-45 Pick up Hodge  
Correct  $5\frac{1}{2}$  mile bet

31-32-44-31 See page 99.

Then chain

South along true line  
bet 29-30-44-31

3-6-9-12-15-18-21-24-27

30-33-36-39-42-45-

48-51 + 224.7 = 5324.7

intersect iron corner to  
29-30-31-32.

Correcting back

@ 2700. So Chain North  
37.65 to

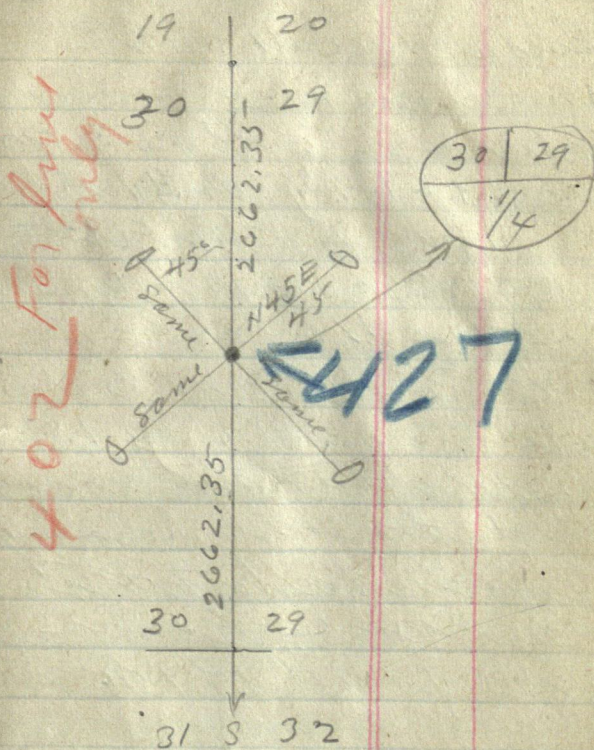
2662.35 where we set  
5 Standard iron Monu-  
ments.

Nat'l - PM drive to Adolph  
Anderson's and get dinner.



Aug 23-1922 cont'd

109



Home Cal-

T44-R. 31

Monday Dec 11-1922

Roy Anderson & his son  
take me to the SET camp  
No 33-T44-R. 31 where  
we walk 1/2 mile E +  
establish trap line  
between 4 & 33 and  
set traps for S.V.S.  
monuments. @ 11:30  
A.M. Starts to snow  
and keeps snowing  
harder all the time  
so come home  
snows all P.M.

Ivan Babcock



Jan 8-1923

(11)

John W Curot & Co  
Lake J P Babcock  
PM

drive to John P Johnson  
farm 80 acres S  $\frac{1}{2}$  NE  $\frac{1}{4}$   
27-44-31 Corner

1898- old fence run-  
ning E  $\frac{1}{4}$  Sec 26-27  
was built when Johnson  
came - the road W-  
thru E of sec 27 has  
been built 18 years  
or more

Notice of road con-  
struction thru E & W of  
Sec 27 - served on John  
March 15-1910

mentions the road was  
allowed Dec 20-1904  
Arthur Laughery  
Charles Perkins  
Francis Maddock

We see Johnson  
also Hodge @ Crow Wino  
John W Curot

Jan 9-1923

(112)

Cure & car with Bob  
meet Kinnis  
and his team with his son  
Earl Kinnis waiting at  
Barrow get 8 PM &  
drive 2 miles to to car  
NW Cor Sec 27-

US Naves say

BP12S 20°W 38-25.08 OK

BO8N 32°W 50-33.00

BO10H 47°E 78-51.48 OK

BP10S 55°E 57-37.62

We set stakes by flat Ch  
from NE to SW stops at which pt.  
Gus Halstrom & I dug up old  
port marks lost year

Old BTS now placed N 37°E 51.48

" " S 50°W - - 25.08

NW BTS v.g. 12" GP N 72°15'E 61. old black  
oak 8" N 70°12'W 35.75-

16" GP S 66°55'W 76.30

Oak 8S 42°55'E 84.0

road N. or meridian Bab & I  
go home to dinner



Jan 9-1923 Cold

(113)

PM

Kinnis & son dig holes 5 PM  
Bab & I go home to Bed for  
dinner

PM

I and Bab go to NW Cor sec  
27-44-31 where I & Bab  
take Kinnis and go to  
Adolph Andersons for  
iron monuments set  
at where Beavers fill  
hole for corner with Hay  
Pond back to Beavers

Jan 10-1923

Bab & my car meets  
Kinnis & son with their car  
and they finish setting  
NW Cor sec 27.

Bab comes home to Beavers  
to dinner PM gas back  
Car freezes up Home @ 3-PM.

Dec 1922 Time Sheet

|              |       |  |
|--------------|-------|--|
|              | 11 12 |  |
| IP Babcock   | 1/2   |  |
| Roy Anderson | 1/2   |  |
| Cor          | 1/2   |  |

Jan 1923

|                |                    |                             |
|----------------|--------------------|-----------------------------|
|                | 8 9 10 11 12 13 15 | 23 24                       |
| JWC            | 1/2 1 1 1 1 1 1    | 1/2 1/2 1/2 1/2 1/2 1/2 1/2 |
| Cor            | 1/2 1 1 1 1 1 1    | 1/2 1/2 1/2 1/2 1/2 1/2 1/2 |
| IPB            | 1/2 1 1 1 1 1 1    | 1/2 1/2 1/2 1/2 1/2 1/2 1/2 |
| Oren W Kinney  | 1 1 1 1 1 1 1      | 1/2 1/2 1/2 1/2 1/2 1/2 1/2 |
| Earl M. Kinney | 1 1 1 1 1 1 1      | 1/2 1/2 1/2 1/2 1/2 1/2 1/2 |
| Team           | 1 1 1 1 1 1 1      | 1/2 1/2 1/2 1/2 1/2 1/2 1/2 |

Walt Jan 15-1923 Babcock & I get dinner with Hodges



Jan 15-1923

Bab & I go to Crow Wring  
in my car. Then up to see  
Kinney - He is away Back  
take dinner with Hodge  
Home to beamed in m.  
No charge only for dinner  
with Hodge

Jan 22-1923  
PM

Bab and I with my car  
meet Oren W. Kinney  
and his team with his  
son Earl Kinney

Li my car at Hodges drive  
to NW Cor Sec 27-

Gibbons & Earl Kinney of  
Do bet 27-28 - along road  
3-6-9-12-1337.0 - past alch  
1337.70 by F. Park  
fence runs E & W, road  
lives SE. @ 15-18-21-24  
2700 - 33 = 2667.0 & fold  
Big 8" Ash port set by

116

old Surveyor for  $\frac{1}{4}$  Cor  
bet 27-28 T R.

from which smaller old. old  
stakes + wire fence run  
N-S-E.

Bab + Kninner Lake T to E on  
road - back right E on  
white Paper on fence post  
0.50 of a foot N of pt where  
we finally locate  $\frac{1}{4}$  on E  
side. See 27 Hit at 6.80.20  
 $\frac{1}{4}$  on W side

(27)

(28)  $\frac{1}{4}$  ————— 5255.  $\frac{1}{4}$  26  
about

Bay @  $\frac{1}{4}$  on W side ch

E on Q see 27

300-426 E Hub - 692.00 road

N to 1289.5 Fence E of Ach

to run N, @ 1935 Fence S.

2068 Hub on road

2614 Fence N-also-S,

3924 Fence S, 5255.5 E

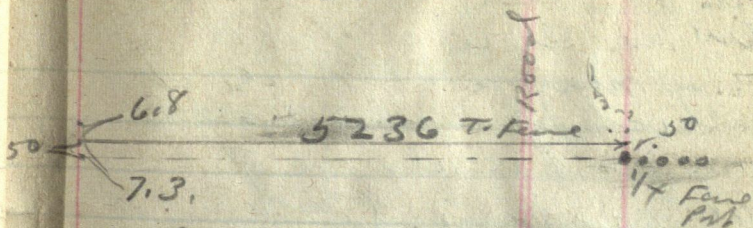
Q N to Road 70.50 W of  
fence post.



N

5255-5-  
70-  
53360

117



Concilio = .0014 N

Hub 2068E = 3187W 7900

S. 0.50 then N. 4.50 = 4.0

N when we drive a  $3/4 \times 10''$  IM.

Hub 426E = 4830 W and

see 50.8 then 6.75 N =

6.25 N when we drive  $3/4 \times 10''$  IM.

At  $1/4$  W side 27 bet 27-28.

we find big old moss covered deeply scarred 8" Elm (or ash) post The only big post in sight old fence are tied to this post N-S-E and old line of abandoned fence post still show N-S-E

118 Jan 23-1923 Cont 7  
as this old post leans  
NW we drive a  $3/4 \times 10''$   
Iron Mon on SE side of  
which pt Center of ~~stake~~  
big post would be if  
straightened up  
New BTS Vis  
3" Alder West 14.80 ft  
7" Pop N about  $20^\circ E$  36.25  
ft

Back to Crow Wing with  
Krim then home after dark  
with our car

Jan 24-1923  
Make out Report

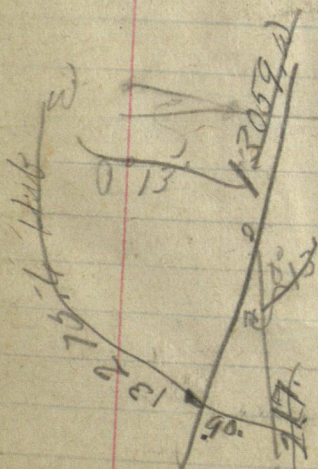
Jahm W Cuno



244



~~12696.7 Hrb,~~



51

~~10531.9~~ 

~~8308.1~~

~~South~~

~~W. 1/4~~

~~10536 Fence 1/4 S~~

~~11277.2 Hinder~~

~~11724.4~~

~~11816 Fence 1/4 S~~



3698 Hub

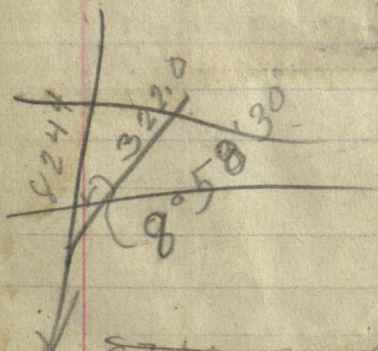
5285.20 "

6346 road work

6517.7 Hook

7182.5 "

8244 Hub



9720 road work

9862.3 Hook

10531.9 "

~~299.00~~  
~~135.20~~  
~~164.80~~

~~623 Hub~~

~~1290.5~~

~~1690 Foot of Hill/Loam~~

~~2235.20 Hub~~

~~2582 Road~~

~~2595.5 Hub~~

~~2595.5~~

53.10

7

53.10



561° 48' E 107.95

2643  
33  
267

~~7498.9 Hat~~ 2631.3  
2607

~~8236.4~~ " ~~cut~~ <sup>243</sup> ~~Line~~

~~15 ft from Hat piece~~ N 95 road

~~8477 19 Creek~~

~~87 creek~~ ← 2

~~9018.7 Hat~~

~~9600 Hat~~

~~10222.2 Hat~~

~~12568 1/4 cut into~~

~~2325/11~~ 83° 57' 30"



69



Sec. 23-141-28 2-7

34-141-28 8-22

23 33

34 37

38 47

140-29 P. 51-64

141-27-28 65-92

140-27-28 — 65-92



(2)

Sec. 23-141-28

N

|            |        |          |
|------------|--------|----------|
| N. 1°03'E  | 1909.4 | } 2698.4 |
| N. 1°03'E  | 1762.2 |          |
| N. 1°03'E  | 1725.2 |          |
| N. 89°11'W | 1375.4 |          |
| N. 88°36'W | 1266.5 |          |
| N. 88°36'W | 2674.3 |          |
| S. 5°49'W  | 1324.0 |          |
| S. 0°27'W  | 1362.9 |          |
| S. 0°27'W  | 2658.5 |          |
| S. 88°05'E | 2701.7 |          |
| S. 88°05'E | 2701.7 |          |

|            |        |
|------------|--------|
| N. 88°36'W | 2674.3 |
| S. 5°49'W  | 1324.0 |
| S. 0°27'W  | 1362.9 |
| S. 88°25'E | 2747.6 |
| N. 1°25'E  | 2692.1 |



(3)

## TTE-Survey of 1917

| N        | S      | E      | ✓ | W      |
|----------|--------|--------|---|--------|
| { 1909.4 | 49.4   | { 35.0 |   |        |
| { 1762.2 |        | { 32.3 |   |        |
| { 1725.2 | 49.4   | { 31.6 |   |        |
| 19.6     |        |        |   | 1375.4 |
| 30.9     |        |        |   | 1266.5 |
| 65.3     |        |        |   | 2674.3 |
|          | 1317.2 |        |   | 134.2  |
|          | 1362.9 |        |   | 10.7   |
|          | 2658.5 |        |   | 20.9   |
|          | 90.4   | 2701.7 |   |        |
|          | 90.4   | 2701.7 |   |        |
| 5512.6   | 5519.4 | 5502.3 |   | 5482.0 |
| 65.3     |        |        |   | 2674.3 |
|          | 1317.2 |        |   | 134.2  |
|          | 1362.9 |        |   | 10.7   |
|          | 75.9   | 2747.6 |   |        |
| 2692.1   |        | 66.5   |   |        |
| 2757.4   | 2756.0 | 2814.1 |   | 2819.2 |



(4)

N. & S.  $\frac{1}{4}$ 

|                     |        |
|---------------------|--------|
| N. $88^{\circ}36'W$ | 2674.3 |
| S. $5^{\circ}49'W$  | 1324.0 |
| S. $0^{\circ}27'W$  | 1362.9 |
| S. $0^{\circ}27'W$  | 2658.5 |
| S. $88^{\circ}05'E$ | 2701.7 |

|                    |        |
|--------------------|--------|
| N. $1^{\circ}28'E$ | 5363.7 |
|--------------------|--------|

|                     |        |
|---------------------|--------|
| N. $88^{\circ}25'W$ | 5410.7 |
| S. $0^{\circ}27'W$  | 2658.5 |
| S. $88^{\circ}05'E$ | 2701.7 |
| S. $88^{\circ}05'E$ | 2701.7 |

|                    |      |
|--------------------|------|
| N. $1^{\circ}03'E$ | 2683 |
|--------------------|------|

|                     |        |
|---------------------|--------|
| N. $1^{\circ}03'E$  | 2713.8 |
| N. $89^{\circ}11'W$ | 1375.4 |
| N. $88^{\circ}36'W$ | 3940.8 |
| S. $5^{\circ}49'W$  | 1324.0 |
| S. $0^{\circ}27'W$  | 1362.9 |
| S. $88^{\circ}25'E$ | 5410.7 |



Line

N

S

E

W

65.3

1317.2

2674.3

134.2

1362.9

10.7

2658.5

20.9

90.4

2701.7

65.3

5429.0

2701.7

2840.1

65.3

2701.7

5363.7

138.4

5363.7

137.3

5429.0

2839.0

149.5

5410.7

2658.5

20.9

90.4

2701.7

90.4

2701.7

2839.3

5403.4

2683.0

48.7

2832.5

2839.3

5452.1

5431.6

2898.5

5453.8

5453.8

2713.8

49.7

19.6

1375.4

96.2

3940.8

1317.2

134.2

1362.9

10.7

149.5

5410.7

2829.6

2829.6

54604

5461.1



6  
cont 2/16 2/17  
N. 1°03'E 2698.4

N. 1°03'E 2698.4

### Co-Ordinates

|             |        |        |
|-------------|--------|--------|
| S.W. Cor    | 180.8  | 0.0    |
| S. 1/4 Cor  | 90.4   | 2701.7 |
| S.E. Cor.   | 0.0    | 5403.4 |
| E. 1/4 Cor. | 2698.4 | 5452.8 |
| N.E. Cor    | 5396.8 | 5502.2 |
| M.C.        | 5416.4 | 4126.8 |
| N. 1/4 Cor. | 5447.3 | 2860.3 |
| N.W. Cor.   | 5512.6 | 186.0  |
| M.C.        | 4195.4 | 51.8   |
| W. 1/4 Cor  | 2832.5 | 41.1   |
| S.W. Cor.   | 174.0  | 21.2   |



|               |        |         |
|---------------|--------|---------|
| N.E. Cor.     | 5396.8 | 5502.2  |
| E. 1/4 Cor.   | 2698.4 | 5452.8  |
| Divide by 2 - | 8095.2 | 10954.0 |
| N.E. 1/16     | 4047.6 | 5477.0  |

|            |        |        |
|------------|--------|--------|
| N.E. Cor   | 5396.8 | 5502.2 |
| N. 1/4 Cor | 5447.3 | 2860.3 |
|            | 50.5   | 2641.9 |

N. 88° 54' W  
88° 35'  
21 89

N. 88° 44' W N. 1/16 Line (comp)

N. 88° 54' W  
N. 88° 25' W  
N. 88° 40' W N. 1/16 Line (Plat)



Longville

Sec. 34-141-28

$$\begin{array}{r} \text{Int. } 1334 + 10.6 \\ 1333 + 38.3 \\ \hline 72.3 \end{array}$$

$$\begin{array}{r} 195.4 \\ 72.3 \\ \hline 123.1 \end{array}$$

$$\begin{array}{r} 1337 + 23.6 \\ 1333 + 38.3 \\ \hline 385.3 \end{array}$$

$$\begin{array}{r} 1335 + 33.7 \\ 1333 + 38.3 \\ \hline 195.4 \end{array}$$

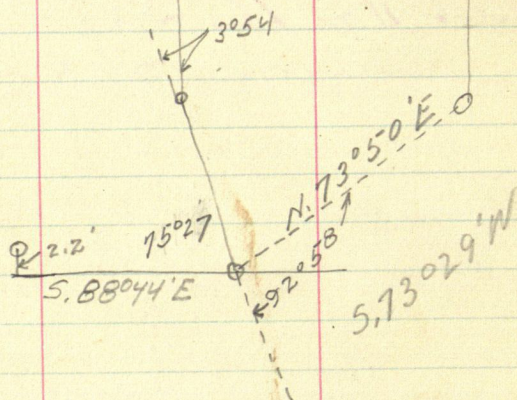
$$\begin{array}{r} 1335 + 33.7 \\ 195.4 \\ \hline 133729.1 \end{array}$$



179

John Rouse worked  
3. days.  
Jim Harvey 1. day and 2  
has 11 mules & 4 horses 3.12  
Wilson worked 2. days

10)

R.  $3^{\circ}54'$  $92^{\circ}58'$  to M.C. on Sec. Line

Set up on hub

|              |              |
|--------------|--------------|
| 683.5        | 702          |
| <u>681.2</u> | <u>699.6</u> |
| 2.3          | 2.4          |

|              |       |
|--------------|-------|
| 172.2        | 1.17. |
| <u>297.0</u> |       |
| 469.2        | 1.17. |
| <u>305.2</u> | 1.17. |



196  
76  
272

(2)

11

N 143° 7' W

3° 54'

N 10° 43' W

8° 26'

N 2° 17' W

92° 21'

N. 89° 56' W

274.5'

92° 21'  
2° 17'  
90° 04'

274.5' N. 88° 36' W

92° 21'

180° 57'

180° 00'

S. 88° 32'

274.5

S. 0° 57' E

8° 26'

S. 13° 12' E. 138.4' 633.7' S. 9° 23' E.

918.2

3° 54'

1163.6' S 13° 17' E

918.2

75° 27'

2081.8

S. 88° 49' E

S. 13° 17' E

92° 58'

106° 15'

N. 73° 45' E

Jeanne Burroughs -  
H. Leines

2011 Wash. Ave. N.

Assistants - Ralph Manders  
John Tabaka

April 19-1929

2 beds - 5 meqls

April 18-1929

Credit 2<sup>00</sup>

" 17-1929

Bal. Leines. \$25<sup>00</sup>

" 16-1929

" Burroughs - 23<sup>00</sup>

Total \$48<sup>00</sup>

12

Ralph Fuller

205-230'



(4)

13°31'

1 N



SEC COR 4 - ORIGINAL B.T.

NEW B.T. 0 SPRUCE 10"  
S-W

NEW B.T. 0 SPRUCE 10"  
S-E

CORRECTED LINE 2596.13

NEW B.T. 0 JACK PINE 12"  
N 67° W

NEW B.T. 0 POPAL 6" N 30° E  
2 - ORIGINAL B.T.

SEC-24-41-21

SEC-19-41-21

CORRECTED LINE 2615.24

30° 07'

NEW B.T. 0 JACK PINE 14"  
N 36° W

NEW B.T. 0 JACK PINE 14" N 32° E

3. ORIGINAL B.T.

16

2421

o

oo

o



5 17

12-4-08  
12-4-08

IRON MON. SET BY KREIWITZ

OTree

OTree

CORRECTED LINE  
1121  
1204

CRACK

Sec-13-61-21

Sec-18-61-21

2-ORIGINAL B.T.S

NEW RT. O JACK PINE: 8"  
S-W

NEW RT. O JACK PINE: 12-5802E

CORRECTED LINE  
1419  
5131"

12-5-08

12-7-08

SECCOR TWO ORIGINAL B.T.

2412.8  
1248" L

Sec 12-61-22

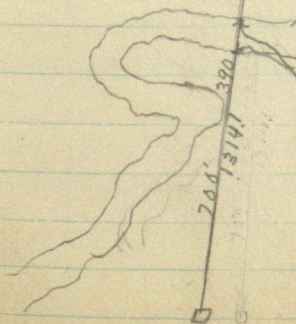
Sec 7-61-21  
SET BY KREI WITZ

CORRECTED LINE  
13141

07/6 IRON MON SET BY KREI WITZ

BEAR RIVER

206'  
13141  
390'





20

73

24/6/3

RANDOM

5/4

7(21)

12-8-08  
52.1  
B.T.  
PIPE  
STUB 1/2  
N 31 E

ORIGINAL POST  
SEC COR  
ONE ORIGINAL - B.T.

47.2

P&P 1"  
S 38 E

2615.7

1-36" R

SEC - 1 - 61-22

42  
N 80 E  
SEC - 6 - 61-21  
ONE ORIGINAL B.T.

52.9

O.P.  
S 45 E

2624.5

0810" R

IRON PIPE  
N 60 W - 40.5 -

40.5  
IRON PIPE S 60 W



22)

0

0

90°

R

123

0

0

5120. RANDOM LINE

1223" R

2560.98

0/4

ESTAB 1572

3562.32

0

0

N

8/23

12-9-08  
12-10-08

IRON PIPE  
N 45° W

IRON PIPE  
N 45° E

ORIGINAL POST  
NO ORIGINAL B.T.

OLD ORIGINAL POST  
NO ORIGINAL B.T.

PINE  
STUB 30° 0' S 69° W

IRON PIPE  
S 45° E

CORRECTED LINE

SEC-36-62-22

SEC-30-62-21

HUB ESTABLISHED

SAND CREEK  
SAVERDUGH

CORRECTED LINE

15/2.8

ORIGINAL POST  
ON ORIGINAL B.T.



24

90° 00'

120.8

41100

2000'  
RANDOM LINE

1229"

POPOLELO B.T.  
69.6 N 70° E

85.2

POPOLELO  
532° E

213956

210037

6"  
POPAL OBT  
N 43° W 4.3

12-1108

TWO ORIGINAL BTL  
ORIGINAL POST

593.1

TWO ORIGINAL BTL  
ORIGINAL POST

46.2  
BTL O POPAL: 6"  
5483N

SEC-25-62-22

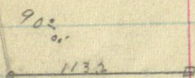
SEC-30-62-21

STA 21+34.5 HUB

12 29" T<sub>1</sub>-R

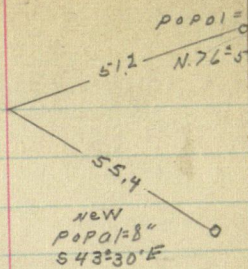


20



4.33

1224"



10

IR & N.M

J. PINE, 13"  
N 73° W

J. PINE, 13"  
N 73° W

→ 27.0

TWO ORIGINAL B.T.S.  
ORIGINAL POST

1901 Nov 23

J. PINE, 12" O  
5784 W

J. PINE, 12" O  
5784 W

ROAD

SPRING CREEK

CORRECTED LINE

sec-19-62-21

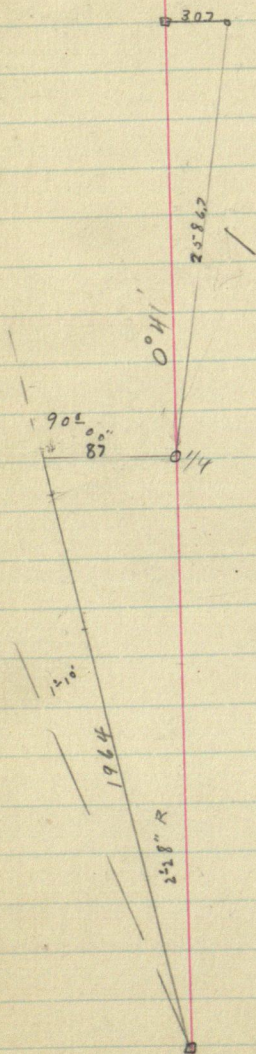
Sec 24-62-22

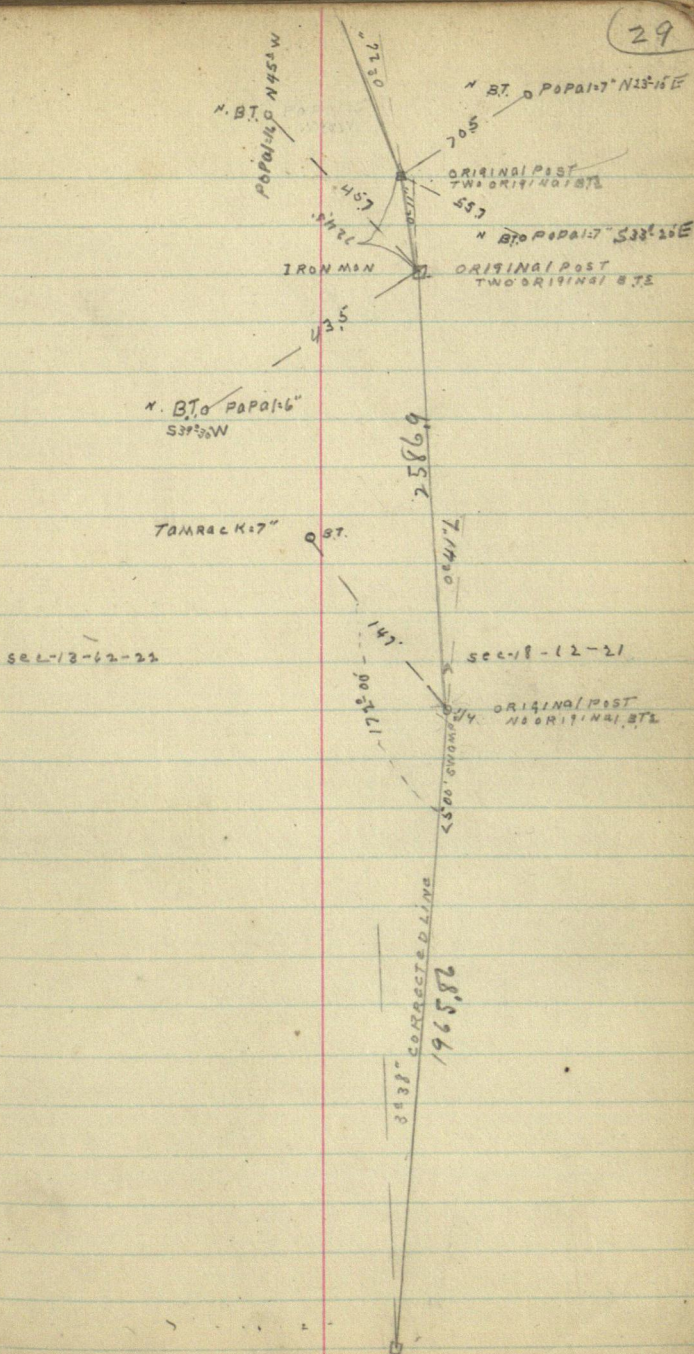
46312

1825-1826



28



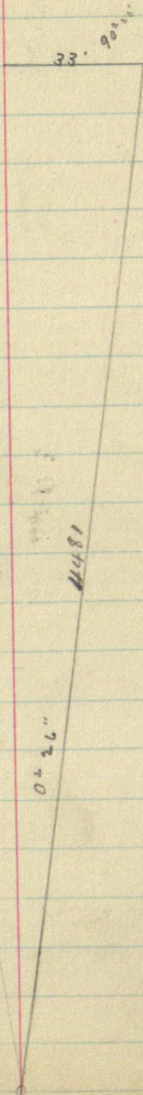




30  
 $\frac{123}{104}$   
 $\frac{19}{75}$

113

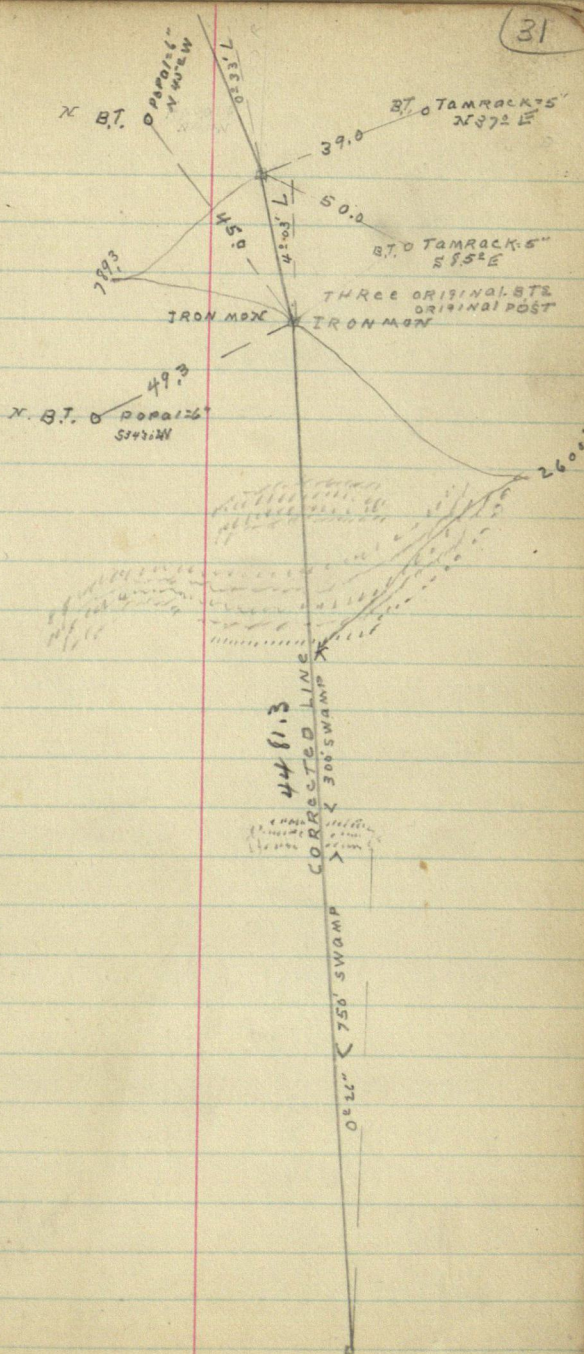
33  
 $\frac{150}{185}$   
 $\frac{35}{2}$



33.90°

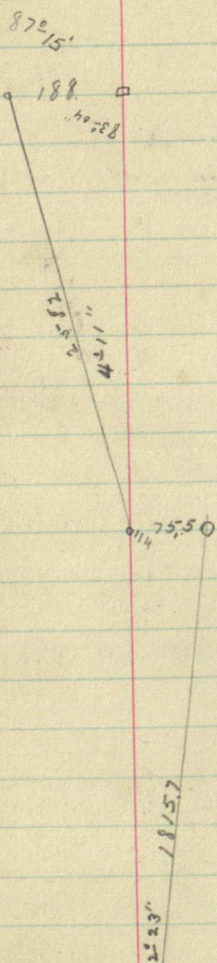
11481

0.26"



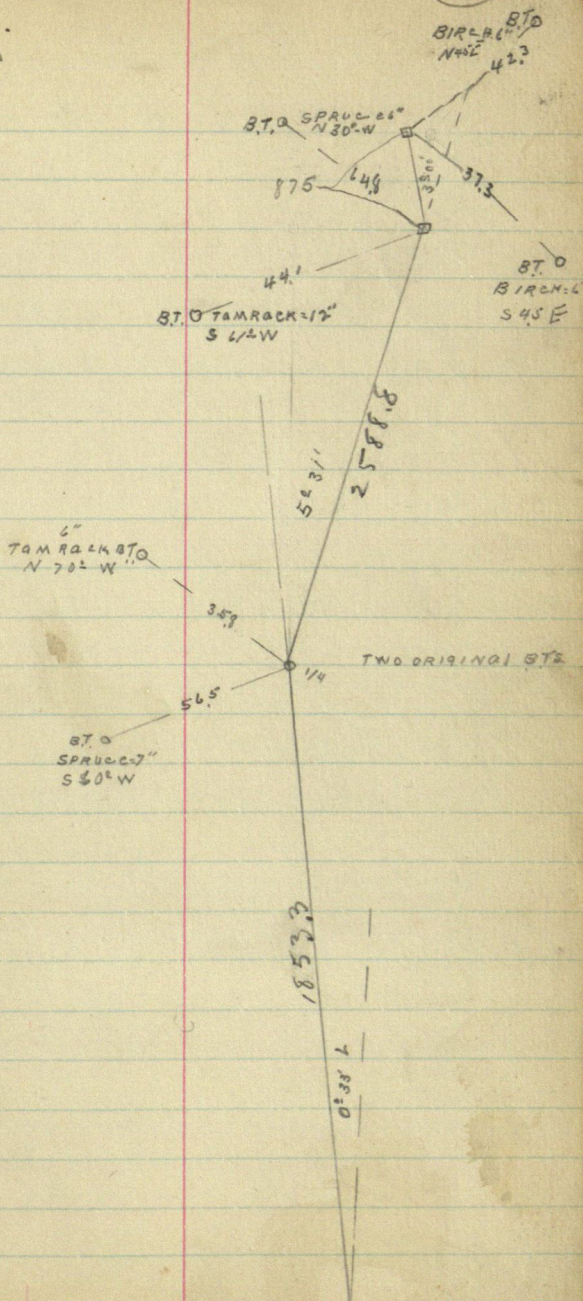


32)



875.

(33)





(34)

Segog

Sec 18 - 49 - 15

O'Rourke.

Location.

Located SE corner by W. Pine  
bearing tree. other tree gone.

S.E. corner

White Pine 30 N 70° E 15 links

S  $\frac{1}{4}$  Post Located by Tam.  
bearing tree.

Tam. 12 S 64 W 54 Links

N.W. corner Located by Tam.

Tam 8 S 47 W 56 Links

N.E corner Located center  
of cross roads.

Sign Pole N 37° E 30 ft.

W  $\frac{1}{4}$  Post. Located by Y Birch

Y Birch 10 S 18 E 16 Links

N.E Cor. of the SE Forty of the  
N.W  $\frac{1}{4}$ . 1309.8' N. of C Post.

1357.8  
 45.  
 1309.8

35

Sta. Pt Distance

NW Cor NE Cor 5369.6 =

NW Cor N $\frac{1}{4}$  Post 2736.48

NE Cor N $\frac{1}{4}$  Post 2633.14

N $\frac{1}{4}$  P Center of Sect 2716.9

NE Cor SE Cor 5757.

NE Cor to E $\frac{1}{4}$  Post 2628 $\frac{1}{2}$

C Post To N $\frac{1}{4}$  Post 2619.3

C Post to SW Corner of S.E. Forty  
 of N.W.  $\frac{1}{4}$  1301.8

9.8



N.W. to N.E.

$$81.57 \times 66 = 5383.62 \text{ North Line}$$

$$5383.62 - 5369.6 = 14$$

$$41.57 : 40 = 14 : x$$

$$81.57x = 560$$

$$x = 6.86$$

$$14 - x = 7.14$$

$$2640 - 6.86 = 2633.14 \text{ N}^{\frac{1}{4}} \text{ to NE Cor.}$$

$$2743.62 - 7.14 = 2736.48 \text{ N}^{\frac{1}{4}} \text{ to N.W. Cor.}$$

W $\frac{1}{4}$  to C. Post

Measured, 2716.9

$$21.57 + 21.90 = 43.47$$

$$43.47 : 2 = 21.74$$

$$21.74 : 20 = 2716.9 - x : x$$

$$5433.8 = 41.74x$$

$$x = 1301.8$$

$$2716.9 - x = 1415.1$$

Ran Random Line N from  
S  $\frac{1}{4}$  Post and then ran  
Correction Line back.

Ran Random Line from E  $\frac{1}{4}$  P  
to W  $\frac{1}{4}$  P and came 94 ft.  
to far South.

Ran 46 ft N from Point  
where E & W Random line  
cut N & S Correction Line  
and placed Iron Post for  
Q Post of Section.



38)

Sta.

1

2

3

4

5

6

7

8

9

10

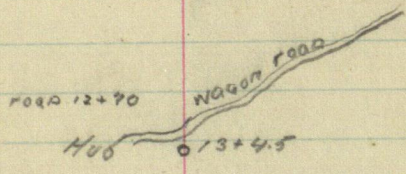
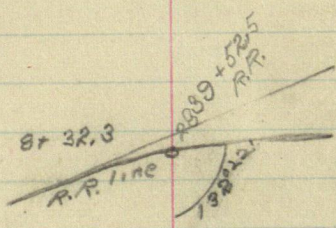
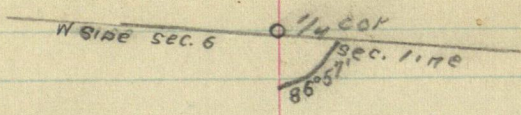
11

12

13

+ 4.5

W



E



40)

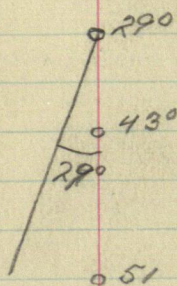
Meander Line starting from  
M.C. on W side of sec. 8

| Sta. | Dist. to river |                 |
|------|----------------|-----------------|
| 1    | 25             |                 |
| 2    | 35             |                 |
| 3    | 40             |                 |
| 4    | 45             |                 |
| 5    | 42             |                 |
| 6    | 44             |                 |
| 7    | 45             |                 |
| 8    | 33             |                 |
| 9    | 15             | Angle to right. |
| 10   | 38             |                 |
| 11   | 27             | " " "           |
| 12   | 41             |                 |
| 13   | 40             |                 |
| 14   | 13             | " " "           |
| 15   | 53             |                 |
| 16   | 58             |                 |
| 17   | 24             | " " "           |
| 18   | 44             |                 |
| 19   | 38             |                 |
| 20   | 20             |                 |
| 21   | 36             |                 |
| + 50 |                | " " left        |
| 22   | 51             |                 |

From M.C. to river 15 ft

M.C.

70°



+ to top of bank 15

" " " " 25

" " " " 14

" " " " 13

" " " " 15

19

18

65° 30'

38° 15'



42

| Sta.   | Dist. to river |            |
|--------|----------------|------------|
| 23     | 75             |            |
| 24     | 108            | ↳ to left  |
| 25     | 97             |            |
| 26     | 102            | ↳ to left  |
| 27     | 67             |            |
| 28     | 75             |            |
| 29     | 63             |            |
| 30     | 60             |            |
| 31     | 58             |            |
| 32     | 56             |            |
| 33     | 85             |            |
| 34     | 94             |            |
| 35     | 92             |            |
| 36     | 102            |            |
| + 89.2 |                | ↳ to right |
| 37     |                |            |
| 38     |                |            |
| + 77.7 |                |            |



+ to top of bank 20 ft

" " " " 54

" " " " 33

" " " " 9

+ to top of bank 8 ft.

" " " " 4 "

" " " " 15 "

" " " " 10 "

" " " " 13 "

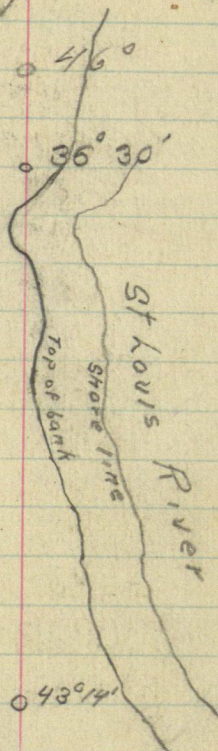
" " " " 23 "

" " " " 45 "

" " " " 47 "

" " " " 65 "

" " " " 80 "



94° 17'

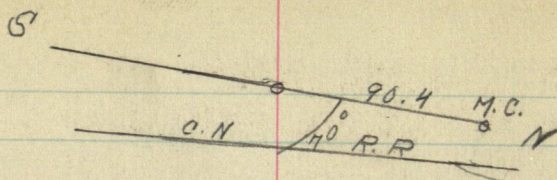
38 + 77.7

3 + 4.5



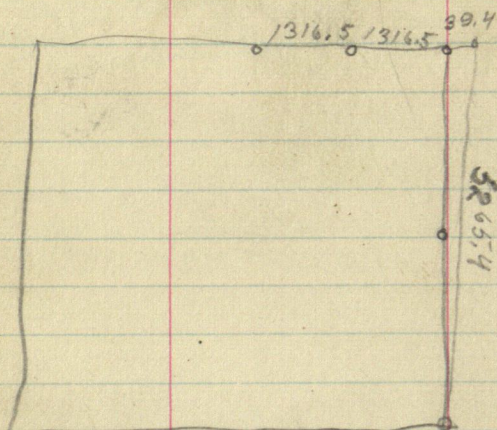
44)

Stg.





46)



E 1/2 SE 1/4 Sec. 18 Tp. 50 R. 14.

47

1.8

1318.2

88°29'

19.7

1/4 cor.

91°06'

91°31'

R661.2

sec. 107 line

random line

R698.7

90°15'

89°45'

90°10'

Sec. cor.

1320

57.4



48)

Elevations on 131 Ave

B.M.

End of walk 50.

above R.R.

bridge NW cor.

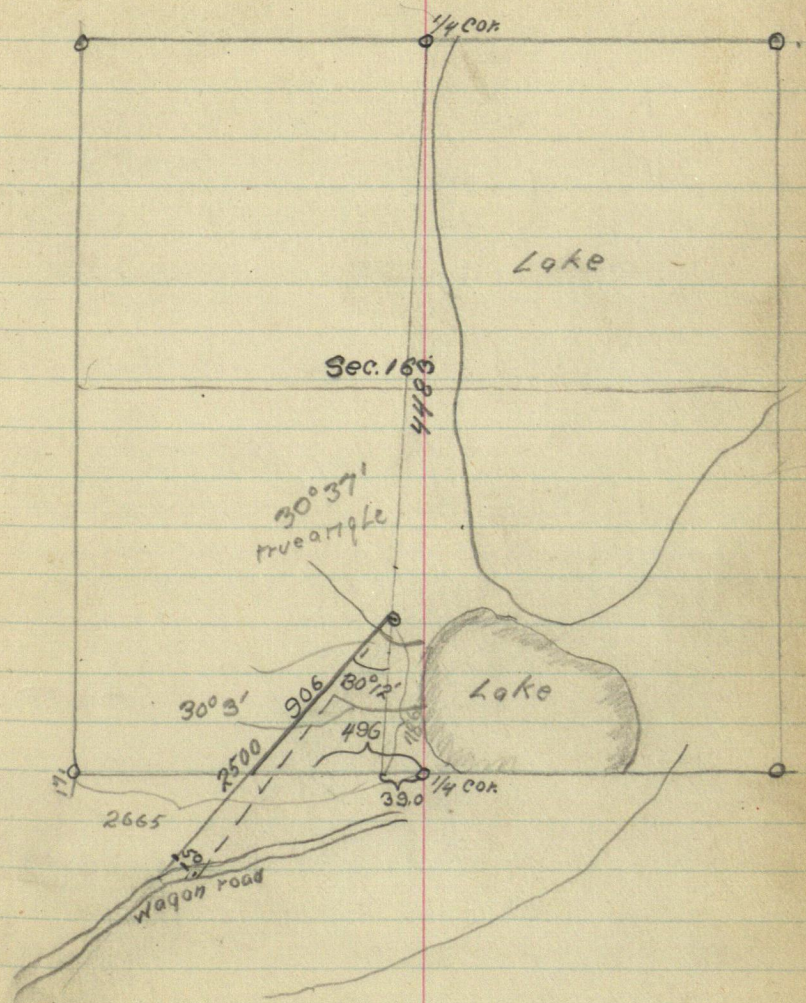
50

$$\begin{array}{r} 4483 \\ 786 \\ \hline 5269 \end{array}$$



TP 140 R 29 5<sup>th</sup> M.

(51)





52)

7225

1243

31

Dist 7368.2  
Gov. Plat " 7312.2  
E & W offset S 11.

73

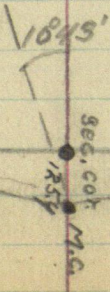
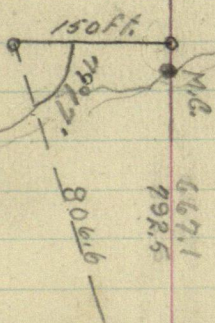
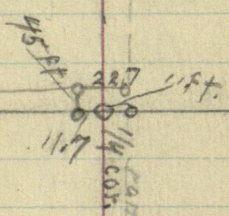
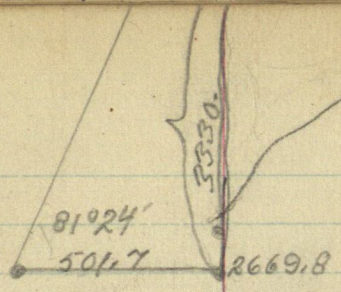
11.7

28

54.7



Sec. 4.  
N  
MAN Lake



Triangulations across  
Man Lake & Boby Lake  
Sec. 9 N. side of seas. 8, 9, 10.



85°45'  
123'8"

356  
1665.9  
2021.9



(55)

0 1/4 cor 4 & 9

356'

Triangulation across  
Man Lake sec. 4  
Tp. 140 N. R. 29 W. 5<sup>th</sup>

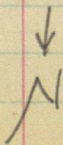
1665.9

2021.9

123.8

85°45'

22





77. Oak  
y.p.

Sec. 21

5240

Sec. 22

Sec. 28

Sec. 27



$$\begin{array}{r}
 208.71 \\
 \hline
 \sqrt{43560} \\
 \hline
 4 \\
 \hline
 408 \quad | \quad 3560 \\
 \quad \quad | \quad 3264 \\
 \quad \quad \hline
 \quad \quad 29600 \\
 4160 \quad | \quad 29169 \\
 \quad \quad \hline
 41740 \quad | \quad 43100
 \end{array}$$



(62)

## Summary of work K. Cant

July 14, 11  
Went from Walker to  
Hatchburg. Hired team from  
W. J. P. Cain & was driving  
with surveying outfit to  
O. A. Tupper. Hunted &  
located meander corners  
in afternoon. Boarded at  
Tupper's.

July 15, 11  
Began running random  
line from a point 786 ft N.  
of S. 1/4 cor of sec. 16, T. 40 R. 29.  
Running S. W. to intersect with  
main road. J. & C. Tupper helping.

July 16, 11  
Continued working on  
random line. finished it  
& began tying the point of  
intersection of random line  
with south line of sec. 16.

July 17, 11  
Finished tying in random  
line with south side sec 16.



July 18, 11

Hunted for  $\frac{1}{4}$  cor. on N. side of sec. 9. Started line from M.C. on east side of Mandak to M.C. on W. side of Babylake

July 19, 11

Continued working on line from M.C. on E. side of Mandak to M.C. on W. side of Babylake

July 20, 11

Established  $\frac{1}{4}$  cor. on N. side of sec. 9 & began putting in offset stakes on line. N & S  $\frac{1}{4}$  line sec. 9.

July 21, 11

Finished putting in offset stakes & began running line N. from  $\frac{1}{4}$  cor. on N. side of sec. 9.

July 24, 11

Continued running line N. from  $\frac{1}{4}$  cor. of sec. 9.

July 25, 11

Finished line to township line on E. side of sec. 9. Hunted for  $\frac{1}{4}$  cor. out to Harveys in sec. 21 T. 14 R. 29



July 26, 11.

Began running line  
from N. W. cor. of sec. 22 to  
N. W. cor. of sec. 22.

July 27, 11

Continued line to S. W. cor.  
of sec. 22, & ran line from  
S. W. cor. of sec. 22 further  
S. along N. line of sec. 27,

July 28, 11.

Ran line down to R.R.  
Grass running down in  
south westerly direction thru  
sec. 33.



# 31-141-27 Moulsties Notes (65)

" Wed Sept 28-1910 - Jim Ford, Geo Ford, Jake Smith, A W Moulstie

at SW Cor 31-141-27 I found Ben Clark's stake but no bearing lines. We walk to NW Cor Sec 6-140-27 where we found a stake. Gout notes call for: NW Cor 6-140-27: - WP 14 S 30° E 20 = 13.20 Spruce 4 S 76° W 140 = 92.40

I found that the stake had been set 30° South of the WP (the spruce gone) the WP was down but plainly marked. Setting transit where B.T. stood I set a stake by course and measurement @ 8° Variation. Then run West @ 8° for at 376.20 feet (= 570 lbs) set hat. Find a large rotten poplar stump also a rotten maple stump.

A SW Cor 31-141-27 Gout notes say: Aspen 14 N 10° W 14 lbs = 9.24 ft Maple 7 N 40° E 26 lb = 17.16 "

As this was the only large Pop near and the stump was the only Maple to be found I call it the corner and at \_\_\_\_\_ ft, SW Cor 31-141-27 sets

South \_\_\_\_\_ feet. @ SW Cor 31-141-27 New BT Vizi - WP Sump 18 S 52° 24' W 2.26 ft



Cass Co.

141-27-28

(66)

Mar. 6 - 1912

el leave Walker @  
1.00 clock A.M. arrive  
Pine River 2:35 A.M.

|             |        |
|-------------|--------|
| R R fare    | .91    |
| Hotel Bills | 1.00   |
| one day     | 4.00   |
|             | <hr/>  |
|             | \$5.91 |

Mar. 7, 1912

all day in Pine River  
waiting for survey  
outfit which was  
carried by.

Paid Hotel \$1.00



Cass Co.

141-27-28 (67)

Mar. 8 1912

I leave Pine River by stage at 8 a.m. arrive at Longville 4 p.m.

|             |             |
|-------------|-------------|
| Stage fare  | \$1.50      |
| Hotel Bills | 1.00        |
| one day.    | <u>4.00</u> |
|             | \$6.50      |

Mar. 9 1912

I walk from George Ford's place to Mark Snell's and look up crew. over night with Mark.

Mar. 10 1912

Laid up. Mark & I walk to Longville and I stay over night with George Ford.

Paid 1.00 for over night.



Mar. 11, 1912.

We go to S. E cor sec. 36-141-28

This cor. has previously been  
set by A. W. MoulsterWe find his new B.T. and  
find that the cor. sets all  
right with that. & then  
start a line E @  $8^{\circ}10'$  Var.

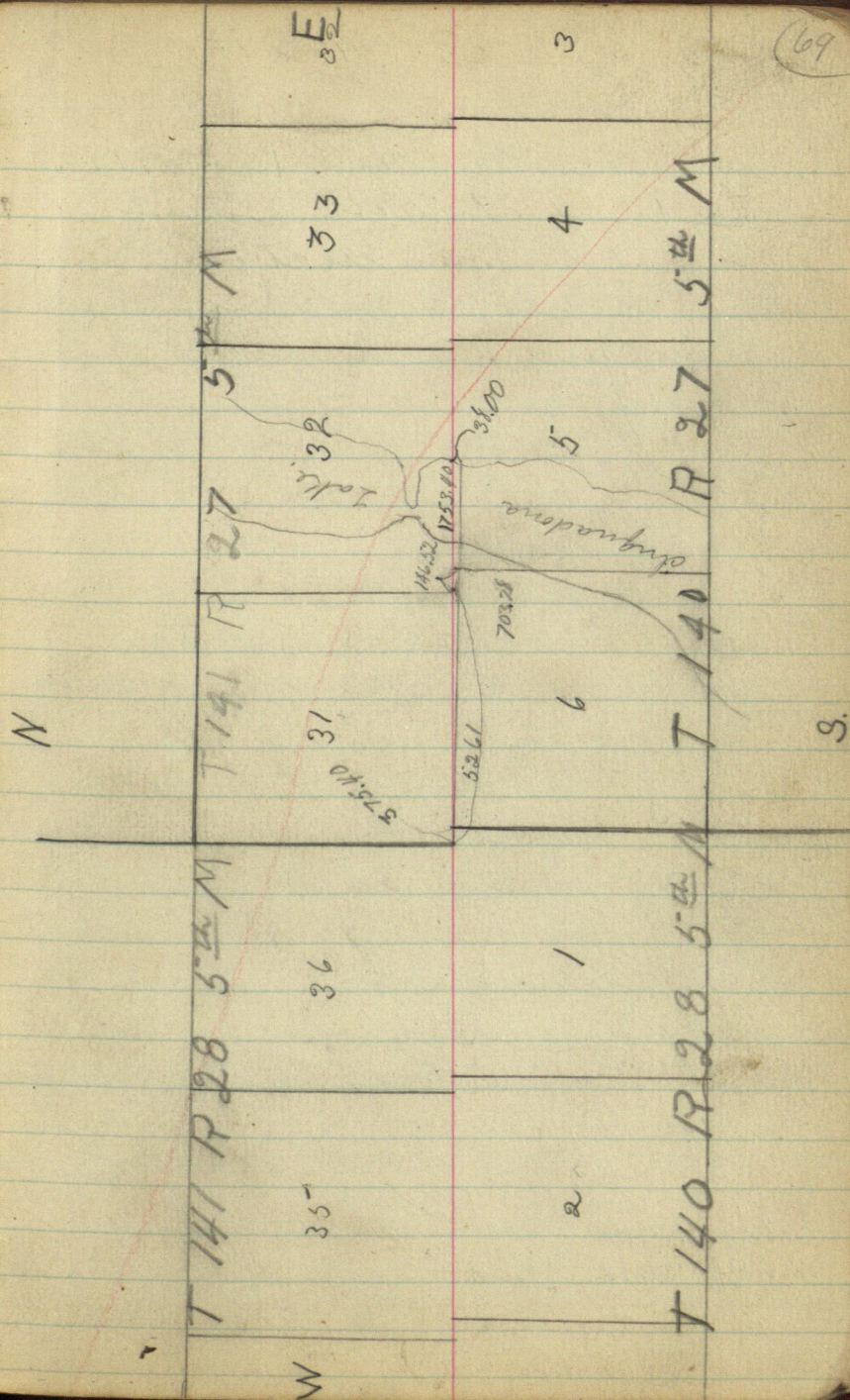
@ 12 road bears N 30 W.

@ 375.40 NE cor of sec. 1-140-28  
bears. N. 3. 60 ft. as set byA. W. Moulster @ 1253.50 tack  
in log. @ 2496.70 Hub. (tack in  
log) 3536.20. Hub. @ 5115 astake set by Ben Clark  
bears. N. 20 ft. and at 5203.70  
Hub. @ 5259.50 another stake set  
by Clark bears N. 21 ft.We cut line from here to  
West edge of Inguadona Lake and  
then quit for night.Geo. Snell, John Glasgow  
James Ford. J. B. Hicks

Over night with Mark Snell

K. + E. Transit, Chicago Steel tape<sup>300</sup>  
Double centers. Hubs.







Cass Co.

141-27-28

(70)

Mar. 12 - 1912

Laid up at Mark Snells,  
went to town election.

No pay for to day over  
night with Mark Snell.



Carr Co

141-27-28

(71)

Mar 13 1912

Beg. @ Hub 5203.70 on our Monday  
line continue same E. @ 5400  
enter swamp bears N. + S. 46000  
Hub. @ 6036 enter <sup>W &</sup> bank of  
Inguadona Lake bears N. 45 E.  
we find both B.T.s <sup>to M.C. No 26</sup> but they  
do not seem to check out very  
well so we go on after setting  
corner where it appears to go.  
and at 6110.80 temp. M.C. No 26 bears  
N. 13 ft. @ 7864.20 true M.C. No 27  
on E side of Inguadona Lake bears  
N. 38 ft. We find both of the cedar B.T.s  
here standing green & plainly marked  
but there is a difference of 3.25 ft.  
between them so we proportionate  
the distance between them and  
drive an iron pin 1 in. in diameter  
and about a foot long in for cor.

all measurements taken from face  
of B.T. we then go to M.C. on  
west side of the lake and after  
putting the machine on the B.T.  
marked find that one of the trees  
used when we set the corner



Mar 13 - 1912

temporarily was not the right one but we find another tree laying half in the ice that checks out good for course & measurement.

It has rotted off so that the marks were gone but we use it anyway because it checks out so good. We find that @ 6110.80 M.C. on West side of lake bears N. 26.45 ft or 3 ft out of line to the south.

We then go back to SE cor. sec. 31. we set the cor. from our line and when putting in a new B.T. find that it is the old Gov. N.W. B.T. It had been cut down and the stump was nearly two ft across. We set from this the other tree being gone and find that @ 5261, on our random line, this cor. bears N. 21 ft. We then chain E from this cor. 145.50 ft. and drive a 40<sup>th</sup> spike in ground for NE cor. sec. 6 - 140-27. We then



Cass Co

Continued

141-27-28

73

Mar 13-1912

put in new B.T. as follows.

B to M.C. No 26 on West side of  
Inguadona Lake 140-27

Ash 7 N  $45^{\circ}33'$  W 14.30 ft.

Oak. 10 N  $8^{\circ}8'$  E 20.90 ft.

B to SE cor. sec. 31-141-27

Pop 4 N  $32^{\circ}03'$  E 112.30 ft.

8 in Stake set by B. Clark S.  $20^{\circ}15'$  W 9.35 ft.

W.P. stump 20 N  $10^{\circ}$  W. 63.35 ft. old <sup>tree</sup> Gov.

Quit for night. over night with  
Mark Snell, George Snell, John Glasgow  
James Ford. Mark Snell.



Cars Co

74

292

141-27-28

March. 14, 1912.

Beg at SE cor. sec. 36 - 141-28  
as previously set by Moulster,  
Batchright, <sup>Fott on line</sup> corrected line and  
run west on Var. 9°

@ 1495 Hub. @ 2603 cross wagon  
road bears N + S. @ 2640 temp  
1/4 cor. on south side sec. 36 - 141-28  
N line sec 1-140-28  
we search here for Bts. but every  
thing has been burned so that we  
can find nothing. continue west  
@ 2752.80 Hub @ 2977 enter Tam  
swamp bears N + S.

Quit for night over night with Mark.  
George Snell, Mark Snell, John  
Glasgow, James Ford.

Harry S Todd



Cass Co

141-27-28

292

75

Mar. 15-1912.

Continue transit line west  
from Hub. 2752.80 with the  
same Var. @ 3600 leave swamp  
and enter little J. P. Island  
bears N 48. @ 3687.20 Hub.  
3720 enter Jam swamp  
covered with windfalls  
@ 5050 leave Jam swamp.  
bears N 80 W. @ 5105.30 Hub  
on little raise of ground  
in swamp. @ 5280 set temp.  
S.W. cor. sec. 36-141-28. We  
look here for B.t. but find  
nothing that we can take.  
There is a cor. about 100 ft  
north of our line with two  
new B.t.s. to it but as we  
find no old Gov. B.t.s. we  
do not use it. Quit for night  
over night with Mark  
Snell. George Snell,  
Mark Snell, James Ford.

K + E Transit 300 ft Chicago  
tape. P. B. L. I. N. E.



Cars Co. 292

140-141-28

(76)

Mar. 16 - 1912

I do not work today  
but Mark Snell, George  
Snell + Everett W. Day worked  
cutting line. Todd figure notes

Mar. 17 - 1912

Laid up at Snells.  
and figure on notes

8147.4' Temp  $\frac{1}{4}$  Cor  
7920 East of Englehart's  

---

227.4  
7928  
7858  

---

62

7858  
7201  

---

557

2640  

---

13200



Cars Co.

141-140-28

292

(77)

Mar. 18 - 1912.

We find no ~~can~~ <sup>1-140-28</sup>

Continue Transit line West  
same Var. @ 5145 leave  
swamp and enter cedar swamp  
bears N 40 W. @ 5520 leave same  
and enter high rolling land  
@ 6117.65 Hub. @ 6300 enter point  
of cedar swamp bears N + S. @  
6516 leave same & enter highland  
@ 6860.50 enter Gull River bears  
N + S. @ 6940 leave same & enter  
high rolling land @ 7301 Hub  
@ 7847 cross wire fence @ 7858  
cross road @ 7920 temp  $\frac{1}{4}$  cor.  
<sup>S. line 35-141-28</sup>  
we search for Bts. here but  
find nothing so continue. @ 8147.40  
SE cor of George Englehart's house  
bears N 20.70 ft. @ 8173 SW cor.  
of same house bears N 22.85 ft.  
@ 8256 enter marsh bears N 45 E  
@ 8360 leave same & 8380 cross  
wire fence @ 8483.70 Hub  
@ 8614.50 cross wire fence @ 8688  
enter wire grass marsh bears N + S.  
@ 7908 leave wire grass marsh  
and enter high ground.



Pass co.  
78 292

Continued 140-141-28

Mar 18 1912

@ 9097.90 Hub. @ 9521.75 Hub. 9732  
cross road @ 9991 enter cat tail  
swail @ 10141 leave same  
quit for night. over night  
with Mark Snell  
George Snell, Mark Snell  
James Ford.

March 19, 1912

cl laid up but Mark Snell  
Frank Pinckert, James Ford  
cut brush all day. Todd on  
notes.

K + E Transit. 300 ft. Chicago  
steel Tape P. B. Line.

No bearings to see 2-140-28

12022 Hub  
12118 CROSS R.R. grade  
12445 " Greene -  
12447 Hub  
12774 Cross Road  
12776 CROSS ROAD  
12785.5 X N.E.S. 1/4 Line Ran.  
13158.3 Temp. 1/4 Cor.  
372.8

| 12022   | 12022 |
|---------|-------|
| 94      | 134   |
| 12116 - | 12156 |
| 12456   | 12256 |
| 260     | 12356 |
| 58      | 12417 |
| 12774   |       |
| 11.5    | 91    |
| 12785.5 |       |

14502.4  
97.6  
14600

13223.4  
14600  
623.4



Cass Co

292

140-141-28

79

March 20-1912

Continue transit line West.

@ 10339 cross road bears N + S.

@ 10466 enter windfall swamp.

bears N + S. @ 10786 leave same  
+ enter high ground. @ 10836

cross old road. @ 11120.15 Hub.

@ 11200 enter tam + spruce bog bears

N 20 E. @ 11771 leave same and

enter high rolling land. @

12022 Hub. @ 12118 cross R.R.

grade. @ 12447 Hub. @ 12776

cross road bears N + S. @ 13366

enter cranberry bog. bears E + W.

@ 13820 cross Tongville + Pine

River stage road. @ 13855 Hub.

@ 14502.40 Hub. @ 14573 enter

overflow of Gull Lake laying

about 400 ft to north of line

overflow bears N + S. @ 15063

leave same bears N + S. @ 15223.80

Hub. @ 15410 enter tam bog @ 15763

leave same bears N 45 W. quit for night

Mark Snell, James Ford, Frank

Pinchert. over night with mark.

N + E Transit 300 ft Chicago tape. P.B. Line



Cass Co. 292

140-141-28

80

Mar. 21 - 1912

Continue Transit line West  
@ 15840 set temp 3 W. cor of sec. 34<sup>33+</sup>  
-141-28. I search here but find no  
bls. so continue west with line  
@ 16265.50 Hub, @ 16320 enter lake  
bears N10W. @ 17100 leave lake @ 17402  
cross road leading to Craig's house.  
@ 17526.50 hub. @ 17650 enter Lake  
bears N4S. @ 18375 leave lake @  
18480 set temp 4 post. We find no  
Bls. here. @ 18520 enter <sup>conclusion west</sup> tam. bog  
bears N20W. @ 19432 leave same  
@ 19740 enter field. @ 19862 Hub on  
hill @ 20660 enter bog bears N9S.  
@ 21060 leave same and enter  
high land. @ 21120 set temp. SE.  
cor. sec. 32<sup>33</sup>-141-28. we find nothing  
here so quit for night. over night  
with Pinckert. Mark Snell  
Frank Pinckert, James Ford

1/2 E Transit. 300 ft Chicago  
steel tape. P. B. Inne



Cass Co.

140-141-28

292

(81)

Mar. 22 1912

Continue Transit line west  
same Var. @ 21369.50 Hub @  
21400 cross road bears N43 @ 22319.30  
Hub. 22452 enter over flow of  
Throughfare between Woman +  
Gull Lakes. bears N43.

@ 22800 enter channel of through-  
fare ~~@ 22855~~ bears N 45° W @ 22950  
leave same bears N45° W. @

23545 leave overflow and enter  
high land covered with Birch  
@ 23760 set temp. 1/4 cor on s.  
side of sec. 32 - 141-28. We  
search here for Bts. but find  
nothing so continue.

@ 23716.35 Hub. We set a  
hub out on the lake and  
retrench for Bts. to the S.W. cor  
sec. <sup>31</sup>32 - 141-28 but find none  
quit for night, our night with Pinckney  
Mark Snell, Frank Pinckney  
James Ford.



Cass Co. 292  
82

140-141-28

292

Mar 23 1912

Mark Snell & I go back to the line and put in the following new Bts.,

To temp. 1/4 cor. on South side of sec. 32 - 141-28

Poplar 5 N  $52^{\circ}15'$  E 15.45 ft.

Poplar 3 N  $66^{\circ}33'$  W 21.40 ft.

To temp. SE corner of sec. 32 - 141-28 -

Birch 5 N  $15^{\circ}20'$  W 44 ft.

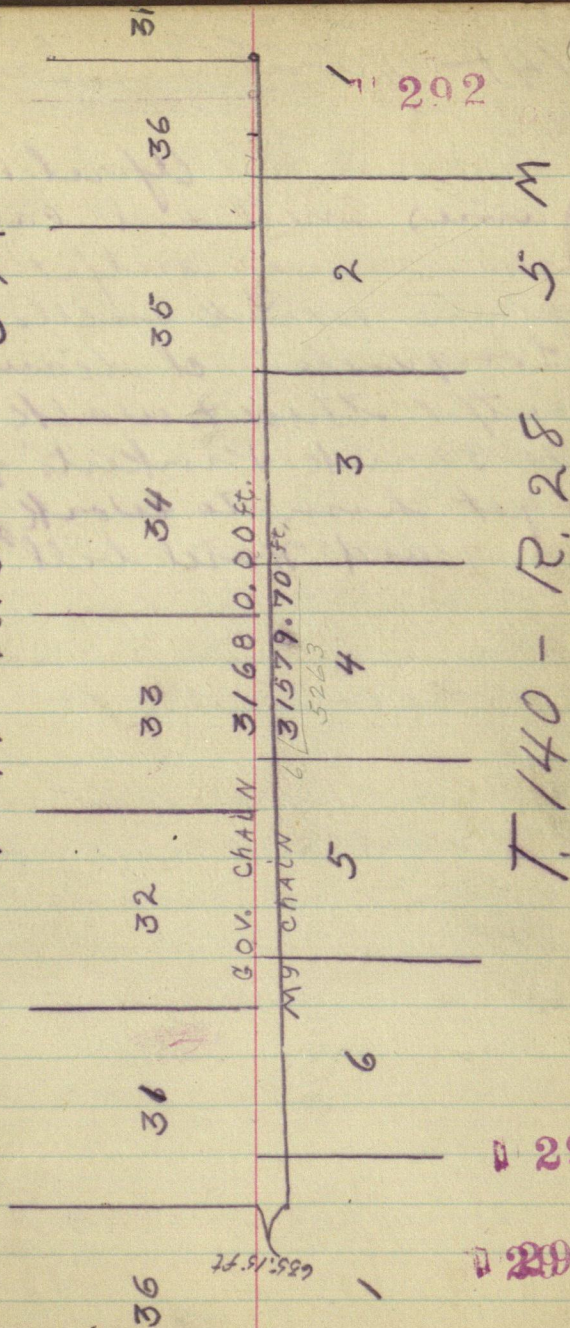
Pop. 8 N  $28^{\circ}45'$  E 36.30 ft.

We then take the outfit & go for Mark's place over night with Mark.



T. 141 - R. 28

5 M





84)

141-140-28

Cars Co

292

April 1 1912

James Snell & I carry  
the survey outfit over  
from Mark Snells to  
Longville. I leave the  
outfit there & walk out  
to Frank Pinkert's place  
& get him to work.

Paid Hotel bill \$1.00

Harry S Todd



141-140-28 <sup>292</sup> Cass Co. 83

April 2 1912

Frank Pinkert + I go to  
Hub 23716.35 and continue  
transit line west. ~~we~~ we  
run the line across Woman  
lake (no chain) and look  
for Bts. to S.W. cor see <sup>31</sup>36<sup>2</sup>-  
141-28 Gov. notes call for  
Y.P. 20 N 17 W 54 W.P. 24 N 16 E 45

There are lots of WP stumps  
here but they have all  
been burned so that it is  
almost impossible to tell  
whether they have been marked  
or not. quit for night

Paid Hotel bill \$1.00  
Hotel Longville

Harry Todd



86) 141-140-28

Cass Co

292

April 3 1912

Frank Pinckelt & I  
begin at stake 24000 chain  
W. on transit line across  
lake. @ 24260 enter overflow  
of Woman Lake @ 24860 leave  
overflow and enter lake  
@ 26400 set temp. S E cor. sec  
31-141-28 Here Gov notes  
call for. Elm 12 N19W62 Ash 4 N13E44  
We find nothing of any Bts  
here so continue

@ 31060 leave Lake bears N+S  
we then cut the line about  
400 ft. in and go looking for  
Bts. after a long search we  
find the NE Bt. The tree  
has blown down and left  
a slab sticking up. We can  
distinguish the letters "S 31"  
on the tree but the "B.T." mark  
has burned off.

We set the cor. from this  
tree and then find the other  
one. It is burned so that  
no marks can be seen plainly



on it, but it checks out  
perfect with the other tree  
 for course & measurement  
 so we call it the other  
 B.T.

we put in the following  
 B.Ts. Marked "NEW B.T."  
 Birch 3 N  $26^{\circ}$  E <sup>19.14</sup> ~~19.25~~ ft.  
 " 10 N  $85^{\circ}$  W <sup>3.81</sup> ~~4.00~~ ft.  
 quit for night  
 Paid \$1<sup>00</sup> Hotel Exp.

Hony & Todd



88 Carr Co.

141-140-28

11 292

April 4 1912

Frank Pinckert + I go to  
our line across Woman Lake  
+ cut line from <sup>Twp</sup> Corner to  
random line + then chain  
up + find that @ 31579.70 true  
corner bears N 63° 15' ft.

We then start checking back  
and get across the lake + quit  
for night.

I then go + set M.C. No  
21 on N side of Girl Lake  
between sec. 33 + 34-141-28  
we find the old Norway Bts.  
plainly marked from which  
we set the corner. We put in  
the following new Bts.

Pop. 3 N 15 W 4.70 ft.

" 3 S 45 E 2 ft.

Paid \$1.00 Hotel Expense

Hony Todd

52633  
31579.70  
3 52633.3  
1445.3  
51  
3



Cass Co.

141-140-28

292

89

April 5 - 1912

checking back temp.

We find that SE cor. sec.  
31-141-28 goes North 531.56 ft  
+ E 83.55 ft. But this measuring  
comes out in the overflow of  
Woman Lake so that we cannot  
drive a corner in or even  
work around it. So we go to  
the temp SE cor. sec 32-  
141-28 we find this cor. goes  
North 424.72 ft + East 66.84 ft.

We put in following New B.Ls.

Pop. 8 S 65 W. 9.50 ft.

Pop. 8 S 45 E 13.50 ft.

We then go to  $\frac{1}{4}$  cor. west of  $\frac{1}{4}$  cor  
on S. side sec. 33-141-28 and  
find that it checks. North 398.18  
ft + E 62.55 ft.

The  $\frac{1}{4}$  cor here comes out in the  
ice and we cannot get at our  
temp  $\frac{1}{4}$  cor on S side sec 33  
so we do not set it but go  
to  $\frac{1}{4}$  cor. E. of  $\frac{1}{4}$  cor on S side  
of sec. 33-141-28. We find

continued



checking back April 5 1911  
(continued)

90  
292

that this cor goes north 343.0  
and E 34.21 15840-50.04-15790

SE cor. of sec B3 goes N 18.18,  
+ E, 50.04 ft. we put in new  
Bts as follows to SE cor. sec  
33, 141-28. stake

W.P. Stump S 10 W 7.90 ft.  
Maple " N 80 W 10.25 ft.

quit for night.

Frank Penckert

paid \$1.00 Hotel Exp.

Harry & Tedd

|        |         |          |
|--------|---------|----------|
|        |         | 132+00   |
|        |         | 41.7     |
| 318.18 | 212.35  | 131+58.3 |
| 50.04  | 33.36   |          |
| 530.53 | - 83.40 |          |
| 265.3  | - 41.7  |          |



141-28

Cars Co

292

(91)

April 6 1912

Continued checking over Frank  
Punckert & el.

SE of sec 34 goes North  
212.35 ft + East 33.36 ft

We put in the following  
Bts. here N.P. Stump 14 87° W. 61.30  
N.P. Stump. 12 N 75° W. 35.35 ft.

SE cor of sec 35 goes  
N 105.87 ft. and East 16.68 ft.

We put in following new Bts  
Cedar 7 N 45° E 7.70 ft.

" 9 N 35° W 18.90 ft.

Frank Punckert helps me  
take the outfit across  
Liquadana Lake.

Paid \$1.00 Hotel Exp.

We could find no corn on N  
side of sec 1-2-3-4-5-6 T 140  
R 28

Harry S Todd



92

42.00  
41.94  
83.94

165.08

88  
37  
51

88025  
37  
89 05

Copied

N. 89°05'W

(N. 88°28'W)

N. 5°08'W

31,579.7 = 478.5

165.08 5461.74

6W.

Double 4

1N 2723.8

S. 88°55'E ✓

5447.66  
63.59

2  
2098.5

S. 89°00'E ✓

79.96

8374

2638.68

S. 89°16'E ✓

81.35

00553

26182

S. 88°51'E ✓

38.38

41970

41970

S. 89°46'E ✓

40.76

464288

S. 88°05'E

81.87

1N

N. 1°23'E ✓

81.77

N. 76°40'E ✓

84.19

7

S. 1°22'W ✓

34.89

S. 20°16'E

S. 0°38'W ✓

41.26

S. 1°49'W ✓

79.34

S. 13°46'E ✓

114.82

N. 0°19'E

83.94

89005  
20°16  
10921

S. 89°05'W

70°32'

S. 89°05'W

70039

15944

20012

66°32'

86°32'



$$\begin{array}{r} 12 \overline{) 7.72} \\ \underline{72} \\ 52 \\ \underline{48} \\ 40 \end{array}$$

$$\begin{array}{r} 4501 \overline{) 478.50} \\ \underline{30} \\ 118 \\ \underline{105} \\ 105 \end{array}$$

$$\begin{array}{r} 399 \\ \underline{7} \\ 279.3 \end{array}$$

93

N

S.

E

W

17.72 ✓

3.14

184.22

478.50

164.40

14.80

1.22

63.59

1.40

79.96

N. 44 Cor. 28  
4.50

1.04

81.35

.52

40.67

279.3

.77

38.38

.17

40.76

.22

2.73

81.87

81.75

81.75

71

81.77

1.50

19.42 ✓

81.92 ✓

34.89

.83

41.26

1.12

79.34

2.51 ✓

111.52

27.32

(273.31)

(274.34)

(496.65)

(496.76)

283.94

271.20

.46

282.76

189.63

189.63

312.88

81.57

282.76

.71

30.12

30.12

81.57

20°16'

6024

89°05'

21330

87°38'

21984

127

2460

89°  
89°05'  
109°21'



94

Fred Jordan  
John Greene.

April 2, 1925

S.W. Cor. Sec. 33-141-28 Gal. Pipe with  
T+25 Cast Iron Flue pipe N.W. Cor. 4  
13+07.5 1/6 Cor. Wooden stake

26 + 28,  $\frac{1}{4}$  Stake - set by Harrington

27+57.6  
27+60 Intsect Ran. 1/4 Line

'1+3 2' E. of  $\frac{1}{4}$  Cor.

$$\begin{array}{r} 276^0 \\ 132 \\ \hline 628 \end{array}$$

Sta. 120+22 Rgn. Hub

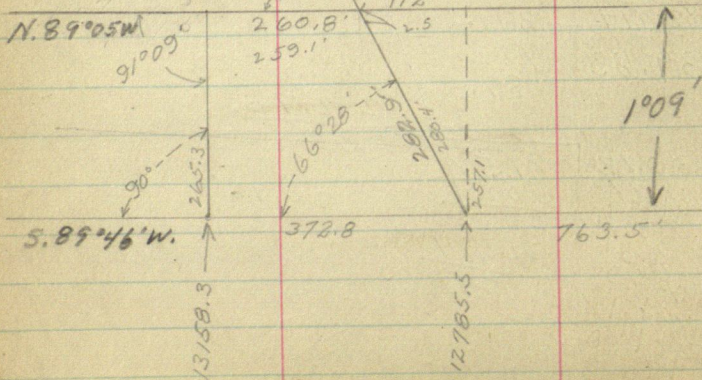
4 W- 49°24'N. to Mon. Flv Pipe. 339'

23°32' - 91683 . 4355 13158.3

|         |          |
|---------|----------|
| 112.0   | 128 97.5 |
| 12887.5 |          |

260.8

13,158.3





N. & S. Random 1/4-34

95

300  
600  
900  
1200

1264 shoulder

Fine River - Longville Road,

13 1/2 CREEK

Cap.

140-28

26 00 fine old Grade

28 35 Center 1/4 - King Bolt

Oak stake

stone

39.89

39.89

9.78 c.c.

66501

74683

339

339

598509

672147

199503

224049

199503

224049

22543839

25317537

2532

02007

177242

506400

5081724

51

645.5

02007

347.3

4012

992.8

22007

224784

220.3

1745

N. 89° 09' W. 347.3

1.1

0

53'

225.4

48° 19'

2695.2

645.5

48° 02'

633

253.2

96'

12022

66501

163.5  
372.3  
1136.3  
220.3  
916.0  
262  
656



S.  $23\frac{1}{2}^{\circ}$  E 100' S.  $72^{\circ}$  W to S. shore  
 5' from W S.  $81^{\circ}$  W to N. shore  
 S.  $17\frac{1}{2}^{\circ}$  W to P. Tree  
 S.  $45^{\circ}$  W to S. shore

S.  $33^{\circ}$  E 250' in water S.  $24^{\circ}$  W to P. tree

S.  $41^{\circ}$  E 150 S.  $7^{\circ}$  W to 1st pt  
 S.  $24^{\circ}$  W to PT

S.  $41^{\circ}$  E 150 S.  $53^{\circ}$  W to 2nd point  
 S.  $78^{\circ}$  W to 3rd point

S.  $67^{\circ}$  E 200' S.  $80^{\circ}$  W " " "  
 S.  $36^{\circ}$  W " 1st point

S.  $59^{\circ}$  E 150'

S.  $36\frac{1}{2}^{\circ}$  E. 150 to S. Edge of Creek 30'

S.  $6^{\circ}$  W 200

S.  $6^{\circ}$  W " S.  $86^{\circ}$  W to 3rd point

S.  $21^{\circ}$  W 100'

S.  $50^{\circ}$  W 100'

N.  $56^{\circ}$  W 160'

N.  $86^{\circ}$  W 100'

S.  $84^{\circ}$  W 220' { S.  $27^{\circ} 30'$  W to P. Tree  
 West to 3rd point  
 S.  $10^{\circ}$  E 100' { S.  $67^{\circ}$  W to 2nd point

S.  $49^{\circ}$  E 100' S.  $22^{\circ}$  W to P.T.

S.  $72^{\circ}$  E 100

S.  $62^{\circ}$  E 100' N.  $86^{\circ}$  W 3rd point  
 S.  $74^{\circ}$  W 2nd point  
 S.  $36^{\circ}$  W Pine tree



$$\begin{array}{r} 49.7 \\ 635.15 \overline{) 31579.7} \\ \underline{254060} \\ 617370 \\ \underline{571635} \\ 457350 \\ \underline{444605} \end{array}$$

114°10'

173  
173

63°35'

$$\begin{array}{r} 66^{\circ}01' \\ 66^{\circ}01' \end{array}$$

426.8 to F109

S.W. Cor. S.H. Chim

$$\begin{array}{r} 50^{\circ}00' \\ 57^{\circ}00' \\ 55^{\circ}01' \end{array}$$

$$\begin{array}{r} 50^{\circ}54' \\ 23^{\circ}59' \\ 74^{\circ}43' \end{array}$$

3057

65°40'

589°30'E

$$\begin{array}{r} 23412.962 \\ 1226.2 \end{array}$$

65°19'

N. 89°05' W

to old dam

5.88°07

589°18'E

$$\begin{array}{r} 89^{\circ}39' \\ 51^{\circ}09' \\ 146^{\circ}48' \\ 33^{\circ}12' \end{array}$$

$$\begin{array}{r} 84^{\circ}39' \\ 55^{\circ}17' \\ 144^{\circ}26' \\ 33^{\circ}04' \end{array}$$

$$\begin{array}{r} 23^{\circ}59' \\ 65^{\circ}01' \\ 89^{\circ}01' \end{array}$$

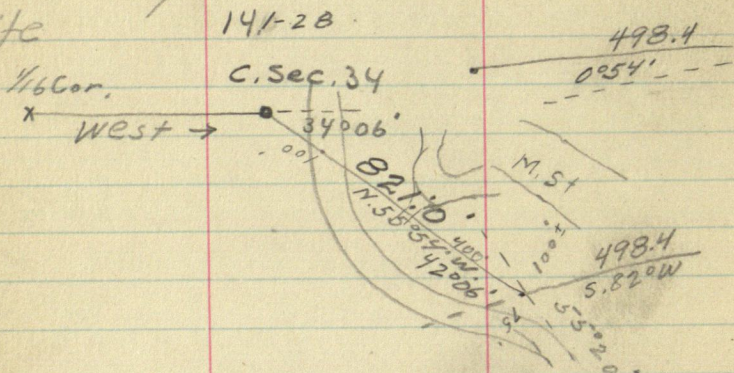
S 89°39' E

$$\begin{array}{r} 23^{\circ}59' \\ 65^{\circ}01' \\ 90^{\circ}00' \end{array}$$



98

May 9, 1925 Acre lot for  
Oscar Nyval near old dock  
site



Var. 8°

N. 55°54' W. 821.0'

S. 82°00' W. 498.4' to M

S. 81°06' W. 208.7' to □ Girl Lake,

213.4

97784 | 2087000

195568

131320

97784

335360

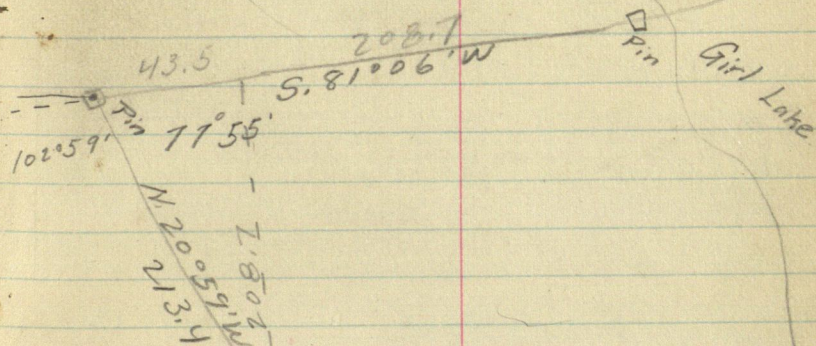
293352

420080

391136



81°24'



130  
18.7  
208.7

55°54'  
42°06'  
98°00'

180°54'  
77°55'  
102°59'

42°06'  
34°06'  
76°12'  
54'  
77°06'

208.7  
S. 81°06' W

4.669  
447 | 208.7  
1788  
2990  
2682  
3080  
2682  
398  
142.6  
155±

81°06'  
77°55'  
159°01'  
20°59'

102°59'  
82  
200°59'



100

S. 33° E 100'

S. 24° E 150'

S. 61° E 100'

S. 86° E 100'

N 85° E 150'

S. 62° E 100'

S. 23° E 70'

N. 83° E 267' to Hub on hill. S. 1/16 Line

N. 19° W 100'

N. 8° W 100'

N. 28° W 100'

N. 36½° W 100'

N. 42° W 150'

N. 63° W 300'

N. 40° W 100'

N. 54° W 150'

N. 7° W 444'

N. 36° E 258' to Road Center

S. 38° E 460'

S. 42° E 200'

S. 50° E 1100'

S. 65° E 500'

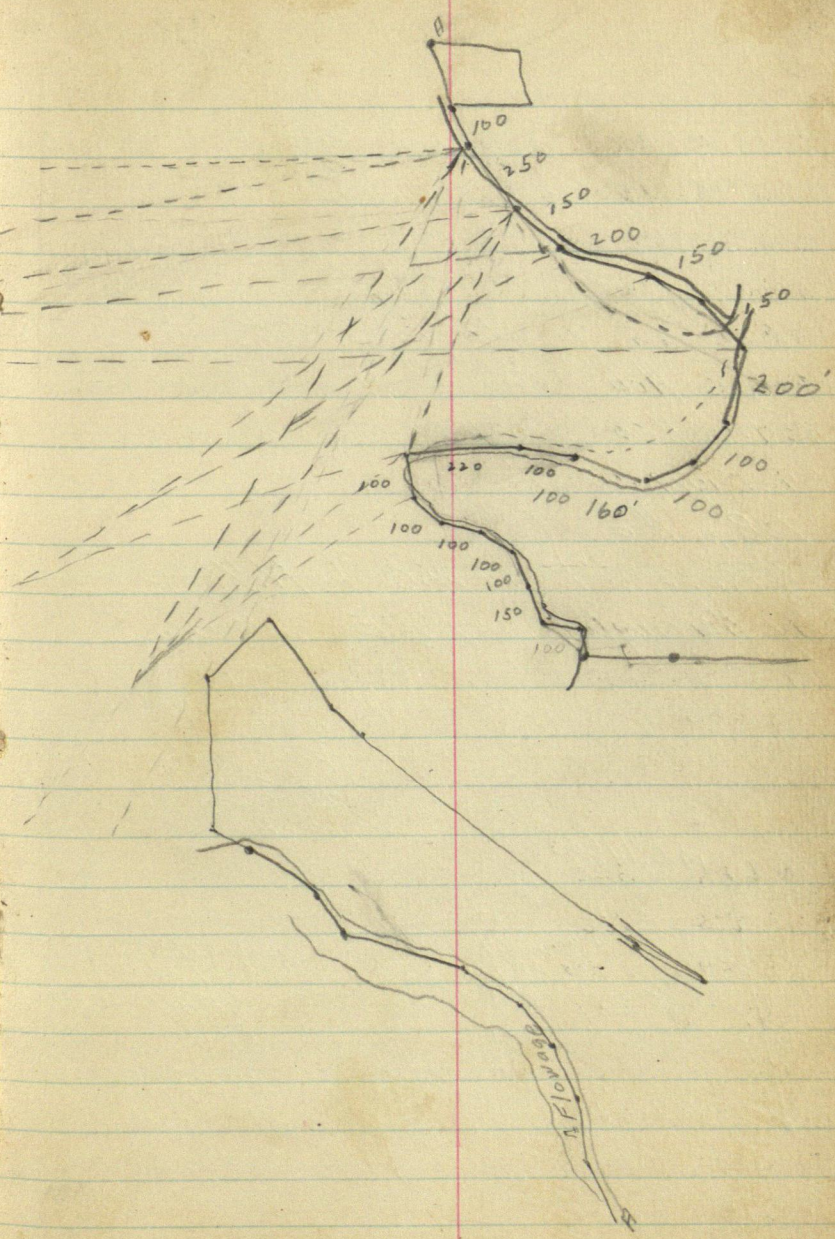
N. 84° E 277'

S. 29° E

N. 82° W - 3rd point  
S. 80° W - 2nd point  
S. 40° W - Pine tree

S. 50° W P. Tree  
S. 82° W 2nd point  
N. 83° W 3rd point







N. 33° W. 400' 367' back - 74 out to Creamery  
N. 17° W. 313' 59' " 85 " " "  
N. 85° E Sec. Line N. 34

X Right 1200' 708 to Hub 707.6'

4 R. 22° 33' R to W.C. to N. 1/4 Cor. set  
by Harrington 587° 46' E 3.48 chains.

5263.3

10560  
33

10527

2621.7

26317

1745.0

105 27

12148.7

876.7

5263,5

12' 79.5.5

243.2

~~12785.5~~

M.C. 1/4 Cor.

5.87° 46' F

0°31'

Тан, 34

5.88° 17' E

99°30'

CRAIG LAKE

20'

0.5

11/9

19/10/19

55/2

 $\frac{x}{2}$ 

1780

11

10

8830

N. 11° 14' E

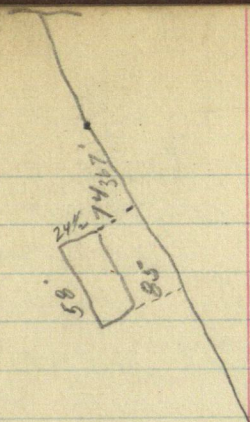
91° 44'

88° 16

31

8173





$$\begin{array}{r}
 22.1 \quad 40 \\
 \underline{36.52} \\
 6 \\
 \underline{21912} \quad 1090 \\
 21912 \\
 \underline{2211241032} \\
 221 \\
 \underline{2003} \\
 1282 \\
 \underline{170}
 \end{array}$$

Line Fine old grade nail-running  
 West 610.5 Hub - N. 80 S.  $\frac{1}{4}$  Line Ran.  
 X  $65^{\circ}17'$  - Run West 258.6'  $\frac{1}{4}$  S.

Cor. 32-33 West R. Line 2.3' N. of I.M.  
 S.  $\frac{1}{4}$  Cor. 33 X  $66^{\circ}32'$

9307.9 - Cor. 32-33

9307.9

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14

21.12

11.14



Aug. 8, 1925 for Thomas

Lot 7, Sec. 31 - 141-30

South line of Tract A  
N. 82° E.

0172.9' E by S. 15° 27' S. 82° E

N. 45° E 100 (1) N. 57½° E

N. 67° E 100' (2) N. 79° E

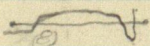
S. 82° E 100' (3) S. 70° E

S. 71° E 100' (4) S. 59° E

East 50' (5) S. 78° E

N. 68° E 50' (6) N. 80° E

N. 52° E 100' (7) N. 64° E

N. 35° E. 150'  (8) N. 47° E

N. 40° W 100' (9) N. 28° W

S. 84° W 100' (10) N. 84° W

S. 63° W. 100' (11) S. 75° W

S. 57° W 50' (12) S. 69° W

West 100' (13)

N. 64° W. 100' (14)

N. 43° W. 100' Boat Landing (15)

N. 22° W. 100' (16)

N. 2° W. 80' (17)

N. 23° E 100' (18)

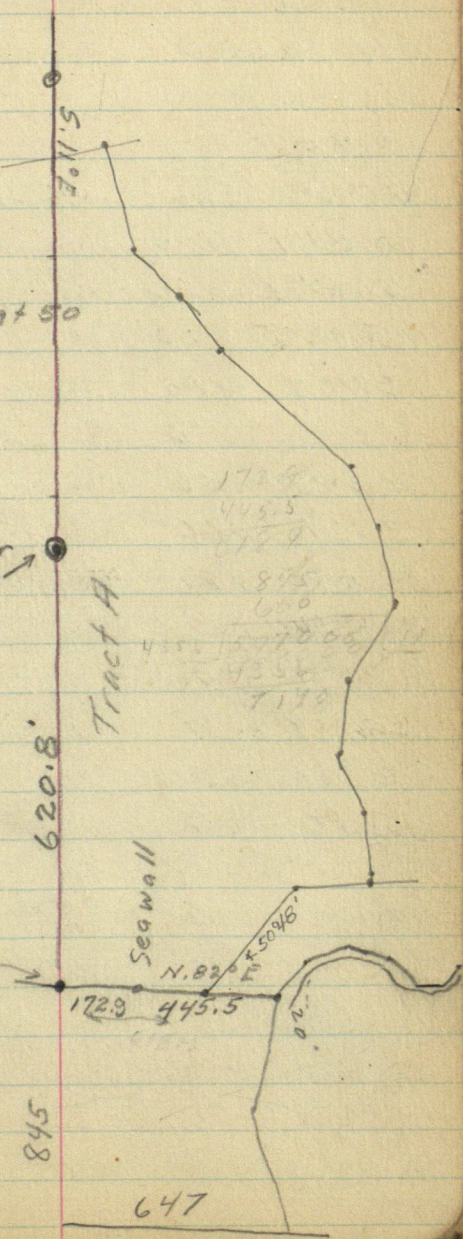
N. 8° W. 60' (19)

N. 36° W. 200' (20)



- N. 70° W. 100' (21)
- N. 65° W. 100' (22)
- N. 64° W. 130' (23)
- N. 58° W. 100' (24)
- N. 39° W. 230' (25)
- N. 50° W. 100' (26)
- N. 10° N. 100' (27)
- N. 16° E 100' (28)
- N. 23° E. 100' (29)
- N. 7° E 100' (30)
- N. 15° W. 30' (31)
- S. 20° W. 100' (32)
- S. 38° W 150' (33)
- S. 16° W 79' (34)
- S. 11° E 25 to I.P.

25 out at 50  
 573.4" Hub.  
 338.6" 1/16 Cor.  
 620.8'  
 845  
 2402.8 I.M.





N. 47° W. 50'

N. 62° W. 200'

Sta. 445.5 445.6'

L. 50° 48' with S. Line Tract A 230'

R. 30° 01' to o near boat house. o L-1 188.6'

L. 106° 24' to o L-2N <sup>147.55'</sup> R. 51° 37' to o L-2-S 95.4'R. 44° 13' to o L-3<sup>N</sup> 153.5R. 18° 53' to o L-4<sup>N</sup> 129.7'L. 49° 26' to o L-5<sup>N</sup> 114.17'L. 16° 50' to o L-6<sup>N</sup> 60.6'L. 16° 12' to o L-7<sup>N</sup> 380'R. 8° 15' to o L-8<sup>N</sup> 124.0L. 2° 44' to o L-9<sup>N</sup> 120.55'R. 22° 26' to o L-10<sup>N</sup> 225.1'L. 66° 44' to picket 192.65' S. of M.C. <sup>30.8' to o 33° W - 1-2</sup> 104.3'

R. 93° 20' to M.C.

788.3 to 1/16' -

- 220.1 -

S. 49° 03' E

|          |             |
|----------|-------------|
| 50° 48'  |             |
| 138° 51' | N 41° 09' E |
| 30° 01'  | 30° 01'     |
| 108° 30' | N 71° 11' E |
|          | 18° 49'     |



1°57' .03403  
33  
 102.09  
102.09  
 1.12299

107

N 571°13'W

51037

1225.0

0 5.571°E 95.4

0 5.27°17'W 126.5

5.840°05'E. 110.3

5.66°05'W to 445.6'

5.31°00'E to

2582.7

North

5.864°E N.86°40'E

66°44' 16°44'

5.19°56'E 153°24'

22°26' 5.26°36'E

5.42°22'E 22°26'

2044' 5.49°00'E

5.39°38'E 2044'

8°15' 5.46°18'E

5.47°53'E 8°15'

16°12' 5.38°21'E

5.31°41'E 16°12'

16°50' 5.38°21'E

5.14°51'E 16°50'

49°26' 5.27°53'W

49°26' 18°53'

5.34°35'W 5.9°02'W

18°53' 44°13'

5.15°42'W 5.35°11'E

44°13' 106°24'

5.28°31'E 5.71°13'W

106°24' 30°01'

5.77°53'W 5.41°12'W

30°01' 50°48'

5.47°52'W N.88°00'W

50°48' N.88°03'W

98°40' 3°00'

2°00' 6°40'

6°40'

S. North

S. 88°E.

192.65

30.8

223.45

30.8

173.5

1190.0

220.1

1383.6

1140

220.1

1360.1

1359.0

88°03'

450'



108

48  
40  
54  
4140  
53  
39

|                   | N       | S       | E      | W      |
|-------------------|---------|---------|--------|--------|
| South - 1337.45   | —       | 1339.45 | —      | —      |
| S. 88°03'E 445.6  | —       | 15.16   | 445.34 | —      |
| N. 41°12'E. 230'  | 173.05  | —       | 151.50 | —      |
| N. 71°13'E. 188.6 | 60.73   | —       | 178.56 | —      |
| N. 35°11'W 147.55 | 120.59  | —       | —      | 85.02  |
| N. 9°02'E. 153.5  | 151.60  | —       | 24.10  | —      |
| N. 27°55'E. 129.7 | 114.61  | 88363   | 60.72  | —      |
| N. 21°31'W. 114.2 | 106.24  | 93031   | —      | 41.89  |
| N. 38°21'W. 60.6  | 47.52   | 78424   | —      | 37.60  |
| N. 54°33'W. 380'  | 220.40  | 57999   | —      | 309.56 |
| N. 46°18'W 124.0  | 85.67   | 69088   | —      | 89.65  |
| N. 49°02'W 120.55 | 79.03   | 65562   | —      | 91.03  |
| N. 26°36'W 225.1  | 201.27  | 89415   | —      | 100.79 |
| S. 86°40'W 104.3  | —       | 6.06    | —      | 104.12 |
|                   | 1360.71 | 1360.67 | 860.22 | 859.66 |

L-10<sup>N</sup> N. 26°36'W

Out Lot A

L. 12°52'

16' out at 100' - Old compass picket

N. 39°28'W to L-11<sup>N</sup>

134.8 - 18' out

R. 45°01'

N. 5°33'E to L-12<sup>N</sup> 55.1 - 11' out

R. 18°02'

N. 23°35'E to L-13<sup>N</sup> 125.5 - 13' out - 30'

R. 8°04'

16' out at 100' - 17'

N. 31°39'E to L-14<sup>N</sup> 161.2' 9' out - 14.5

L. 11°03'

N. 20°36'E to L-15, flag on Needle point

259

480

490

559.6

79.6

173.7

5686

733.3

173.7

743.3



88363

46.8000  
441815  
261850  
265089

93031

304000  
279093  
24907

109  
1.3

35.11  
54 49

40' Road

22. 50' = 61.18

28 30.59 = 37.43

19.41 = 19.65

50' = 50.63 - 50.63 32.19 = 32.54

17.81 = 20.15

50' = 56.58

46.8 - 53.0

3.2 = 3.5

100 = 53.75

3.04 = 3.3

46.96 = 59.88

0.56 = .71

49.44 = 85.23

150 = 758.6

20.96 36.2

29.04 = 42.0

50 = 72.3

6.63 = 7.6

43.37 = 66.7

35.34 = 54.0

14.66 = 16.4

150 = 167.8

36.61 - 41

17.3'

13.39 - 15

20.36  
68.23  
40.00

50.32

39.28

40.00

79.00

43.37

33.63

79.00

66.2

28

43

79.00

35.34

43.66

54

12053

65562.77 - 6.6

24110

72330

60275

72330

79.0349910

75.5'



## Part of Outlot B

|              |        | North  | South  |
|--------------|--------|--------|--------|
| S. 88° 03' E | 442.6  | 112.3  | 14.04  |
| N. 41° 09' E | 230'   | 173.05 |        |
| N. 71° 10' E | 188.6' | 60.73  |        |
| West         | 733.3' |        | 0.2    |
| South        | 220.1' |        | 219.8  |
|              |        | 233.78 | 233.84 |

Traverse

Traverse Morical's fraction  
 S. 61° 40' N. #1 107.6' N. 1° 18' E to Tall Pine

S. 77° 02' W #2

S. 89° 44' W #3

01<sup>st</sup> X 32° 37' E 96'

N. 85° 42' W #2

N. 2° 30' E Tall Pine

02<sup>nd</sup> N. 61° 42' W 89.7' Beginning sand

N. 3° 47' E Tall Pine

03<sup>rd</sup> N. 74° 37' W 376.2' 10' out to Lake

N. 4° 51' E Tall Pine

04<sup>th</sup> N. 9° 43' E " "

N. 43° 36' W 24' from shore 139' 12'

05 N. 33° 59' W 139' 316' 12' from shore

N. 11° 13' E

06 N. 42° 17' W 181.8' to M.C

N. 17° 20' E

S. 89° 40' W to 1/16 Cor. 163.4'



East

West

4/2.36

151.50

178.56

743.3

742.42

743.3

North of Lake

7403-7

943

74537

43-36

80/8

17

107.6

96

89.7

371.2

139.0

181.8

985.3

316

1301



|            | Rear = Front          | Front                  |
|------------|-----------------------|------------------------|
| Road 40' = | 48.94                 | 48.94                  |
| 22 50'     | 61.18                 | 61.18                  |
| 21 "       | $\frac{30.59}{19.41}$ | $\frac{120.59}{19.65}$ |
| 20 "       |                       | 50.63                  |
| 19 "       |                       | 50.63                  |
| 18 "       | $\frac{32.19}{17.81}$ | $\frac{151.60}{20.15}$ |
| 17 "       |                       | 56.58                  |
| 16 "       | $\frac{46.8}{3.2}$    | $\frac{64.61}{3.5}$    |
| 15 "       |                       | 53.75                  |
| 14 "       |                       | 53.75                  |
| 13 "       | $\frac{3.04}{46.96}$  | $\frac{106.24}{59.88}$ |
| 12 "       | $\frac{0.56}{49.44}$  | $\frac{47.52}{85.23}$  |
| 11 "       |                       | 86.2                   |
| 10 "       |                       | 86.2                   |
| 9 "        |                       | 86.2                   |
| 8 "        | $\frac{20.96}{29.04}$ | $\frac{220.40}{42.0}$  |
| 7 "        |                       | 72.3                   |
| 6 "        | $\frac{6.63}{43.37}$  | $\frac{85.67}{66.6}$   |
| 5 "        | $\frac{35.34}{14.66}$ | $\frac{78.71}{16.4}$   |
| 4 "        | 55.9                  | 55.9                   |
| 3 "        | 55.9                  | 55.9                   |
| 2 "        | 55.9                  | 55.9                   |
| 1 "        | $\frac{36.61}{13.39}$ | $\frac{206.27}{17.3}$  |



Distance  
to Lake Shore > 13'

L-1  
Road > 13'

147.55<sup>v</sup>

1  
22 > 21'  
L-2 21 > 31'  
21 > 20'  
20 > 9'

153.50<sup>v</sup>

19 > 8' 327810  
18 > 15' 255900  
L-3 18 > 14' 121640  
17 > 21' 594170

129.73<sup>v</sup>

L-4 16 > 8' 24'-23'50 of L-4  
16 > 8.5'  
15 > 12' 13'-27'50 of 14-15  
14 > 7'

114.30<sup>v</sup>

L-5 13 > 7' 31' N. of L-5-12  
13 > 9'  
L-6 12 > 9'  
12 > 9'

60.59<sup>v</sup>

11 > 15'  
10 > 9'

380.03<sup>v</sup>

9 > 12'  
L-7 8 > 20'  
8 > 14'

123.9<sup>v</sup>

7 > 16'  
L-8 6 > 14'  
6 > 10'

120.6

L-9 5 > 15'  
5 > 14'

4 > 13'

3 > 11'

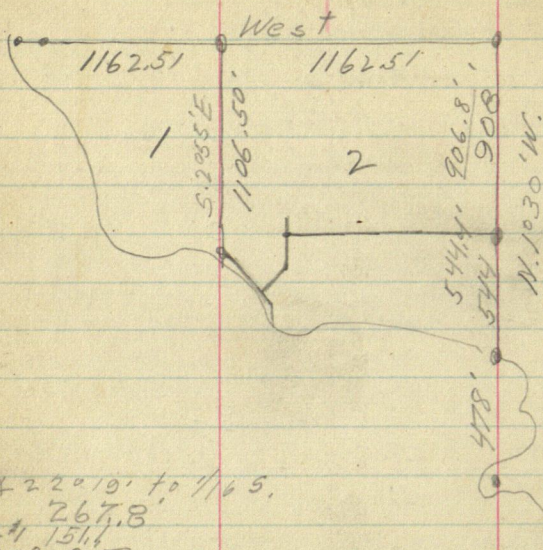
2 > 13'

22.5.1  
17.3

L-10 1 > 7'  
1 > 8' 60' Long

L-11-L-12 continued  
Eos. 10' of 123.9





X 22010' to 1165.  
267.8  
M.C. 1151.4

20°08' R

92.5  
83°34' L.

102.4'  
22°48' L.

189.6'

83°36' L.

148.3

10°22' R.

65.6

27°28' R.

181.1

15°25' L.

291'

28°21' R to M.C.

3°13'

17°29' R. to M.C.

119°56' R to 116 Cor. N.W. Cor.

76°14' R. to Point

B.A. 76°17 to 116

90°12 R. Point

B.A. 77°53 116

58°06 0

40°37 0000

2°10' R to M.C.

B.A. 57°27'

69°17' R to 0000

67°44 to North lat.

115°28 " 0 on 0

B.A. 76°54' to 116

67°44

115°28

183°1.2



|               |         |          |
|---------------|---------|----------|
| S. 20° 59' E. | 1106.5' | 544      |
| S. 25° 18' E  | 267.8'  | 908      |
| S. 50° 10' E  | 151.1   | 1452     |
| S. 88° 44' E  | 93.5    | 906.8    |
| N. 68° 28' E  | 102.4   | 544.4    |
| N. 59° 52' E  | 189.6   | 1451.2 W |
| N. 70° 14' E  | 148.3   |          |
| S. 82° 18' E  | 65.2    |          |
| N. 82° 17' E  | 181.0   |          |
| S. 69° 22' E  | 291.0   |          |
| N. 1° 38' W   | 1452.0  |          |
| West          | 1162.5  |          |

N. 64° 32' W 291'  
 S. 81° 07' W 141'  
 N. 77° 28' W 65.2  
 S. 75° 09' W 148.3  
 S. 66° 28' W 189.6



116

|            |        | North       | South  |
|------------|--------|-------------|--------|
| S. 2°59'E  | 1106.5 | —           | 1105.0 |
| S. 25°18'E | 267.8  | —           | 247.1  |
| S. 5°10'E  | 151.1  | —           | 150.5  |
| S. 88°44'E | 93.5   | —           | 2.1    |
| N. 68°28'E | 102.4  | 37.6        | —      |
| N. 59°52'E | 189.6  | 95.2        | —      |
| N. 70°14'E | 148.3  | 50.2        | —      |
| S. 82°18'E | 65.2   | —           | 8.7    |
| N. 82°17'E | 181.0  | 24.3        | —      |
| S. 69°22'E | 291.0  | —           | 102.5  |
| N. 1°38'W. | 1452.0 | 1451.4      | —      |
| West       | 1162.5 | —           | —      |
|            |        | 1658.7      | 1610.9 |
|            |        | 1610.9      |        |
|            |        | <u>47.8</u> |        |

W. 17°5'

S. 29°5' N. 52°15' E.

S. 25°18'E 211.2

N. 68°42'E

379.7

211.2

590.9

1594.6

8102.7

25.4

672.000000

27.1

599.90

464.850

111.500



East

West

57.6

114.4

13.6

93.5

95.3

164.0

139.6

64.6

179.4

272.3

40.7

1162.5

1194.3

1202.2

1194.3

7.9

1162.5

7.9

11546



118

41.3' N. of W.M.C.

X 75°56' 154.6 - 83.55

41.3 - 29.5 = 11.8

154.6 - 51.55 - 32.0 = 31.04 East  
154.6 - 51.55 - 32.0 @ N. 75°56'E

X R. 26°04' S. 78°E.

18.96 East =  $\frac{19.4}{20.4}$  50' = 37.1 East  $\frac{36.5}{34.7} = 35.5$   
35.7

X R. 14°45' S. 63°15'E.

 $\frac{14.3}{15.3}$  East = 17.1 50 = 56.0 - 56.0  $\frac{38.09}{37.15} = 41.6$  $\frac{14}{12.85}$  East = 13.03 50 = 50.70  $\frac{23.2}{21.8} = 22.5$ 

X L. 17°20' S. 80°35'E

X R. 18°17' S. 62°18'E. 73.78 83?  
27.8 East = 31.4 50 = 56.47 72.8 82.2

X R. 63°43'

169.3' to M.C.

12072.8

238.15 - 107.0 - 170.7

4+ 950 75  
7+ 150  
1100 140

2+ 7-8-9-10-11-12-13

2+ 1+ 45-6

1+ 1+

1 1 2 0 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18



5.80035  
 18° 17'  
 5.62018'E  
 63° 43'  
 5.1025'W

2059'E 2059'  
 9038' 1023'  
 1021 1037

119

154.64'

154.64'

51.55' 32'

97001 150000

97001

522990

495005

449850

388004

618466

582006

364540

75056

26004

10200

89298/15.3

83.55 - 51.55 = 32.0

24305'

25056

150

175280

25056

375840

11.8

49.38

79000

1445

6315

17120

8032

97001 - 8.4

32.5

194002

291003

512403

18.96

195.4

28.6

166.8

29.5

196.3

154.64

51.55

103.10

41.240

10220

19

9198

1022

79418

102.23

97815 100000

97815

218508

171145630

228700

195630

33070

89298 753000

89298

637020

625086

119340

97815.3

355.4

489075

489075

293445

34724325

89298

41.6

335788

89298

357172

37847968

111.90

89298 100000

89298

107020

89298

177220

89298

879220

203682

75538



|                |             | North       | South  |
|----------------|-------------|-------------|--------|
| North          | 41.3        | 41.3        |        |
| N. 75° 56' E   | 238.15      | 57.9        | 22.2   |
| S. 78° 00' E   | 107.0       |             | 22.2   |
| S. 63° 15' E   | 170.7       |             | 76.8   |
| S. 80° 35' E   | 390.4       |             | 63.8   |
| S. 62° 18' E   | 283.0       |             | 131.5  |
| S. 102° 5' W   | 169.3       | 99.2        | 294.3  |
| N. 66° 19' W   |             |             | 169.3  |
| N. 66° 23' W ✓ | 291.0       | 116.6       |        |
| S. 85° 20' W   |             |             |        |
| S. 85° 16' W ✓ | 181.0       |             | 14.9   |
| N. 79° 15' W   |             |             | -1.2   |
| N. 79° 19' W ✓ | 65.2        | 12.1        |        |
| S. 73° 17' W   |             |             |        |
| S. 73° 13' W ✓ | 148.3       |             | 43.4   |
| S. 62° 55' W   |             |             |        |
| S. 62° 51' W ✓ | 189.6       |             | 85.5   |
| S. 71° 31' W   |             |             |        |
| S. 71° 27' W ✓ | 102.4       |             | 32.6   |
| N. 85° 41' W   |             |             |        |
| N. 85° 45' W ✓ | 93.5        | 6.9         |        |
| N. 2° 11' N ✓  | 151.1       | 151.0       |        |
| N. 22° 19' W ✓ | 267.8       | 247.8       |        |
|                |             | 633.6       | 640.0  |
|                |             | 636.8       | 636.8  |
| North 1106.5   | N. 2° 55' W | 1156.5      |        |
| S. 87° 05' E   | 1162.5 East | 59.2        | 59.2   |
| S. 102° 5' W   | 1452        | S. 1° 30' E | 1452   |
| West 1123.8    |             |             |        |
| North 1851     |             | 185.1       |        |
|                |             | 1341.6      | 1511.2 |
|                |             |             | 169.3  |
|                |             |             | 1342.9 |



East

West

West M.C. = 0 - 0

0 41.3 - 0

231.0

99.2 + 231.6

104.7

77.0 + 335.7

152.4

0.2 + 488.1

385.1

- 63.6 + 873.2

250.6

- 195.1 + 1123.8

4.2

266.6

180.4

64.1

142.0

168.7

97.1

93.2

5.8

101.7

1123.8

1123.8

66°10

63°15

2°55

80°55

2°55

78°00

63

75°56

2°55

73°01

75°56

2°55

1162.5

135.9

1123.8



122

Set up at C. 1/4 of Sec. 34, sight  
at 106.6 set Hvb = Sta. 1334 + 10.6 on  
 $\angle = 72^{\circ}18'$

$$\Delta = 23^{\circ}07'$$

$$C.R. = 23^{\circ}07'$$

$$P.I. = 1335 + 33.7$$

$$P.C. = 1333 + 38.3$$

$$P.T. = 1337 + 23.6$$

$$\begin{array}{r} 1335 + 33.7 \\ 1333 + 38.3 \\ \hline 195.4 \end{array}$$

$$\begin{array}{r} 1337 + 23.6 \\ 1335 + 33.7 \\ \hline 189.9 \end{array}$$

$$\begin{array}{r} 1335 + 33.7 \\ \hline 1337 + 29.1 = 1337 + 23.6 \end{array}$$

$$\begin{array}{r} 1335 + 33.7 \\ 195.4 \checkmark \\ \hline 1333 + 38.3 \\ 1334 + 10.6 \\ \hline 72.3 \end{array}$$

$$\begin{array}{r} 1335 + 33.7 \\ 1334 + 10.6 \\ \hline 123.1 \\ 72.3 \checkmark \\ \hline 195.4 \checkmark \end{array}$$



to E.  $\frac{1}{16}$  Cor. on  $\frac{1}{4}$  Line  
curve

$$\Delta = 23^{\circ}07'$$

$$D = 6^{\circ}$$

$$23.1166$$

$$3.853^{\checkmark}$$

$$1333 + 38.3$$

$$385.3^{\checkmark}$$

$$1337 + 23.6$$

$$\tan 11^{\circ}33\frac{1}{2}'$$

$$20451$$

$$955.366$$

$$20451$$

$$955.366$$

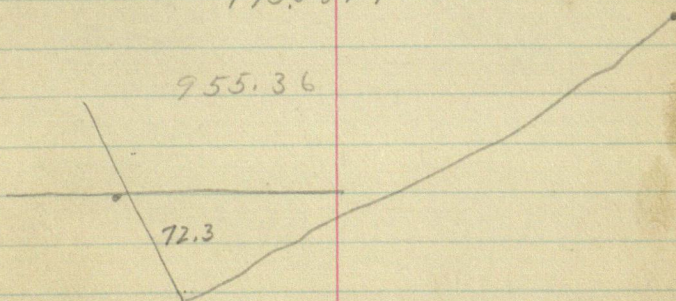
$$4776830$$

$$3821464$$

$$19107320$$

$$19538190066$$

$$955.36$$





124

|                  | N     | S | E     | W    |
|------------------|-------|---|-------|------|
| East 106.6       |       |   | 106.6 |      |
| N. 17°42'W 123.1 | 117.3 |   |       | 37.4 |
| N 5°25'E 193.6   | 192.7 |   | 18.3  |      |
| West 33.2        |       |   |       | 33.2 |
|                  | 310.0 |   | 124.9 | 70.6 |

$$\begin{array}{r} 106.6 \\ 5.4 \\ \hline 112.0 \\ 37.4 \\ \hline 73.6 \\ 33.2 \\ \hline 40.4 \end{array} - 205.4 - 200 \text{ to Cor.}$$

$$\begin{array}{r} 5.4 - 0 \\ 112 \\ 37.4 \\ \hline 74.6 \\ 38.6 \\ \hline 83.2 \\ 33.2 \\ \hline 50.0 \end{array}$$

$$\begin{array}{r} 4.3' \\ 5.4 \\ \hline 9.7 \end{array}$$

$$\begin{array}{r} 92.8 \\ 9.7 \\ \hline 83.1 \end{array}$$

955.4

N. 72°18'E

$$\begin{array}{r} 106.6 \\ 5.4 \\ \hline 112.0 \\ 37.4 \\ \hline 74.6 \\ 8.6 \\ \hline 955.4 - 5 \\ 130403 - 1 \\ 28662 \\ 382160 \\ 286620 \\ \hline 32512262 \end{array}$$



$$\begin{array}{r}
 30403 \quad 95266-1 \\
 \underline{1231} \quad \underline{1231-8} \\
 30403 \quad 95266 \\
 91209 \quad 285808 \\
 60806 \quad 190532 \\
 \underline{30403} \quad \underline{395266} \quad \checkmark \quad 92.8 \\
 3743609 \quad 117272546
 \end{array}$$

$$\begin{array}{r}
 310 \\
 \underline{117.3} \quad 09440 \quad 99553 \\
 192.7
 \end{array}$$

$$\begin{array}{r}
 193.5 \quad 193.6 \\
 99553 \overline{)192.7000} \quad .094458 \\
 \underline{99553} \quad \underline{7744} \\
 931470 \quad \underline{7744} \\
 895977 \quad \underline{85184} \\
 354930 \quad \underline{17424} \\
 298659 \quad \underline{17436} \\
 542710 \quad 25.9424
 \end{array}$$

$$\begin{array}{r}
 28662 \\
 382160 \\
 286620 \\
 \hline
 290470262
 \end{array}$$

$$\begin{array}{r}
 33 \overline{)7744} \\
 \underline{2744} \\
 17424 \\
 \underline{1827584}
 \end{array}$$

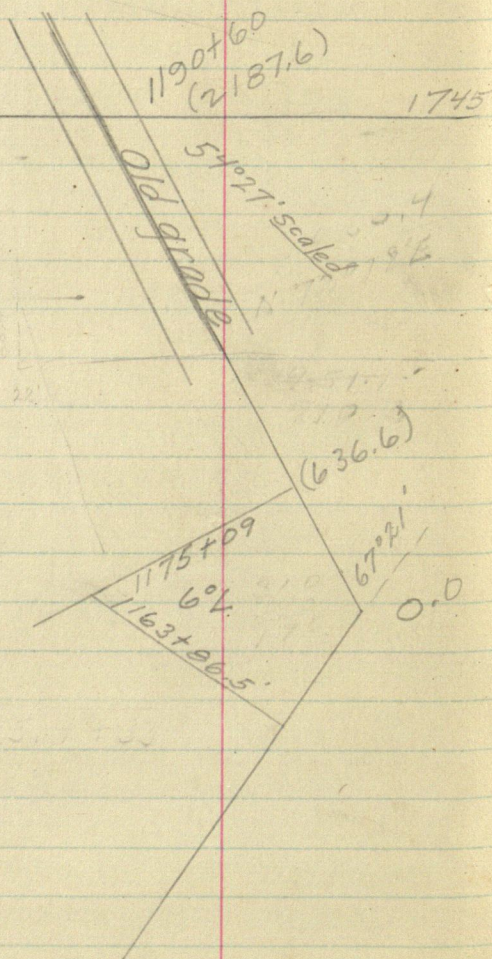
$$\begin{array}{r}
 33.2 \\
 99553 \overline{)330000} \\
 \underline{298659} \\
 313410 \\
 \underline{298659} \\
 147510
 \end{array}$$



126

10th Standard Parallel

Notes taken from Girl Lake





2711  
966  
1745

127

Grade Map.

34

35



966'

2711

3

2

119060  
117509  
1551

117509.6  
116386.5  
1122.5

$L_c = \frac{67.2857}{6} =$

112143

$R = 955.4$

$\frac{67.21}{2} = 33.605'$

Tan  $\frac{66629.21}{955.4 - 5.1}$

266516

333145

333145

599661

636573466

$T = 636.6$

1551

2187.6



128

= 1009' . 20112

31579.7

635,1500

631594

7301

712

355600

201

105,87

315797

7301

317

398030

146020

158

315797

1467501

822330

7301 14675



$$\begin{array}{r}
 955.4 \\
 \underline{33} \\
 988.4 \\
 \underline{988.4} \\
 3953.6 \\
 79072 \\
 \underline{79072} \\
 88956 \\
 \underline{976934.56}
 \end{array}$$

$$\begin{array}{r}
 68.9 \\
 \underline{170} \\
 238.9 \\
 \underline{290.5} \\
 51.6 \\
 \underline{51.6} \\
 3096 \\
 \underline{516} \\
 2580 \\
 \underline{2662.56}
 \end{array}$$



Sunday - Sept. 16-1928  
 3. More tract North of old Hoist

N.  $20^{\circ}59'W$ . 213.4

N.  $20^{\circ}59'W$  213.4

N.  $3^{\circ}27'W$  209.3

S.  $81^{\circ}06'W$  232.5

$$\begin{array}{r} 20^{\circ}59' \\ 8^{\circ}54' \\ \hline 12^{\circ}05' \end{array} \quad \begin{array}{r} 8^{\circ}54' \\ 3^{\circ}27' \\ \hline 5^{\circ}27' \end{array}$$

$$\begin{array}{r} 99548 \overline{) 208,7000} \\ \underline{199096} \\ 960400 \\ \underline{895932} \\ 644680 \end{array}$$

$$\begin{array}{r} 09541 \\ 208,7 \\ \hline 66787 \\ 76328 \\ \hline 190820 \\ \hline 19812067 \end{array}$$

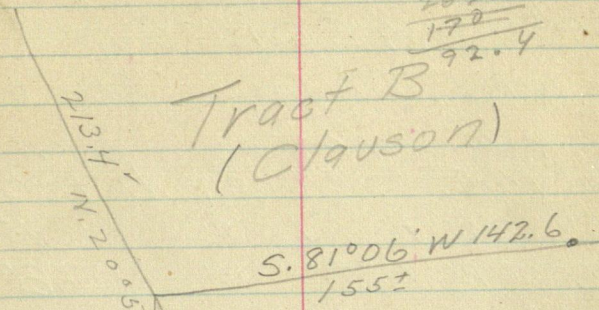
$$\begin{array}{r} 21408 \\ 208,7 \\ \hline 149856 \\ 171264 \\ \hline 428160 \\ \hline 44678496 \\ 19,812 \\ \hline 64,490 \end{array}$$



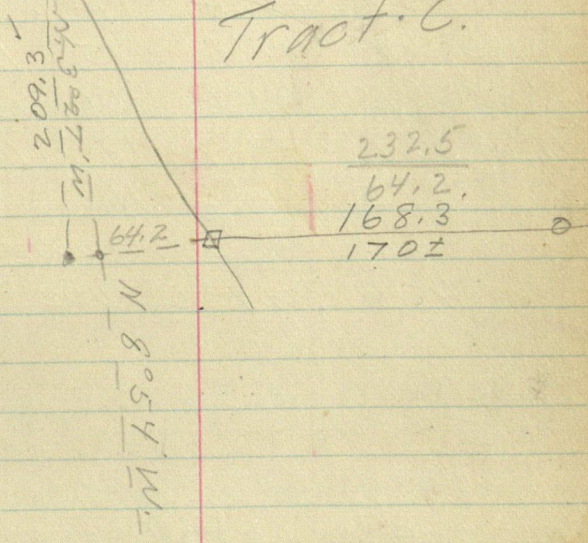
208.7  
208.7  
 417.4  
1.55  
 262.4  
170  
 92.4

131

Tract B  
 (Clayson)



Tract C.



232.5  
64.2  
 168.3  
170±



132 W. C. Mitchell  
Lots 1 & 10, Sec. 33-140-28

Aug. 23-1929

M.C. #21 to N.E. Cor. 40.00

N.E. Cor. to N.  $\frac{1}{4}$  Cor. 40.38 S.  $89^{\circ}05'$

True M.C. N.  $89^{\circ}02'W$  to #1

Ran. M.C. S.  $54^{\circ}08'W$  to true M.C.

S.  $89^{\circ}38'W$  to #1 5'  $105'$  143.4'

S.  $79^{\circ}26'W$  to #2 10' 137.8'

S.  $88^{\circ}58'W$  to #3 21'-37' 217.2

N.  $36^{\circ}05'W$  to #4 17-42 96.8'

N.  $68^{\circ}29'E$  to #5 75' 164.3'

N.  $82^{\circ}23'E$  to #6 100' 136.1

N.  $78^{\circ}52'E$  to #7 130' 168.8

N.  $36^{\circ}13'E$  to #8 116' 76.8

S.  $69^{\circ}55'E$  to #9 on R. Line 58.5

South to Ran. M.C. 202'

1997.6 Res. Cor. to  $\frac{1}{16}$  M.C. West Line

o Set up  $\frac{1}{16}$  M.C. - B.T.  $\left\{ \begin{array}{l} \text{Pop. 6" N. } 36^{\circ}34'W \\ \text{Pop. 9" N. } 48^{\circ}04'E \end{array} \right.$

S.  $22^{\circ}9\frac{1}{2}'W$  to  $\frac{1}{4}$  M.C. by big pine.

$\frac{1}{16}$  M.C. to #1 33' N.  $52^{\circ}20'E$  80.9'

#2 58' N.  $63^{\circ}07'E$  96.0'

#3 84' N.  $81^{\circ}28'E$  160.5' N.  $5^{\circ}E$  25' Field

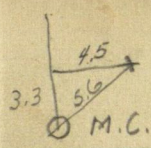
#4 63' S.  $61^{\circ}55'E$  98.7'

#5 109' S.  $87^{\circ}50'E$  390' + 137.0'  $\left\{ \begin{array}{l} 1-184' \\ 2-85' \\ 3-91' \end{array} \right.$  + 157' across road

#6 30' N.  $58^{\circ}28'E$  181.8'

N.  $50^{\circ}46'E$  to Sta. 1837.5' 100.9'





12.25  
28.75  
34.85  
5.15  
81.00  
94.5  
2665.1

143° 30'  
36 07

40.38  
70° 39'  
1226  
1320  
1524  
1320 \*

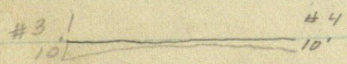
5.6'

S. 20° 16' E.

R. Line  
S. 10° 22' W.  
S. 10° 24' W.

S. 20° 16' E  
70° 39'  
S. 90° 55' E - N. 89° 05' E  
N. 10° 23' E  
87° 42'  
92° 18'

15.3'  
23.7'



105' cen. end of bog.

00.9'



134

N. 87° 08' E. Comp.  
N. 87° 05' E.

T. Line  
N. 103° 0' E.

R. Line  
171.5

2672.5  
2670.4 Comp  
from U.S. Ds

91.7

174.4  
174.6  
East  
S. 89° 29' W - 1.6

check  
87° 04'

98.6

5.031' E. Comp  
25.0228' E. Comp  
100.2  
98.6

488.7 = 174.4

2287.3 - 160.9

N. 80° 16' W.  
Res. Line

Res. Cor.  
585 X Fence

1987.3 - 139.8

1.0

1687.3 - 118.7

1.6

120.3

1210 X road

2.2

5.034' E. Comp  
5.003' E. R. Line

1387.3 - 97.6

2.2

2.1

99.7

1087.3 - 76.5

2.16

79.1

2488.7

787.3 - 55.4

3.2

58.6

400.1  
400.0

487.3 - 34.3 +

3.7

38.0

187.3 = 13.2 +

4.2

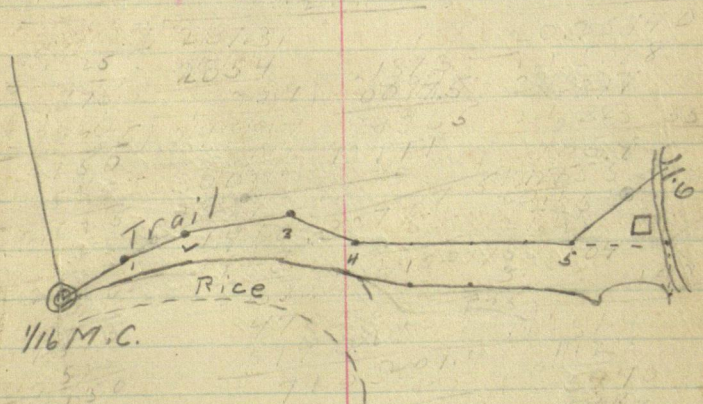
17.4



Geo. Hausken 2 3/4 - 8.25 135  
 Ralph Manders 2 1/2 7.50  
 John M. Greene Carlson 3.60  
 Ed. Johnson N. E S  
 Orval Johnson

N. 1° 30' E 91.7 91.7 2.4  
 N. 87° 05' E 171.5 8.7 171.3  
 100.4 173.7

S. 0° 31' E 100.4 .9 100.4  
 100.4 174.6 100.4

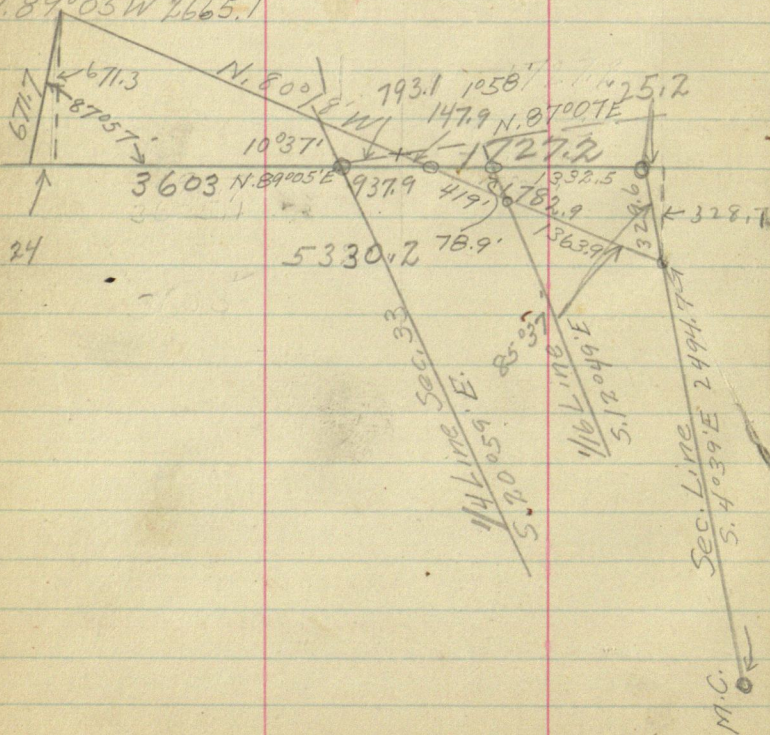




|                            | N    | S      | E      | W    |
|----------------------------|------|--------|--------|------|
| S. $1^{\circ}08'W$ 671.7   |      | 671.6  |        | 25.0 |
| N. $89^{\circ}05'E$ 5330.2 | 85.3 |        | 5329.5 |      |
| S. $4^{\circ}39'E$ 329.6   |      | 328.5  | 26.7   |      |
|                            |      | 1000.1 | 5356.2 |      |
|                            |      | 85.3   | 25     |      |

Sec. 33  
N.  $80^{\circ}16'W$  Res. Line 914.8 5331.2

S.  $1^{\circ}08'W$  671.7  
N.  $89^{\circ}05'W$  2665.1





123.5

118.

5.5

5. E

S.  $50^{\circ}46'$  W

137



138

118

$\frac{22}{140.5}$

S. 20° 59' E  
S. 31° 40 1/2 E  
S. 30° 43 E

58° 17'

187.1 to 1/4 M.C.

152.4 Clasen hot N. side

70711

70711

29770

29770

10046

29770

29770

12.7

1.1

1.1

1.1

1.1



134

Tabaka's Lot - Longville

① 10' N. of old king bolt  $\times 90^\circ$

$$N. 10^{\circ} 35' E. \text{ to } I.M. 160' = 4.4' E.$$

West to hub 150.3 + 25' 1.14.

N. 45° W. 140 = 1.98' 20' = 28.3 226.3  
1.M.

West  $290 + 25'$   $1000 \times 1000$



140  
Ralph Manders & Fuller

1/4 Cor. 34 & 35

Sta. Cedar 5" N. 50° E. 14

" 4" N. 45° W. 12

45 - Lv. swamp

62.50 Res. Line

80.00 Set post

Pop. 5" N. 40° E 17

Fir. 6" S. 45° E. 28

W. Pine 7" S. 33° W. 26

Peplar 4" N. 11° W. 16

Approx. S. 0° 15' W.

Ran. Sec. Line S. 88° 17' E.

Hub at 1100 ft. E.

1281 1/2' Cen. Grade.

2437.8' Sec. Cor.

Ran S. 40° 29' N. Fire Tower S. 2° 53' W.

1055 Hub

1155 set Hub. in N. wheel track

1172.5 fence.

2000 Hub

2664.6 X 202.2'

At Sta. 1158.5 X 90 from ran. offset East 88.2'

Set up on 88.2' offset = Res. Cor. sight

to N.E. Sec. Cor. run N. 78° 53' W on

At 1100 = Corr = 2.2'

Res. line. At 1170 set picket Corr. 2.4' N.

Pickets 1470 - 1770 - 2070 - 2370 - 2670 -

N.L.

N.L.

N.L.

Lined 7.2

2970 - 3270 - 3570 - 3605 East edge at grade

3905 West of creamery 420.5 4503.9

470.5' - 5005 - 5305 + 5390.5 - 11' south

5391.6 X 90° - S. 10.9' Cor. 0° 0.7'

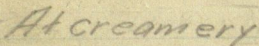


141

90.3

75.9

180.6

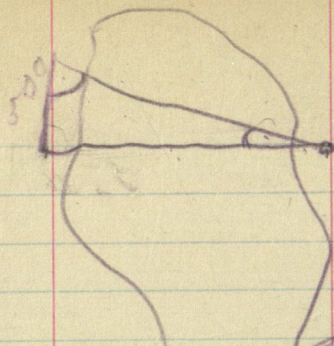


50°06'E  
J. M. bent

1. Member



142

86°43'  
3 17

$$\log \tan 3^{\circ}17' = \frac{\log 500}{\log X}$$

$$\log 500 - \log \tan 3^{\circ}17' = \log X$$

$$\log 2.69897 - 8.75867 = \log X$$

$$\log X = 3.94030 = \log 8715.5$$

$$1100 - 2.2$$

$$1179.9 - 2.4$$

$$1470 - 3.0$$

$$1770 - 3.6$$

$$2070 - 4.2$$

$$2370 - 4.8$$

$$2670 - 5.4$$



143

53

1.745  
3

15.3  
57.4 22.9 W.  
2648.9  
905.85° 31'E  
2014  
85° 22' 40" 4040'

202.2  
N. 89° 49' E

$$\begin{array}{r} 4029 \\ 0111 \\ \hline 4040 \end{array}$$
$$\begin{array}{r} 89049 \\ 4029 \\ \hline 85020 \end{array}$$

85°20'

85°20'

07556-5

2022-6-3

15112

15112

15112

15.27823

99714 - 3

202.2 = 6

824651

199428

1994280

201621708

2664.2

15.3

2648.9

1490

1158.9

22.5:40::X:201.6

$$22.5 : 40 : X : 2648.9$$

22.5

132445

52978

52978

$$40 \overline{) 59600.25}$$

1490

27.5

10080

4037

$$\begin{array}{r} 4032 \\ - 3600 \\ \hline \end{array}$$

47 4530

153.4



144

X Res. Line &  $\frac{1}{4}$  Line TraverseRes. Line N.  $88^{\circ}46'W$ .Traverse N.  $11^{\circ}21'E$ 

2370 + 49.7 = 2419.7

Hub. 167.6 N.

Cor.  $2^{\circ}14'$  N. E. W.N.  $11^{\circ}21'W$ . 167.6 N.  $13^{\circ}35'W$  162.9 39.4N.  $11^{\circ}21'W$ . 540.0 N.  $13^{\circ}35'W$  529.4 126.8N.  $11^{\circ}14'E$ . 264.5 N.  $9^{\circ}E$ . 261.2 41.4N.  $87^{\circ}46'W$  229.7 West 0.0 229.7

953.5 41.4 395.9

41.4

<sup>1033.4</sup>  
N.  $20^{\circ}15'W$  = N.  $22^{\circ}29'W$ 

354.5

954.9 395.2

40.7

<sup>1060</sup>  
N.  $23^{\circ}30'W$  = N.  $25^{\circ}44'W$  954.9 460.2

N. S. E. W.

West 105.7 105.7

<sup>27.6</sup>  
S.  $25^{\circ}44'E$  1060 954.9 460.2

East 67.6 40.7

N.  $22^{\circ}29'W$  1033.4 954.9 395.2

500.9 500.9







146

|                  | N.    | S.    | E.    | W.    |
|------------------|-------|-------|-------|-------|
| East 229.7       |       |       | 229.7 |       |
| S. 9°W 264.5     |       | 261.2 |       | 41.4  |
| S. 13°35'E 464.6 |       | 451.6 | 108.0 |       |
| N. 22°29'W 712.8 | 712.8 |       | 337.7 |       |
|                  |       |       | 41.4  |       |
|                  |       |       | 296.3 |       |
| N. 22°29'W 712.8 | 712.8 |       |       | 295.0 |

|                  |       |       |      |
|------------------|-------|-------|------|
| N. 13°35'W 403.8 | 392.5 |       | 94.8 |
| S. 22°19'E       | 392.5 | 162.4 |      |

West 67.6  
162.4

|           |           |           |
|-----------|-----------|-----------|
| 23486.3   | 97203     | 712.8     |
| 403.8 - 6 | 403.8 - 6 | 556.5     |
| 187888    | 777624    | 291609    |
| 70458     | 291609    | 3088120   |
| 939440    | 3088120   | 392505714 |
| 94836468  | 392505714 | 395.2     |

556.5  
392.5  
949.0

395.2  
162.4  
232.8



2420

745

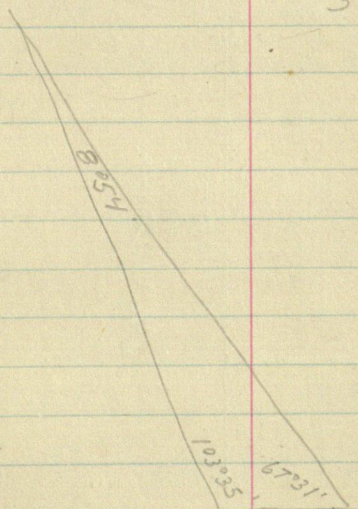
2494.5

8° 54'

707.6

403.8

303.8



40.6

2.143

259.7 556.5

5194

37.10

25.97

11.130

10.388

7420



148

Henry C. Manders

Dr. Kohler Lots 147- Sec. 34-141-28

0-569.5

0-350 & Road

500 picket

785 I.M.

795 Girl Lake

Tower S. 29° 55' E

Bert Fuller

M.C.

N. 0° 24' E 818.4  
1394.25

Long Lake

M.M. Manders H.C. Manders

1394.2

818.4

2212.6

S. 87° 46' E

S. 88° 17' E

R.L. 110 S. 4° 29' W.

N. 0° 08' E



June 23, 1932  
 Ralph Manders  
 Wilfred Swenson  
 John M. Greene.

149

Lot 14 - Sec. 34 - 141-28

|               |        | N     | S     | E      | W      |
|---------------|--------|-------|-------|--------|--------|
| N. 12° 22' W  | 569.5  | 556.3 |       |        | 121.9  |
| N. 87° 46' W  | 1331.9 | 52.0  |       |        | 1330.9 |
| S. 4° 29' E.  | 329.6  |       | 328.6 | 25.6   |        |
| S. 78° 53' E. | 1454   |       | 280.3 | 1426.7 |        |
|               |        | 608.3 | 608.9 | 1452.3 | 1452.8 |

Lot 13 - Sec. 34 - 141-28

|              |        | N     | S     | E      | W      |
|--------------|--------|-------|-------|--------|--------|
| N. 78° 53' W | 1530.6 | 295.1 |       |        | 1501.8 |
| N. 12° 22' W | 569.5  | 556.3 |       |        | 121.9  |
| S. 87° 46' E | 1331.9 |       | 52.0  | 1330.9 |        |
| S. 20° 15' E | 849.0  |       | 796.4 | 293.8  |        |
|              |        | 851.4 | 848.4 | 1624.7 | 1623.7 |

|         |            |        |
|---------|------------|--------|
| 5391.6' | 3605'      |        |
| 2407    | 2407       | 163.6' |
| 2984.6  | 1198       | 81.5   |
| 1454.0  |            | 245.1  |
| 1530.6  |            |        |
| 1198.0  |            |        |
| 332.6   | chain West |        |



Force Report

१४५

July 14 15 16 17 18 19 20 21 22 23 24 25

~~Confidential~~

Tusler  $\frac{3}{4} / \frac{1}{2} / \frac{1}{2} / \frac{1}{2} / \frac{1}{2}$

|   |   |   |     |     |     |
|---|---|---|-----|-----|-----|
| " | " | 1 | 1/2 | 1/4 | 1/2 |
|---|---|---|-----|-----|-----|

[illegible]



156. A. Cont Expense account  
with

J. W. Curo

Cty. surveyor Cross county.

R.R. fare Walker to  
Hockensack 0.30

Dinner at " .35

Ticks .05

R.R. fare H. " .39

" " W. " .39

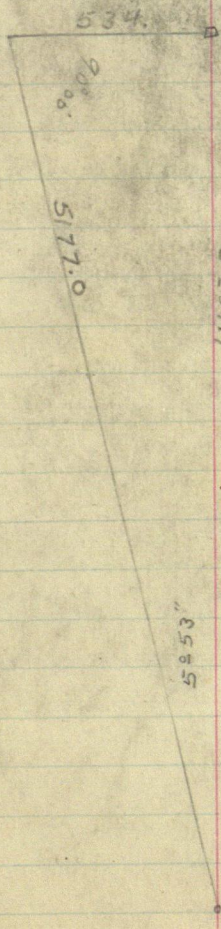
Dinner at " .25



12-4-58

1/2 day

$$10.3' = 1.40$$



N

S



158 Longville School

Strip 104' X 300' = 31200  
= 0.7163 Acres

$$\begin{array}{r} 524.7 = 420.7 \\ 429.0 = 325.0 \\ \hline 745.7 \end{array}$$

$$\begin{array}{r} 420.7 \\ 325.0 \\ \hline 95.7 \\ .31.9 \end{array}$$

$$\begin{array}{r} 4356 \overline{) 2237100} \\ \underline{21780} \\ 5910 \\ \underline{4356} \\ 15540 \\ \underline{13068} \\ 24720 \end{array}$$

$$\begin{array}{r} 51.36 \\ 2.568 \\ .7163 \\ \hline 3.284.3 \\ 101.5 \end{array}$$

$$\begin{array}{r} 420.7 \\ 289.3 \\ \hline 710.0 \end{array}$$

$$\begin{array}{r} 325.0 \\ 31.9 \\ \hline 293.1 \\ 325.0 \\ \hline 618.1 \\ 30905 \\ \hline 301.4 \\ 100 \end{array}$$

$$\begin{array}{r} 289.8 \\ 420.7 \\ \hline 709.7 \end{array}$$

$$\begin{array}{r} 4356 \overline{) 2838800} \\ \underline{26136} \\ 22520 \\ \underline{21780} \\ 7400 \end{array}$$

$$\begin{array}{r} 6.52 \\ 3.25 \end{array}$$

$$\begin{array}{r} 401.6 \\ 71 \\ \hline 4016 \\ 28112 \\ \hline 285136 \end{array}$$

$$\begin{array}{r} 4356 \overline{) 285136} \\ \underline{26136} \\ 23776 \\ \underline{21780} \\ 19960 \end{array}$$



$\frac{1015}{352}$   
 $\frac{2030}{5075}$   
 $\frac{3045}{35728.0}$



$\frac{675.5}{104}$   
 $\frac{571.6}{206.0}$   
 $\frac{771.6}{675.5}$   
 $\frac{94}{771.5}$

1 Pair 415

log 123.8 -

$\frac{1015}{352}$   
 $\frac{2030}{5075}$   
 $\frac{3045}{35728.0}$

$\frac{2494}{2621}$   
 $\frac{51.60}{51.60}$

$\frac{325}{35.7}$   
 $\frac{289.3}{325.0}$   
 $\frac{674.3}{101.6}$   
 $\frac{36858}{6143}$   
 $\frac{61430}{6247288}$   
 $\frac{31235}{}$

west -  $\frac{1}{2}$  of N.W.  $\frac{1}{4}$  of 01-00-18 - 62-21

$\frac{.7163}{4356}$   
 $\frac{31200}{30492}$   
 $\frac{7080}{4356}$   
 $\frac{27240}{26136}$   
 $\frac{11040}{}$

$\frac{31200}{30740}$   
 $\frac{460}{}$

1665.9

$\frac{16}{289.8}$   
 $\frac{460}{289.8}$   
 $\frac{17020}{17388}$

$\frac{12,092,721}{8,871,664}$   
 $\frac{3,221,657}{}$