

151



No. 1203

①
Fort Ripley.

Page 21.

Note: This book belongs to
John W Curo Jenkins Minn
If lost, finder please return
at once for suitable reward

John W Curo
May 16-1932

June 22-1920.

I am working for Eugene
Grimes

Copy notes of previous survey
and plat of

Grimes at home in Brainerd
P.M.

Lv in my Baby Grand
Chevrolet with Alma and
Reed. Ar Ft Ripley
about 4-P.M.

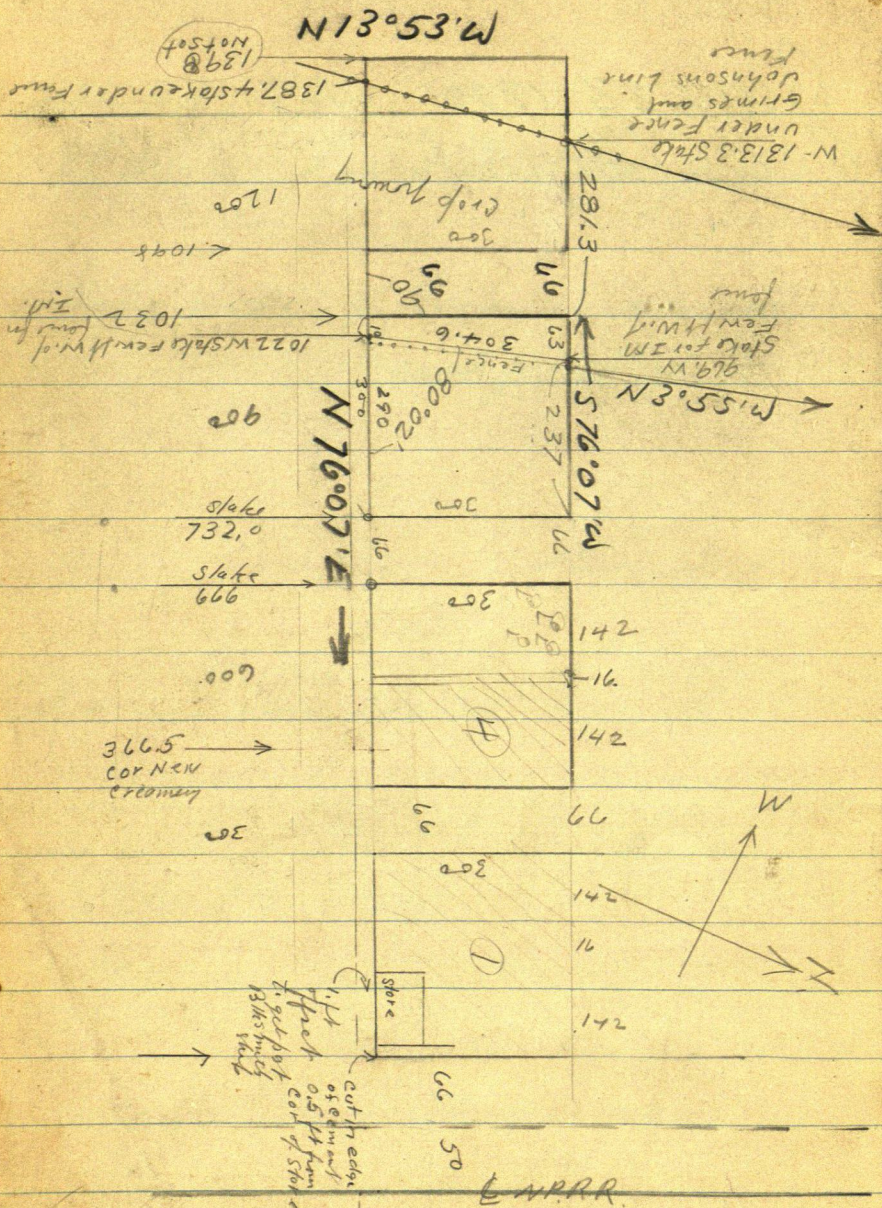
Grimes and I work
Johnson owns 465
acres @ \$100. an acre
Shows us Co. to

June 23-1920
Work on plat

Ft Ripley

June 23-1920

Grimes Survey



\$406.25
 856.25
 4360.00

300X142= 42.600 \$/ft
 300X66= 19.800 " "
 300X263.5= 79.050 " "
 141.450
 = 3.25 Acres

142
 16
 142
 300

237.
 290
 2/527.0
 263.5

263
 300
 (3.2478900
 43560) 141.450
 130680
 107700
 87120
 203800
 174240
 31560

142
 300
 42.600
 66
 300
 19.800
 263.5
 30
 79.050

3.25 acres
 @ \$125/acre
 1625
 650
 325
 \$406.25

1.454
 43560) 19,800
 174240
 237600
 217800
 198000
 174240
 23760

Street 300X66 = 19,800 = 45/100 acre
 @ \$125/acre = \$5625

125
 45
 625
 500
 56.25
 3.25
 45
 2.8 @ 125 =

125
 45
 625
 500
 56.25
 2
 112.50

6625
 13250
 125
 5
 625
 125
 25
 1000
 250
 8350

6

1895

1895

Working For Larson & Johnson

7

July 15-1920

T43 R31

N^o
168

Qch 8N 27°E 155.1x

" 6N 66°30'W 38.6 + 30 = 38.6x

S 16°W To N. end nearest pt of big shoal 62.0

Stk 843^{3x3x30"} 46.7. @ 9' V. 26-27-34.35
43-31

Oscar E. Larson R.I. ax

Fritz E. Johnson. R.C. Ch
2x2x20

US Note

T43 R31

27-28-33 3x

NP 125 40E 133

WP 2xS 2xW 91

" 2xN 5°W 33

" 2xN 51E 92

1/2 Bet 27-3x

V 11° 31'

WP 2xN 74W 120

" 20S 42W 5x

8

July 15-1920

Alma-Gould-Reed & I
with Baby Grande ChevroletUSNA
N Bt 27-28 / 11'48"

40 1/2

WP 15 S 76 W 26

Exp 8 N 4 E 96

21-22-27-28

Tan 10 N 2 E 48

" 5 S 60 E 32

" 6 S 7 W 20

" 7 N 17 W 65

N Bt 33-34 / 13'03'

40 1/2

Yp 8 ~~W~~ 80 W 96

" 6 N 86 E 153

Pd \$15.00

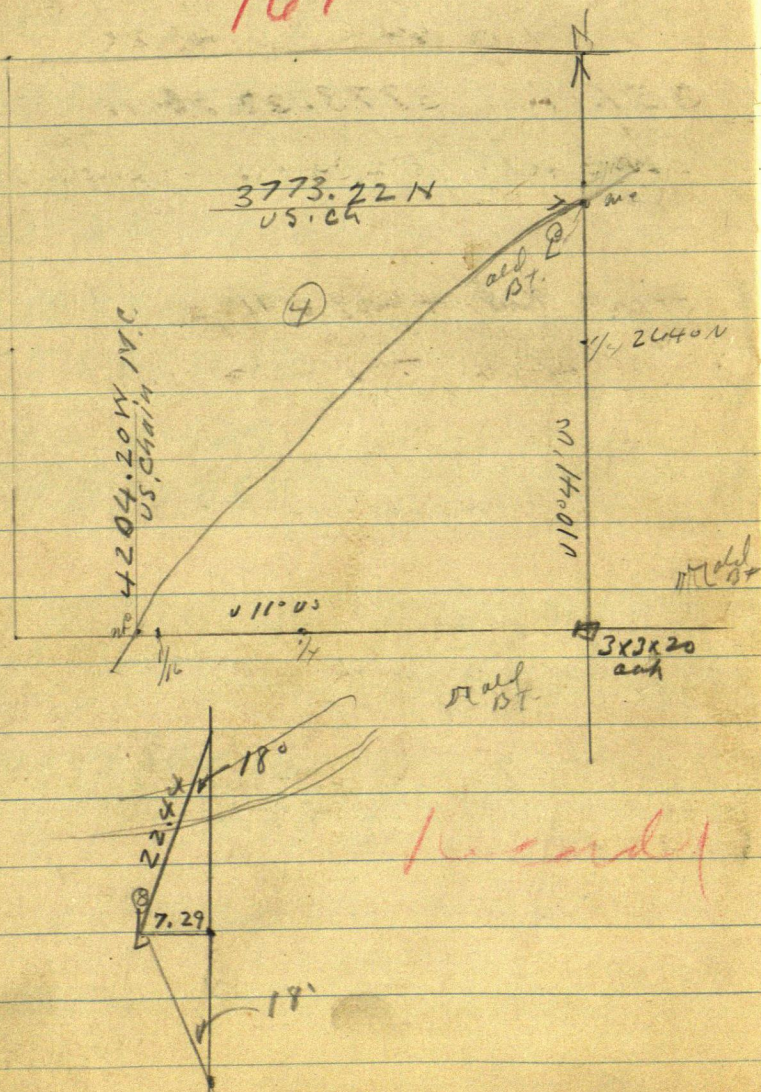
10

43-32
July 28-1920Joseph Matte. Surrey
Henry Schlagel

169

U.S. Notes

169



43-32

311

US Notes Say:

Cor 3-4-9-10-43-32

W. Oak 10 S 52° W 73 = 48.18 ft OK

N P 20 S 51° E 116 Lks = 76.56 " 90m

" 20 N 58° E 55 " = 36.30 " OK

North Bet 3 and 4 10° 41' E

@ 40.00 set

N = 164

BP 8 S 21° E 123 Lks = 91.18 FT

" 7 S 17 W 64 " = 42.24 "

@ 57.17 = 3773.22 FT H

set m.c. E. Bank Mississippi River

W. Oak 10 S 18° W 34 Lks = 22.44 FT

Oak 8 S 67° E 33 " = 21.78 " 90m

West Bet 4 and 9 11° E

@ 4000 set 1/4 Bet 4 and 9

W. Oak 10 N 7° W 70 = 46.2 FT

B Oak 6 S 58° E 70 = 46.2 "

@ 6370 = 4204.20 Feet West of

Lind 15 N 70° E 71 = 46.86 FT

B. Oak 7 S 69° E 60 = 39.60 "

Recorded

July 28-1920

Curo-Butcock-Matte and
Schlagel find NE and SW stumps @ cor
1-3-4-9-10-43-32

OK for chain except that the SW Oak
bearing 578° W instead of 558° W
OK @ 10' var.

Set cor to sec 3-4-9-10-43-32

Oak 4 N 38° 12' E 44.55

Oak 10 N 18° 20' W 41.60

169

Recorded

July. 28, 1920 Cond
Oak 3 S 34° 38' W 38.30

" 12 S 90° 41' E 58.30

Thence Run North...
and cut out line so as to chain
in the morning.

Crow goes Back to Brainerd.

169

July 29 1920

H Schaefer & I Chain north to
Mississippi River from cor to sec

34-9-10, 43-82 @ 300 ft Chain.

 $1 = 300 - 2 = 600$, 3, 4, 5, 6, 7, 8 = 2400 + 24002640 hub temp $\frac{1}{4}$ cor, 9, 10, 11, 12 $= 36.00 + 20.5 = 3805$ to Right anglesto old B.T. which is 7.29 W of true
line and true line 20.3

3 cor line. 3600 goes W 19.44,

3300 goes W 17.82, 3000 goes W 16.20

2700 goes W 14.58, 2640 goes W 14.25

2400 goes W 12.96, 2100 goes W 11.34

1800, goes 9.72, 1500 goes W 8.10

1200 goes W 6.48, 900 goes W 4.86

600 goes W 3.24, 300 goes W 1.62

1 ft goes W .54 of a ft.

14

169

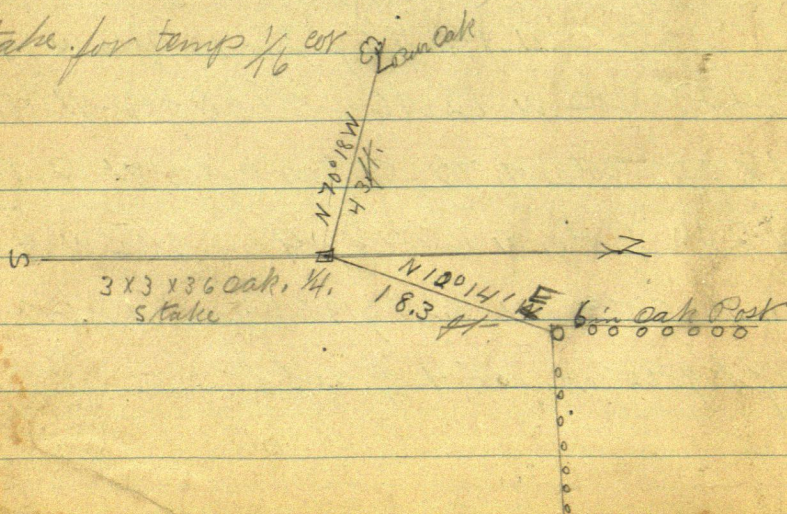
July 29 Cont.

thence over to the $\frac{1}{4}$ cor bet Sec.
4 & 9 find old stake hole and
also old Blk Oak stump. which
is Blk Oak $6 S 58^{\circ} E 70 = 46.2$ the
old white Oak stump is gone
set $\frac{1}{4}$ cor. and also New B.T.S. Var $10^{\circ} E$.

6 in Oak $6 S 12^{\circ} 14' E. 18.3 ft.$

4 " Bur. Oak $N 70^{\circ} 18' W 43. ft.$

from the $\frac{1}{4}$ cor we chain E bet sec
4 & 9 @ 300 stake 6, 9, 12, 1325 Blk
stake. for temp $\frac{1}{6}$ cor of Low Oak



169

15

July 30, 1920

Starting at the 1200 Stake Henry Schdagel
and I chain the rest of the $\frac{1}{2}$ mile bet
sec 4 + 9, @ 300 foot chain at 15, 18
21, 24 set stakes 2658 to cor to sec
3, 4, 9 + 10 while at cor I turn the
N.W. angle which is $89^{\circ}11'$
and then go back to the $\frac{1}{16}$ line
which is 1329 ft. from cor to sec
3-4, 9-10 - 43-32 Mr Matte wants
a line run 18 ft West of the $\frac{1}{16}$
line so offset 18 ft and turn the
corresponding angle to the N.W. angle
which is $89^{\circ}11'$ and run North -
when I check the measurement
bet the $\frac{1}{16}$ and sec line I find it
1303.3 ft. and it should be 1329 +
18 = 1347 including offset.

16

169

Mr Matte sees that it is
going to cut off part of his
building sight so he will
not have line corrected.

Mrs Agnes Farwell St. Paul Minn.
has the E $\frac{1}{2}$ of the NE $\frac{1}{4}$ of sec
9 and will sell Joseph Matte
appraised the land @ \$15.00
an act.

Joseph Matte

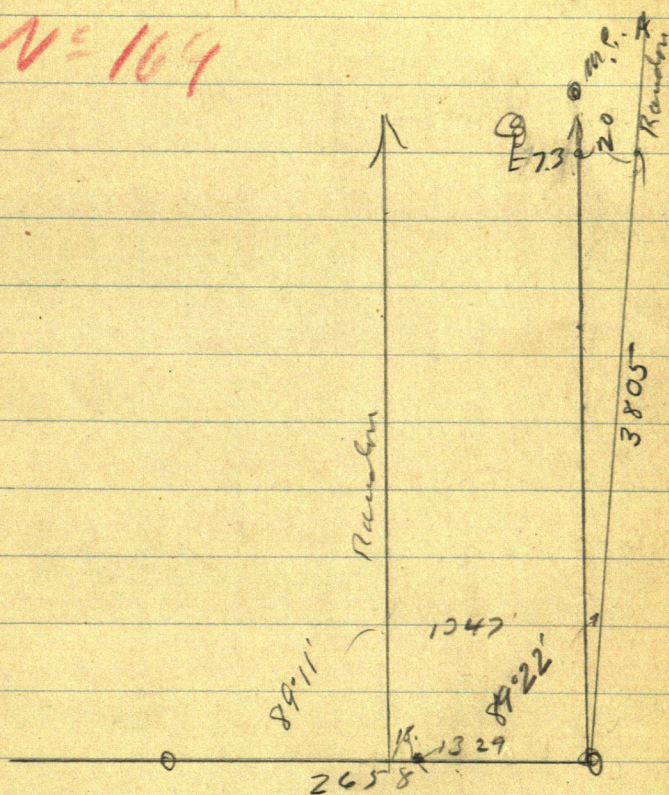
Fort Ripely

R.F.D. 2.

Minn.

	000525
380)	20000.
	19025
	9750
	7610
	21400

Record
N^o 169



169

19.

TIME SHEET + BOARD SHEET For July 1920

Time 18 29 30 31

July

Time

John W Curo

4½

—

0150

I. P. Babcock

5

9

Joseph Matte

5

9

Henry Schlagel

5

9

Board.

D

John W Curo

D

Garold Curo

D

I. P. Babcock

SD

LB

20

$$\begin{array}{r} 3670 \\ 66 \\ \hline 22020 \\ 2202 \\ \hline 242220 \end{array}$$

$$\begin{array}{r} 35 \\ 210 \\ \hline 210 \\ \hline 2310 \end{array}$$

$$\begin{array}{r} 679 \\ 66 \\ \hline 407454 \\ 4074 \\ \hline 44814 \end{array}$$

$$\begin{array}{r} 291 \\ 66 \\ \hline 1746 \\ 1746 \\ \hline 19206 \end{array}$$

$$\begin{array}{r} 1008 \\ 66 \\ \hline 6048 \\ 6048 \\ \hline 66528 \end{array}$$

$$\begin{array}{r} 23562 \\ 44814 \\ \hline 68376 \\ 64528 \\ \hline 1848 \end{array}$$

$$\begin{array}{r} 357 \\ 66 \\ \hline 2142 \\ 2142 \\ \hline 23562 \end{array}$$

$$\begin{array}{r} 957 \\ 175 \\ \hline 870 \\ 870 \\ \hline 957 \end{array}$$

$$\begin{array}{r} 108 \\ 648 \\ \hline 648 \\ \hline 7128 \end{array}$$

$$\begin{array}{r} 24222 \\ 1220 \\ \hline 110212 \end{array}$$

$$\begin{array}{r} 223 \\ 1338 \\ \hline 1338 \\ \hline 17718 \end{array}$$

$$\begin{array}{r} 223 \\ 175 \\ \hline 1115 \\ 1561 \\ \hline 223 \\ 39025 \\ \hline 136100 \end{array}$$

$$\begin{array}{r} 713 \\ 101 \\ \hline 1010 \\ 309 \\ \hline 709 \end{array}$$

$$7302210$$

44-32

US Nales

(23)

US 61015E

(24)

$$3670 = 2422.2 \text{ ft}$$

me.

$$2230 =$$

mt Lim

$$= 1471.8 \text{ ft}$$

$$2310 \quad 352$$

$$1450 =$$



$$= 957.1 \text{ ft}$$

$$1080 =$$

$$712.80$$

road

US 61030E

25

26

23-24-25-26-44-32 US Nales say

Boat 9S 24W 84 =

VP 20N 71W 357 = 235.62

Boat 9N 21E 295 =

NRT 23-24 U 10° 15' E

1080 road. 1450 N. en Church beam W 35' later

own

@ 22 30 N. Mt Res Line

3550 Trail EFW

3670 L Bk Miss 50 ft

3670 M.C.

YP 105 76 E 33 =

BP 125 48 W 105 =

West Bk 23-26 S 10° 30' E

628 road NTR

1008 Minn River M.C. 665.28 ft W to River

YP 20 S 18 W 291.192.106

" 20 N 81 E 679 = 448.14

Bk of R 10' 11"

@ Cn 23-24-25-26 44-32

NW BT 505 4007

YP 15 N 41° 50' E 55.65

Qah 5 N 19° 07' W 123.05

NP 14 S 79° 18' W 129.55

JP Stump 12 S 4° 59' E 74.95

Var 4° E

Turned from line line looking north

@

Rock

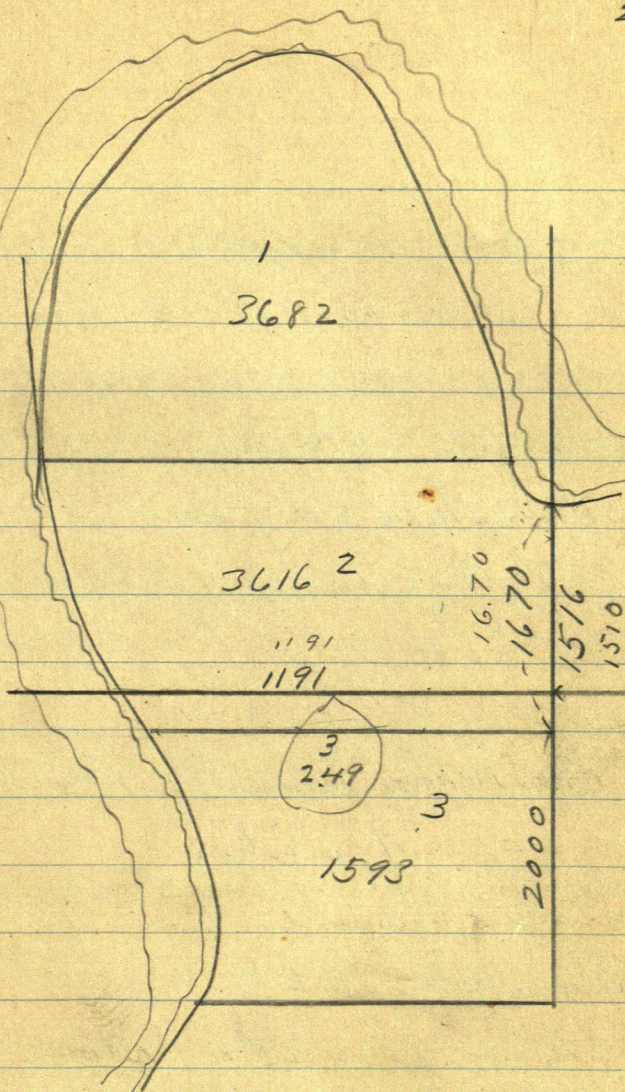
@ 10 23 N Th NW Cn

E 13 20 140' 1/4

Stone out N 73° 22' at N 73° 10' W

To SE cor Hm

23



Beg @ $1/16$ chain north

@ 267 ft on line 1 ft N of road of
bars and 6 ft S of $\frac{1}{2}$ road x. bars
300 state cross fence

300 state 4 ft W of fence

380 ft on line cross fence
which bears NW

@ 1320 N House bears N $73^{\circ} 10' W$ 684 ft
to SE Cor. of kitchen

Kitchen $18^3 \times 14.7$

Main House 16×24.4

Kitchen joins 4 ft E of main house
within Friday with Henry

S5°40'W 422.2

N40°24'E

N86°54'W 163.0

N77°16'W N77°42'W 100.5

West. @ 90' to sec line from 1/16

248.00

Nov 5-1920 Curo and Levi Bailey
look over fence lines
Curo takes dinner with Bailey

PM

Curo and Henry Bosley @ 15 hrs
Bosley @ 30 & an hour 70 &

Nov 6-Saturday
Communion met

Nov 7-1920 Sunday.
Curo-Bat and Garal Curo met
landowner who wants his line run

Nov 8-1920 Monday in Bed

Nov 9-1920 Tuesday in Beamed

Stormy - 3" snow EVIN
NAG: EVIN G. Boyd Red US Whisky Agent

over

Time sheet Alderman and Clark

Nov 1920

	5	SUN	7	10	11	12	13
John W. Coro	1	1	1	1	1	1	nap
Expense	80	0	50	50	50	50	-
Car miles	18	18	18	18	18	18	-
IP Babcock	-	1/2	1	1	1	1	nap
Henry Bosley	70¢	0	-	-	-	-	-
Babcock dinner	-	0	50	50	50	50	-
Garold Cuen	-	1	-	-	-	-	-
Iron Monuments							

@ 85. each exp
30¢ an hour

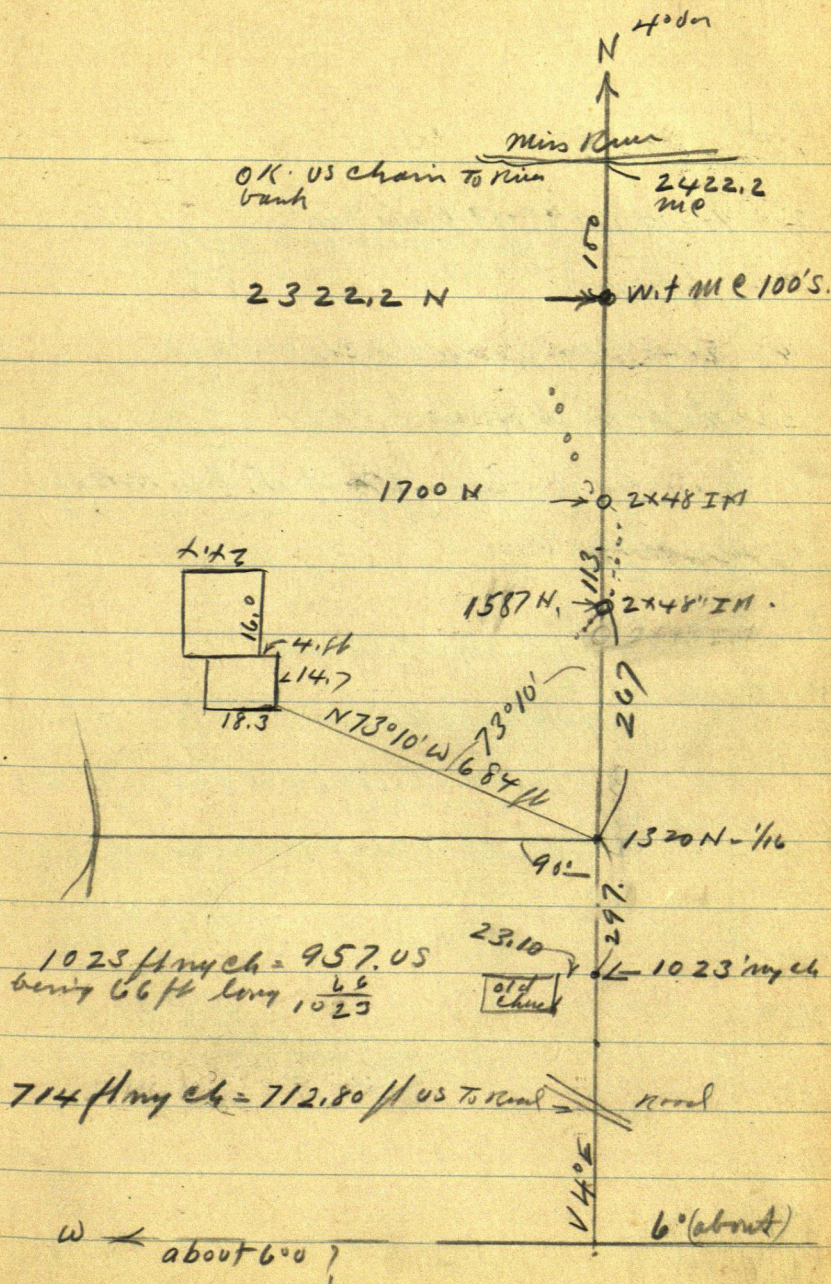
(Son Tom Bosley)

Nov 10-1920 Wednesday
Cues and Babcock put in the
car to

as given on page 22.

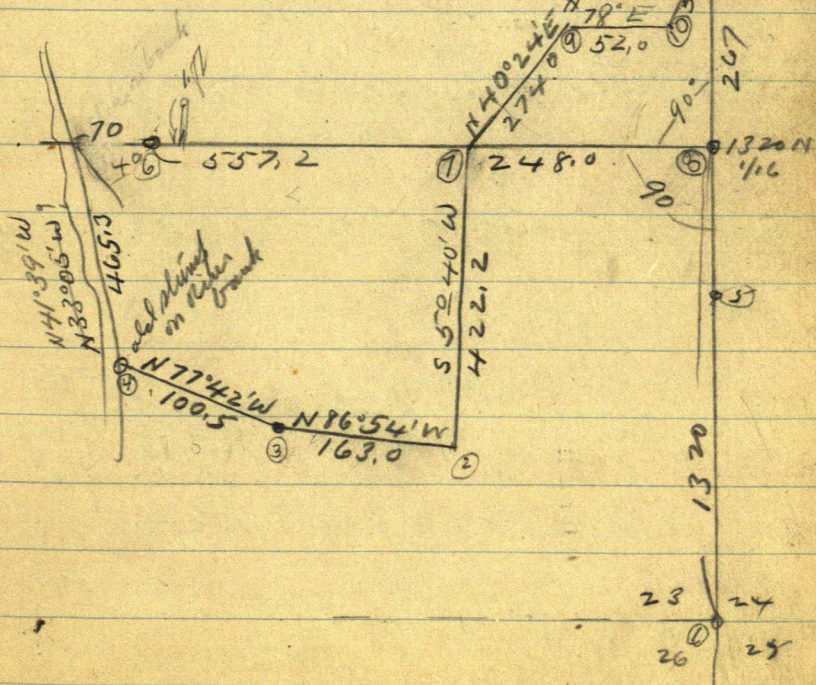
Old BT. Shump NW. OK.

Take dinner with Tom Badley
snow hard in evening



- 1 = See En
- 2 = $3/4 \times 10$ " IM 2" W of fence En
- 3 = $3/4 \times 10$ " IM $\left\{ \begin{array}{l} 6" \text{ ash N about } 80' \text{ E } 32.8 \\ 3" \text{ FPM S } 80' \text{ E } 2.8 \end{array} \right.$
- 4 = 2×48 " IM in S edge 24" S of River Bank
- 5 = $3/4 \times 10$ " IM at Mission
- 6 = $3/4 \times 10$ " IM on river bank not the line N. Bdry
 $\left\{ \begin{array}{l} 4" \text{ oak N } 31.0 \text{ and } 8" \text{ oak S } 19.0 \end{array} \right.$
- 7 = $3/4 \times 10$ " IM =
- 8 = 2×48 " IM $\frac{1}{16}$
- 9 = $3/4 \times 10$ " IM $\left\{ \begin{array}{l} 1 \text{ inch NE of old stake} \\ 4/10 \text{ ft NW of } 5" \text{ pop fence cap post} \end{array} \right.$
- 10 = "
- 11 = 2×48 " IM $\left\{ \begin{array}{l} \text{on line and left of S. Part of Bars 6'S} \\ \text{7' E of W Road.} \end{array} \right.$
- 12 = " " $\left\{ \begin{array}{l} \text{on line under vine fence} \end{array} \right.$
- 13 =
- 14 =
- 15 =
- 16 =
- 17 =
- 18 =

31



32

Reg @ Sta 4 run N
along river bank @ 200 L run
@ 300 m or 10 // E of bank
465.3 IN. N 6. - 40 // from bank

Meandering Mtn

a = wt MC 100'S. then

N 66° 58' W 340.6 To B"

$$+ 14.3 = 354.9 \text{ ft}$$

$\frac{14.3}{326.6} = .0438$
= 138.9 N and 326.6 W

In under line

B' is 50 ft from river

B' N 15° 42' W @ 75 foot thick

@ 150 river bank 40' W

@ 300 " " 25' W

500 " " 10' W

600 " " 15' W

900 " " 10' W

1100 " 40' W

1157. 10 W on pt "C"

"C" run N 28° 34' W

300 Run back

439 To "D" N 74° 25' W

Run in N 40° W 125 ft

D N 74° 25' W

over

34

@ 300 River N 150 ft
540 E'

E' 50' E. and 50' S of River
E' S 20° 25' W v 3° 30'

@ 300-45 ft from bank
600 35 " " "

900 F' 5' E of bank

F' S 6° 15' W

@ 300-15' from bank

447 G' 15' ft " "

G' Continue S 6° 15' W 300 ft 1.6 mi

G' S 9° 39' E

300

600 - 90' from bank

876 T to H' 45' " "

H' S 42° 40' E

150 bank

300 bank

462 "I"

T^h S 57° 47' E

@ 50 - 25' for val

100 - 30 " "

S 33° 05' E

300 - 10' for back

400 - 25 " "

536.2 close to T^h I^h

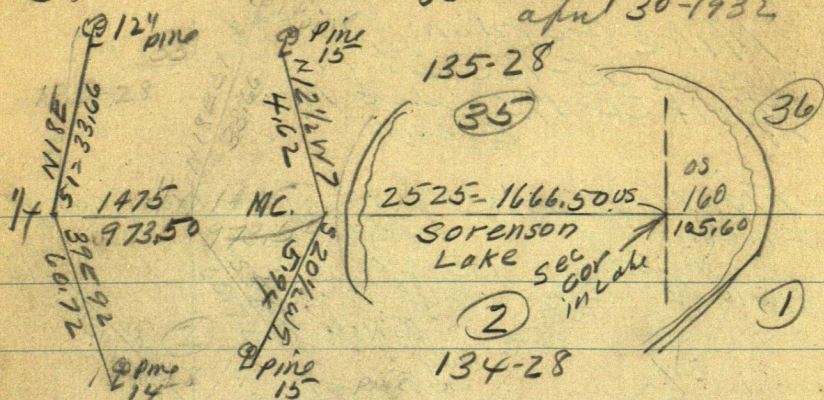
S 33° 05' E

@ ⁶⁵ 300 n of 1/16 fence is 23 Hsd
 900 ~~600~~ " " 62 Hsd

Pd W^h \$370

38

② 135-28 Mike Gordon
US Navy
april 30-1932



1666.50
973.50
2640.00 US

May 1-1932 Sunday

7-20 AM. Reed alma and I & J
Jenkins drop alma off at
Mrs Ira Johnston Ref at
Menfield 8-20 am.

Mike Gordon-Reed and I Beg @ Twp
Cor 6x6x - Cem SECOR 36-135-28
Western Road

300-312 Hut = RR. Mike & E-W Road

492 Crown Woods NE-SVX

1430 old fence 600-9-12-1430 also

fence N 2630 Hut-Norton line

0.50 W of old fence N. 4200 Hut RR. Spk

4300 Hut RR. Mike 4500 stake +

212 = 4712 Hut 1x12 oaken stake

E side Lake arm 4712 + 76.8 =

4788.80 stake on line 10 ft E of

water

Dinner with Gordon

RM

300.00
240.00 227.75
72.25
312.25 72.25

Mike Gordon Survey (3)
See 35-135-28 Lake Edward 39

Tower 4712 run S 20°35' W 181.2

To App
Sine 35157 X 181.2 = 63.705 OK
Cosine 93616 X 181.2 = 169.63 OK

35157

1812

70314

4712.0

93616

169.63

1812

4881.63

187232

93616

748928

73616

169632192

35157

93616

1812

187232

93616

748928

73616

169632192

11°46'

1812

70314

2835157

35157

63704484

63704484

W 5333.20

1336

1135

519960

5187.27

305.64

11°45'

312.25

W 4881.63

arm of
50° 50' 50' 50'

169.63

2035

181.2

W 4712.0

4881.63

305.64

5187.27

Sine 20364 X 312.2 =

Cosine 97905 X 312.2 =

20393 X 312.2 = 63.67

11°46' 97899 X 312.2 = 305.64

40

(4)

20334

135-28
Mike Gordon

20364

20364

312.2

6370

6358

.12

40728

40728

20364

61092

63576408 $\angle 20$

3122) 63,700

6244

12600

20404

3122) 63,700

6244

12600

12488

11200

5187.27

12.33

5199.60

3500.0

16640

133.60

5333.26

30000

10170

138.30

240

378.30

5199.60 +

133.60

5333.20

214.7

60

154.7

at 5333.20 Run S10°W 378.3 To Flag

S10°W

Sine 17365 X 378.3 = 65.7W OK

Cos 98481 X 378.3 = 372.55 S OK

5333.20

65.70

5398.90

= 1338.83

15°33' Cot = 3.5937 X 372.55

Tang = 27826 X 1338.83

⑤ Lake Edward
Mike Gordon
135-28

41

75'32
7x 28
89 60

35-135-28
Sorenson
Lake

6737.73W

1338.83

5398.90W

5333.20

15°33'

90

65.70

N74°28'W
N7x°27'W

372.55

510°W

378.3

1338.83
278.26
8.03298

267766

21064

3.7181

267766

372.5528358

6737.73W

W 147.32

17°46'

MC.

1544.7

17365

17365
3783

52095

13 8.920

121 5.55

520 95

65.6 91775

37830

17365

189150

226980

113490

264870

37830

65.6 91775

35937

37255

179685

179685

71874

251559

107811

1338.832935

98481

3783

295443 2

787848

689367

295443

372.553623

98481

3783

295443

787848

689367

295443

372.553623

5398.90

1338.83

6737.73

42

⑥ 135-28 Mike Gordon

From 6737.73W MC bears L. $17^{\circ}46'$
154.70 To MC $17^{\circ}46'$

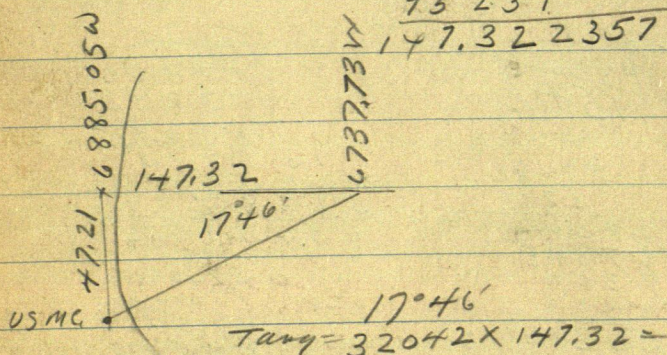
$$\sin 30514 \times 154.7 = 47.21$$

$$\cos 95231 \times 154.7 = 147.32$$

			30514	
			1547	
6737.73		30514		21.3598
147.32		1547		12.2056
6885.05	2	13598		15.2370
1	2	2056		30514
15	2	570		05158
30	5	14		
47	2	05158		

32042

95231
1547
666617
380924
476155
75231
147.322357



32042	
14732	
6.4084	
96126	47.21
224294	
128168	
32042	
47.2042744	

6885.05 //

0.006857

$0^{\circ}23\frac{1}{2}'$

⑦ 135-28

Correction = .0068575
= 0.23 1/2

43

6885.05	47.21	3657	5333.20	3657	5199.60	4712.0	4300	4200	2630
6737.73	46.20	3546	5187.27						

6885.05 goes S 47.21
6737.73 W " S 46.20
5333.20 " " S 36.57
5199.60 " " S 35.46
5187.27 " " S
4712.00 " " S
4300. " " S
4200. " " S
2630 " " S

6738	6885
6857	6857
47166	48195
33690	34425
53904	55080
40428	41310
46.202466	47.2103950K.
6857	6857
52	5333
13714	20571
34286	20571
366564	20571
	34285
	36568381

44 ⑧ Mike Gordon

Deed 135-28

Copy of Deed

Mike Gordon and Mary Gordon
his wife To

William T. Tutch x warrantly deed
Dated May 25-1931

Consideration \$1.00

Filed Aug 6-1931 11 o'clock am.

Recorded in Book 88 of Deeds

Pg 54 Conveying

That part of Gov Lot 8, in sec 35
T 135-N R 28 W Described as follows
To-wit

COM@SECOR of said Lot 8 on the
shore of Sorenson Lake thence
west along the so line of said
Lot 8 about 200 feet more or less
to its intersection with the Tapwood
or now laid out and established
thence northwesterly along said
road which runs about parallel
with the lake shore for a distance of
1435 feet thence East parallel
with the so line of said Lot 8 for
a distance of about 200 ft more or less
to the shore of Sorenson Lake thence
southerly along the shore of said
lake to the place of beginning
containing about 2. acres
more or less

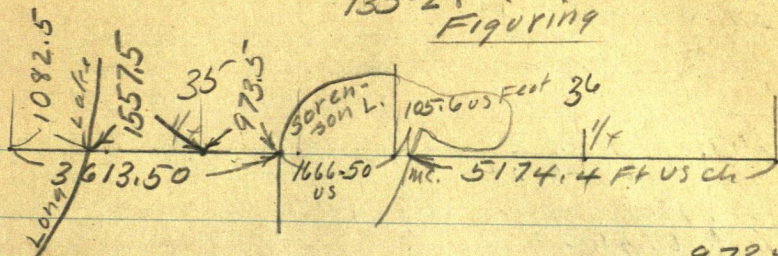
264 long

105 wide Mike

(9)

May 8-1932 Sunday
 7-30 a.m. Still raining
 135-28
 Figuring

45



$$\begin{array}{r} 1082.5 \\ 1557.5 \\ 973.5 \text{ US} \\ 1666.5 \\ \hline 5280.0 \end{array}$$

$$\begin{array}{r} 5174.4 \\ 105.6 \text{ 36 US} \\ \hline 5280.0 \end{array}$$

$$\begin{array}{r} 1640 \\ 9840 \\ 9840 \\ \hline 1082.40 \end{array}$$

$$\begin{array}{r} 2531.1 \\ 5280.0 \\ 1666.5 \\ \hline 3613.5 \end{array}$$

$$\begin{array}{r} 5280 + \\ 1666.5 = \end{array}$$

6946.5 West US. to MC.
 6885.05 My ch
 61.45 short in

$$6946.5 / 61.45$$

$$6946.50 / 61.45000$$

$$5557200$$

$$5878000$$

$$5557200$$

$$3208000$$

$$2778600$$

$$4294000$$

$$4167900$$

$$126100$$

$$\begin{array}{r} 69465 \\ 88462 \\ \hline 138930 \\ 416790 \\ \hline 2778600 \end{array}$$

$$555720$$

$$555720$$

$$61.45012830 \text{ OK.}$$

$$6946.5 \text{ Short } 61.45 = .0088462 \text{ short}$$

over

46

⑩

Lake Edward

May 8 - 1932 Sunday

8-10 am still wet - Figorina

at horizon Jenkins

35

36

$$6946.5 \text{ US} = 6885.05 \text{ m y c4}$$

6946.50

6885.05

61.45 short

Correction = .0088462 short

$$5280 \times .0088462 = 46.73 \text{ short}$$

5280.00

46.73

5233.27



Pine 10S 17E 16 = 10.56

" 10N 14' 12W 20 = 13.20

69

May 15-1932 ^DSunday 135-28 47

Alma Reed and I 11.00 Ld

Jenkins no lunch.

Drive to Alma stays with Art
Johnson family Reed and I drive
to Green Gables.

12.00 noon Mrs Conklin wakes up
Mr Conklin and we talk about his
buying two lots from Mrs Weimer

Pick up Alma and drive to Brainerd
then to Merrifield.

Alma riding car Reed and I walk
alone - William Tutch joins us

T over USMC. on to line 2

See 35-135-28 on Windy Simpson

Lake Focus Easton

General shore line runs

N 35° E 450 ft Then 20°

R. and runs N 55° E 200 ft

= One half of the 20° =
10°

Tang 1° = 1.745 x 435 =

7.59

Mut Harry Huff x
Bill

Gen shore line
N 35° E OK 450
N 36° E

N 36° E
x 35

Random

20° Gen shore line

1° = 7.59

107.59

7.59

90

36°

90

Random

48

(12)

Tom MC, focus E line
 extended That would hit com
 run @ SE cor of 36-135-28

I want to set an iron mon on sea
 wall 435 ft NE of MC. on W side
 Sorenson. Trying to check on
 points pointed out to buyers by
 Mike Gordon - seller

William Tutch Buyer
 Tutch does not want the small
 reef cut along the original sea
 wall which is now nearly 200 ft
 from and 4 ft above low water.

I estimate shore line to run about
 N 36° E

To get this course I offset 100 ft
 at 90° and run Huber ^{prob. back}

S 54° E 100 ft Then @ 90° run
 N 36° E 435 ft. Hit on lake bottom then
 @ 90°

N 54° W 100 ft Hit at foot of sea
 wall continue N 54° W 7.59 ft

To 107.59 To pt 435 ft N 35° E of
 USMC. This does not come far
 enough to reach pt mhd by Gordon
 so I give Tutch 15 ft more

Tom Hub 107.59 Focus S 54° E on Hit 435
 turn 90° L + 1° L and run

N 35° E 15 ft To pt 450 ft N 35° E
 From USMC. OK. For Tutch

To get mean course of shore line
 so as to run to water at right
 angles Tom 450 BS S 35° W
 Shore line curves about 20° R and
 runs N 55° E for 200 ft - 20° curve
 one half 20° = 10° or 100° R.

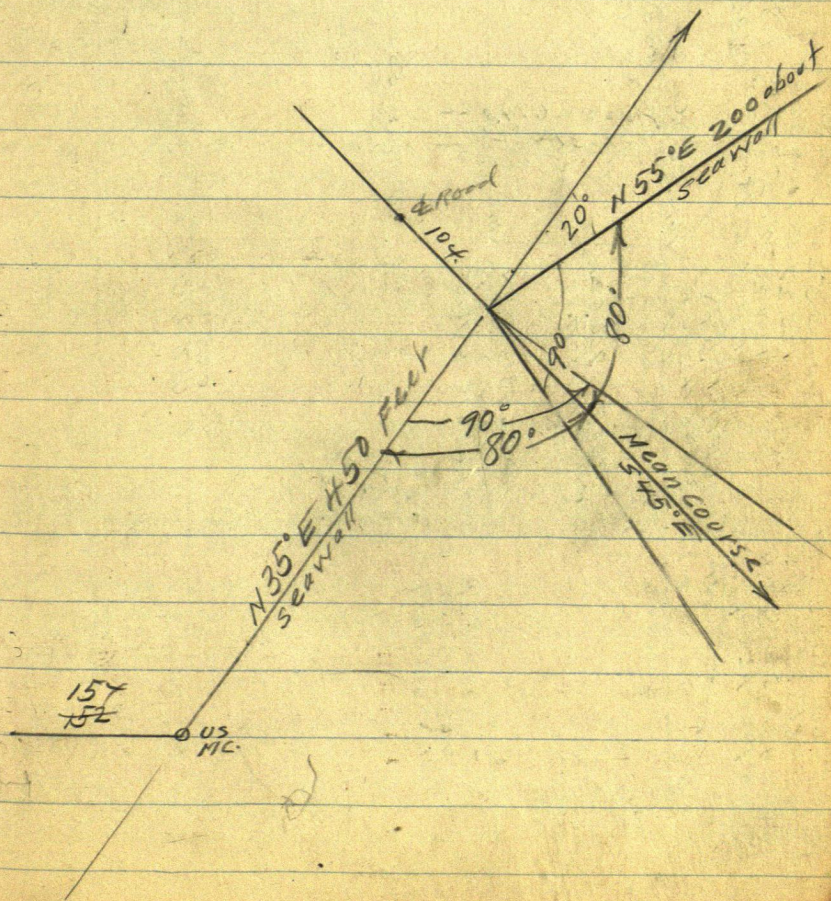
John W. Curio

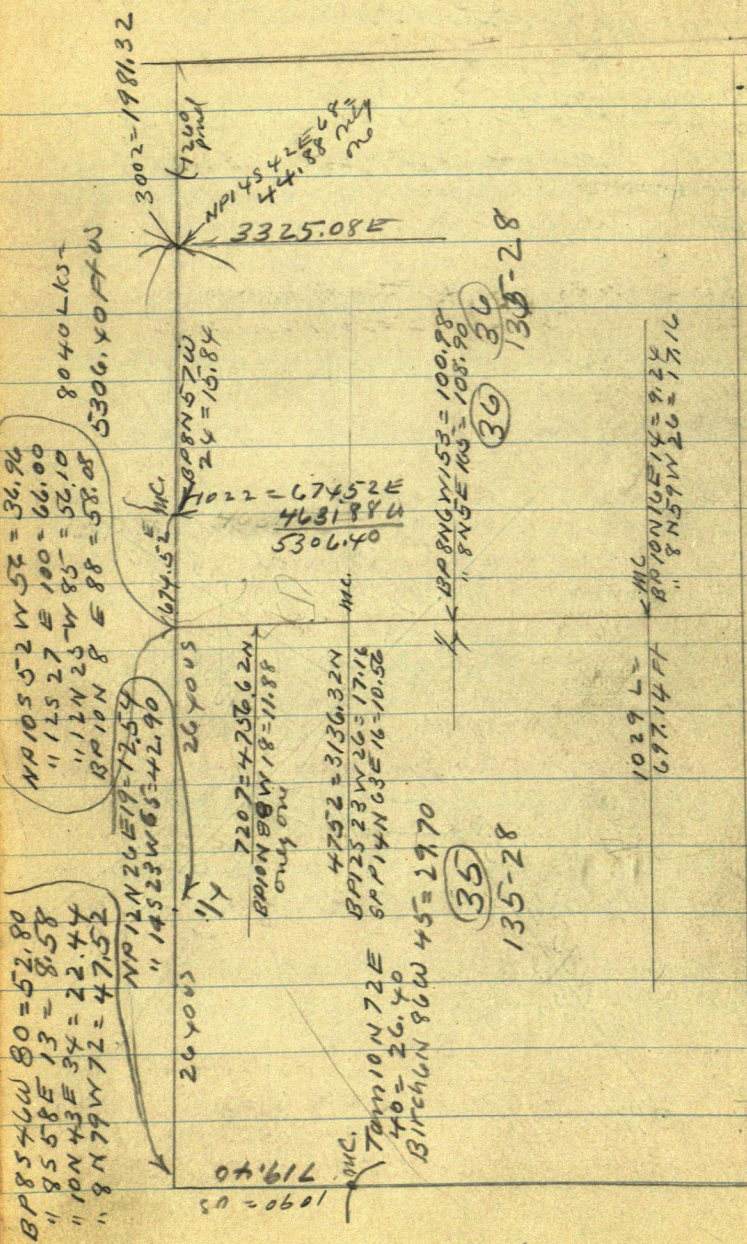
May 16-1932 Monday

Cold- Big fire in our heating stove. Figuring

10 AM. Mike Gordon calls wants deeds ready Wed morning OK.

11-42 AM- Mrs Annie Stewart Gendel Brainerd. Called she and her sister are selling Lot 1 - Bath eat dinner with Alma and I.





May 16-1932 cont'd
4-P.M. I pick up Reed at Peguak sch Ho
and we drive to Menifield

Town Hut 152 W ch W 2 ft to pt

154 W of MC. - S. side. E. side corrected

Lat 8-Sec 35-135-28

By @ SECOR - US MC. R.

West 154. set $3/4 \times 10$ " Iron Pin

JP 7S 32° 10' E

JP 9S 27° W

N 22° 30' E along & Turp road

398.5 FT to $3/4 \times 10$ " Iron Pin 10 ft

from road.

JP 14 N 17° 45' E

Oak 8 N 34° W

JP 14 N 74° W

Thru

N 68° 20' E on & road 200.40 FT to

$3/4 \times 10$ " Iron Pin in & road.

JP 11 N 43° 10' E

Oak 8 S 46° 35' E

Berry NW Cor of William Tutch Land

S 45° E 104.0 FT to 2 1/2 ft. Pump pump

driven in top of sea wall at a point

N 35° E 450 ft from US MC. @ SECOR Lot 8.

From Sta 200.40 continue & road

N 68° 20' E 355.0 ft. pt in a bend & road

50 ft from sea wall of lake. (200 to wall)

JP 10 N 39° E 38.05 Spat at base

JP Stamp 12 N 3° E 16.12 " " "

Oak 7 N 44° W 24.20 " " "

Run & road

N 84° E 610. FT. R. R. spike in & road

20 ft from sea wall 200 to wall on more

JP 7 S 39 1/2° E 32.95 To bark 3 ft up

JP 12 N 88° E 66.65 To Bark of tree

16

52 May 16-1932 continued.

Continue & road
N 68°30'E 284 FT set RR spike
N of bend of road
JP 145 6°E 61.95 To bark of live 3 ft up
Oak 85 51 1/2°E 62.65 To bark.
From 287 run

N 76°15'E: on & road
@ 145 cross Herb Keller's new cut
survey line from the North
@ 319 Balin's old Fence runs N.W. - N
@ 440.80 Hit Texaco Gas Sign post
Note: This last leg of 440.80 ft is
about 125 ft from lip of sea wall
To back to see farther

84 50
68 30
15 30

84 83 60
68 30
15 30

Mike Gordon - Second Survey

Lot 7 - Sec 35 - 135-28

May 28-1933 Sunday

Mike will pay me \$10. if I establish his East line

Started with Dale Ellis at noon Rains at Piquet and in return I figure in fees

US Notes - Figuring

Town Lines Pg 109 - Book A

Easton line Sec 30 Bdy Sec 35-135-28

V 11'30'

1640 MC. Spruce 10 S 40 1/2 E 75 =

Tan 8 N 88 E 93 =

40.00 set 1/4 P 12 N 18 E 51

Pine 14 S 39 E 92

5457 (Plot shows 5475) =

Enter Lake set M Port P 15 S 20 1/2 W 9 =

Pine 15 N 12 1/2 W 7 =

From point due East of M Port I run

North 282 = 186.12 FT

Top of from which flag bears S 84° W

Making dist over lake 2685 LKS = 1772.10 FT

$2685 \times .66 = 1772.10 - 105.6 = 1666.50$

8160 over lake and set M.C. Pt for con

in lake 1-3-35-36

East on line line so body Sec 36 V 11'45

160 MC. Pine 10 S 17 E 16

Pine 10 N 14 1/2 W 20

40 = 1/4 WP 15 N 28 W - 193 =

no other

8000 con Turpen

54 USNalis ② Mike Gordon

Subdivision 135-29 P9 240 to 246
Book D. = meanders
Also P9 405 to 498 Book A

N true line bet 35-36

From mc E side Lake on Town Line and
100 E of Cor 35-36 in Lake Iron

N 30 E 480 Lks = 316.8

S 77 1/2 E 730 = 481.8

Tri 36

N 29 E 680 = 415.8

N 47 W 600 = 396.0

S 61 W 750 = 495

N 60 W 350 = 231

Top of N margin of lake bet 35-36
and 1029 N of Cor

North Bet 35-36

1029 mc. BIK P 10 N 16 E 14

" " 8 N 59 W 26 =

4000 set 1/4 Cor

BIK P 8 N 6 W 153

" " 8 N 5 E 165

BP 12 S 23 W 26

4752 mc. BP 14 N 63 E 16

500 E 10 Pt = From which

Flag over lake bear N 11 1/2 W

2455 (=) over lake

7207 ~ side Lake set mc

BP 10 N 88 W 18 = no other

8000 Cor 25-26-35-36

NP 10 S 52 W

" 12 S 27 E

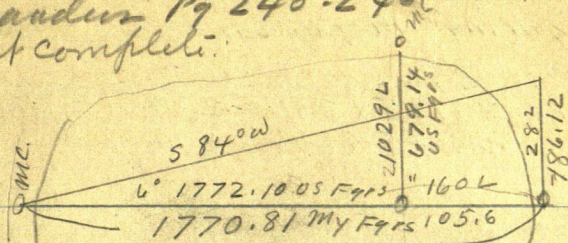
" 12 N 25 W

BP 10 N 8 E

135-28 US Nuls ③

55

Meander Pg 240-246, Book D.
Not complete.



$$\begin{array}{r} 282 \\ 66 \\ \hline 1692 \\ 1692 \\ \hline 186.12 \end{array}$$

$$84^\circ \text{ Cot} = 9.51436 \times 186.12$$

$$2685$$

$$66$$

$$16110$$

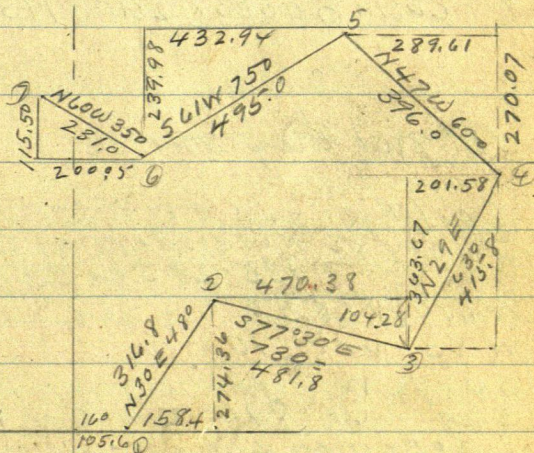
$$16110$$

1772.10 1772.10 US Fgrs - They are wrong

$$1770.81$$

1.29 off in their figures

$$\begin{array}{r} 1029 \\ 66 \\ \hline 6174 \\ 6174 \\ \hline 679.14 \end{array}$$



N30°E 316.8

$$\begin{array}{l} \text{Sine } 50000 \times 316.8 = 15840 \\ \text{Cosine } 86603 \times 316.8 = 27436 \text{ N. OK.} \end{array}$$

S77°30'E 481.80

$$\begin{array}{l} \text{Sine } 97630 \times 481.8 = 470.38 \text{ E} \\ \text{Cosine } 21644 \times 481.8 = 104.28 \text{ S OK} \end{array}$$

N29°E 415.8

$$\begin{array}{l} \text{Sine } 48481 \times 415.8 = 201.58 \text{ E} \\ \text{Cosine } 87462 \times 415.8 = 363.67 \text{ N OK.} \end{array}$$

56 May 28-1933 cont'd

Figuring Meander

N 47° W 396

$$\text{Sine } 78135 \times 396 = 289.61 \text{ W OK}$$

$$5 \text{ Cosin } 68200 \times 396 = 270.07 \text{ N}$$

S 61° W 495.0

$$6 \text{ Sine } 87462 \times 495 = 432.94 \text{ W OK}$$

$$\text{Cosin } 48481 \times 495 = 239.98 \text{ S OK}$$

N 60° W 231

$$7 \text{ Sine } 86603 \times 231 = 200.05 \text{ W OK}$$

$$\text{Cosin } 50000 \times 231 = 115.50 \text{ N OK}$$

About May 30-1933

Carl Ryan and I go to St Paul
I copy US records at Capitol
135-28 Sec 35

N 61 1/2° W 650

N 83° W 10

S 48 1/4° W 10

S 20° W 820 To MC on W side
Sorenson Lake

(5)

57

Mike Gordon Herb Keller

Second Survey

Station	N	S	E	W
0				
1			105.60	
2	274.36		264.0 158.40	
3	170.8	104.28	734.38 470.38	
4	534.47 363.67		935.96 201.58	
5	804.54 270.07		646.35	289.61
6	564.56	239.98	213.41	432.94
7	680.06 115.50		13.36	200.05
	1023.60	344.26	935.96	922.60
	347 26 679.34		922.60 13.36 Too Far West	

Mike Gordon
Herb Keller

59

Total

60

105.60

105.60

50000
E
86603
N

Feet 105.6 316.8
Tide 1 2

LMS 160 480

Run East N30°E

Sta 0 1 2 3 4 5 6 7

151

MINING
TRANSIT BOOK
363

Return to
County Surveyor
H. Her. Minn.

2068
552
612

7-74 M. 67 N

Index.

July-1917. to.

Sec. 22-138-30 Mildred School Site 1-5

141-142-27 Wight Co. Rd.

Nabewamibi Co. Rd. 142-28 } 9-24

140-29 Blackwater Rd.

Hillcrest Cemetery - Hackensack 73-80

Sec. 30-140-30 Greene

Sec. 15-16-21-22 -140-26

For Geo. Bluhm

Greene

81-98

Sec. 15-140-30 Greene

99-100

For Lewis

N. N. 1/4 - S. W. 1/4 Sec. 29 143-27

For Fred Anderson

101-

1

138-30-sec. 22,
Mildred School Site.

Monday July-16-1917.

E. B. Horst working for School
District No. 14.

Beginning at a $1\frac{1}{4}$ " I.M. which the
School board.

Roy Blackburn.

Frank Rhodes.

Mr. Emery.

Mr. Welliver.

Mr. Kelly.

and a few other residents of
Mildred, assure me has been set
by a surveyor and is the true
Center of Sec. 22nd being used for
many years as such. I run S. to $\frac{1}{4}$
cor. on S. side of 22.

distance = 2632.4 Ft

From center of sec. 22. I turn
S.W. angle to $\frac{1}{4}$ cor on W. side of sec
22 angle = $88^{\circ} 55'$.

distance = 2665.6

Set transit on I.M. $\frac{1}{4}$ cor between
Secs 21+22. sight E to center
turn S.E. angle to S.W. cor of

Tuesday July-17, 1917.

Horst, transit & Chain

Blackburn, Rhodes, Emery and
Kelly assisting

I set S $\frac{1}{16}$ cor on W. side of sec.

22. Sight N to $\frac{1}{4}$ cor and turn
 $89^{\circ}29'30''$ and run E. on true S $\frac{1}{16}$
line at 2661.1 intersect Pt. for
Center of S $\frac{1}{2}$ of sec. 22.

Returning to Sta. 1330.55 I set
Center of S.W. $\frac{1}{4}$ sec. 22.

Sight W. to S $\frac{1}{16}$ cor. and turn
N.W. angle $90^{\circ}47'30''$ and run N. on
true W $\frac{1}{16}$ line at 938.5 N.

Intersect W. edge of M-I Right of Way
at 1003.9 M+I track. N.W. $\angle = 49^{\circ}52'$
at 1313.7 Center of W $\frac{1}{2}$ Sec. 22.

Returning to Sta 938.5 I turn $90^{\circ}\angle$
and run W. 330.0 Ft = N Boundary
of School site

at P.I. of S and W. $\frac{1}{16}$ lines I
Chain W. on S. $\frac{1}{16}$ line 330.02 Ft =
S. Boundary

W. $\frac{1}{16}$ line = E Boundary

Run Parallel line 330. Ft. W. = W Boundary
E B Horst

I set level stakes for school House
as per orders of school Board
School Board sets $1\frac{1}{4} \times 30$ " M.s of 4 Cots
of school lot.

E.B. Horst.

Recorded in
Book B. 370.
Record to.

T-141-R28
Wights County Road

Wednesday July-18-1917.

E.B. Horst. working for Cass County
Horst-transit + chain

Chas. L. Wight-flag + chain.

walk to cor of sees 1-2-11-12

T141-R28 where Notes call for
W. Pine 18 N 81° E 130. = 85.80

" Pine 15 S 75° E 70. = 46.20 Ft

I find both stumps one being cut 5 ft
above ground to preserve marks but they
are burned off. Charles Wight
identifies the stumps, also shows the
original post. I set a new post and
take new bearings

N. Pine 12 N 7° 20' W.

Popple 10 S. 31° W, 129.0 Ft

N. Pine 12 S. 55° 00' E 94.5 Ft.

Cor sets in S.E. part of small marsh.

We run line W. over cut out road

at 8° 45' Variation. Offset N. 18.3 Ft.

230.0 Ft. W. leave swamp dry.

342.0 " " Wights private drive, N.E.

449.4 " " set Hub.

1201.6 " " " "

2814.5 " " " "

E.B. Horst.

2996.7 F.W. set Hub.

4222.2 " " " " Road turns N. to
get around dry marsh. should be
built across on sec line.

4920.0 enter dry swamp.

5350.0 leave same.

5540.0 road crosses sec line.

5609.0 F.W. 1M. at Cor. to secs

2-3-10-11 set by H.F. Baldwin sets
N. 14.0 Ft.

I set transit over Cor. to secs. 2-3-10-11
and start line S

E/B/Horst

T. 141. R. 28.

Thursday July 19-1917.

Horst + Wight continue South
between secs. 10 & 11. at 9° var.3400.0 Ft. S. enter swamp. dry easy to
build road over.

715.0 " " leave same.

1500.0 " " road comes back on sec line

1740.8 " " Set Hub.

2703.0 " " " "

4096.0 " " " "

5435.4 " " " Cor to secs

10-11-14-15 sets W. 10.6 Ft.

U.S. Notes call for post and

Popple 6 N 39° W 18 1/2 ks.

" 5 N 48° E 88 1/2 ks.

Chas. Wight identifies a post as
the original corner I set transit
over this cor. and find evidence
of popple stumps that check with
Notes. - I drive large Hub in center
of road for cor. and set 4 oak
stakes N.E - N.W. - S.W. & S.E.
each 46.7 Ft distant.

I set Hub 4096. 8 Ft. W. to true line

set transit over cor of 10-11-14-15

E. B. Horst,

turn Right $0^{\circ}20'$ run S. on center of
graded road 1831.3 Ft.

thence Left $12^{\circ}12'$ - 181.4 Ft.

" " $41^{\circ}09'$ - 239.6 "

" Right $22^{\circ}35'$ - 296.0

" Left $1^{\circ}28'$ - 157.0 to E+W $\frac{1}{4}$ line

" Left $58^{\circ}12'$ - 2357 Ft on Jas.

Middletons E+W $\frac{1}{4}$ line to connect
with road running E. and one running S.

E/B Hous.

13

141-28

Friday July 20- 1917

Horst & Wight, correcting
Back $\frac{1}{4}$ cor. between sees 10-11

at sta 2717.7 goes. W 5.3 Ft.

Correcting back between sees
2-11.offset N 18.3 Ft + 14. Ft offset. S
= 32.3 Ft, $\div$ by 5609 = .00575

Hub 4222.2 W goes N 6.00 Ft

" 2996.7 " " S 1.10 "

" 2814.5 " " 0.00 "

 $\frac{1}{4}$ cor at 2804.5 " " S 2.15 "

" 1201.6 " " S 11.40 "

" 449.4 " " S 15.70 Ft.

S.E. Angle of true lines at corner,
to sees 2-3-10-11 = $89^{\circ}26'$ S.W. angle to true line running W
= $90^{\circ}20'$ sight taken to H.F. BaldwinsHub. Marked [true line] W. of E $\frac{1}{16}$ cor

EB Horst

Set transit over cor. of 1-2-11-12
Run random line N. between 1 and 2.
Variation 8°30'

215.0	Ht. N	leave swamp
250.0	" "	Wright's private drive, S.W.
259.7	" "	Set Hub.
500.0	" "	March.
600.0	" "	dry same.
930.0	" "	enter Marsh.
1140.0	" "	leave same.
1199.0	" "	Set Hub turn Right 1°08'
1936.3	" "	Set Hub
2600.0	" "	enter dry marsh.
2900.0	" "	leave " "
3101.8	" "	Set Hub.
about 3120	am E. & W. Wire Fence.	
3266.5	" "	Set Hub.
3573.0	" "	enter small marsh (dry)
3710.0	" "	leave same.
3882.0	" "	Set Hub
4151.2	" "	" "
4393.5	" "	" "
4425.0	" "	center of graded road
4575.0	" "	enter large marsh
4760.0	" "	offset E 100 Ft. to pass bog
5082.5	" "	back 100 Ft. on line
5280.0	" "	leave large marsh
5303.0	" "	Set Hub
5714.0	" "	Cross graded road
5744.0	" "	cor. of secis. 1-2-36-36

E.B. Hunt.

Monday July 23. This should be on next page.

135

141-28

Monday, July, 23-1917.

Horst, transit & chain.

E.L. Wight Chain, flag, & axe.

Continue N between secs 1 & 2.

We walk to cor of secs 1-2-35-36

U.S. Notes call for N. Pine, 12

N. 65° W 87.1 ks.

I find same plainly marked
from which I set a post for true
cor. and erect a tall flag at cor.
We return to Hub 1199.0 N. backsight
S. on random foresight N. and turn
Right $1^{\circ}08'$ on cor of 1-2-35-36
and cut line thru to cor.

to which I take following New B.T.s.

N Pine 10 N $18^{\circ}35'$ E. 35.7 Ft.Papple 8 N $25^{\circ}40'$ W. 50.4 "N. Pine. 10 S $49^{\circ}55'$ W. 69.9 "

{Measurements on preceding page}
{should be recorded here}

E.B. Horst

I set transit about 200 Ft N of cor
to secs 1-2-35-36 on TWP line
and erect a tall flag at $\frac{1}{4}$ cor
between secs 35+36 and set transit
on line between corners set Hub
under transit.

I return to cor of 1-2-35-36 and
read angle of lines between secs
1 and 2 - and 35+36. Sight S on
Sec. line reverse telescope and turn
W. $1005'$ and sight N on true sec line
at $\frac{1}{4}$ Cor. U.S. Notes call for
Popple $75^{\circ} 37' E 30.1$ ks

Old B.T. still standing plainly
marked. I drive a new stake
in place of old one. Distance
from cor of secs 1-2-35+36 N. to $\frac{1}{4}$
Cor. between secs 35-36 = $\frac{2648.2}{2644.8}$ Ft.

Tuesday, July, 24th-1917.

Horst, & Wight Continue N.
on graded road from $\frac{1}{4}$ cor
between Secs 35 & 36-142-28

I send Wight to erect a flag

at ^{stake} ~~cor~~ ^{Near} to Secs 25-26-35-36

being in S.E. Part of ^{center of road} Muskegon bog

With transit on $\frac{1}{4}$ cor I sight

S. on true line, sight N. and

turn $W 0^{\circ} 10'$ and sight on ^{stake} ~~cor~~

of Secs 25-26-35-36

Set transit on ^{stake} ~~sec~~ ~~cor~~ and

set 2 Cedar Wit. posts 6" x 6'

S.W. & S.E. 46.7 Ft.

Sight S. ~~on true~~ line thence N.

turn $0^{\circ} 34' E.$ on graded road

about $\frac{1}{2}$ mile N. offset E. 8. Ft

to center of road

look for $\frac{1}{4}$ cor. & B.T.s all gone

settlers never saw original

$\frac{1}{4}$ cor. Continue N. to a stake

set by Ben Clark for N. $\frac{1}{6}$ cor.

between Secs 25-26

We walk N. and look for cor

to Secs 23-24-25-26

U.S. Notes Call for
dry Cedar $8 N 50^{\circ} E 27$.

" " $6 N 89^{\circ} W 30$.

We find a stake set by Clark but it
must be off as there is No. Cedar
Near We look all P.M. for cor.
John Huffman assists us in P.M.

after supper I drive to Hackensack
to telephone to Greene
Central is closed so I drive to
Walker. Greene is out.

I get transcript Notes and return
to Wights Wed. morning

Wednesday, July. 25-1917.

Horst and Wight chain up
begin at Twp. line at con to
1-2-35-36 and chain N. on true
line run yesterday over partly
graded road.

at 570.0 Ft. N. Road leaves line
easterly to pass sharp Hill.

" 700.0 " " road is E. 100 Ft.

" 860.0 " " " on line

" 2648.2 " " intersect $\frac{1}{4}$ cor.
bet. Secs. 35-36.

Continue N. $\frac{1}{4}$ Cor = sta. 0.00

2340.0 N enter dry bog road
graded over bog.

2534.6 ^{stake} ~~off to Secs. 25-26-35-36~~

Chain N. on random line bet.
Secs. 25-26

456.0 N leave swamp

900.0 N Road bears N.E.
to get around bog

1100.0 N enter bog

1200.0 N Road 193 Ft E. of line

1600.0 N leave bog

1778.0 N Road on line

2642.6 " Hub offset E 8 Ft.

2785.8 N. Hub.

3247.6 " "

3988.0 " "

4193.0 " " a N $\frac{1}{16}$ stake E 3 Ft.

Set by Ben Clark

We look balance of day for B.T.s to
Cor. of Sec's 23-24-25-26

But find nothing.

We walk to a post set by Ben Clark
for $\frac{1}{4}$ Cor. bet Sec's 24 & 25 which
we find was not set from original B.T.

U.S. Notes call for W. Pine 24

N 10° E 12-1ks. we look for this and
find snag at same 7 Ft High and
plainly marked as I have no compass
with which to set cor. I take chained
bearings to old B.T. as follows

Pobble 8 S.E. 14.9 Ft.

S. Maple 5 S.W. 12.8 Ft.

Clarks post sets N 28 paces and
E 30 paces from old B.T.

This puts Clarks interior cor's of
Sec 25 all off.

E.B. Horst.

Thursday July 26-1917

Horst, Wight, and John
Huffman begin at sta. 4190.0

Non random line between secs
25 & 26 turn S.E. angle $93^{\circ}05'$

and run traverse E 168.4 Ft

on cut out road line

Thence Right $1^{\circ}30' - 411.2$

" " $32^{\circ}08' - 100.5$

" Left $36^{\circ}30' - 168.4$

" " $15^{\circ}20' - 158.9$

" Right $19^{\circ}16' - 2390.2$

" " $44^{\circ}05' - 126.2$

" " $6^{\circ}14' - 341.7$

" Left $9^{\circ}14' - 222.5$

" Right $3^{\circ}00' - 193.5$

and set Hub. at Pt. on Co. Road

We walk to M.C. No. 8. on Rge line
on S. side of Bay lake

C.L. Wight and John Huffman
identify old elm B.T. from

which I set stake for M.C. 10 Ft
in lake at $8^{\circ}30'$ var I set a $1\frac{1}{2}" \times$

36" iron pipe, wit. corner, 33.5
Ft. S. of M.C. from which

E. 1/3 Horst.

Basswood 10 S 7°40' E 51.1 Ft.

" " 8 S 16°15' W 15.0 Ft.

Set transit on last traverse Hub
back sight on traverse line turn

N.E. angle to M.C. No. 8. $\angle = 105^{\circ}30'$

distance = 244.0 Ft. Reverse
telescope and continue traverse
of old traveled road (Nebraska
Co. road) 222.4 Ft

thence Left 31°03' - 1037.0 Ft.

" " 38°44' - 300.2 "

" Right 38°28' - 250.5 "

Friday, July, 27, 1917

Thence Left $56^{\circ}15'$ - 161.0 Ft.

" " $4^{\circ}46'$ - 279.6

" " $37^{\circ}00'$ - 406.3

" Right $13^{\circ}00'$ - 193.6

" Right $38^{\circ}25'$ - 450.2

" " $21^{\circ}08'$ - 933.0 to

Sec. Cor. of Sec's. 30-31-25-36

142-27 + 142-28 on Rge line

Being a $2\frac{1}{2}" \times 48"$ LM. from old B.T.s
thence $1^{\circ}50'$ E. and drive Hubs

on center line of road to $\frac{1}{4}$

Cor between Secs 31 + 36 where

I find a $2\frac{1}{2}" \times 48"$ monument badly
misplaced by a settler.

I reset same from old B.T.s and

set the LM. at proper point.

With transit on $\frac{1}{4}$ cor. and

sighting N. on sec. line transit

telescope turn W. $1^{\circ}16'$ and

sight to Cor of Twp's 141 + 142

Rge's 27 + 28.

This line is not chained I

simply established the road

center for the present.

E. B. Horst.

24

With transit on Twp. cor. and
sighting Non true line transit
telescope and sight S. and turn E
1°14' to a Hub Corrected from
Flynn's random

After supper Wight and I walk
to point for $\frac{1}{4}$ cor. between
Sec's 1 and 2 Twp. 141 Rge 28
and set a 3"x3"x30" Popple Post
2900.8 Ft S of N.W. Cor. Sec. 1. and
2843.2 " N " S.W. " " 1
9.5 Ft E of random line.

Saturday, July 28, 1917

I return to Walker.

E. B. Horst

Recorded
Book 13.
Record No. 371.

S 79° 11' W

Sept. 29, 1921.

E. B. Horst, in answer to a
Call from F. S. Waggoner drive
to Hack. from Walker.

Waggoner (County Comm. 3rd dist.)
advises me to survey the Black
Water Twp. Road but on acct.
of the death of Auntie Hatfield
we cannot begin operations today.

E. B. Horst.

31.

Sept. 30-
140-29.

Sept. 30, 1921.

E. B. Horst,

Copying field notes of Twp.
140-29 for the Blackwater
road.

E. B. Horst.

Oct. 1, 1921.

I drive to Hackensack to look up a crew and the road petition but cannot find either.

B.B. Bartlett and I drive to Long Mikes place and walk around the S. side of Bunga Bay.

and locate route for road.

We return to Hack. and I drive to Walker.

E.B. Hout.

Oct. 3.

E.B. Horst.

I look up boarding place and
hunt up crew.

I drive to Weman lake and
find that we can not find a
boarding place and will have
to camp.

I arrange for a cabin at Long
Mikes place.

I get groceries and will go
out to work in the morning.

E.B. Horst.

Blackwater Road
140 - 29.

34

Oct. 4, 1921.

E. B. Horst, Eng.

B. B. Bartlett, chain

Wm. Berggreen, "

Walter, Bartlett axe,

Patsy, Goggin, "

Heller + Brightly

transit with

Burt Solar Attachment

Both in good

adjustment.

From the W.M. at the W. $\frac{1}{4}$ S. Cor. bet.
Secs, 15-22-140-29.

Thence E. on sec line 334.0 ft.

to place of beginning (Blackwater Rd.)

thence S. $25^{\circ}00'$ W. 650.0-ft. sta.

S. $53^{\circ}00'$ E. 332.8-ft.

S. $21^{\circ}00'$ E. 476.6 - "

$$\begin{array}{r} 88.25 \\ 75 \\ \hline 163.25 \end{array}$$

35

~~Sept.~~ Oct 4, 1921.

Station	Course	Dist	<u>Latitudes</u>		<u>Depart</u>
			N.	S.	E.
0.00	S. 25° W.	650.0		589.1	
1	S. 53° E.	332.8		200.3	265.7
2	S. 21° E.	476.6		445.0	170.7
3				1234.4	446.4
4					334.0
					780.4
					274.7
					505.7

tures.

W

Remarks.

274.7 = 334.0 ft. E. of W. $\frac{1}{4}$ S. bet. $\frac{15}{22}$ 14028

Oct. 5, 1921.

E.B. Horst & same crew

go to the N. side of Blackwater
Lake and find the M.C. #6
between secs. 25-26-140-29and the stumps of the original
Gov't B.Ts. the N.E. W.P. plainly mkt.
the N.W. checks for course & dist.
but marks obliterated.I set new wood post and make
new B.Ts as follows:

N. pine 6" N. 31°00' W. 36.5 ft.

W. Birch 8" N. 85°00' E. 27.0 ft.

From M.C. #6 I run N.

at 396.0 set hub and look for the
Cor. to Secs. 23-24-25-26 where we
find the N.W. B.T. stump. plainly mkt.
also find the other three stumps
which check for course & dist.
except the SW. which is S. 68° W.

instead of S. 73° W. dist. is correct.

From our Hub 396-N the true C.R.
sets. N. 5 ft. and W. 20.8 ft.

true brg. of line = N. 2°58' W.

From the cor. 23-24-25-26
I run S. $89^{\circ}55'$ W. (brg. with Burt Solar)
on a random line between secs.

23-26-140-29

47. 462.4 Δ

" 721.5 Δ

" 1090.9 Δ

" 1480.3 Δ

" 1500 ent. swp.

" 1600 Cent. of creek. N. 25° E, 8 ft. wide

" a 10' bridge or a 6' galv. culv required.

" 1630 lv. swp.

" 1964.2 Δ

" 2660.0 set Δ temp. $\frac{1}{4}$ S. cor. $\frac{23}{24}$ gone.

" 3500 quit for night.

E. B. Horst.

39

140-29

Oct. 6, 1921.

A.M. rain.

P.M.

140 - 29
Blackwater Road.

40

Oct. 7, 1921.

Continue ^{S 99° 55' W.} W. on random line bet. 23-26

at 3072.7 ft. W. Hub.

" 3568.0 " " Δ

" 3887.8 " " Δ

" 4507.5 " " Δ

" 4560.6 ent. surf.

" 4750. lv. " "

" 4950. ent " "

" 5110 lv. surf.

" 5320 set stake for temp. cor.

Secs. 22-23-26-27.

We make a thoro search for this
cor. & B.Ts. but cannot find any
thing.

We begin at sta. 5320-W. from
which I turn a $90^\circ \angle$ and run

N. $0^\circ 05'$ W.

at 800.1 N. Δ

at 1056 set sq. wood. Post for
Temp. M.C. #44

at 1083.0 set a large flag.

I cross over lake set transit on
line and drive a hub on Lake shore.

Sighting S. on this line I
turn R. $95^{\circ}30'$ and run a
base line N. 200 ft. set pt. C.
angle at C. = $78^{\circ}20'$

$78^{\circ}20'$	$179^{\circ}60'$	
$95^{\circ}30'$	$173^{\circ}50'$	
$173^{\circ}50'$	$6010'$	$9,253.3$
		200

$$1083 + 1851 = 2934.0 \text{ ft}$$

from Sta. 5320 W. 2934
to Hub on N. shore of IXL Lake.

From this Hub I run
S. $75^{\circ}30' E$, 44' to a hub on
line run S. from the cor. of
secs. 14-15-22-23

Thence N. $2^{\circ}05' W$. sight on line
running N. to cor.

	N.	S.	E.	W.
N. $0^{\circ}05' W$. 2934'	2934	—	—	4.4
S. $75^{\circ}30' E$ 44'	—	11.0	42.6	—
N. $2^{\circ}05' W$ 2350'	2349			84.6
	5283	11.0	42.6	89.0'

Correct W. 0088 per ft. N.
on S. part of line

$$\begin{array}{r} 89.0' \\ 92.6 \\ \hline 46.4 \end{array}$$

Hub 2934 N. goes W. 25.8 ft.

2299 - 80

50 - 1.74

42

52831 46.4 0000 188.7
 422644 22.5
 41360 10088
 42264

.0088

3000

264000

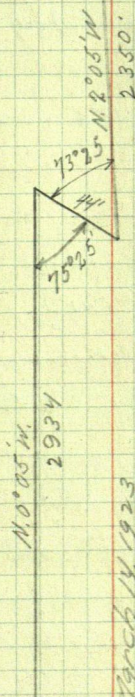
2934

.0088

23472

23472

258192



March 14/1923

Note - we chain on ice

distance between sta and
 find Harst's dis. is 34' to long.

and the distance North 1148 to short.

J. M. Greene

43

140-29

Oct. 8, 1921.

Begin on Random line bet. Secs.
22-23 at sta. N.
being 200 ft. N. of IXL Lake
thence on E of Road.

N. $80^{\circ}00'$ W. 824.8 ft. Thence
S. $84^{\circ}30'$ W. Change of line, 2.
to about S. $76^{\circ}15'$ W. to int. pt. on portage
11 AM. Snow & rain and I discharge
crew and go to Walker. E.B. Horst.

Oct. 10, 1921

I receive word from B.B.B. by phone
to discontinue survey for the present
by order of Commr. Weggoner.

E.B. Horst.

Time sheet. Blackwater Road 140-29.

1921 Sept.

2930

Oct.

10

F.B. Horst.

二

1

1

1

B.B. Bartlett.

/

1

1

Walter Bartle H.

1

1

Wm. Berggren.

1



Patsy Boggin

1

1

Pa. 6094.

oct. 1 - to Normans.

Patsy Goggin lived

Oct. 8, to Hack.

11

Oct. 10.

Use of Mike

Cabin

[illegible]

Oct 6-7-8

1 - Getting Surveyor's

1
40

S. 30-81-142-27.
Twp. Road Rogers Twp.

Oct. 12-1921.

E.B. Horst, with notes + outfit
leaves Walker by train for
Hackensack where I get B.B.
Bartlett and hire J.P. Brennan
to take us to Geo. Countryman's
place in SW-SW. S. 31-142-27.
where we will board while on
survey of road.

I called Countryman by phone.
Charges. 50¢.

E.B. Horst.

Recorded in Book D.

1921-OCT.

E.B. Horst

12 13 14 15
1 1 1

B.B. Bartlett

1 1

Geo. Countryman

1 1 1/2

Jan

1/2 0

Wm. B.

1 1 1/2

Wm. Huffman

1/2 1/2

Geo Countryman

livery to Longville with car Oct. 14, 1921 charges \$3.25

" " " " " " Board to 2 men Oct. 13-14 = 2 days at \$1.50 per day \$6.00

6.00

2.00

6.00

4.00

3.25

6.00

✓ 1/6

47

Road in Rogers. Twp.

bet. S-30-31-142-27.

Oct. 13, 1921.

E. B. Horst. B B Bartlett. Chain.

George Countryman. axe

Dan " axe

W. G. " Chain

Begin at U.S. 1/4 Sec. cor. 25-30

31-36-142-27 & 28

Thence S. $89^{\circ}40'$ E. on true sec. line

(run by G.L.O. survey.) bet. secs. 30-31.

at 1120.5 ent. cedar swamp.
at 1532.6 U.S. 1/4 Sec. cor. at W. 1/4 S. cor.

at 2040 lv. cedar swp. ent. highland.

at 2215.3 Tract cor. Mkd.

TR. 1699. A.P. 4. U.S. G.L.O. 1/4 Sec.

at 2899.2 the U.S. G.L.O. 1/4 Sec. at

the original U.S. 1/4 Sec. cor.

bet. secs. 30-31-142-27.

N.E. original B.Ts. still present but

lying down. S.E. tree standing green

We return W. to Sta. 2750 A.E.

on sec. line thence N. $19^{\circ}30'$ E.

on cut out Road. 466.5 ft

thence. N. $48^{\circ}30'$ E. 235 ft.thence. S. $72^{\circ}30'$ E. 275 ft.thence S. $58^{\circ}45'$ E. at 100 ent. meadow

at. 325 lv. meadow int. seawall.

49

at 454.5 A.P. # 5.

thence S. $32^{\circ}15'E$.

at 68 ft. int Log. pier

at 83 " Cent of creek N. $30^{\circ}E$.

" 98 " 1st Log. pier. 15 ft. span
over creek.

at 206.0 A.P. # 6.

thence S. $57^{\circ}05'E$. 391.5 ft. to

sec. line between sections 30-31.

thence S. $86^{\circ}30'E$. at 1400 ft.

intersect the US.M. at the corner
to sections 29-30-31-32-142-27

E.B. Moret.

Oct. 14, 1921

E.B. Horst. & same crew except
Wm. Huffman instead of Dan. Countryman

We run line West. from cor. of
secs. 25-36 on Rge line.

Between secs. 25-36 - Twp 142-28

on U.S. Survey line

at 75' int. swp.

" 200. lo swp.

" 1320 cut stake.

" 1400 cut swp.

" 1820 lo. swp.

" 2624.8 the U.S. IM. at the $\frac{1}{4}$ s. cor
between secs 25-36 sets. S. 74° ft.
true brg. of true line = S. $88^{\circ} 30'$ W.

Set transit over $\frac{1}{4}$ s. thence we run

S. $87^{\circ} 50'$ W. on true sec. line

at 900 int. swamp.

at 1311.5 a weed post at the W $\frac{1}{4}$ s. cor.

at 2100 lo. swamp, tamarac.

" 2450 out. meadow

" 2623 the U.S. IM. at the cor.

of secs. 25-26-35-36

New B.T.s. to 1/4 S. $\frac{25}{36} =$

Oak 14" S. $65^{\circ}15'$ W. 65.4 ft. } 1/4 S = 1 M.
 W. Pine 8" N. $15^{\circ}00'$ E. 71.4 ft. } U.S.G.L.O. (1919)

With transit on sec. core (on Rge. line.)
 of secs. 25-30-31-34 true brg. of
 Rge. line = N. $00^{\circ}23'$ E.

Recorded in Book D.

140-29
(Blackwater Road)

July 5, 1922 (Wed.)

EB Horst + B.M. Beach,
Working for Woodrow Twp.
to complete Blackwater Road
We leave Walker and get
Bortlett at Hackensack.
drive to Woman Lake to
see Christianson for instructions
and to get Board + Lodging.
EB Horst.

140-29

Blackwater Road (Twp)

July 6, 1922,

E.B. Horst, Transit, B.M. Beach.

B.B. Bartlett, chain,

Schmidt Bros. axe (Rudy & Walter)

We begin at the SMC-M. on S. side
of Pique Lake on the W. 1/4 line
of Sec. 15-140-29, and run thence

S. $32^{\circ}48'E$. $\leftarrow$ Var. $6^{\circ}30'$
177.0 ft. to Pk.

S. $13^{\circ}42'W$. 542 " on

Sec. cor. S. 15 (1.M.) Continue
at 806 ft. A.P. 2. thence

S. S. $0^{\circ}30'E$. 263.6 A.P. 3.

S. $27^{\circ}47'E$. 148.5 A.P. 4.

S. $46^{\circ}20'E$. 323.0 A.P. 5.

S. $30^{\circ}45'E$. 332.7 " 6.

S. $19^{\circ}10'W$. 186.0 A.P. 7

S. $26^{\circ}12'W$. 652.3 " 8.

S. $50^{\circ}20'E$. 457.3 " 9.

N. $85^{\circ}40'E$. 367.2 " 10.

S. $64^{\circ}50'E$. 157.0 " 11

S. $44^{\circ}50'E$. 640.0 " 12

S. $36^{\circ}22'E$. 420.0 " 13

S. $64^{\circ}25'E$. 666.8 " 14

S. $44^{\circ}26'E$. 254.8 " 15

R.P.s. to A.P. 15 = { Maple 14" N. 38°
R. Oak. 24" N. 70°

cent. of Hackensack Longville Rd. and
 (graded) Blackwater road to SW $\frac{1}{4}$ 16
 on same course.

at 100 $\angle$ grade 12' R. on curve.

Hollow on R. Lake 200 L.

at 464 an E & W line 1320' S. of S. line.

ent. Hardwood.

02' E. 43.7 ft.

50' W. 47.2 ft.

(July 6, cont.)

A.P.

(Var. changes to 8°00')

Thence	S. 83° 37' E.	281.4	ft.	16.
	N. 64° 05' E.	401.0	"	17.
	N. 87° 30' E.	224.0	"	18.
	S. 80° 04' E.	824.8	"	19.

From a point on N+S random
 Werun East

at 600 int. surf.

800 lv. "

" 947.2 Hub.

" 1200 SWP.

" 1320 Set stake, lv. surf.

" 1686.3 Hub.

" 2246.0 Hub.

" 2253.0 $\angle$ of old road N. 15° W.

" 2640.0 Set stake (mkd 2640 E.)

R.P. S. $34^{\circ}45'$ E. 7.5.

(Last of Prelim. Survey Oct, 1921)

to starting point on Randan sec
line between secs. 22-23.

sec. line 200 ft. N. of IXL Lake.

N. $\pm$ $51^{\circ}30'$ W.

July 7, 1922.

Same Crew.

Begin at Sta. 5320 - W. set
Oct. 7, 1921 and recorded on
Page 40 this book

from which we run N. $89^{\circ}55'W$.
to Widow Lake.

at 289 - W. set Hub.

" 350 - " cross N. & S. road

" 968.4 " Hub.

" 1409.7 " "

" 1611.0 " Large Backsight

" 1619.0 " The S.W. U.S.B.T.

N. Pine sets. S. 3.6 ft.

N.B.T. appears to be gone but
we have no notes with US in
the field.

will compute position of Cor.
when we reach camp.

E.B. Horst.

We leave for Hackensack

to prepare some work for Commts.
meeting July 11, E.B.H.

July 19, 1922.

We look for U.S. B.T.s. at cor. to secs.
22-23-26-27-140-29

Temp. True cor. from SW. B.T. sets N. 11.0 ft.
at sta. 5393-W.

Temp. 1/4 S. at 2696.5 goes N. 5.5 ft.

From which we run N. at 90° to Rand.
Line

at 409 N. Hub.

" 980 N. old Road N. 75° W. - S. 75° E.

" 1000 " set Hub.

" 1500 " " "

" 1680 " " "

" 1800 ant. swp.

" 2000 Lv. swp.

" 2600 N. set sq stake on line Mkd. LHEE-N.

" 3003 N. " Hub.

" 3076.9 N. " P.I. Hub on Road Line
at 2588-E.

S.W. $\angle = 90^{\circ} 08'$

Exhibit.

2610.0
N. 89° 15' E

18.3

13.0° E

425.
5276.6

4239

4600.8

5386.6 N 0° 05' E.

Rand. 4
5.23.

We find N.P. 18" N. 67° W. 44 lbs.
 US BT stump to MC. #17 from
 which we set the MC. and a
 WC MC. 15.5 ft. W. which is a
 cast sleigh shoe 3" x 24" in a
 mound of stone. thence W.
 at 41.6 Δ on top of bank.
 " 104.2 Pil. Hub on Rand. Δ
 at sta. 5317.0 N.
 at 106.7 ft. W. of US MC.
 the 1/4 S. cor. bet. Secs. $\frac{14}{23}$
 which we set from:
 the W.P. 24 N. 20° E. 14-lbs.
 Now is stump. badly burned.
 Maple is obliterated.
 On N45 Δ of S. 23-140-29
 the 1/4 S. cor. sets 13 ft. E.
 at sta 5317.0 ft. N.

(No work)

July 21, 1922

New B.T.s to cor. secs. 23-24
25-26 - 140-29.N.P. 8" S. $29^{\circ}15'W$. 65.5 ft.N.P. 6" N. $42^{\circ}15'W$. 64.4 ft.

From this cor. we run S. $89^{\circ}55'E$.
at 189.0 E. Hub thence
S. $89^{\circ}50'E$ (cont. same chain.)
at 350 ent surf.

" 900 or surf.

" 995 old trail N & S.

" 1157.7 set Hub.

" 1603.5 " "

" 1665 ent. surf

" 1800 or "

" 2640.1 set sq stake -

" 2688.4 set Hub.

all evidence of original $\frac{1}{4}$ sec. cor
is gone! continue S. $89^{\circ}50'E$.

at 3217.0 E. Hub.

at 3711.0 E. Hub. on rise.

" 4143.5 4470.4 E. Δ

" 5021.0 "

" 5309.7 " No. Cor. yet.

Sat + Sund.)

140-29

68

July-24-25-1922.

at 5334.2 - E. Pl. Δ on Random
Range line (run 1916 by Horst.)

Range line (Rand.) S. $0^{\circ}41'$ - W.

Thence S. $0^{\circ}41'$ W. on Rand. Rge. line
1469.6 ft.

Thence E. 28.0 ft. to I.M. at S. Cor.
To secs. 19-30-140-28 and secs.
24-25-140-29.

True b'g. of line between secs.
24-25 = N. $74^{\circ}28'$ W.

From Cor. of secs 19-24-25-30
on Rge. line bet. 28-29 W. run
N. $74^{\circ}28'$ W. on true line.

	N.	S.
S. 89° 50' E. 5334.2'	—	15.5
S. 0° 41' N. 1469.6'	—	1469.0
East 28.0	—	—
		<u>\$1484.5</u>

$$\begin{array}{r}
 5545 \\
 96347 \overline{) 534300} \\
 \underline{481735} \\
 525650 \\
 \underline{481735} \\
 439150 \\
 \underline{385388} \\
 537620 \\
 \underline{481735} \\
 554
 \end{array}$$

$$\begin{array}{r}
 554 \\
 2678 \overline{) 1484.5} \\
 \underline{13390} \\
 14550 \\
 \underline{13390} \\
 11600 \\
 \underline{10712} \\
 8880
 \end{array}$$

E. W.

5334.0

19.2

28.0

5362.0

19.2

5343.0 E

.01309

X1470

91630

5236

1309

1924200

5343.14845000

Tan. of. $15^{\circ}32'$

127784

10686

41590

37401

41890

37401

44890

42744

21460

21372

2

 $89^{\circ}60'$ $15^{\circ}32'$ $74^{\circ}28'$

July. 26-1922

Horst Bartlett + Rudy + Walter
Schmidt finish cutting true
line between secs 24-25
140-29, and intersect the
sec. cor. 23-24-25-26.

We start a line S. from the
SMC on $\frac{1}{4}$ line in sec. 15
and run S. $0^{\circ}45'1''$ W. (var. $8^{\circ}30'$)
on a random $\frac{1}{2}$ of sec. 22.
cut about 400 ft.

Finish for Woodrow Twp.

E/B Horst.

I leave for Walker.

Time sheet for Blackwater Road, 1922

1922-July:	5	6	7	8	9	18	19	20	21	22	23	24	25	26
E. B. Horst,	1	1	1	1	2	1	1	1	1	1	1	1	1	1
B. B. Bartlett,	1	1	1	1	2	1	1	1	1	1	1	1	1	1
B. M. Beach,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Rudy Schmidt,	0	1	1	1	0	1	1	1	1	1	1	1	1	1
Walter "	0	1	1	1	0	1	1	1	1	1	1	1	1	1

July 26, 1922 - E. B. Horst.

Hillcrest

Survey in S.C. 30-140-30
Hackensack Cemetery.

Set up on S.R.H. No. 80 on line
for South line of Cemetery and
line Sec. 30-140-30. Brushed
Cor. for chaining purposes.

Set up on line west of
Give Micky and B.B. a picket
repairs -

Apr. 24 23

Brennen takes ^{us} out to Cemet.
straighten up picket line.

set by B.B. ¹⁸15 years ago for
and checked again about 3 yrs.
second time. We hunted for the

New B.T. J.P. $7'' 5.20'' W \pm 18.1 ft.$

old J.P. B.T. made about 15 years ago 6.4 ft

Went to East $\frac{1}{4}$ Cor. calls

5+9 = Ran Hvb 0.7' N. of Cor. and 13' N. of fence

4+89.5 = Line old road - abandoned.

10+103 = " " road - still used

11+84103 = Hvb.

12+18 = old road

14+88 = Line S.R.H. #80 & approx 47° -

Cemetery

74

Birch Lake Twp.

April 23, 1923

John M. Greene, Eng.

B. B. Bartlett } Axe
Micky Jude } and Chain.

of pickets, set by Bartlett
supposed to be the E. & W. $\frac{1}{4}$
East to $\frac{1}{4}$ Cor. and set temporary

cemetery and brush west.

line and take truck to Backus for

John M. Greene.

ary and we start west on $\frac{1}{4}$ Line to
Last picket sets 0.35' south of $\frac{1}{4}$ Cor.
a road E. & W. in Hiram Twp.

ago. H. F. Kapischke was a witness the
original ^{B.T.S.} but could not find them.

N. 65° E.

for N. P. 24" S. 74° E 591 ks = 38.94'

ce past N. P. 15' S. 52° W. ^{Now burned stump.}
76 " = 30.36Also Heart shaped scar in 10-20 ton rock
^{Now burned stump.}bears S. 55° W. 2281 ks = 150.48, over chain
150.9'

75 Survey in Sec. 30-140-30

796.1

68518 545500000

479626

658740

616662

500.2

420780

411108

96720

545.5

45.3

500.2

106303 - 4 -

33

500.2 - 7 -

22

212606

66

53151500

121

531727606

730.0

68518 500,20000

479626

205740

205554

18600

24

16

48

88

23.4

68518 1600000

137036

229640

128.4 205554

240860

68518 88000

68518

194820

137036

577840

348144

296960

72817

1600000

145634

143660

72817

708,430

21.9

Hand-drawn surveying diagram on grid paper. The diagram shows a traverse with several points marked 'I.M.' (Iron Nail). The bearings and distances are as follows:

- From the first 'I.M.' point (top right) to the second 'I.M.' point (top left): $46^{\circ}45'$, distance 1.1 M.
- From the second 'I.M.' point to the third 'I.M.' point (middle left): $495'$ chained, distance 500.2.
- From the third 'I.M.' point to the fourth 'I.M.' point (bottom left): $545.5'$, distance 531.7.
- From the fourth 'I.M.' point to the fifth 'I.M.' point (bottom right): $43^{\circ}15'$, distance 23.4.
- From the fifth 'I.M.' point to the sixth 'I.M.' point (top right): $545.5'$, distance 545.5.

The diagram also includes a series of calculations for the traverse, including a final distance of 1.06241-5 and a bearing of $46^{\circ}45'$.

B.T. to S.W. Cor. Corn.

West on true E. & W. $\frac{1}{4}$ Line
12.9' to mark on rock

Jack Pine 3" $\overset{W}{S. 47^{\circ} 56' W}$ $\overset{S}{}$ from
W. sight on $\frac{1}{4}$ Line. 35.3' $S. 32^{\circ} W$

Line bears $S. 80^{\circ} W$,

B.T. to S.E. Cor.

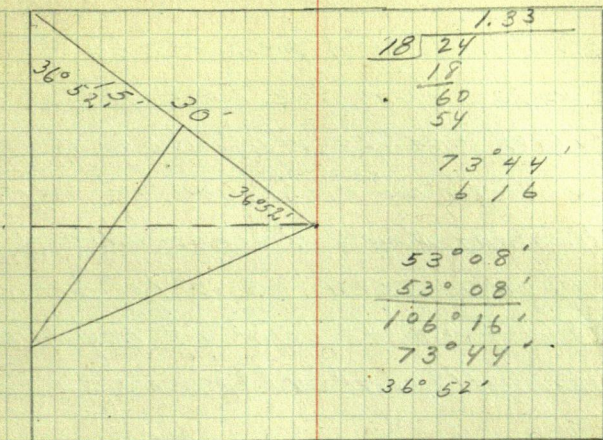
J.P. 8" $\overset{W}{S. 17^{\circ} 12' W}$ $\overset{S}{}$ 49.2 $S. 63^{\circ} W$.

J.P. 2' $W 12^{\circ} 25' S$ 9.4' $S. 32^{\circ} E$

N.W. Cor

J.P. 12" $S. 22^{\circ} W \pm$ 30.7'

J.P. 14" $S. 15^{\circ} E \pm$ 42.7'



$$\begin{aligned}
 24^2 &= 576 \\
 18^2 &= 324 \\
 30^2 &= 900
 \end{aligned}$$

$$120.8$$

$$\begin{array}{r}
 72817 \overline{) 8800000} \\
 \underline{72817} \\
 151830 \\
 \underline{145634} \\
 619600 \\
 \underline{582536} \\
 370640
 \end{array}$$

$$\begin{array}{r}
 2500 \\
 59995 \overline{) 1500000} \\
 \underline{119990} \\
 300100 \\
 \underline{299975} \\
 0012500
 \end{array}$$

John M. Greene

Cemetery - Hackensack.

Beginning at a point where S.W.
West quarter line Sec. Thirty (30) Town
Thirty (30) thence west on said line
thence North at right angles with
with Highway No. 80, Five Hundred
feet, thence south easterly along
six (726) feet to point of beginning
approximately Three (3) acres.

H. No. 80 intersects the East and
ship One Hundred Forty (140) Range
Four Hundred Ninety-five (495) feet,
said quarter line to a point of intersection
Twenty-eight and one-half (28.5")
said Highway. Seven Hundred Twenty-
said tract of land containing

Sec. 15-16-21-22
Thunder Lake Shores
Weather - fine.

Sfr July 26, 1923, Howard Swanberg Walker, and go to Minni-Teepee lot stakes. Seni-Orn-Sed for on Big Thunder. Howard drives the touring car to Bluhm's to see George.

July 27, 1923 Weather fine.

Swanberg and Rudolph shore of Lot 1 and 2, sec. 15, 140-26 looks for M. C. No. 25 which notes Could not locate it and paced west Pine and Poplar B.T.s. Could not but could not locate $\frac{1}{4}$ Cor. Get back.

Swanberg, Shultz and Graene 14-15-22-23 in S.H. west. We pass and set point west of lake. Set Hub weather-fine. July 28, George Bluhm comes with and chain

Corner to 15-16-21-22. Notes call
Blaze new bearings as follows

Pop.	7"	N. 30° E.	3.9'	
Oak	10"	N. 50° W.	46.3'	
Pop	6"	S. 48° W.	23.8'	
"	6"	S. 63° E.	19.6'	and

Blehms Lots

and John M. Greene leave
Portage where we paint all the
lunch, \$1.50. Leave for George Blehm's
truck to Remer, and I drive the
spend night at Greene's. John M. Greene

Shultz start traversing lake
Greene takes pocket compass and
call for Oak 12" brs N. 82° W. 15 lks
to Cor. 15-16-21-22, Notes call for
find them. Run south 1/2 mile
to dinner. After dinner,
start transit line from I.M. at cor.
ft. North of M.C. stake set by Flynn
at waters edge, Sta. 0-0 = Hub.

us and helps brush

234.6 "
394.2 "
814.25 "
875 ± enter swamp
1275.65 Hub in swamp.
1338.65

1340 ± leave swamp
1689.6' Hub, 6.8' south of

Mag. Bearing N. 64° W

N.P. 6 N. 60° W. 62 lks = 40.92 ft. stb.

Aspen 4" S. 68° W. 24 = 15.8' still green

" 4" S. 16° E. 18 = 11.84 gone

place 4" x 4" x 48" Oak stake for Cor.

John M. Greene

Weather - Hot.

Greene - Transit

Swanberg - Bluhm, Axe and chain

Shultz - Axe.
July 28, 1923

We start south & 90° from Ran.

Look for $\frac{1}{4}$ Cor. but do not find. Thunder

July 29, Sunday - Get Flynn's notes.

Notes of West line Sec. 22

Weather - fine

Greene - Transit Shultz - Axe.

Bluhm & Swanberg, Axe and chain.

July 30, 1923

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

2700 creek

3662 line wagon road N.E. - S.W.

4521.9 Hub

1.15
- 45

" 40' West N. 88° 21' W.

4520.75

" $\nearrow$ 5.1° 51' W

4521.45

4574.3

4580.1

5174.5

5174.7

52985

107.3

Sec. Cor. set by Flynn by
to true Cor. 6° 38' = 5.

3585
77.0
36620

4933
47.1
49801

5180
14.2
2

84

dom line. Sta. 0-0 Sec. Cor. 15-16-21-22
6.8' Random Hub. 1687.6' W.
120' Hub
750.65 "
1149.5 "
1320.0 temp 1/16 Cor.
1525.4 Hub.
1995.2 "
2345.05 X N. 84° 30' E to road.
2640. temp. 1/4 Cor.

shower coming up, so we quit for night.
John M. Greene,
for south line, and copy some field

N. true line bet. 21-22 Var. 10° 08'
34.00' enter Cedar swamp brs. N.E. S.W.
37.50 Creek 10 fts wide runs East
40.00 1/4 Sec. Past Fir. 6" S. 80° W. 12
Birch 6" N. 84° E. 17
and leave Cedar swamp N.W. S.E.

.01134
40
45360

88° 21'
89° 48'
178 09
1° 51'

85°
89° 48'
89° 12'
N. 84° 30' E
17
5

Lat Cor 89° 44' N.E.

proportional Measurement.
8.29° W.

cloudy

July 31, 1923 Morning
 J. H. Flynn - John M. Greene
 Peter Marks

M.C. # scribed
 N.P. 8" N. 15° E. 17'
 N.P. 8" S. 65° E. 15.7'

Old B.T.s 6" Pine - dead still standing
 12" " - dead'

21-22-27-28

N.P. 8" N. 12° W. 19.0'
 W.P. 6" N. 35° E. 25.7'
 W.P. 4" S. 85° E. 14.2
 N.P. 9" S. 30° W. 27.5

Old B.T.s stumps check, except S.W.
 dis. is about 26'

West Random Line		Sec. 22	
		North	South
S. 00° 00' W	4521.9'		4521.9
N. 88° 21' W.	40.0'	1.15	
S. 1° 51' W	672.75'	1.11	672.4
S. 8° 29' W	104.3		103.15
Sec. Cor.	Sta. 0.0	Offset 0.0	5297.45
1/16 Cor	1324.36	19.0	
1/4 "	2648.72	38.0	
1/16 Cor	3973.08	57.0	
Sec. Cor.	5297.45	76.0	

Note:- I get Mr. Flynn out to look at the trees I think are the B.T.'s and he agrees with me. We put in new B.T.'s and leave instructions with Marks to change the monuments. Marks nearly obliterated. C still plain.

East

West

40.0

21.7

15.3

76.0

= 0°49'19"

40.0

21.7

15.3

76.0

0°49'19"

Cor. 22-23-26-27 set by Greene
from Cor. 14-15-22-23 + 26-27-34-35 + $\frac{1}{4}$ Cor

Flynn's notes for south line sec. 22,
W.P. N.E. 69'

W.P. N.W. 57' from which Cor. west at 2640'
2670' from N.E. Cor 27 to N. $\frac{1}{4}$ S.

brgs N. Pine 10, N. $44\frac{1}{2}$ W 83'

N. Pine 12, S. 63 E. 43'

$\frac{1}{4}$ S. west at 1798', thence 347' S. 52 W
S. ~~370~~⁵²⁵ W to M.C. west side of Kidney lake
west of lake west, for 2640' west of $\frac{1}{4}$ S. at
shore of Coffin Lake 720' across, hub to hub,
no bearings, at 5651 east side lake at S.W. Cor.
thence N. 61' to W.C. from N.C. west side

+ sin. 034034

Set up at Cor. 22-23-28-29 A S.E. X

X N.E

Run north from sec. Cor

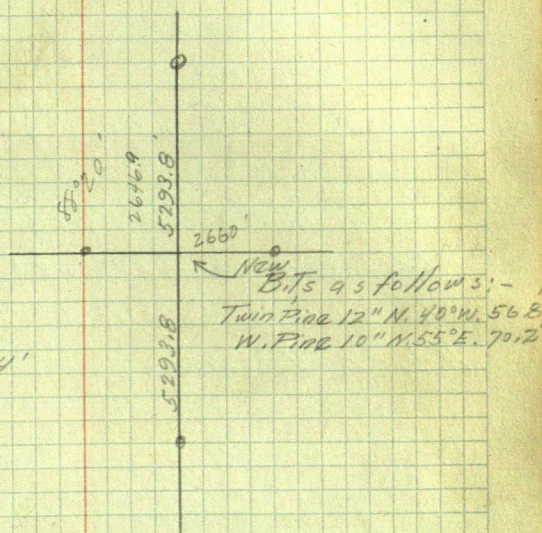
Hub 2398.6

Hub X R 0°14' to sec. Cor 4640.3'

Sec. Cor. N.E. X 88°05' 5291.8

by proportional measurement

L3-26 + $\frac{1}{4}$ Cor. 22-27 Sur. Rec. 346,



thence N. 23 $\frac{1}{4}$ W. 74'

for correct at $\frac{1}{4}$ S. 5° 55' 569' from M.C.

2640' set at 144' west of Temp. Cor. East

hub west of lake 864', thence on west at 2640'

21, thence S. 35 W. 391', thence west 105'

coffin Lake to S.W. Cor. Sec. 21 is 5976'

Flynn's R. Line West
87° 3' to read South

91° 40'
91° 38' 88° 01'

5291.8
4640.3
651.5

1323
651.5
671.5

Swanberg - Shultz

Sta 0 I.M. Sec. Cor.

7+12.5 Hub

13+69.0 Hub Δ A

16+48.5 "

17+56.3 Ran. off 15.3' N. $20^{\circ}44'E$.

X to Δ Hub B W. $62^{\circ}55'S$.

Δ Δ Hub B $105^{\circ}42'$

X $\odot$ Δ C $11^{\circ}23'$

A-B = 492.65

Sin $11^{\circ}23'$: 492.65 :

to M.C.

1756.3
5.4
0.9

Sec. Cor. 14-15-22-23

1756.3 west

15.3' N. 20° 44' to Flynn's M.C. sta

35402
15.3
106206
177010
35402
54165.06

93524
15.3
280572
467620
93524
143091.72

Dis. sec. cor to M.C. = 1750.9'

Offset 14.3's corr = 0° 28' Bear in

" 6.8's at 3710.6' west

Diff = 7.5 in 3710.6' = 0° 07' Bear in

4640.3
651.5

1750.9' N. 89° 32' W

3710.6' S. 89° 53' W

1324.36 S. 0° 49' 19" W

		sin	cos	North
1323	N. 1° 43' E.	0.02996	99955	1323
1750.9	N. 89° 32' W	99997	00814	14.25
979.8	S. 89° 53' W	1.0000	00204	
27307	S. 89° 53' N	1.0000	00204	
1324.4	S. 0° 49' W	0.1425	99990	
1490	N. 89° 58' E.	00058	10000	1337.25

122.4

14.3 1750.9

143

320

286

349

286

630

572

580

2402.9

1369.0

1689.6

5461.5

1750.9

3710.6

494.7

7.5 3710.6

300

710

675

356

300

560

ing N. 89°32' W

ing S. 89°53' W

South

East

West

20 X 10

0 X 00

39.63

1750.9

1317.65

5440.6

2.0

979.8

1331.9

3729.3

5.5

2730.7

1329.9

2749.5

1324.4

18.8

1324.4

18.8

1331.9

200.00

00.00

+0.9

1490

2150.7

[illegible]

69°23'
26°23'
95°48'

94

East West

(313.9)

X Y
- 364.3 - 313.9

88.9

- 543.4 - 225.0

146.2

- 616.1 - 371.2

146.2

1301.8 - 1750.5

1378.6

1378.6

344.5

1302.0 - 2095.0

7.4

171.2

1317.0 - 2087.6

170.8

1317.1 - 2258.8

104.1

104.1

1203.0 - 2154.7

344.1

146.2

1006.8 - 1810.6

1378.6

91.6

346.0

1966.6 - 1719.0

170.8

248.4

2041.6

938.4 - 1470.6

170.1

833.2 - 1300.5

155.5

707.4 - 1145.0

269.5

575.6 - 875.5

561.6

364.3 - 513.9

2041.2

2042.7

642.2

East

West

2041.9

7.4

1302.0

2096.5

51.4

15.0

7.4

1317.0

2089.1

1.1

171.2

171.2

1317.1

2260.3

114.1

104.1

104.1

1203.0

2156.2

8.1

171.0

171.2

10.2

54.1

40.3

109.7

108.2

89584

9.7

92432

100000

92432

756800

739456

1734405

89584

741600

A.P. 1	90'	164.2	164.2	164.2
70'	2	50.26	351.82	301.56
42'	3		33.72	33.72
30'	4		549.74	499.48
20'	5			164.2
17'	6			402.08
15'	7			33.72
20'	8			600.00
24'	9	50.26		
	9	33.72	33.74	
33'	9	16.5	16.48	
36'	10	50.0		
33'	11			
36'	12			
42'	13			
	14	50.0		
	15	33.5	33.67	
24'	15	16.9	16.73	17.14
18'	16	51.2		
	17			
	18	51.2		
	19	29.5	29.66	
	19	21.3	21.14	21.1

50.05 20 50.2

50.05 21 50.0350.05 22 50.2 $\frac{22.}{22}$

50.05 23 28.1

~~50.05~~ 23 23.4

52.24 24 53.2

52.24 25 "

N. 87° 23' E 54.55 26 "

N. 81° 48' E 52.65 27 "

28 13.8

N. 66° 08' E 50.05 28 37.1

50.05 29 50.1

50.05 30 12.9

31 37.3

N. 73° 02' E 50.7' 30 31 50.3 37 50.1

N. 58° 40' E 50.18 31 9.5

50.18 32

37 37.3

350.7

9.4

397.4

N. 60° 07' E 50.1

N. 69° 23' W

63° 34'

5049'

63° 57'

63° 34'

0° 23'

63° 34'

51003'

12° 31'

99482	100000	100.5
	99.482	

518,000

97623	1000000	102.4
	97623	

30	237700
31	195246
	424540

31

99998	100000
	99998
	2

163.3	37.3	396.1
	350.7	388.
	398.0	8.1

$$\begin{array}{r}
 99635 \overline{) 1000} \quad 100.37 \quad 50.18 \\
 \underline{99635} \\
 365000 \\
 \underline{298905} \\
 669950
 \end{array}$$

$$\begin{array}{r}
 N. 51^{\circ} 03' E. \\
 9^{\circ} 57' \\
 \hline
 N 61^{\circ} 00' E \\
 63^{\circ} 34' \\
 \hline
 2^{\circ} 34'
 \end{array}
 \quad
 \begin{array}{r}
 63^{\circ} 34' \\
 51^{\circ} 03' \\
 \hline
 12^{\circ} 31'
 \end{array}
 \quad
 \begin{array}{r}
 9^{\circ} 50' \\
 12^{\circ} 34' \\
 \hline
 15^{\circ} 16'
 \end{array}$$

$$\begin{array}{r}
 999 \overline{) 1000000} \quad 100.1 \quad 50.05 \\
 \underline{999} \\
 100 \\
 \underline{1714} \\
 999 \overline{) 1714}
 \end{array}
 \quad
 \begin{array}{r}
 50 \\
 32.88 \\
 \hline
 17.12
 \end{array}$$

$$\begin{array}{r}
 999 \overline{) 712} \quad 51.83 \\
 \underline{999} \\
 7130 \\
 \underline{6993} \\
 1370 \\
 \underline{999} \\
 3710
 \end{array}
 \quad
 \begin{array}{r}
 78^{\circ} 50' \\
 63^{\circ} 34' \\
 \hline
 15^{\circ} 16'
 \end{array}
 \quad
 \begin{array}{r}
 96471 \overline{) 100000} \\
 \underline{96471} \\
 352900 \\
 \underline{289413} \\
 634870 \\
 \underline{578826} \\
 560440
 \end{array}$$

$$\begin{array}{r}
 N 61^{\circ} 00' E \\
 12^{\circ} 50' \\
 \hline
 N 78^{\circ} 50' E
 \end{array}$$

$$\begin{array}{r}
 999 \overline{) 2105} \quad 2.1 \\
 \underline{999} \\
 1070 \\
 \underline{999} \\
 710
 \end{array}
 \quad
 \begin{array}{r}
 N. 61^{\circ} 00' E \\
 19^{\circ} 26' \\
 \hline
 N 80^{\circ} 26' \\
 63^{\circ} 34' \\
 \hline
 16^{\circ} 52' = 95698
 \end{array}$$

$$\begin{array}{r}
 N. 87^{\circ} 33' E. \\
 5^{\circ} 45' \\
 \hline
 N 81^{\circ} 48' E \\
 63^{\circ} 34' \\
 \hline
 18^{\circ} 14' \quad 94979
 \end{array}$$

$$\begin{array}{r}
 N. 81^{\circ} 48' \\
 15^{\circ} 40' \\
 \hline
 N. 66^{\circ} 08' E \quad 50^{\circ} 05' \\
 63^{\circ} 34' \\
 \hline
 2^{\circ} 34' \quad 99900
 \end{array}$$

$$\begin{array}{r}
 N. 80^{\circ} 26' \\
 7^{\circ} 07' N 66^{\circ} 08' E \\
 \hline
 N 87^{\circ} 33' \quad 6^{\circ} 54' \\
 63^{\circ} 34' N 73^{\circ} 02' E \\
 \hline
 23^{\circ} 59' \quad 63^{\circ} 34' \\
 \hline
 9^{\circ} 28'
 \end{array}$$

$$\begin{array}{r}
 73^{\circ} 02' \\
 14^{\circ} 22' \\
 \hline
 N 58^{\circ} 40' E \\
 63^{\circ} 34' \\
 \hline
 5^{\circ} 06' \\
 4^{\circ} 54'
 \end{array}$$

105.3
94979 100000
94979

52.65

98

502100
474895
272050.8 W
63034
26024

89571 100 11.64 55.82
89571 6
104290 384.8
89571 11.2
147190 346.0
89571

97623
3367-1
681361
585738
292869
328696641

576190
537426 89519
387640 163.3
268557
268557
537114
89519
146184527

89058
63032
26026
97623-
29.66
585738
585738
878607
195246
289549818
21.05

104.5
95698 100000
95698
430200
382792
474080
477490

1091 54.55
91636 100
91636
836400
824724
116760
101.4 50.7

98541 100
98541
145900
98541
473590

Aug. 7 Swanberg - Transit
Lewis C.R.

Aug. 9. Greena - Swanberg

Aug. 10, " - " , Lewis.

Sta. 0 Cor. 15-16-21-21 as previously
ran north $\times$ $0^{\circ} 43'$ East to Nor

Hub 230.7

1380.4

2426.25

2681.1

2640.0 proportioned 2681.1, offset

3117.35 ^{New B.Ts} N. $13^{\circ} E$ N.P. 12" N. $20^{\circ} 26' E$
(mag)

3405.05 S. $5^{\circ} W$. W.P. 24" S. $12^{\circ} 03' W$
(mag)

3775.35

3927.35 M.C. N.P. 4" S. $31^{\circ} E$. 12.0
W.P. 5" N. $81^{\circ} E$. 14.8

4059.00 $\times$ N. E. $57^{\circ} 45'$ 93.4' to

M.C. set from Birch-down-B.Ts plain

M.C. = sta. 4108.8' East $79^{\circ} = \times 1^{\circ} 06'$

Aug 6 10

Aug. 7 10

Aug 9 11.50

Aug 10 14.50

Board Swan 500

" Greena 200

Mileage 560

58.60

27.30 Durham

14⁰⁰ credit

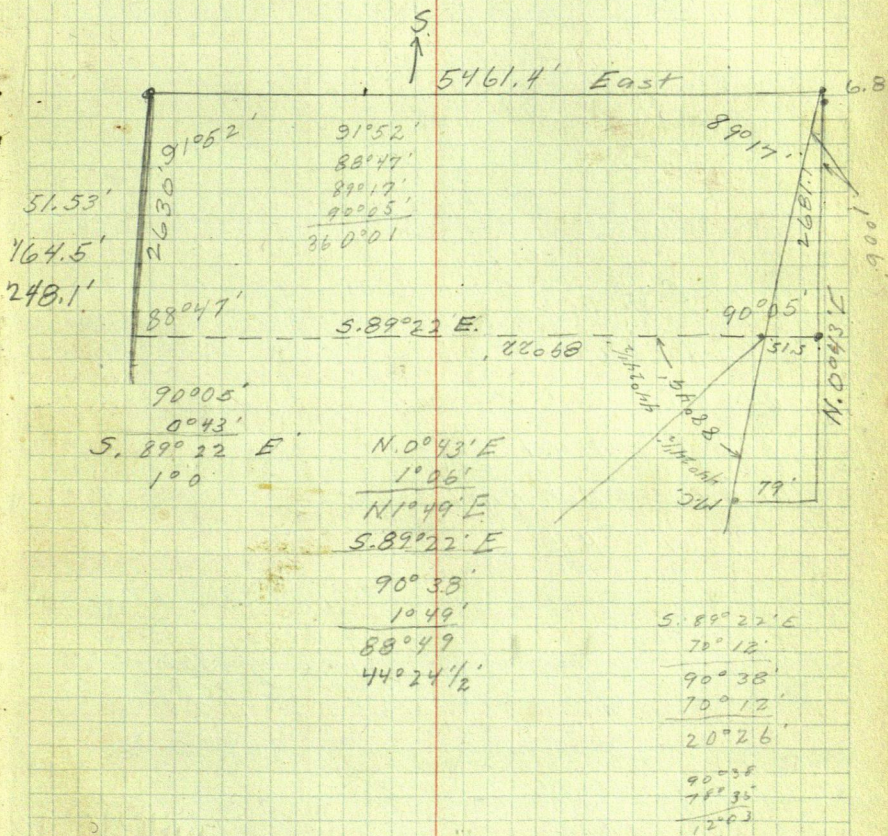
13.30 Lewis

40.60

Mon. Aug 6, 1923
 Swanberg, Transit
 Lewis, C. A.
 Lewis, S. A.

100

ly established from old B.T.s
 th random line, Ran. con. 6.8' south.



Aug. 13-1923 Aug. 14-1923
 For Fred Anderson Greene
 Swanberg
 N.E. 1/4 - S.W. 1/4, Sec. 29 - 143-27.

E. & W. 1/4 89° 53 1/2' - 90°
 N. & S. 1/4 90° 43' E. section
 43° 08' X R.R.

373 + 90

383 + 60'

392 + 30'

403 + 44'

1094.2 fence

2169.7 Cor-nail

2026.5 R.R.

2705.9 Nail

2004.3 Hub nail - ditch -

2640.0 Hub

2640

2169.7

470.3

508.5

412 + 90.9

412 + 28.1

62.8

411 + 92.3

410 + 71.5

142.8

62.8

184.6

switch 184.6 X 41° 18'

682.9

867.5

5 1/4 Cor Birch 10 S. 30° E. 10 102
8 N. 28° E. 13

$$\begin{array}{r} 2147' \\ 508.5' \\ \hline 2655.5 \\ 1327.75 \end{array}$$

$$\begin{array}{r} 508.5 \\ 818.25 \\ \hline 1326.75 \end{array}$$

$$\begin{array}{r} 607' \\ 45' \\ \hline 562 \\ 523 \\ \hline 39 \end{array}$$

$$\begin{array}{r} 41018' \\ 48028' \\ \hline 8946 \\ 9014 \end{array}$$

$$\begin{array}{r} 412+90.9' \\ 410+71.5 \\ \hline 2+19.4 \end{array}$$

$$\begin{array}{r} 5085 \\ 818.25 \\ \hline 1326.75 \end{array}$$

$$\begin{array}{r} 421+71' \\ 410+57.3 \\ 403+58.2 \\ \hline 699.1 \end{array}$$

$$\begin{array}{r} 421+70 \\ 410+71.5 \\ \hline 1098.5 \\ 73.0 \end{array}$$

$$\begin{array}{r} 410+58.3 \\ 403+58.2 \\ \hline 699.1 \end{array}$$

$$\begin{array}{r} 412+28.1 \\ 411+93.3 \\ \hline 348 \end{array}$$

$$\begin{array}{r} 71.5 \\ 34.8 \\ \hline 36.7 \end{array}$$

$$\begin{array}{r} 2147' \\ 508.5' \\ \hline 2655.5 \\ 1327.75 \\ \hline 2147 \\ 818.25 \\ \hline 1328.75 \end{array}$$

505.5'

49.4'

46030'

523' 1358.5'

41018' tan Producers

$$\begin{array}{r} 91030' - 674.3' \\ 508.5' \end{array}$$

1/4 Cor.

$$\begin{array}{r} 674.3 \\ 508.5 \\ \hline 165.8 \end{array}$$

$$410+71.5$$

180° 51.5'

82.9

335

46°38'

150.0

269.5

65.5

72697

65.500

90

85.0

654273

317.9

72697655000

90.1

654273

403+44
3749.4

403+44
398+93.3

4150.7

72700

382.01
300.88
682.89

410+71.5
403+44
731.5

410+71.5

412+28.1
411+93.3
34.8

2°25'

$$\begin{array}{r}
 41^{\circ}18' \quad 508.5 \\
 \underline{66} \\
 30510 \\
 \underline{30510} \\
 335.610
 \end{array}$$

$$\begin{array}{r}
 75126 \\
 \underline{5085} \\
 375630 \\
 601008 \\
 \underline{3756300} \\
 382015710
 \end{array}$$

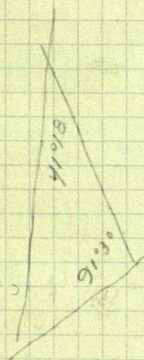
$$\begin{array}{r}
 73373 \quad 457.4 \\
 \underline{3356100} \\
 293492 \\
 \underline{421180} \\
 366865 \\
 \underline{543150} \\
 513611 \\
 \underline{295390} \\
 293492
 \end{array}$$

$$\begin{array}{r}
 41^{\circ}18' \\
 48^{\circ}42' \\
 \hline
 91^{\circ}30' \\
 48^{\circ}42' \\
 \hline
 42^{\circ}48' \\
 48^{\circ}42'
 \end{array}$$

$$\begin{array}{r}
 92601 \\
 \underline{335.61} \\
 92601 \\
 555606 \\
 462005 \\
 \underline{277803} \\
 277803 \\
 \hline
 3008782161
 \end{array}$$

$$\begin{array}{r}
 57.3 \\
 \underline{28.1} \\
 15.4
 \end{array}$$

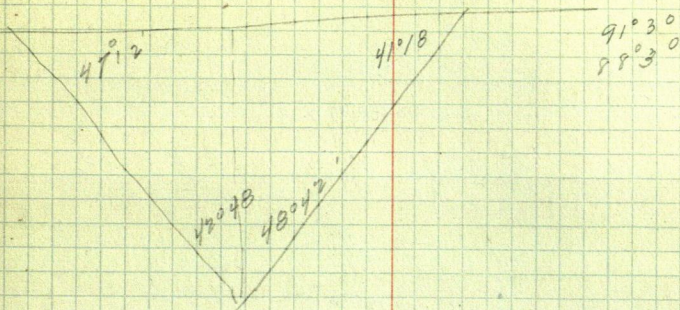
$$457.4'$$



$$\begin{array}{r}
 41^{\circ}18' \\
 91^{\circ}30' \\
 \hline
 132^{\circ}48' \\
 47^{\circ}12'
 \end{array}$$

410.573

112



6.34 chains	13.00	40.47
	11.00	
17.92	16.00	40.27
4.33	<u>40.00</u>	40.06

13.75	16.38	39.85
-------	-------	-------

3.80	<u>23.62</u>	79.89
------	--------------	-------

<u>34.00</u>	<u>40.00</u>	
--------------	--------------	--

80.14	<u>10.06</u>	3.50	34.00	6.34
-------	--------------	------	-------	------

30	69.94	<u>37.50</u>	17.92
<u>79.84</u>	10.20	2.50	4.33

	<u>13.75</u>	14.25
--	--------------	-------

4/80.14	<u>19.25</u>	39.84
---------	--------------	-------

20.035	19.89
--------	-------

<u>20.035</u>	39.850
	<u>20.035</u>

198150

180315

178350

160280

180700

180315

3850

20035
20.26

Sec. 4-140-29

$$\begin{array}{r}
 1992 \\
 \hline
 2026 \overline{) 4047} \\
 \underline{2026} \\
 20110 \\
 \underline{18234} \\
 18760 \\
 \underline{18234} \\
 5260
 \end{array}$$

$$\begin{array}{r}
 20.26 \\
 \underline{19.89} \\
 .37
 \end{array}$$

20.19

20.26

1.M.
From R.C. Run East on S. Line Sec. 4 set Hub
M.C. # 77. M.C. # 79 gone. M.C. # 78 in
Setup on hill west of R.C. 1.M. and
Lake shore. X at R.C. 1.M. looking West 97'
Chaining from temp. M.C. # 79
217.3 to Hub West

Traverse of Road running north
Oct. 17-1923

South $\frac{1}{4}$ Cor Sec 33-141-29

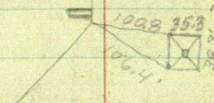
X. Pine 14" N. 27° W. 43'
Y. Pine 15" N. 17° E. 14'

M.C.

Traverse

85
21.4
1064

16 = 81	N. 87° 34' E. 244.1'	
	81° 09' L. sighting back and L.	
15 = 94	S. 6° 24' W. 236.8'	S. 54° 47' W. 77.0' - 131'
	45° 19' L.	29° 46' L.
3 = 80	S. 38° 55' E. 300.7'	S. 25° 01' W. 121.2'
	15° 45' R.	7° 37' L.
1 = 73	S. 23° 10' E. 62.6'	S. 17° 24' W. 204.5'
	19° 41' R.	16° R. 16° 27' L.
6 = 72	S. 3° 29' E. 66.9'	S. 33° 24' W. 105.8'
	19° 28' R.	1° 12' L.
	S. 15° 40' W. 61.9'	S. 32° 12' W. 77.6'
	24° 32' R.	52° 30' R.
	S. 40° 13' W. 101.7'	S. 44° 42' W. 125.2'
	12° 56' R. 70° W.	41° 12' L.
	S. 53° 09' W. 127.0'	S. 3° 30' W. 170.6'
	21 1/2 45° 23' L. R.	
N. 81° 28' W.	98° 32' L. 62.6'	S. 3° 30' W. 170.6'
	48° 12' R.	27° 18' L.
N. 33° 15' W.	146° 44' L. 64.9'	S. 23° 48' E.
	25° 06' L.	27° 48' R.
N. 58° 21' W.	21° 39' L. 100.1'	S. 84° 00' W.
	44° 22' L.	32° 18' R.
	S. 77° 17' W. 136.9'	126° 12' L.
	27° 17' L.	N. 13° 48' W.
S. 50° 00' W.	122.9'	
	4° 47' R.	
S. 54° 47' W.		
	Ch.	
		N. 58° 21' W.
		60° R.
		N. 1° 39' E. 100.8'
		81° 08' R.
		N. 23° 47' E.
		to house
		to "



we will look across bay & R 0°05' to hit
place. Set Temp. M.C. at 79. Iron axle.
lined in between that co. and Huber
West.

3.21.9 Hub 1266.9 Hub

1981.4 1. M. R.C

182

21634

182

353

2173

28° 37'

 $38^{\circ} 43'$

67° 15'

5.3°59'N

27° 18'

5, 23° 9' E

209.016
209.020
209.026
209.030
209.034

$$\begin{array}{r} 209016 \\ \times 209016 \\ \hline \end{array}$$

13605-
29016

$$\begin{array}{r} 209016 \\ 136057 \\ \hline 120191 \\ 107041 \end{array}$$

to line in road

5.17°24'W
16°29'R.

533°53'W

101212

53241 W

12°30' R

4501 1. W

7/10/12

3059 W

148

S. 74° 00' W

103040

B 2940E

S.W. Cor.

S. E. Cor.

109022

	N.	E.	W.
N. 1°W 139.4'	139.4'		2.44
43°15' L			
N. 44°15' W 152.7	109.4'		106.56
" 2°00' L			
N. 46°15' W 100'	69.8'		78.24
18°30' R			
N. 27°45' W 150'	132.8		69.84
7°30' R 270'			
N. 20°15' W. 270' down hill	253.3		93.50
16° L 255' to creek			
N. 36°15' W 280' across creek	225.8'		165.16
15°30' R 15°53' 104° E.			
N. 20°45' W 150' 125° W. 149.2'	140.8'		53.1'
6° E			
N. 26°45' W 140'	125.0		63.0
63°45' R 5.87°34' W			
N. 37°00' E 270'	109°28'		
15°15' L 196°56'	215.6	162.5	
N. 21°45' E. 100'	116°56' E		
9°00' L 148°00'	92.9	37.1	
N. 13°45' E. 210'	164°56'		
20°30' R N. 15°04' W	204.0	49.9	
N. 34°15' E. 230'	77°15'		
29°30' L 92°19'	190.1	129.4	
N. 4°45' E. 270'	5.87°41' W.		
14°15' R	269.1	22.4	
N. 19°00' E. 100'			
29°30' R	94.1	33.8	
N. 48°30' E. 210'	139.2	157.3	157.3
61°00' L			
N. 12°30' W 252' 261.3'	258.1		57.3
79°56' L			
N. 92°26' W 21'	265.83	592.4	683.58
5.87°34' W. 196.4 to stake - 69.11			592.4
65.2.5' 265.4' 244.1	19.5. of Lot 16		91.2

Set up on line North side plat and continued line to Barnum Lake. Set on far side from Huber R. Line west side Barnum triangulated.

C = 90° H = 2°31' to Hrb on East side.

H = 187.4' 2°30' N. of M.C.

31°28½" 136°57' 29°20'

20°30'

32°

11°30'

27°15'

8°45'

1°08'

89°53'

917.9 - 244.1

Micky Jude - chairman
Wilson -

Line between Sec. 5-6, 135-29

5487.3' total length

Hubs at 1320-2640-3960

Line between Sec. 6-7

5288

Hubs at 1320-2640-3960

Line between sec. 5-8

Oct 21

51°50'

S. 35°09' E. 162.0'

73°03' R

S. 16°41' W 163.3'

S. 37°54' W 146.9'

S. 35°09'

15°08' R

S. 20°01' W. 160.1'

21°57' L

S. 1°56' E. 203.2

40°24' R

S. 38°28' W 237.5

31°09' L

70° R to 0
200' long

S. 7°19' W.

58°44' R

446'

Flow Creek 50'

N 58°11' W.

31°09'

N 27°02' W

40°24'

N 67°26' W

21°57'

N 45°29' W

15°08'

N 60°37' W

N 31°49' W

31°09'

N 0°40' W

110°24'

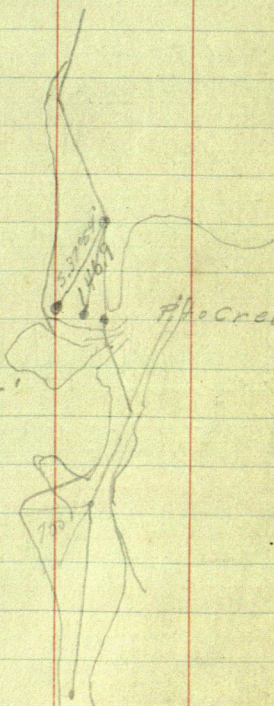
N 41°04' W

21°21'

19°37'

15°08'

39°45'



Oct 20, 1923

Greene

Jude

Tussler

Camp Holiday

114

140-29 - Sec. 4

S. 87° 34' W.
 107° 39' L. V.
 S. 20° 05' E. 212.7
 26° 03' L.

25' S. 46° 08' E 207.2
 19° 51' L.

25' S. 65° 59' E 111.3' end of hill
 18° 54' L.

30' S. 58° 41' 53" E 234.1'

36° 23' R

S. 48° 30' E 146.7

28° 57' R

S. 19° 33' E 232.5

50° 41' R

S. 31° 08' W. 128.5'

25° 22' R

S. 56° 28' W. 102.0'

4° 18' R

S. 60° 46' W. 106.4'

28° 05' L

S. 32° 41' W. 94.6'

17° 58' L

S. 14° 43' W. 183.8'

50° 33' R

S. 20° 16' W. 231.8'

15° 21' R L

S. 4° 55' W. 152.5'

39° 54' L

S. 34° 59' E 162.0' @ opp. Man Lake

63° 57' L

S. 99° 16' E = N. 80° 44' E

15° 08' L

S. 34° 59' E

15° 08' R

S. 19° 51' E 160.1

21° 57' L

S. 41° 48' E 203.2

40° 24' R

S. 10° 24' E 237.5

31° 09' L

S. 32° 33' E 446.0

58° 11' L

S. 90° 44' E = N. 89° 16' E.

N. 89° 43' W = True Bearing.

S. 34° 59' E 162.0
 73° 03' R
 S. 38° 04' W 146.9 to 0

S. 34° 59' E 162.0

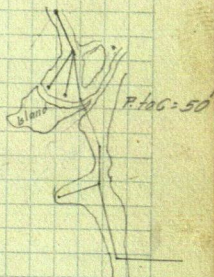
51° 50' R

S. 16° 51' W 163.3 to 0

S. 10° 24' E 237.5'

70° R

S. 68° 36' W. 200' to 0



S. 23° 48' E 114.1 sighting back N.W. & 67° 39'

67° 39'

91° 27' = 5.88° 33' W. to O on Baby L.

63° 57' R

N 27° 30' W

39° 54' R

N 12° 24' E.

S. 23° 48' E 114.1

97° 48' R

S 74° 00' W. 48.4'

From S. 1/4 Sec. N. 0° 22' E 177.2' N. 89° 43' W.

65° 42' L

N 65° 20' W. 115.5' R 10° 15' to O on East Point

18° 36' R

R 10° 04' to O 29° 41'

N 46° 44' W. 354.7

R 9° 07' to O 5° 11'

16° 27' R

R 6° 13' to O

N 30° 17' W. 209.4

R 3° 40' to O

N 30° 17' W 114.1

R 1° 54' to O

67° 39' L

L 1° 37' to O

97° 56' S. 82° 04' W

L 6° 41' to O

63° 57'

L 10° 31' to O

N. 33° 59' W

L 13° 16' to O

L 20° 56' to O

L 25° 23' to O

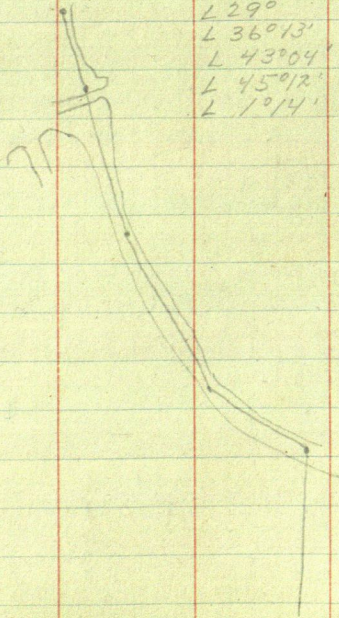
L 29° to O

L 36° 13' to O

L 43° 04' to O

L 45° 12' to O

L 1° 14' to C-House



Hubbard

N. $10^{\circ}37'E$
N. $10^{\circ}26'E$
N. $9^{\circ}29'E$
N. $6^{\circ}35'E$
N. $4^{\circ}02'E$
N. $2^{\circ}16'E$
N. $1^{\circ}15'W$
N. $6^{\circ}19'W$
N. $10^{\circ}09'W$
N. $12^{\circ}54'W$
N. $20^{\circ}34'W$
N. $25^{\circ}01'W$
N. $28^{\circ}38'W$
N. $35^{\circ}51'W$
N. $42^{\circ}42'W$
N. $44^{\circ}50'W$
N. $0^{\circ}52'W$

Oct. 9, 1923
Plat of HORSESHOE BEACH
Sec. 21 - 139-30.

Leave Bremer arrive Johnsons 11:30
After dinner go to M.C. #42. Find
orig. B.T.s. chain to $\frac{1}{4}$ Cor. North
side Sec. 21. Locate old stake and
check with old stumps. Move stake
about $2\frac{1}{2}'$. Go to M.C. #41. Gone.
Cross bay - M.C. #48. Gone. Go to
M.C. #47. Old B.T. plain.

1 M. 2" gal. iron pipe for N.E. Cor.
Sec. 21. Hunt for east $\frac{1}{4}$ cor. gone.
Quit for night.

J. M. Greene, Micky Ide, Lawrence
Johnson.

J. M. Greene,

Oct. 10, 1923

We go to S.E. Cor. sec. 21.
Dig for 6x6" conc. Mon. set by Caro.
Finally find it. Micky and
L. Johnson start chaining
south line Sec. 21.

Joe Johnson and I go to S.W.
Cor. Con. Mon. 5252.1 dis.

$\frac{1}{4}$ Cor come at 2626.05

$\frac{1}{16}$ " " " 1313.25

Jude } chain
 L. Johnson }
 Green-Trans
 J. Johnson - Fra

118

Chaining North from S. E. Cor.

Hub 2640

Old stake 2643.9 squared 2"x4"

Hub 3174.5 North

M.C. (No bearings) 3348.5

Hub 3371.0 S. 47° W

R. 133° 90' S. 47° W

L. 16° 30' 230' S. 30° 30' W

R. 41° 00' 500' S. 71° 30' W

R. 24° 00' 400' + 63.6' N. 84° 30' W

677' R. 82° 30' 690' Water - 13' N. 2° W

N. 26° 00' E to Sec. Cor.

N. 23° 51' E to M.C. #47

L. R. 40° 30' 125' N. 42° 30' W

R. 37° 16' N. 35° 16' E. to flag

R. 34° 43' N. 32° 43' E. to M.C. #37

L. 33° 15' N. 75° 45' W. 134'

L. 61° 54' N. 42° 21' E. to flag

L. 66° 10' ? to M.C.

R. 30° N. 45° 45' W. 60° 30' 01' 265'

R. 30° 17' S. 79° 02' E. to 0 3371

R. 19° 15' N. 26° 36' W. 430

R. 95° 38' N. 49° 53' E to flag

R. 93° 36' N. 47° 51' E to M.C. #47

R. 22° 38' S. 68° 23' E to 0 3371

R. 47° 45' N. 21° 15' E 158.6 to Hub P. 276.1

R. 88° 38' N. 62° 08' E to flag

R. 87° 06' N. 60° 36' E to M.C. #47

L. 33° 38' S. 60° 08' E to 0 3371

L. 25° 45' N. 40° 30' W 339.9

R. 48° 46' N. 68° 01' E to flag

R. 45° 23' N. 66° 33' E to M.C. #47

L. 73° 47' S. 52° 32' E to 0 3371

R. 41° 45' S. 37° 15' E. to 0 3371

R. 83° 30' N. 79° W to flag

R. 82° 46' N. 78° 16' W. to M.C. #47

L. 36° N. 40° 30' W 151.5

L. 21° 14' to X Sec. Line Hub lined between 42-47

R. 56° 15' to flag L. 5° 25' to 0 3371

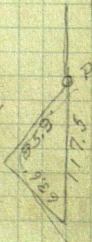
R. 56° 41' to M.C. #47

L. 28° 23' X Traverso line and North sec. line

S. 89° 53' W

L. 0° 44' to 1/4 Cor.

S. 89° 09' W



Oct. 10 - 1923

Joe Johnson and I go ahead with
Car. Break Axle. continue north to
O. by Horton's house where I can see
flag at N.E. Cor. checks for line
Start meandering lake

Oct. 11 - Continue meandering to
N. $\frac{1}{4}$ Cor.

Setup 0.8' North of Curo's $\frac{1}{4}$ Cor.
turn N.W. & $90^{\circ}18'$, run 1315.2'
turn N.W. & $90^{\circ}15'$, run North 1151.2' to
X with Line N. $75^{\circ}45'W$ 134' 92.7' + 41.3'

92.7'

$75^{\circ}45'$

9.986427

9.391206

1.967080

1.967080

1.953507

1.358286

89.9

22.8

Center Sec. 21

2630.2

2630.4

E. & W. $\frac{1}{4}$ Line computed S. $89^{\circ}42'W$

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

"

N. $0^{\circ}06'W$

E. $\frac{1}{16}$ Line

"

N. $0^{\circ}03'W$

N. S. E. W

Traverse from S.E. Cor. 21 to M.C. #42 to N. 1/4

S.E. Cor.	North	3371	3371.0		
	S. 47° W.	90'	61.4		65.8
	S. 30° 30' W.	230'	198.7		116.7
	S. 71° 30' W.	500'	158.7		474.2
	N. 84° 30' W.	463.6'	44.4		461.5
	N. 2° W.	677.0'	676.6		23.6
	N. 42° 30' W.	125.0'	92.2		84.6
	N. 75° 45' W.	134.0	33.0		129.9
	N. 45° 45' W.	265.0	184.9		189.8
	N. 26° 30' W.	430.0	384.8		191.9
	N. 21° 15' E.	276.1	257.3	100.1	
	N. 4° 30' W.	339.9	338.9		26.6
	N. 40° 30' W.	151.5	115.2		98.4
X Sec. L	N. 61° 44' W.	433.4'	205.2		381.7
M.C. #42	S. 89° 53' W.	30.8'		0.00	30.8
N. Cor.	S. 89° 09' W.	459.5'		6.95	459.5

5703.5 425.75 100.1 2735.1

S.E. Cor.	Sighting North & West	to N. 1/4 Cor. on line
90° 18'	S. 89° 41' W.	1313.25'
90° 19' check		5277.7

N.E. Cor. to M.C. #47 = 105.5'

S.W. Cor. to N. 1/4 Cor. X = 90° 29' Dis 2644.7'

N. 0° 48' E.

Bear.	Dis	N.	S.	E.	W	X	Y
North	3371'	3371.0			3371.0		0.0
S. 47° W.	90'		61.4		65.8	3309.6	-65.8
S. 30° 30' W.	230		198.2		116.7	3111.4	182.5
S. 71° 30' W.	500		158.7		474.2	2952.7	656.7
N. 84° 30' W.	463.6	44.3			461.5	2997.0	118.2
N. 2° W.	677.0	676.6			23.6	3673.6	1141.8
N. 42° 30' W.	125.0	92.2			84.5	3765.8	1226.3
N. 75° 45' W.	134.0	33.0			129.9	3798.8	1356.2
N. 45° 45' W.	265.0	184.9			189.8	3983.7	1546.0
N. 26° 30' W.	430.0	384.8			191.9	4368.5	1737.9
N. 21° 15' E.	276.1	257.3		100.1		4625.8	1637.8
N. 4° 30' W.	339.9	338.9			26.6	4964.7	1664.4
N. 40° 30' W.	151.5	115.2			98.4	5079.9	1762.8
N. 61° 44' W.	433.4	205.2			381.7	5285.1	2144.5
S. 89° 53' W.	30.8		00.0		30.8	5285.1	2175.3
S. 89° 09' W.	459.5		7.0		459.5	5278.1	2634.8

N. 1/4 Cor	5703.4	425.3	100.1	2734.9
E. 1/4 Cor (Measured)	5278.1			2643.9
N.E. Cor.				5289.5
S. 1/4 Cor				-14.5
S. 1/4 Cor				-7.3
S.W. Cor.				-29.0

SEC. 16-139-30

		N	S.	E.	W.
N. 89° 43' E	5280.4	26.1		5280.4	
N. 0° 22' W	16.0	16.0			0.1
N. 89° 38' E	8.7			8.7	
S. 89° 32 1/2' W	5289.0	42.3	42.3	5289.1	5289.0
		42.1	42.3	5289.1	5289.1
N. 0° 22' W	1719	1719			11.0
N. 89° 38' E	8.7			8.7	
S. 0° 05' E	1719		1719	2.3	
	1719	1719	1719	11.0	11.0
North	5304.7	5304.7			
N. 89° 33' E	5289	42.3		5289.0	
S. 0° 11' E	5316.4		5316.4	17.8	
S. 89° 46' W			22.1	15	5306.8
		5347.0	5338.5	5306.8	5306.8

14.1

145.1

780.8

1783.1

5289.0

1145.1

4215.0

Sec. 16

	N	S	E	W
S. 89° 53' W ^{2175.2} 2172.3		4.4		^{2.9} 2172.3
S. 89° 04' W 459.5		6.8		459.5
S. 89° 46' W 2669.7		10.9		2669.7
N. 0° 04' E. 2649.7	2649.7		3.0	
N. 0° 04' W. 2655.0	2655.0			3.0
N. 89° 32 1/2 E 5289.0	42.3		5289.0	
S. 0° 05' E 1719.0		1719.0	2.3	
S. 0° 21' E. 1863.0		1863.0	11.4	
S. 0° 04' E. 1469.3		1469.3	1.7	
S. 0° 30' E. 265.1		265.1	2.3	

2 L 5316.4 5346.0 5338.5 5306.7 5301.5
 2658.2 5316.4 5304.4

East Line Sec. 16 329.1

	N	S	E	W
N. 0° 07' W 1741.0	1741.0			3.6
N. 0° 22' W 1856.4	1856.4			11.9
N. 0° 22' W 1719.0	1719.0			11.0
East 8.7			8.7	

S. 0° 11 1/2 E 5316.4 5316.4 17.8 26.5
 2 L 5316.4 5316.4 26.5 26.5
 2658.2

N. 89° 38' E
 N. 89° 46' E

84
 N. 89° 42' E.

N. & S. 1/4 Line

$$N. 89^{\circ}32\frac{1}{2}' E = 2644.5$$

$$N. 89^{\circ}46' E = 2669.7$$

$$\text{Diff} = 25.2$$

	N	S	E	W
S. $89^{\circ}46' W$, 2669.7		10.9		2669.7
North 5304.7	5304.7			
N. $89^{\circ}32\frac{1}{2}' E$ 2644.5	21.1		2644.3	
S. $0^{\circ}17' E$ 5314.9		5314.9	26.3	
	5325.8	5325.8	2670.6	2669.7

Set I.M. 8' North of Ran. 1/4 Cor.

Ran S. $0^{\circ}17' E$ 1324 set Hub - temp 1/16

2648 " " " Cen. 1/4

3379.6 " " " Hub 1/4 S M.C.

$$2655 \quad 3 \quad \text{M.C.} \quad N. 52^{\circ}15' E - 34.8' \text{ to } V X$$

$$2649.7 \quad N. 85^{\circ}58' E \quad " C'$$

$$5304.7 \quad S. 63^{\circ}46' E \quad " 6 \times 20.6$$

$$S. 13^{\circ}39' E \quad " \#47$$

$$2655$$

$$2649.7$$

$$5.3 = 0^{\circ}4'$$

$$2655' \quad 5.89^{\circ}46' W$$

$$1325.7 \text{ Hub} \quad 2658.2 \quad 0^{\circ}05'$$

$$1324.0 \quad 2655 \quad 0^{\circ}02' \quad 5.89^{\circ}41' W$$

$$49.7 \quad 3 \quad 413 = 0^{\circ}08'$$

$$1324.8 \quad 12.8 \quad 52.89$$

$$E \quad 512 \quad N. 89^{\circ}43' E$$

$$2658.2 \quad 1.69 \quad 0^{\circ}12'$$

$$2649.7 \quad 12.8 \quad N. 89^{\circ}31' E$$

$$8.5' \quad 410 \quad 240 = 0^{\circ}14'$$

$$22.1 \quad 5301.5$$

$$624 = 0^{\circ}05' \quad 442$$

$$8.5 \quad 5301.5 \quad 881 \quad S. 89^{\circ}46' W$$

$$51.0 \quad 884 \quad 65'$$

$$201 \quad 17.56$$

$$170 \quad S. 89^{\circ}46' W$$

$$315 \quad S. 89^{\circ}32' W$$

$$78 \quad N. 89^{\circ}32\frac{1}{2}' E$$

$$N. 89^{\circ}35' E$$

$$N. 89^{\circ}39' E$$

$$0^{\circ}04'$$

$$N. 89^{\circ}35' E$$

1/4 Line N. $89^{\circ}38' E$.

For Charles Funk

Sec. 16-139-30

Rec. # 74 Book A. p. 148

□ Sec. Cor. Survey 1907-1908

8"X8"X36" Cement

B.Ts N. Pine 24" N. 75° W. 324 lks

Black " 15" S. 40° W. 433

Nor. " 20" N. 21° E 1282 (gone)

Mag. Var. 8° 30'

1/4 Cor.

□ 8"X8"X36" Cem.

Black Pine 8" S. 60 1/2° E. 113 lks

Nor. " 20" S. 86° W. 198 lks

17

16

□ Sec. Cor.
8"X8"X36" Cem.

20 2 1/4 N. Pine 24" N. 29° E. 31 lks

N. " 23" N. 40° W. 59 "

Elm 9" S. 20° W. 59 "

W. Pine 30" S. 59° E. 24 "

12 3/4
15
1 1/2
8

□ 1/4 Cor.

8"X8"X36" Cem.

6 3/4
1 1/2
8 1/4

20

21

□ Sec. Cor.
8"X8"X36" Cem.

29

28

Rec. 167

$$\begin{array}{r} 136 \\ 816 \\ \hline 8976 \end{array}$$

$$\begin{array}{r} 790 \\ 869 \\ \hline 36 \\ 216 \\ \hline 252 \end{array}$$

$$\begin{array}{r} 14 \\ 84 \\ \hline 928 \end{array}$$

594

$$\begin{array}{r} 24 \\ 24 \\ \hline 29.04 \end{array}$$

$$\begin{array}{r} 3 \\ 156 \\ \hline 20.46 \end{array}$$

126

N. $\frac{1}{4}$ Cor. Sec. 16

Blk. Pine 4" S. 13° W. 131
" " 4" N. 17° W. 113

M.C. # 41 Blk. Pine 9" S. 24° W. 27 links

42 W. Pine 18" N. 66° W. 42 = 27.72

N. Pine 10" S. 29 $\frac{1}{2}$ ° W. 16 = 10.56

43 B. " 5 N. 41° E. 44 = 29'

B. " 6 N. 18° W. 31 = 20.5'

44 W. " 24 S. 83° W. 15 = 9.9

W. Birch 4 N. 78° E. 9 = 5.94

45 Blk. Pine 6 N. 75 $\frac{1}{4}$ ° E. 23

46 Nor. Pine 20 N. 87° E. 14 = 9.3

" " 10 S. 15° W. 36 = 23.76

47 Nor. Pine 14 N. 1° W. 23 = 14.5

" " 12 S. 55 $\frac{1}{2}$ ° W. 8 = 5.28

50 N. Pine 24 S. 67° W. 100

51 N. Pine 10 S. 84° W. 136

" " 18 N. 65° W. 125

52 Blk. Pine 12 N. 67° E. 39

" " 8 N. 31° W. 72

53 W. Birch 14 S. 12° E. 49

Dead Elm 8 N. 86° W. 9

54 Br. Oak 6 N. 52° E. 35

N. Pine 12 S. 19° W. 84

Cor. 9-10-15-16 N. 5.76° W.

Nor. Pine 10 S. 84° W. 136 = M.C. 51

" " 18 N. 65° W. 125

N. 73° W.

48 N. Pine 24 N. 16° W. 115

15-16-21-22

N. Pine 12 N. 37° E. 49

" " 10 N. 57° W. 28

" " 12 S. 44° W. 42

" " 12 S. 51° E. 43

From South $\frac{1}{4}$ Cor.	N.	S.	E	W.
S. $89^{\circ}09'W$ - 2438.9		36.2		2438.9
N. $83^{\circ}45'W$ 232.2	25.3			230.8
N. $89^{\circ}46'E$ 2669.7	10.9		2669.7	

N. $83^{\circ}45'W$

S. $89^{\circ}45'W$ $\times 6^{\circ}30'$

$96^{\circ}12'$

N. $0^{\circ}04'E$ $S \frac{1}{2}$ of W. mile - continuation 6' East of Cor.

N. $0^{\circ}05'W$ N. $\frac{1}{2}$ of W. mile N.E. $\angle = 89^{\circ}47'$

S. $89^{\circ}43'W$ Closing angle

N. $89^{\circ}42'E$ Ran. Line North side

2644.7 Hub. S.E. $\angle$ with fence $90^{\circ}32'$

2635.7 $\times$ with East random Line 16' South 48.7' W. of Cor.

S. $0^{\circ}22'E$ 1719' to M.C. #43

Exterior Lines of Sec. 16

N. $89^{\circ}48'W$ 105.5 $\frac{1}{16}$ Cor. N. of M.C. #43

S. $89^{\circ}53'W$ 2066.8 I.P. N. $0^{\circ}04'W$

S. $89^{\circ}09'W$ 459.5 J.P. 8" S. $74^{\circ}10'W$ 21'

S. $89^{\circ}46'W$ 2669.7 Father Paul Britz.

N. $0^{\circ}04'E$ Lawrence Good

N. $0^{\circ}04'W$ John M. Greene.

N. $89^{\circ}32\frac{1}{2}'E$ 5289.0

S. $0^{\circ}05'E$ 1719.0

S. $0^{\circ}21'E$ 1863.0

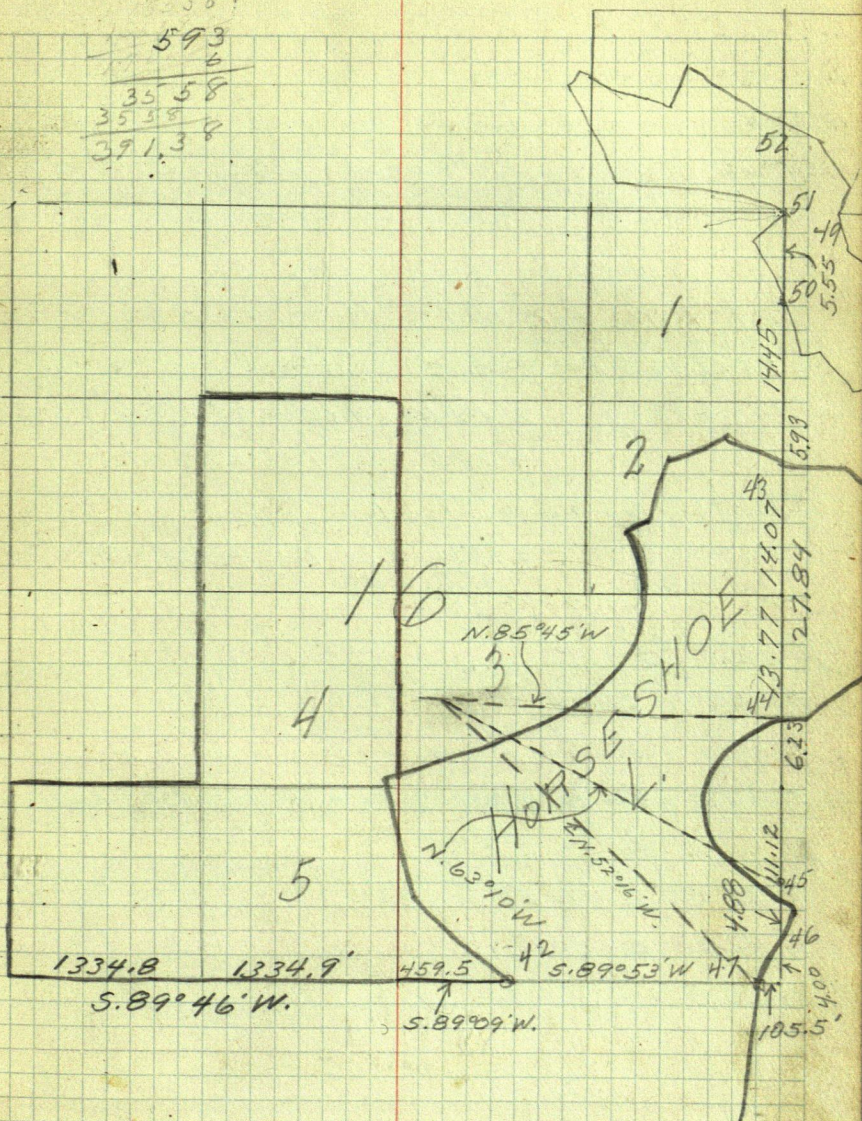
S. $0^{\circ}05'E$ 1469.3

S. $0^{\circ}33'E$ 265.7

1856.4
 6.6
 18630

128

593
 6
 3558
 3558
 391.38



M.C. #47 to S.E. Cor. = 105.5'

Set up on M.C. #47 sight to Flag in
Stp. at old ^{VX} mark on tree approx.

N. & S. $\frac{1}{4}$ Line Sec. 16 - W. by N. $\angle$ = 37° 51'

^{52° 16' W - old bearing}
N. 52° 08' W. Line cuts N. of Sec. Cor.

Run North $\angle$ 90° to Line 42# - 47"

Set I.M. for M.C. #46 from old B.T. stps.

Sta. 0 + 0.6' = Hub

Sta. 2 + 65.7 = $\odot$ M.C. #46

Sta. 6 + 20.6 = Flag north of M.C. #45 - Lost

" = Hub S. 74° 06' W. to M.C. #42

Sta. 1735 = $\odot$ 0.5' E. of #44 N. 63° 03' W. to flag VX

Sta. 1741.6 = Hub $\angle$ L. 0° 16' to I.M. - M.C. #43

3598.0 = M.C. #43

Sec. Cor. 8.7' East

A + M.C. #42

N. 89° 53' E to M.C. #47

S. 89° 09' W. to $\frac{1}{4}$ Cor. I.M.

N. 73° 59' E. to Flag near M.C. #45

N. 12° 45' W. to VX.

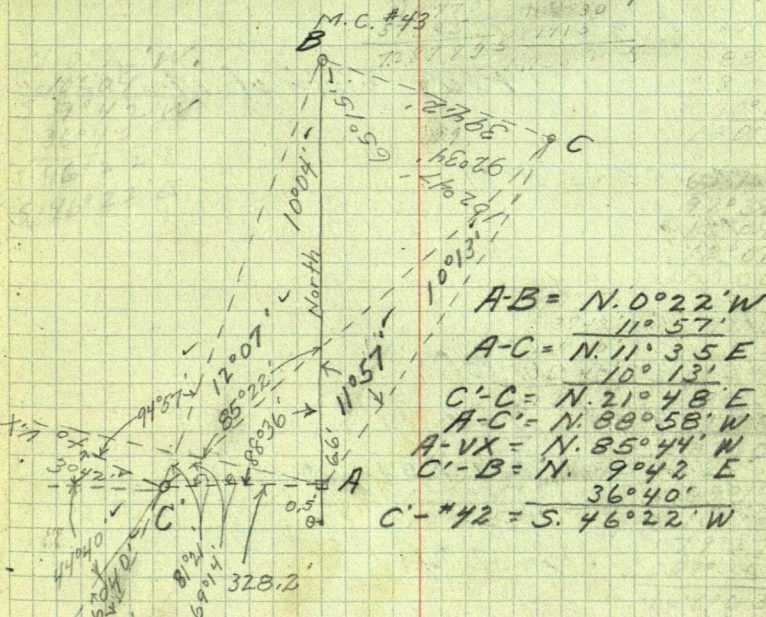
N. 30° 54' E to M.C. #43

N. 46° 21' E. to C'

N. 36° 9 $\frac{1}{2}$ ' E. to C

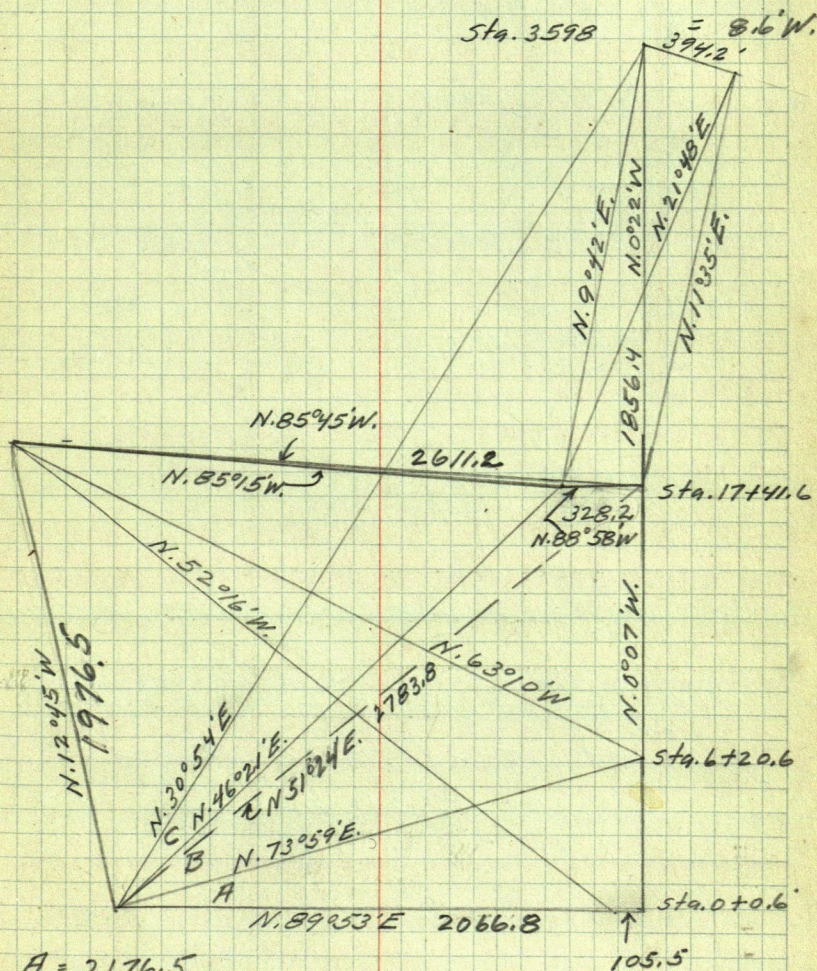
S. $89^{\circ}53'W$ #42 - #47 $\times 0^{\circ}44' L$ running West
 S. $89^{\circ}09'W$ #42 - 1/4 Cor. 459.5'
 Sta. D - near #44
 N. $0^{\circ}07'W$ = Ran. Line to Hub on Lake shore near #44
 N. $0^{\circ}22'W$ = Hub to #43 - 1.M.
 N. $85^{\circ}45'W$ to VX S. $55^{\circ}W$ to probable B.T. stp. 12.7'
 Equivalent to 10.4 W - 7.3 S bearing $\nearrow$
 9.9 W - .9 S
 M.C. #44 - Cor. goes 0.5 W & 6.4' South - Do not
 set this Cor. - Finally put in an 1.M.

From Hub. 6.4' N. & 0.5' E. of 1.M. sight to #43



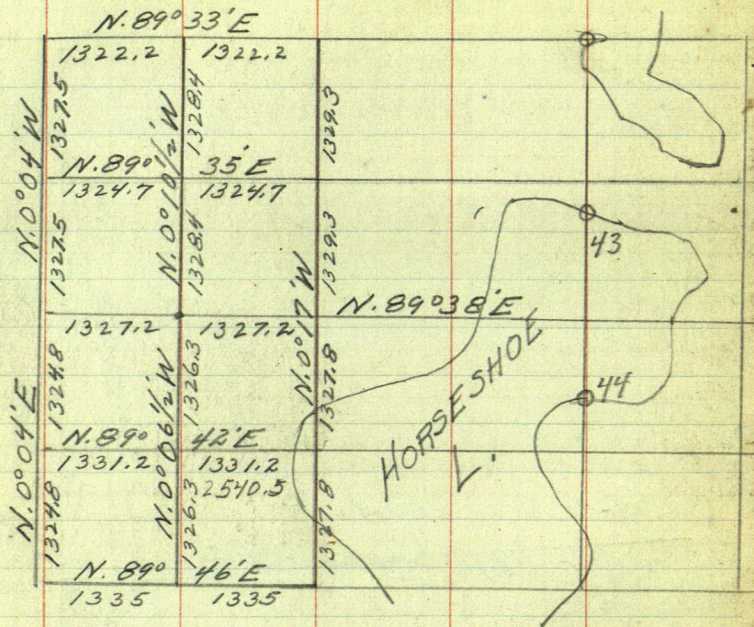
		N.	S.	E.	W
N. 89°33'E	2644.5	21.1	3.0	2644.5	
West	8.7				8.7
S. 0°22'E.	1719		1719	11.0	
S. 0°22'E	1856.4		1856.4	12.4	
N. 85°45'W	2622.0	195.1			2614.9
S. 52°15'W	348		21.3		27.6
N. 0°17'W	3379.6	3379.6			16.7
		3395.8	3596.7	2667.9	2667.9
S. 52°15'W	348		21.3		27.6
N. 0°17'W	3379.6	3379.6			16.7
S. 89°33'W	2644.5		21.1		2644.5
S. 0°04'E	2655.0		2655.0	3.0	
S. 0°04'W	2649.7		2649.7		3.0
N. 89°46'E	2669.7	10.9		2669.7	
N. 89°09'E	459.5	6.8		459.5	
		3397.3	5347.1	3132.2	2691.8
N. 12°45'W	2000	1950.7		441.4	441.4
		5348.0	5347.1	3132.2	

N. 0° 22' W



A = 2176.5
 B = 2168.7
 C = 2171.6
 3 / 6516.8
 2172.3

Sec. 16



M.C. #43 fo Sec. Cor = 25.93 = 1711.4 U.S

Our chair 1719.0

Prop. = 13 25,9 + 393,1 our chain

Offset at 1719 = 8.7' East of R.

" " 393.1 = 2.0' East " R.

John M. Greene
Nov. 5-29

At 0 S. $17^{\circ}07'W$. 161.0

N. $37^{\circ}38'W$. to #43

S. $37^{\circ}56'W$. to #44

East 26.3 to I.M.

Location of Lot 5 - Sec. 15
139-30

S. $1/16$ M. G. on East side
Horse shoe Lake.

S. $17^{\circ}07'N$ 181.4
 20.4

 161.0 ✓

Set I.M.

B.T. on line East N.P. 16"-2.7

1160
21.3

S. 1/16 Line

Sta.

1331.2

1/16 Cor.

1181.3

"

2512.5

Hub

28'

2540.5

Lake shore

S.M.C. = S. 25° 07' E.
C' = N. 79° 50' E.
6 + 20.6' S. 76° 05' E.
VX N. 23° 05' E.

Prepairing notes

1/2

Mon - Remer to Wildmere

1

Digging up Corners

Tues - Walker -

Wed - " -

Thurs - 10 A.M. Jack & I across Lake 3/4

Friday - Roy & Leon & Jack - across Lake 1

Saturday - South Line - Roy & Leon 1

Tues. - Worked - part of afternoon

Wed. - Leon & I - P.M. 3/4

Thur. Rain

Fri All day Greene Leon & Verrill + 1
3 hr 6 hr. 1

Sat 1

$$\begin{array}{r}
 7.5 \\
 7 \\
 \hline
 52.5 \\
 8.00 \\
 \hline
 \underline{\underline{60.00}}
 \end{array}$$

3

2-2

4-1/2

12-1/2

Ground in meadow 97.55

" " 2 both hole 91.

H.I. 96.9'

90.55

$$\begin{array}{r} 5 \\ 91.9 \\ 2 \\ \hline 89.9 \end{array}$$

$$\begin{array}{r} 91.55 \\ 89.9 \\ \hline 1.65 \\ 1.3 \\ \hline .35 \end{array}$$

91.55

Water Lever 0

Stake 2'

H.I. 7' H.

H. stake

$$\begin{array}{r} 2.9 \\ 4.1 \\ 5. \\ \hline 9.15 \\ 8.45 \\ \hline 0.65 \\ 1.65 \end{array}$$

$\frac{1}{2}$

Mon-

T-W. - $\frac{3}{4}$ F. S

0 0-1 $\frac{3}{4}$ -1-

Digging up corners

B. H. 1

Stake 1.45

6 940
Stake 2'

S. 30° 30' W

41
71030
24
7530
84030

33

8 6615

75° 45' 82.7
61.54 9.3

13739
4221 2481
7443
76911

3845

35

19223

11335

13.4575

45.80

13.45

32035

50

37035

ometrical Ratios.

Angle. Sin. Tan. Sec. Cosec. Cotg. Cosin.

Angle.	Sin.	Tan.	Sec.	Cosec.	Cotg.	Cosin.
0						
8	.1392	.1405	1.0098	7.185	7.115	.99027
10	.1421	.1435	1.0102	7.040	6.968	.98986
20	.1449	.1465	1.0107	6.900	6.827	.98944
30	.1478	.1495	1.0111	6.766	6.691	.98902
40	.1507	.1524	1.0115	6.636	6.561	.98858
50	.1536	.1554	1.0120	6.512	6.435	.98814
60	.1564	.1584	1.0125	6.394	6.314	.98769
70	.1593	.1614	1.0129	6.277	6.197	.98723
80	.1622	.1644	1.0134	6.166	6.084	.98676
90	.1650	.1673	1.0139	6.059	5.976	.98629
100	.1679	.1703	1.0144	5.955	5.871	.98580
110	.1708	.1733	1.0149	5.855	5.769	.98531
120	.1736	.1763	1.0154	5.759	5.671	.98481
130	.1765	.1793	1.0160	5.665	5.576	.98430
140	.1794	.1823	1.0165	5.575	5.485	.98378
150	.1822	.1853	1.0170	5.488	5.396	.98325
160	.1851	.1883	1.0176	5.403	5.309	.98272
170	.1880	.1914	1.0181	5.320	5.226	.98218
180	.1908	.1944	1.0187	5.241	5.145	.98163
190	.1937	.1974	1.0193	5.164	5.066	.98107
200	.1965	.2004	1.0199	5.089	4.989	.98050
210	.1994	.2035	1.0205	5.016	4.915	.97992
220	.2022	.2065	1.0211	4.945	4.843	.97934
230	.2051	.2095	1.0217	4.877	4.773	.97875
240	.2079	.2126	1.0223	4.810	4.705	.97815
250	.2108	.2156	1.0230	4.745	4.638	.97754
260	.2136	.2186	1.0236	4.682	4.574	.97692
270	.2164	.2217	1.0243	4.620	4.511	.97630
280	.2193	.2247	1.0249	4.560	4.449	.97566
290	.2221	.2278	1.0256	4.502	4.390	.97502
300	.2250	.2309	1.0263	4.445	4.331	.97437
310	.2278	.2339	1.0270	4.390	4.275	.97371
320	.2306	.2370	1.0277	4.336	4.219	.97304
330	.2334	.2401	1.0284	4.284	4.165	.97237
340	.2363	.2432	1.0291	4.232	4.113	.97169
350	.2391	.2462	1.0299	4.182	4.061	.97100
360	.2419	.2493	1.0306	4.133	4.011	.97030
370	.2447	.2524	1.0314	4.086	3.962	.96959
380	.2475	.2555	1.0321	4.039	3.914	.96887
390	.2503	.2586	1.0329	3.994	3.867	.96815
400	.2531	.2617	1.0337	3.949	3.821	.96742
410	.2559	.2648	1.0345	3.906	3.776	.96667
420	.2587	.2679	1.0353	3.864	3.732	.96593
430	.2615	.2711	1.0361	3.822	3.689	.96517
440	.2643	.2742	1.0369	3.782	3.647	.96440
450	.2671	.2773	1.0377	3.742	3.606	.96363
460	.2699	.2805	1.0386	3.703	3.566	.96285
470	.2727	.2836	1.0394	3.665	3.526	.96206
480						
490						
500						
510						
520						
530						
540						
550						
560						
570						
580						
590						
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610						
620						
630						
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670						
680						
690						
700						
710						
720						
730						
740						
750						
760						
770						
780						
790						
800						
810						
820						
830						
840						
850						
860						
870						
880						
890						
900						
910						
920						
930						
940						
950						
960						
970						
980						
990						
1000						

Cotg. Cosec. Sec. Tan. Sin. Angle

Ground in Meadow 97.

" " 2 pot hole 91

H.1 96.9'

$$\begin{array}{r} 5 \\ 91.9 \\ 2 \\ \hline 89.9 \end{array} \quad \begin{array}{r} 91.55 \\ 89.9 \\ \hline 1.65 \\ 1.3 \\ \hline .35 \end{array}$$

Water Lever
Stake

H.1

H. stake

$\frac{1}{2}$

Mon-

T-W. - $\frac{3}{4}$ F. S

0

0-1 $\frac{3}{4}$ -1-

$$\begin{array}{r} 1219 \\ 1248 \\ \hline 29 \\ 6 \\ \hline 174 \end{array}$$

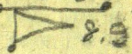
$$\begin{array}{r} 99255 \\ 99219 \\ \hline 36 \\ 6 \\ \hline 216 \end{array}$$

$$\begin{array}{r} 1219 \\ 174 \\ \hline 12364 \end{array}$$

$$\begin{array}{r} 99255 \\ 216 \\ \hline 992339 \end{array}$$

Digging up corners

$$\begin{array}{r} 0116 \\ 0087 \\ \hline 29 \\ 7 \\ \hline 203 \end{array} \quad \begin{array}{r} 0087 \\ 203 \\ \hline 01073 \end{array}$$

2.4' 9.9' M.C.
 B.T.  8.3' E, shore widow.

99819 $\overline{100000}^{100.2}$
 $\underline{99819}$
 181000

33.7
 $\overline{2024}$
 $\underline{2024}$
 2024

312 152.00 114 3

312

1500

1400

1000

1000

84.00

20.00

20.00

20.00

2625 74.000 282

32.50

21.500

21.000

50.000

32.50

0242

89545

1540

358180

447725

89545

1379.093

89519

154

358076

447545

89519

378.5926

58° 40'

1027'

60° 07'

63° 34'

3027'

84830
891

7615

2694.5
2600
— 94.5

$$\begin{array}{r} 179^{\circ}00' \\ 74^{\circ}30' \\ \hline 105^{\circ}30' \end{array}$$
$$\begin{array}{r} 26 \\ 50 \\ \hline 76 \\ 8 \\ \hline 84 \end{array}$$

5300.0
23.4

766

52746

40.4
58170 200

28020

74.

210055

A B C D E F G
33.1 X
X
33.0 W.
Y
V
T S R Q P O N

$$\begin{array}{r} 2 \overline{) 5609.} \\ 2804.5 \end{array}$$
$$\begin{array}{r} 136 \\ \times 78 \\ \hline 1088 \\ 9280 \\ \hline 10648 \end{array}$$
$$\begin{array}{r} 3400.4 \\ 33.5 \\ \hline 3366.9 \end{array}$$

412

62K

522

293
2346

$$\begin{array}{r} 30 \overline{) 430} \\ \underline{15} \end{array}$$

2270

13420

23620

149820

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES $1\frac{1}{2}$ TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.