

189

DIETZGEN
TRADE MARK

ENGINEERS'
FIELD BOOK

No. 405

INDEX

Pontolake - Big Deep Res #	533	^{Clark}	1-3
" " " "	Greene		4-15
Sec. 15 - 140 - 29	"		16-39
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Big Deep - Fairbanks 47-55

July

1

July 1 1924 T140N. R29W
Ben F Clark Surveyor
Dane Hardy Downey Hardy
Rodgers

Morris Kneekow

begin at the MC on the west
bank Blackwater Lake

at SEC 26 SEC 35 the US corner
a pine stump BT and MC
and run west @ 6.15 =
at 12.80 set a point
thence begin at @ and run
west on same line @ 6.15 =
at 26.40 set a point
in a clover field

July 2 1924

at 52.54.2 = set a point for
the corner SEC 26.27.33.34

thence begin at @ and on west
on the same line @ 6.15 =
at 26.25.3 = found a ^{the} pine
stump about 12. marked
BT corner N. 40 East 13. Foot 2 =
South of post 10 Foot 5 =
at a right angle

July 2. 1920

thence set sand point
3 Feet 6 = Feet Long
the toll Distin from the
us Government MC on the west
bank black water Lake
to the $\frac{1}{4}$ S a us comes set
SEC 28 and 33 tapes out
91.59.5 = Feet

July 3 1924

turn a right angle and run
North on a run $\frac{1}{4}$ S line
in the central SEC 28

at 13.20 set a point
at 14 57 run ROAD run
NW SE

at 26 40 set a point

at 39.60 set a point

on July 7 = begin at
point 39.60 on the $\frac{1}{4}$ S
Line us throw the middle
of sec 28 T140N R29 W
and on NORTH
on sand line

T140 N. RANGE 29 W

3

July 7 1924
Ben F Clark Surveyor
Dane Hardy Muzz Truckman
Mr Rogers Druggist

at 52.41 = 1 the 45 lot SEC
28.21 the corner good
a Norway pine 12 in North
end East with a wooden
post and was East of
post 61 Feet

Copied on page 136 Record
Book D July 14, 1924
Loren Pehl.

Rec. 533 - D

July 8, 1924 -
139-29

Kruckow & Greene go to
Cor. 3-4-9-10 - Find I.M. bent
over at road intersection. Dig
down to find center.

No Marks
Tie to Tel pole N.E. 46.0
6" N. Pine S.W. 68.8

Cor. Garage East - S. side 117.5
went to highest point North
and Kruckow cutting brush and a
clump of J. Pine, kicked into line
between Sec. 3 & 4 - 139-29

N.W. Cor. Sec. 3 calls for

Black Oak 16" N. $37\frac{1}{2}$ E. 142

Aspen 15" N. $5\frac{1}{2}$ W 92

Bl. Pine 8" S. 1 W. 60 - 5 ft.

" " 8" S. $4\frac{1}{2}$ E 65 - 43 Down

Picketed line out and set
a pop. post at where old road runs
east near S. $\frac{1}{16}$ Cor. and will begin
stationing North from this point.

P.M. Checked Cor. 3-4-33-34
with transit & chain. Found oak grub
where B. Oak 16" is called for.

No firs near for B.T.'s

Rock 3' in Diam N. $53^{\circ}25'E$ 105.1'

Cedar stake 4" S. $45^{\circ}E$ 46.7'

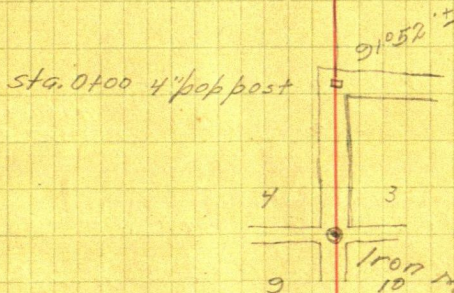
" " 4" N. $45^{\circ}W$ 46.7'

Iron Pin 2"x1" S. $45^{\circ}W$ 46.7'

T. 140 33 34 Woodrow Twp 5
 T. 139 4 3 Port Lake Twp

Orig. Cor.
 S.E. B.T. Pin

46.17
 70711330000
 282844
 471560
 424266
 472940
 424266
 48674



Tree burned to pieces
 but B.T. marks plain

Iron Mon.
 10' Cap broken off

July 9, 1924

Greene & Morris Kruckow

1831.5

27.5

1859

North from Cor. 3-4-33-34

X $1^{\circ}15' R$. from true line 3-4

Dis. to M.C. # 33 = 20.00 - 1320.0

N. Pine 4" for M.C.

N. Pine 4" S. $69^{\circ} E$ 24" Gone

Corrected X R $1^{\circ}12'$

M.C. # 33 = 16.50 = 1089

Pop. 5 N. $65^{\circ} E$ 33

2 28-81
NEW TIES
12" NP S 60 W
3" NP N 60 W
6" NP S 85 E

M.C. # 38 N. Pine 18 S. 24 W. 27 = 1782

27.75 = 1831.5 New B.T. N. P. 8" N. $65^{\circ} W$ 30.1"
N. P. 11" N. $45^{\circ} E$

A to Line $63^{\circ}57'$

Sta. 10 + 44.4 X R. $35^{\circ}30'$ N. $35^{\circ}30' E$ 150.7
Bearing stake from Sec. Line

Sta 11 + 95.1 A L. $58^{\circ}00'$ N. $22^{\circ}30' W$ 228.6
54.5' South to N. Pine on Line

Sta. 14 + 23.7 X R. $22^{\circ}30'$ North 322.2

(North 149.2 to M.C. # 38 - Iron Pin.)

Sta. 17 + 46.0 X L. $63^{\circ}57'$ N. $63^{\circ}57' W$ 387.1

$63^{\circ}57'$ X R $30^{\circ}04'$ N. $33^{\circ}53' W$ 315.3

$102^{\circ}24'$ X R $25^{\circ}22'$ N. $8^{\circ}31' W$ 222 ditch
 $166^{\circ}21'$

$30^{\circ}04'$ X R $4^{\circ}02'$ N. $4^{\circ}29' W$ 705.5

$25^{\circ}22'$ X R $16^{\circ}14'$ N. $13^{\circ}45' E$ 793.50
 $4^{\circ}02'$

$18^{\circ}14'$ A L. $102^{\circ}24'$ N. $88^{\circ}39' W$ Clark's
 $77^{\circ}42'$

$166^{\circ}21'$ X R $84^{\circ}16'$ N. $4^{\circ}23' W$ 489.9 Aub.
 $77^{\circ}42'$
 $88^{\circ}39'$

5

16.50 1089
 3.50 231
 7.75 5.11.5
 35.75 1831.5
 6.50
 10.00
 80.00

L. D
 150.7 81.41 58.07
 40.71 29.04
 122.69 .57 .41
 87.52
 228.6 92.39 38.27
 92.39 38.27
 211.20 25.87 10.72
 .55 .23
 333.89 87.49

blazed on 4 sides 13.4"

Sta. 1044.4
 dis 150.7
 Sta. 1195.1
 dis 228.6
 Sta. 1423.7
 dis 322.2
 Sta. 1746.0

1195.1
105.0

Sec. 33 Sec. 34

3833.2 Sta. 0

Ditch 5' W. 4' deep.

Sec. 4

Sec. 3

3494'

5159.5'

N. 10 12' W.

1044.4
 333.89
 322.2
 149.2
 1849.69

1282.40 1300 240' to beach
 Bank of lake 215' E. 2238.3'

Ran Line 48° 20' R. to W. Pine St. 98.4' - 1167.6' to 0
 sta 1 shale 2 shale

1167.6

793.5
 1282.4
 2075.9

1335.2

T. Line 4 3

Sand Lake
 N. of Sec. 60
 1849.67
 M.C. #38
 Iron Pin
 1746.0
 1423.7
 1149.5.1
 Sta. 1044.4

92
492
581

55
42
603

9

- M.C. # 35 W. Pine 18' S. 20' W. 75
 36 W. Birch 4" West 49
 37 W. Birch 4" N. 65' W. 26
 39 Dry W. Pine 24 N 58 E. 82-54' 145.9 28.7
 40 Pop 5" N. 34 W. 80



Cosine North West

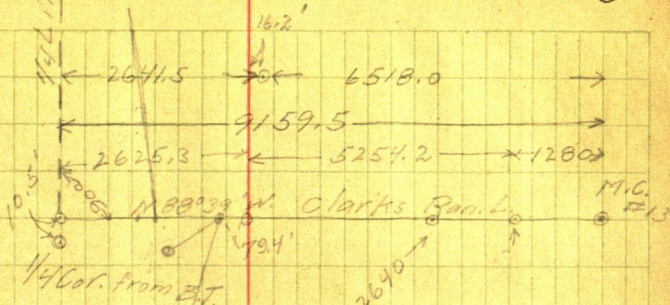
North	1700.5		1700.5		West
N. 63° 57' W	387.1	9.642618 2.587823 2.230441	170.0	9.959537 2.587823 2.541360	347.8
N. 33° 53' W	315.3	9.919169 2.498724 2.417893	261.7	9.746248 2.498724 2.244972	175.8
N. 8° 31' W	349.4	9.995184 2.543323 2.538511	345.5	9.170547 2.543323 1.713870	51.7
N. 4° 29' W	705.5	9.998669 2.848497 2.847166	703.3	8.893035 2.848497 1.741532	55.1
N. 13° 45' E	2238.3	9.376003 9.349860 2.723863	2174.0	9.987372 3.349860 3.337232	630.4
S. 88° 39' E		531.9	5357.0		
N. 88° 39' W	1167.6	8.372171 3.067294 1.439465	27.5		

5357
1849.7
3507.3
1849.7
3479.3
5329.0

5357
1849.7
3507.3
1849.7
3479.3
5329.0

432.6
134.4

566.0



2238.3 N. 13° 45' E

5357
1089

4268

1160' M.C. #35

N. 88° 04' E 9159.5

5776

M.C. #39

N. 89° 23' W. 5.88° 39' E.

2416.2 Birch Hub.

39.65
32.65
7.00

577.6
369.6

08.0

N. 88° 39' W. = 89° 54' U.S.

M.C. #5

705.5' N. 4° 29' W.

ditch 222

H.P. stb

1700.5

2640

149.2

1849.67

1849.7

790.3

2400.0

660

4249.7

429

4268

1089

9.7

sta. 17746.0

4249.7

1089.0

5338.7

349.4' N. 89° 31' W.

315.3' N. 33° 53' W.

387.1' N. 63° 57' W.

5303.4
93.3

5270.1

65
39

429.0

July 10, 1924

On Clarks N. & S. $\frac{1}{4}$ Line from
169.6' North of Sta. 2640 N. of
S. $\frac{1}{4}$ Corner. road line
intersects

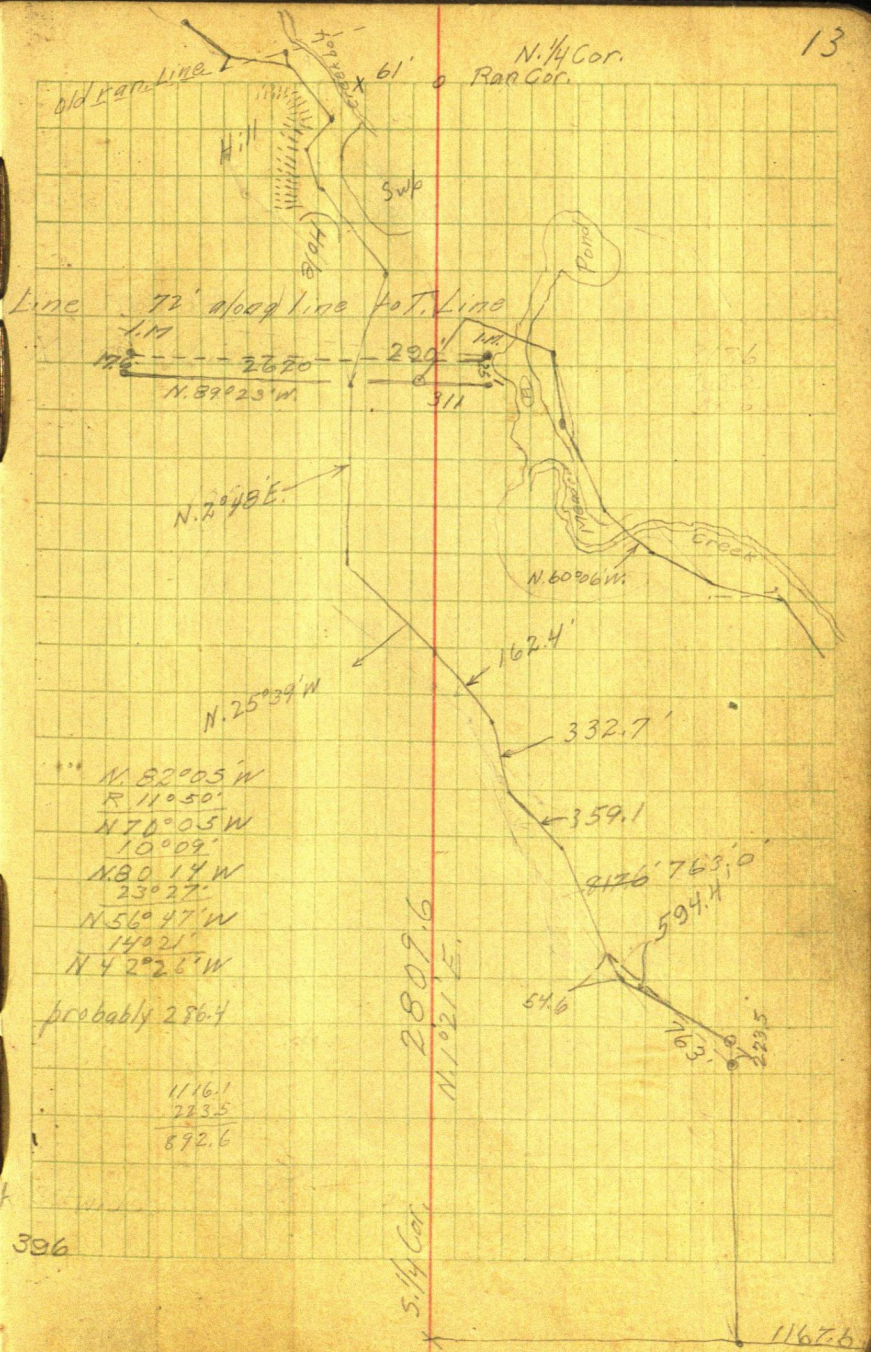
(R. 27°04' N 1°25'W along N. & S. $\frac{1}{4}$

X N. & S. $\frac{1}{4}$ ^{Line} ^{Mag} N. 24°W	L. 9°06' N 25°39'W	162.4 - 1.0 = 161.4
R. 16°22' N. 16°33'W	332.7	
L. 6°54' N 32°55'W	359.1	
R. 41°13' N 26°01'W 23°32' N 49°33'W	817.6	763
L. 62°51' N 67°14'W	594.4	773.0
R. 84°16' N. 4°23'W	1116.1	

Begin at bottom and read up.

Begin at top and read down.

	L. 9°06' N. 25°39'W	389
	R. 28°27' N. 2°48'E	487.4
^{Mag} N. 1°E	R. 7°06' N. 9°54'E	601.3
	L. 68°23' N 58°29'W	612.2
	R. 46°50' N 11°39'W	153.8
	R. 37°23' N 25°44'E	386.4
	L. 75°56' N 50°12'W	300.4
	L. 31°53' N 82°05'W	154 x 393.8
	R. 11°20' 172' to Hub. N 38°52'W	
	L. 35°09' to next Hub N 85°21'W	
	R. 11°50' N. 70°15'W	221.7
	L. 80°37' 162°42' = 517.8 W. 32.7 to Hub	
	L. 10°09' N. 80°24'W	150 back 30'
	R. 23°27' N. 56°57'W	303.7
	R. 14°21' N 42°36'W	360



July-15, 1924 to Noon - Field
 N. 42° 36' W. July P.M. - Office

L. 63° 10' S. 74° 14' W. 457.5'

L. 40° 25' S. 33° 49' W. 392 $\frac{20}{29}$

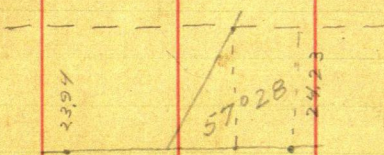
R. 57° 28' N. 88° 43' W. to graded
 0° 10' N. 88° 33' W. true line

311' West of Sec. Cor. 2309 East of

Sec. Cor. Ran. line 254' S. of

Sec. Cor. 17.6' S. of $\frac{1}{4}$ Cor.

311.4



26.56

91116 / 24.2000
 182232
 597680
 546696
 509840
 455580
 54260

28.70
 84308 / 24.20000
 168616
 733840
 674464
 593760
 598156

2620
311
2309

15

79.4
37.9
117.3

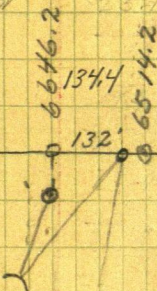
577.6
134.4
443.2

290E. 00.2802

road

Sec. 34-140-29

Check this



462'

0 = 0

1181.8
2899.0
2000.0
432.6
134.4

1280.4
3898.2 3897.3
6052.2
6514.2

19.40 = 1280.4 1280.7
39.65 = 2616.9 2617.5
32.65 = 2154.9 2155.4
7.00 = 462' 462.1

6647.8 033.3 N. 6646.2

2.00 = 132 132.0
100.70 6647.7

66.016 ft = 1 chain

1280.7
2617.5
3898.2
1181.8
2716.4

6074.9
577.6
6652.5

462
132

594

Sept. 8 - 1926 - Greene - Bartlett - St. Clair.

East line

1

1/2

142

Bo

Cos

sin

N. 88°23' W 2599.0

99960

02821

N. 0°21' E. 85'

00611

99998

W.

N.

2598.0

73.3

E

- 0.5

85.0

0.5

2598.5

158.4

0.5

3029' =

N. 86°31' W.

2603.3

99815

2598.5

199630

602200

598890

331000

299445

315550

898335

N

S

E

S. 88°23' E 2679.4

75.6

2678.3

N. 0°21' E 85

85

0.5

9.4

2678.8

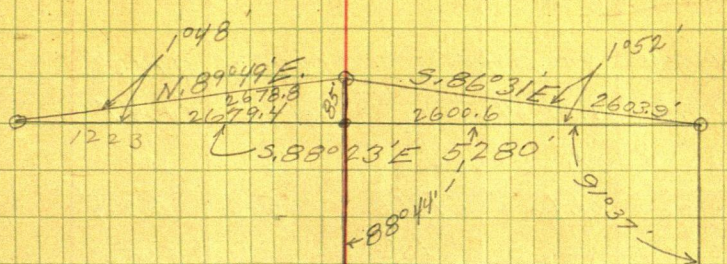
0°12' =

N. 89°48' E.

2678.8

2600.6
2.2
2598.4

Dec. 15-140-29



$$\begin{array}{r}
 1048' 503143 - 7 - 1 \\
 \underline{1223 - 9 - 1} \\
 9429 \\
 6286 \\
 \underline{6286} \\
 3143 \\
 \underline{3143} \\
 3843889
 \end{array}$$

3.002' 101.

3029

11

3040

2 100

1050

1339.4

1223.0

116.4

1318.2

3143

39546

5228

1318.2

39546

1223

95.2

1318.2

1339.4

21.2

39546

41.931026

West Line
Sec. 15-140-29

5483.4 S. 10°42' W 02967 99956

105.3 N. 89°24' E 99995 01047

N S E W

1.1 5481.0 105.3 162.7

1.1

105.3

5479.9

57.4

5479.9 S. 10°36' W - 95.47 = 5480

5583.7 - 157.4 5583.7 - 157.4

234.5 - 47.7 100.0 100.0

5349.2 - 109.7 5483.7 57.4

1337.3 27.7 1370.9 14.35

234.5 47.7 100.0 100.00

1571.8 75.1 1470.9 114.35

1337.3 27.7 1370.9 14.35

2909.1 102.8 2841.8 128.70

1337.3 27.7 1370.9 14.35

4246.4 130.5 4212.7 143.05

1337.3 27.7 1370.9 14.35

5583.7 157.3 5583.6 157.40

1011
1042
2053
1026

98.9 - 5.3

5583.7

157.4

N. 89° 49' E

S. 88° 23' E

89° 4

S. 88° 23' E

S. 89° 10'

88 46 1/2

5326.7 - 154.7

4246.4 - 130.5

14209 - 116.7

S. 89° 29' E

4212.7 - 143.1

88° 46 1/2

1° 11'

89° 57 1/2

- 25

2909.1 - 102.8

S. 88° 46 1/2' E

2841.9 - 76

2743

52.8

2841.8 - 128.7

S. 0° 36' W.

S. 21° 16' W.

S. 88° 38' E

1571.8 - 75.1

S. 88° 38' E

1470.1 - 35.3

4115.4

N. 21° 23' E

88° 5'

109.2

79.3

1470.9 - 114.35

234.5 - 47.7

N. 21° 16' W 144.3

S. 88° 30' E

S. 89° 24' W.

89° 49'

105.3

5332.6

100-100

S. 89° 10' E

5437.9

1.1

N. & S. 1/4 Line

S. 89° 24' W to Horst's M.C.

29° 30'

N. 59° 54' E to 1/4 M.C. 107

56° 12'

N. 3° 42' E

N. 3° 32' E

0° 10' to Hub

81° 48'

N. 85° 30' E

N. 85° 12' E

0° 18' to Hub

85° 10'

N. 0° 20' E Johnsons R. Line

N. 3042' E

44° 12'

47° 54'

S. 89° 30' W

29° 30'

N. 60° E

56° 12'

N. 3° 48' E

81° 48'

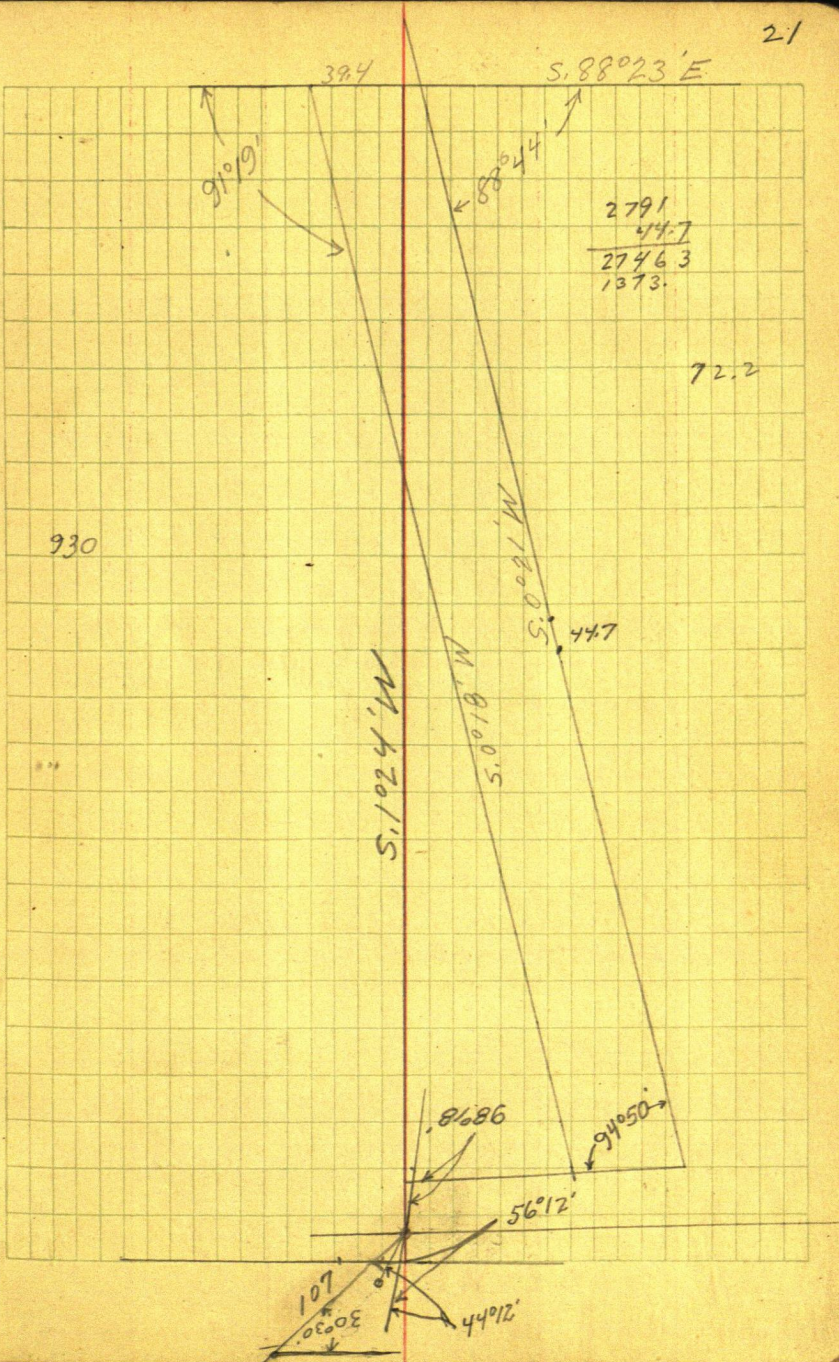
85° 36'

85° 10'

N. 0° 26' E

1° 32'

1° 40'



Sec. 15

W. 1/4 Cor

Pop. 11" S. 15° W 18

Oak 5" N. 16° E 20.5

M.C. 145.8 North 25' offset

E.M.C. 11.6. 33.5' E. & 7' S. of Horst's M.C.

W.C.M.C. Sec. 22-15 & 89° 36' S.E. 6.5 S. of
Horst's M.C.

B.T's scribed

Birch 12" S. 2° W 31.3'

Oak 13" N. 35° E 61' 33.0

E. & W. 1/4 M.C.

Red Oak 7" S. 21° W 19'

W. Pine 9" N. 67° E 8.2'

01018

$$\begin{array}{r}
 216' \\
 6108 \\
 1018 \\
 2036 \\
 \hline
 219888
 \end{array}$$

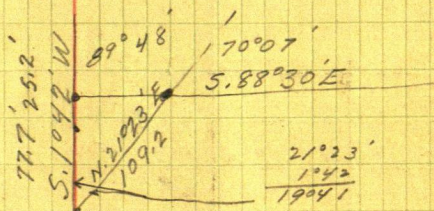
0935'

$$\begin{array}{r}
 2269 \\
 257 \\
 2526 \\
 1018 \\
 20208 \\
 2526 \\
 23260 \\
 \hline
 2591468
 \end{array}$$

$$\begin{array}{r}
 257 \\
 1018 \\
 2056 \\
 257 \\
 2570 \\
 \hline
 261626
 \end{array}$$

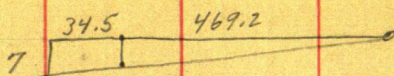
$$\begin{array}{r}
 1456.4 \\
 1373.1 \\
 \hline
 83.3
 \end{array}$$

$$\begin{array}{r}
 5.8804612 E \\
 5.88030 \\
 \hline
 5.88038 E
 \end{array}$$



$$\begin{array}{r}
 21.23' \\
 1042 \\
 \hline
 19041
 \end{array}$$

$$\begin{array}{r}
 91.30 \\
 21.23 \\
 \hline
 70.07
 \end{array}
 \quad
 \begin{array}{r}
 91.30 \\
 1042 \\
 \hline
 89.48
 \end{array}$$



$$\begin{array}{r} 469.2 \\ 335 \\ \hline 7 \overline{) 502.7} \\ \underline{49} \\ 12 \\ \underline{7} \\ 57 \end{array} \quad 71.8 = 0^{\circ}48'$$

$$\begin{array}{r} 5,89^{\circ}29'E \\ 0^{\circ}13' \\ \hline 89^{\circ}42' \end{array}$$

$$\begin{array}{r} 6.54 \\ 71.8 \overline{) 469.2} \\ \underline{4308} \\ 3840 \\ \underline{3590} \\ 3500 \end{array}$$

$$\begin{array}{r} 17.3 \\ \hline 4.3 \end{array}$$

$$\begin{array}{r} 2^{\circ}15' \\ \hline 1^{\circ}08' \end{array}$$

$$00624$$

$$\begin{array}{r} N 10^{\circ}26'E \\ 89^{\circ}44' \\ \hline 91^{\circ}10' \\ 88^{\circ}50' \end{array}$$

$$\begin{array}{r} N 10^{\circ}10'E \\ 91^{\circ}09' \\ \hline 91^{\circ}19' \\ 88^{\circ}41' \end{array}$$

$$\begin{array}{r} 88^{\circ}38' \\ 91^{\circ}22' \\ \hline 91^{\circ}09' \\ N 88^{\circ}13'E \end{array}$$

$$\begin{array}{r} 91^{\circ}22' \\ 89^{\circ}44' \\ \hline N 1^{\circ}38'E \\ N 1^{\circ}27'E \end{array}$$

$$\begin{array}{r} 1^{\circ}11' \\ 1^{\circ}26' \\ \hline 2^{\circ}37' \\ 1^{\circ}18' \end{array}$$

$$S. 1^{\circ}26'W$$

$$\begin{array}{r} S. 00^{\circ}06'W \\ 91^{\circ}09' \\ \hline 91^{\circ}15' \\ 89^{\circ}44' \\ \hline N 1^{\circ}31'E \\ 1^{\circ}20' \end{array}$$

$$\begin{array}{r} 1337.6 \\ 1373.1 \\ \hline 10.7 \\ 1355.3 \end{array}$$

2640

$$\begin{array}{r} 2510.1 \\ 5150.1 \end{array}$$

$$\begin{array}{r} 2510.1 \\ 2499 \\ \hline 11.1 \end{array}$$

2640

2666.2

$$\begin{array}{r} 11.1 \\ 2655.1 \\ 2640.0 \\ 95.1 \\ \hline 2647.6 \end{array}$$

$$\begin{array}{r} 2640 \\ 2666.2 \\ \hline 106.2 \\ 2653.1 \\ 2647.6 \\ \hline 5300.7 \end{array}$$

36271

$$\begin{array}{r} 722 \\ 72542 \\ 72542 \\ 253897 \\ \hline 26187662 \end{array}$$

93190

$$\begin{array}{r} 722 \\ 18638 \\ 18638 \\ 65233 \\ \hline 6728318 \end{array}$$

$$\begin{array}{r} 93190 \\ 585 \end{array}$$

$$\begin{array}{r} 67.3 \quad 5300.7 \\ 4711 \\ \hline 5897 \\ 5384 \\ \hline 5130 \end{array}$$

$$\begin{array}{r} 46595 \\ 74552 \\ 46595 \\ \hline 5451615 \end{array}$$

01323

$$\begin{array}{r} 930 \\ 3969 \\ 11907 \\ \hline 1230390 \end{array}$$

67.3

$$\begin{array}{r} 12.3 \\ 55 \end{array}$$

2647.6

$$\begin{array}{r} 988 \\ 3635.6 \\ 5300.7 \\ \hline 1665.1 \\ 1323 \\ \hline 49953 \\ 33302 \\ 49953 \\ \hline 16651 \\ 22029273 \end{array}$$

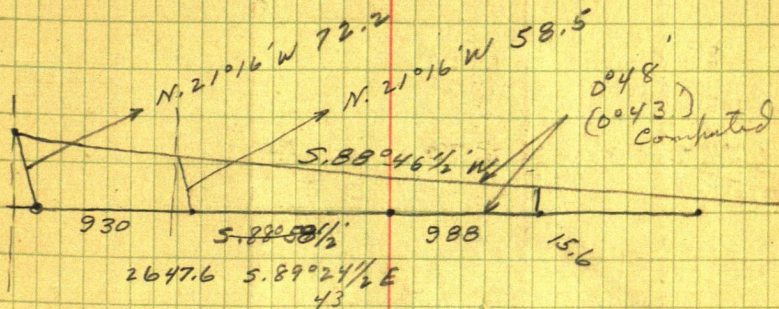
$5.88^{\circ}23'E$
 $5.89^{\circ}24'N$

$1^{\circ}37'$
 $\underline{36}$
 $2^{\circ}03'$
 $1^{\circ}01\frac{1}{2}'$

$88^{\circ}23'$
 $\underline{1^{\circ}01\frac{1}{2}'}$
 $89^{\circ}24\frac{1}{2}'$

27

01251
 $\underline{01396}$
 647
 1323



Hub South of N. 1/16 M.C.
 X R. to N. 1/16 0°36'

$$\begin{array}{r} 1656 \\ \cdot 01047 \\ \hline 11592 \\ 6624 \\ 16560 \\ \hline 1734832 \end{array}$$

$$\begin{array}{r} 1656 \\ 118.5 \\ \hline 1537.5 \end{array}$$

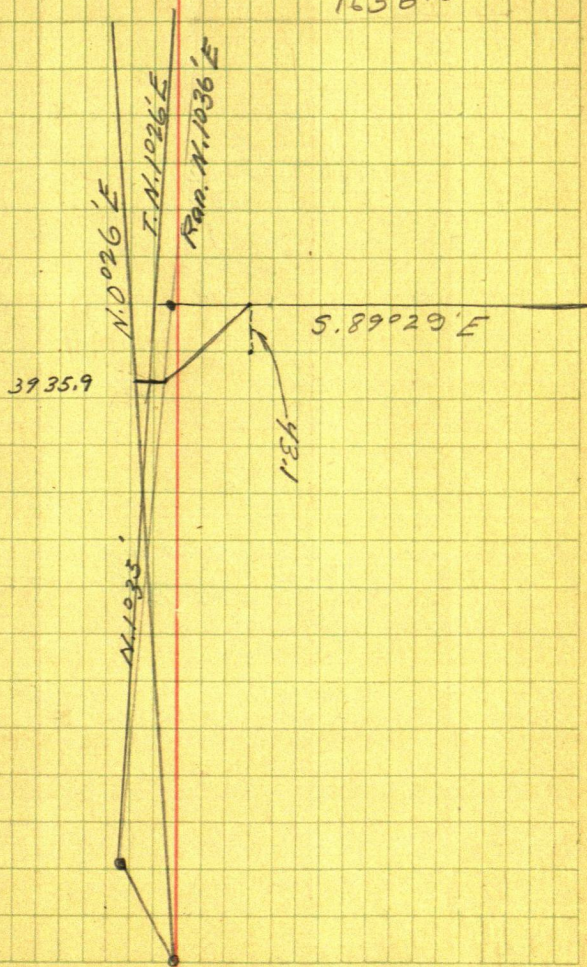
17.3 ✓

$$\begin{array}{r} 3850.3 \\ 1537.5 \\ \hline 5387.8 \end{array}$$

$$\begin{array}{r} 5588.4 \\ 199.5 \\ \hline 5388.8 \end{array}$$

$$\begin{array}{r} .00032 \\ 17.3000 \\ 161664 \\ \hline 123360 \end{array}$$

$$\begin{array}{r} 3850.3 \\ 00032 \\ \hline 77006 \\ 115509 \\ \hline 1232096 \\ 15.7 \\ \hline 34 \end{array}$$

$$\begin{array}{r}
 5588.4 \\
 4187.9 \\
 \hline
 1400.5 \\
 137. \\
 118.5 \\
 \hline
 1656.0
 \end{array}$$


$$\begin{array}{r} 1042' \\ 1028' \\ \hline 0014' \end{array}$$

$$\begin{array}{r} 2800.5 \\ 1617.5 \\ \hline 1183.0 \end{array} \quad \begin{array}{r} 4221.3 \\ - 4228. \\ \hline 6.7 \end{array}$$

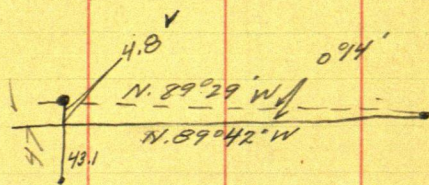
$$\begin{array}{r} 177' \\ 6.7 \overline{) 1183.0} \\ \underline{67} \\ 513 \\ \underline{469} \\ 440 \end{array} = 0.019' \text{ change } S. 89^{\circ} 29' E \text{ by } 0.013' \text{ to correct}$$

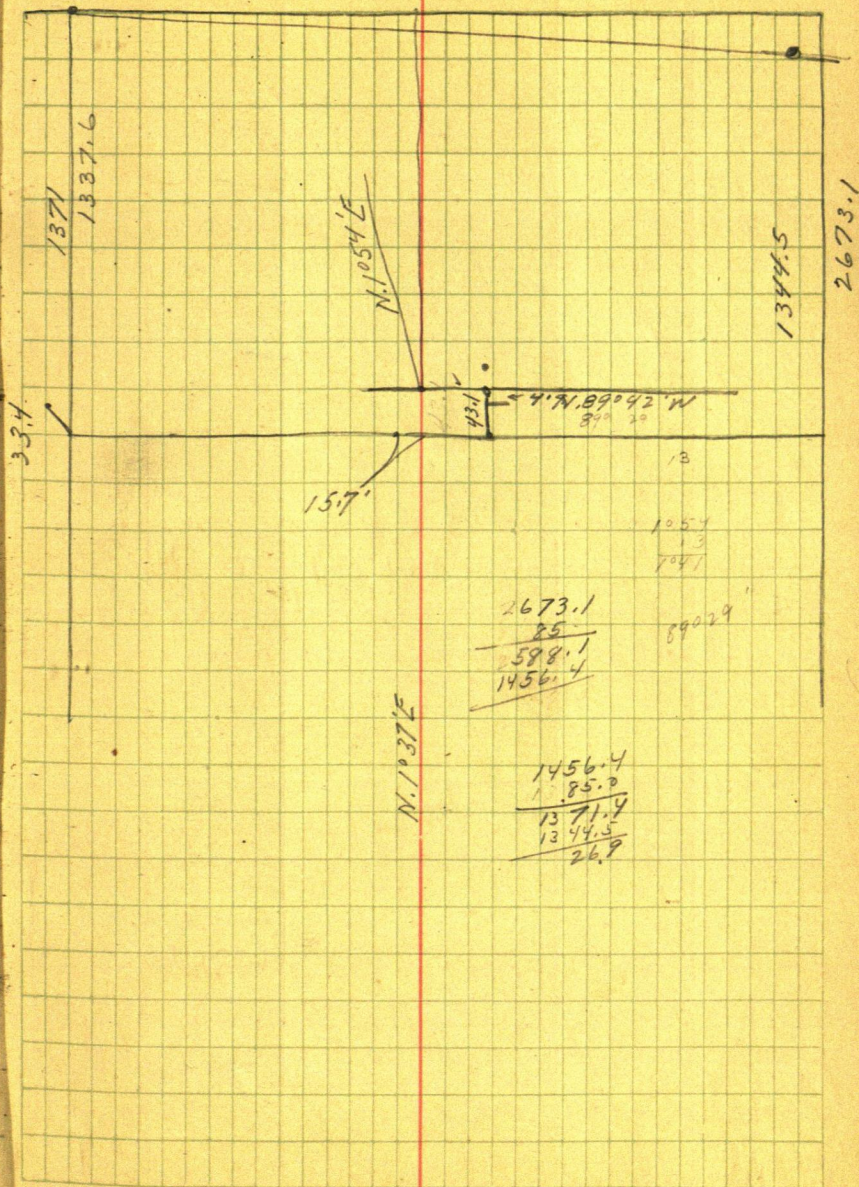
$$\begin{array}{r} 1183 \\ 00524 \\ \hline 4932 \\ 2366 \\ \hline 5915 \\ 619892 \end{array}$$

$$\begin{array}{r} 4221.3 \\ 6.2 \\ \hline 4227.5 \\ 4232.0 \\ \hline 4.5 \end{array} \quad \begin{array}{r} 1183 \\ 00902 \\ \hline 2366 \\ 106470 \\ \hline 1067066 \end{array}$$

$$\begin{array}{r} 1183 \\ 00407 \\ \hline 8281 \\ 47320 \\ \hline 481481 \end{array}$$

$$\begin{array}{r} 4221.3 \\ 10.7 \\ \hline 42320 \end{array}$$





$$\begin{array}{r}
 1272.1 \\
 013 \\
 \hline
 38163 \\
 25442 \\
 \hline
 292583
 \end{array}$$

$$\begin{array}{r}
 1371.3 \\
 1400.5 \\
 14.4 \\
 \hline
 1414.9 \\
 27.4 \\
 \hline
 1442.3 \\
 20.7 \\
 \hline
 1463.0
 \end{array}$$

$$\begin{array}{r}
 023.00 \\
 \hline
 20.700
 \end{array}$$

$$\begin{array}{r}
 457.7 \\
 731.7 \\
 \hline
 1189.4 \\
 023 \\
 \hline
 35682 \\
 23788 \\
 \hline
 273562 \\
 626 \\
 023 \\
 \hline
 1878 \\
 1252 \\
 \hline
 14398
 \end{array}$$

$$\begin{array}{r}
 15.4 \\
 3.0 \\
 \hline
 18.4
 \end{array}$$

$$\begin{array}{r}
 1465.5 \\
 1.1 \\
 \hline
 1464.4... \\
 3.1 \\
 \hline
 1461.3 \\
 1464.3 \\
 \hline
 3.0 \text{ West}
 \end{array}$$

12.6
9.9
2.7

N. 10° 19 1/2' E
N. 0° 26' E
053 3 1/2' E

1244.2
02283

1272.1
2283
3816.3
101768
25442
25442
29042043

4233.8
4187.9
45.9
.023
1377
918
10557
1465.5
1.1
1464.4

1402.4
1371.3
1371.3

1371.3
29
1400.3

137
023
411
274
3.151

1402.4
1371.3
31.1

1272 1338.5 232
31.1000
26790
43100
40185
29150

$$\begin{array}{r}
 18.4 \\
 \underline{3.6} \\
 14.8 \\
 \underline{5.7} \\
 9.1 \\
 \underline{3.0} \\
 6.1
 \end{array}$$

4050.7

— V stake 0.5' West
 Corr. 14.3

Corr 31' stake

$$\begin{array}{r}
 762.8 \\
 457.7 \\
 731.7 \\
 626.0 \\
 1272.1 \\
 18.4 \sqrt{3850.3} \\
 \underline{268} \\
 1703 \\
 \underline{1656} \\
 470
 \end{array}$$

4050.7
 199.6
 3851.1

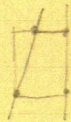
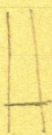
292

$$\begin{array}{r}
 9.1 \\
 \underline{2.7} \\
 6.4
 \end{array}$$

4050.7

$$\begin{array}{r}
 558.6 \\
 \underline{478} \\
 44688 \\
 39102 \\
 \underline{22344} \\
 2670108
 \end{array}$$

5.7

$$\begin{array}{r}
 3850.3 \sqrt{18.4000} \\
 \underline{154012} \\
 299880 \\
 \underline{269524} \\
 303590 \\
 \underline{308028}
 \end{array}$$


$$\begin{array}{r}
 1272.1 \\
 \underline{32} \\
 2544 \\
 38163 \\
 \underline{4.0707}
 \end{array}$$

$$\begin{array}{r} 1471.7 \\ 199.6 \\ \hline 1272.1 \end{array}$$

$$\begin{array}{r} 1465.5 \\ 1371.3 \\ \hline 94.2 \end{array}$$

$$\begin{array}{r} 4233.8 \\ 199.6 \\ \hline 4034.2 \\ .02335 \end{array}$$

$$\begin{array}{r} 40342 \overline{) 94200} \\ \underline{80684} \\ 135160 \\ \underline{121026} \\ 141340 \\ \underline{121026} \\ 203140 \end{array}$$

$$\begin{array}{r} 0.036 \\ 0.018 \\ 0.022 \end{array}$$

$$\begin{array}{r} 7628 \\ 00478 \\ \hline 61024 \\ 53396 \\ \hline 30512 \\ 3.646184 \end{array}$$

$$\begin{array}{r} 457.7 \\ 731.7 \\ \hline 1189.4 \\ 478 \end{array}$$

$$\begin{array}{r} 95152 \\ 83258 \\ \hline 47576 \\ 3.68523 \end{array}$$

$$\begin{array}{r} 626 \\ 478 \\ \hline 5008 \\ 4382 \\ \hline 2504 \\ 299228 \end{array}$$

$$\begin{array}{r} 1272.1 \\ 5 \\ \hline 63605 \end{array}$$

0116

$$\begin{array}{r} 1916 \\ 1029 \\ \hline 01000 \\ 11 \end{array}$$

$$\begin{array}{r} 01745 \\ 675 \\ \hline 8725 \\ 12215 \\ \hline 10470 \\ 1177875 \end{array}$$

$$\begin{array}{r} 5.7 \\ 1.2 \\ \hline 4.5 \end{array}$$

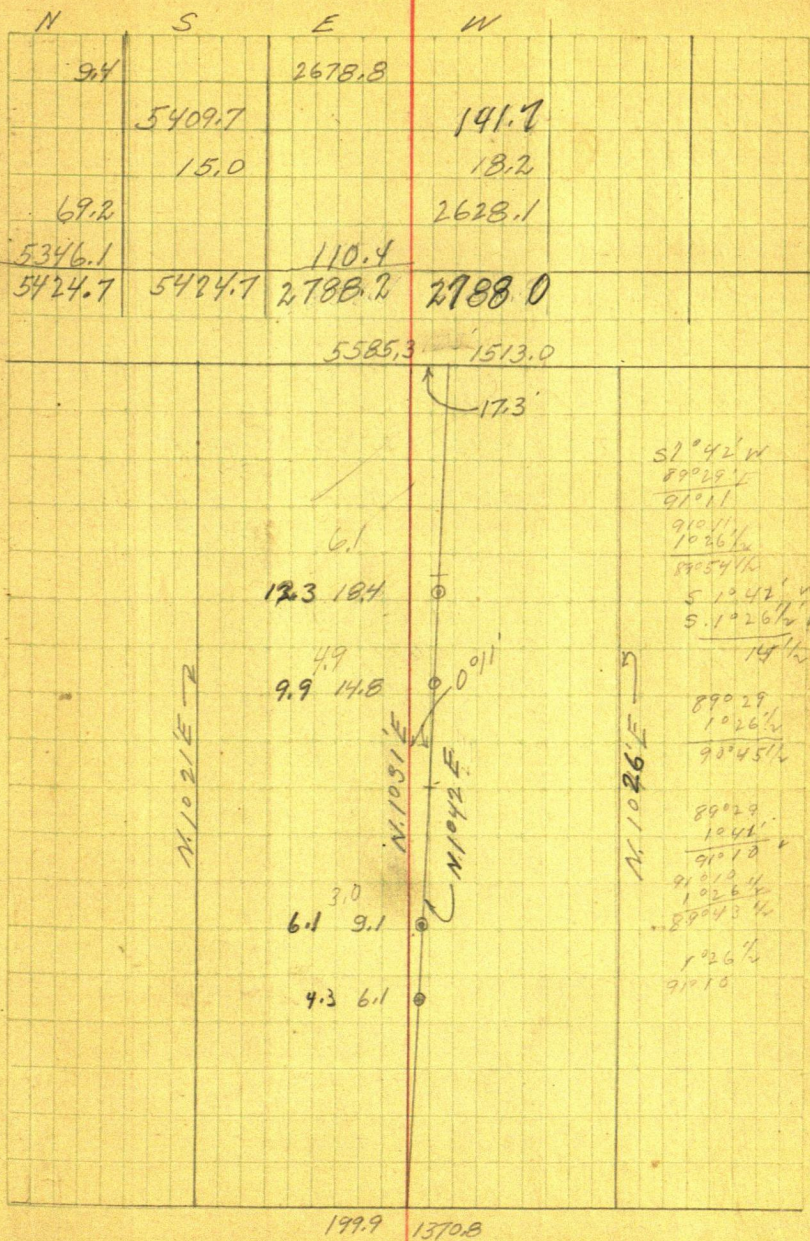
$$\begin{array}{r} 626 \\ 615 \\ \hline 538.5 \end{array}$$

Closure West half - Sec. 15-140-29

N. 89° 49' E	2678.8
S. 1° 30' W	5412.0
S. 40° 35' W	23.8
N. 88° 30' W	2629.0
N. 1° 11' E	5347.5

	E.	N.
S.W. Cor.	47.7	234.5
S. M.C.	2675.8	165.3
1/4 M.C.	2694.0	180.3
N. 1/4 S.	2852.4	5590.0
N.W. Cor	173.6	5580.6
S.W. Cor.	47.7	234.5
S. 1/4	2694.0	165.3

7324
 152
 1172
 42
 5060
 4768
 3292



$$\begin{array}{r}
 13418 \\
 \underline{02938} \\
 107344 \\
 40254 \\
 120762 \\
 \underline{26836} \\
 39522084
 \end{array}$$

$$\begin{array}{r}
 1174 \\
 38 \\
 \hline
 1212 \checkmark
 \end{array}$$

			N	-	E
N. 59° 54' E	107	57501	81815	180.3	
N. 3° 42' E	105.6	06433	99792	105.4	6.8
N. 85° 30' E	120.0	07846	99692	9.4	119.6
N. 0° 20' E	1212			1212.0	126.4
				<u>1507.1</u>	

$$\begin{array}{r}
 06453 \\
 \underline{105.6} \\
 38718 \\
 32265 \\
 \underline{64530} \\
 6514368
 \end{array}$$

$$\begin{array}{r}
 99792 \\
 \underline{1056} \\
 598752 \\
 498960 \\
 \underline{997920} \\
 105380352
 \end{array}$$

$$\begin{array}{r}
 07846 \\
 \underline{120} \\
 15692 \\
 7846 \\
 \underline{997920} \\
 997920
 \end{array}$$

$$\begin{array}{r}
 99692 \\
 \underline{12} \\
 199384 \\
 99692 \\
 \underline{1196304}
 \end{array}$$

1174

2794.7

5508.3

2766.1127.9

1344.5

127.9

5560.8

5636.2

1572.4

2780.4

2818.1

1303.8

2766.1127.9

1329.3

5546.5

2946.0

2791.0

2773.2

1473.0

5424.11371
27441303.8

4120.3

2773.2

1473

2729.81506.4

43.4

33.4

2

2694.9

180.3 $\frac{1}{4}$ M.C

2629

2126.4114.818.2
2647.2

2821.3

295.1

47.7

2694.9

39.5

2734.4

165.3

1341.8

1507.1

295.1

1212.0

1174

38

105.4

9.4

1174.0

1288.8

15.0

1303.8

1341.8

38.0

1022

02385

95.7

16695

11925

21465

282445

38.
2.3
35.7

Sec. 34-140-29

P-E at 1 = E. $\frac{1}{4}$ Cor. W. Pine 24" N. 70° W. 60' =
B. Ash 9" N. 35° E. 95' =

26-27-34-35 Tam. 9" S. 70° W. 40' = 26.4'
Fir 9" N. 75° E. 46' = 30.4'
Fir 6" S. 52° E. 40' = 26.4'
W. Birch 7" N. 42° W. 51' = 33.7'

M-U at 3 = N. $\frac{1}{4}$ Cor

R. Maple 12" S. 10° W. 10' = 6.6'

April

Greene-Siltman Mellinger

Chain 680.5 West from M.C. on E. side of
Island lake, set temp $\frac{1}{16}$ line on line
with Ran. M.C. and fence on west side
X 90° and run north, set Hub at 2640

Set hub on north bank of Lake at 2743.8'

Set point for opening at $\frac{16.2}{2727.6}$

run East at 90° X Set X with N. & S. R. Line
Hub 1300?

84
84
94

144
144
84

41

39 ft
47.3 ft

Tame 7" N. 85W 15.8 ft

M.C. #11

Tame 4 S. 35E 6.6 ft

M.C. #12

Tame 4" N. 38W 9.2"
" 4" N. 14E 25.1

8.20

1.2

1.2

1.2

$$\begin{array}{r} 600 \\ .24 \overline{) 134.4} \end{array}$$

$$\begin{array}{r} .0038 \\ 63 \\ \hline 114 \\ 228 \\ \hline 2394 \end{array}$$

$$134.4 \div 0.24 = 5280 \div 24$$

$$\begin{array}{r} 21120 \quad 94 \\ 10560 \\ \hline 1344 \overline{) 12672.00} \\ 12096 \\ \hline 5760 \end{array}$$

$$.01875 \div .3 = .0625$$

$$\begin{array}{r} 1875 \\ 5625 \\ 1875 \\ \hline 15000 \\ \hline 15245625 \end{array}$$

$$\begin{array}{r} 55 \\ 63 \overline{) 3479.3} \\ 315 \\ \hline 329 \end{array}$$

$$\begin{array}{r} 53.2 \\ 65.4 \overline{) 3479.3} \\ 3270 \\ \hline 2093 \\ 1962 \\ \hline 1310 \end{array}$$

$$65.4$$

$$\begin{array}{r} 3479.3 \\ 1849.7 \quad 81.5 \\ \hline 65.4 \overline{) 5329.0} \\ 5232 \\ \hline 970 \\ 654 \\ \hline 3160 \end{array}$$

S. 88°39'E

33.3'

N 88°04'E

M.C. #35

540.52 + 29' 0°17'

N. 88°04'E

87°07'

N. 0°57'E.

87°07'

N. 0°56'E

630.4

197.4

04	33.3
7896	= 7.9
3	25.4

3.479.3

3504.7

22.8 N.
15.2 W.

3479.3

25.4

3504.7

22.8' N.

790.3

22.8

813.1

1849.7

2662.8

134.4

132.0

2.4

63.0

65.4

88°04'

87°07'

57

N 0°05' W.

1849.7

N. 0°08' W.

3479.3

1004 1/2'

$X = 6.4' = \text{N.E. Cor.}$
 $X' = 19.5 = \text{N. } 1/4 \text{ Cor.}$
 $X'' = 32.7 = \text{N.W. Cor.}$

1280.4 : 6646.2 : X : 33.3

3897.3
1181.8
 2715.5 Clark's $1/4$ R. stake by measurement

1280.7
1181.8
 98.9
 577.6
 2000.0
 2899.0
1181.8
 6658.4

432.6
 134.4
567.0
 2000.0
 2899.0
1181.8

Run South from $1/4$ Cor.

6647.8 6646.2'

3400 enter sup. $S. 0^\circ 26' E.$

7450.10. sup.

626'
 680.5
1306.5
1247.5
 59.0

N. 0008' W

$$\text{Offset} = 32.7$$

Offset 6.4's.

U.S.
M.C.

N. 88° 39' W

Sta. 2610

1181.8

Sta. 5337.6

6

5331.6

11.

5319.8

N. 88°56'W

Tam. Sick
M. 4.00 W.

M. 4.100

549.1500

4227.6

Black
water

Sta. 4 Hub

sto 12 + 47.5

Hub 1200

3127.6

Sta. 2727.6

5, 88° 28' E

N. 88° 28' W

2640
N. 1°32'E.

True line N. 0° 47' W.
Old brushed line
to Black water L.

R. X Hub

N 88° 28' W.

M.C.

62

R. Hub

5

Sept 20th

N. 00° 05' W
N 00° 47' W
N. 00° 26' W

$$\begin{array}{r} 2610 \\ 2727.6 \\ \hline 5337.6 \end{array}$$

5.026'E

579.2716.4

19 + 94

1328.4

2+09'

0.0

2000
2899

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

0

Set $\frac{1}{4}$ Cor. Sec. 27 & 34
 New B.T's Basswood 16" S. 65° E 45.2
 Red Oak 14" N. 24° E. 55.3

West 626.0

N. $88^{\circ}51'$ W 680.5 - 1260.6 to fence post

Backward from I.P. 533 R. cen.

1260.6
 1053 I.P.

31.3 +

2329.6

5900.5

1053 post on Island L.

1260.6

2313.6

295.7

2609.3

2640.0

31.3

626

1260.6

1053.0

31.3

2429.6

5400.5

North 1849.7

N. $0^{\circ}57'$ E 3475.9

N. $88^{\circ}56'$ W 165.4

$2040 + 15.2 = 2055.2$

O S. $88^{\circ}04'$ W S. $66^{\circ}45'$ W = N.C.

1260.6

1053.0

31.3

2329.6

4674.5

1849.7

3475.9

5325.6

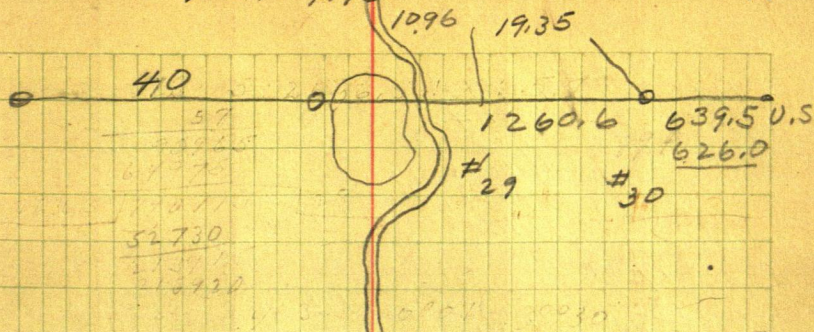
2662.8

2640.0

22.8

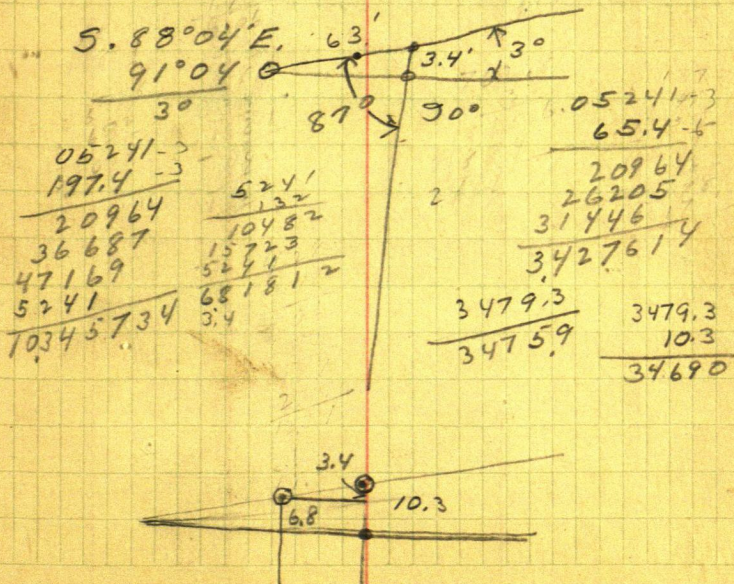
W.C. = 4.48

47



W.C. 4.48 W. Birch 10" S. 30° W. 75
N. Pine 20" N. 75° W. 40

N.W. Cor. Blk. Pine 16" N. 37½° E. 142
Asp. 15" N. 9½° W. 92
Blk Pine 8" S. 1° W. 60
" " 8" S. 4½° E. 65



1610.6
329.2
1281.4

1317.8
329.45
988.35
1610.6
2 2598.95
1299.5

1610.6
329.2
1281.4
1317.8
2599.2
1299.6

1317.8
18.7
1299.1

37.4
9.9
27.5

1456.4
85
27.5 1371.4
1100
2714
2475
2390
2200
1900
1925

N. 0°13'E
1°20
N. 1°33'E

0°18'
1°09
1°27

440 = 0°07 1/2

9.2 4033.5
368
353

1344.5
0026.2
26890
80670
26890
3.572590

1313.4
9.9
1323.3
9.5
1332.8

N. 0°18'E
1°09
N. 1°27

N. 0°31'E
7 1/4
N. 0°13 1/2 E
1°20
N. 1°33 1/2 E

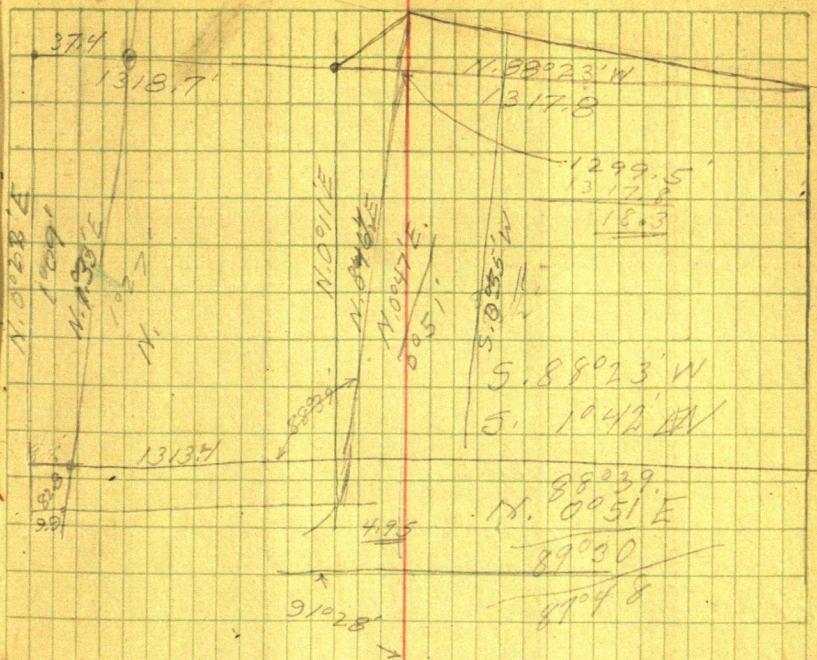
1318.7
1317.8
2636.5
37.4
2599.1

N. 0°18'E
S. 0°09'E

1318.7

9'

0°07' N. 88°30' W



O - N. $\frac{1}{4}$ Sec 5.0°51'W

2+68[±] H. & L. old road.

5+61.4 Hub 14' west to Fence line

7+89 Hub 18.3 10' W.

13+44.1 - 1.6' 561.4 $\frac{14.0}{14.0}$ 077 13

13+75 - 2.4' 39298
37020

48.5
13325

1331

13+75 & L. - 4°31'

= 58°40' E 342.3

13718
77
96026
96026
1056286

18.3

S. 24°27'W & R. 28°37' 60.1 to 1.1 M. 19.7 Hubs $\frac{1}{16}$ M.C.

S. 21°28'W to NW E. & W. $\frac{1}{4}$ M.C.

S. 21°24'W from $\frac{1}{4}$ M.C. to Hub.

M.C. New Pipe 1371.9

N.P. 4" T. 6' S. 60°W. 1329
2690.8
1345.4 - 1344.1

5275

1319

66.85 Between hubs on Road.

33.42

1378.3 & H. & L. road.

33.4
1411.7 South side of Road

1844.9 North " " "

1037.7
307.2

September

F B Bartlett	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	Rain - went into Walker																	
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
John M. Greene	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	Rain - went into Walker																	
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
John St. Clair	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	Rain - went into Walker																	
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
Johnson	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	Rain - went into Walker																	
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2
	1/2	1	1	1	1	1	1/2	1/2	1	1	1	1	1/2	1/2	1/2	1	1	1/2

1300.1

1373.1
 1368
 921
 2146

1371.8
 1319.2
 910
 1345.5
 1344.4
 11.1

0.422
 38
 0.452
 0.322
 0.302

$$\begin{array}{r}
 91402 \\
 \underline{663} \\
 274206 \\
 54841 \\
 \underline{54841} \\
 60599326
 \end{array}$$

$$\begin{array}{r}
 99689-5 \\
 \underline{3423-3-6} \\
 299067 \\
 199378 \\
 \underline{328756} \\
 299067 \\
 \underline{341235447}
 \end{array}$$

$$\begin{array}{r}
 1653.1 \\
 \underline{31.9} \\
 1685.0
 \end{array}$$

$$\begin{array}{r}
 .00888 \quad 1554. \\
 \underline{13.800} \\
 888 \\
 \underline{4920} \\
 4440 \\
 \underline{4800} \\
 4440 \\
 \underline{3600} \\
 3552
 \end{array}$$

$$\begin{array}{r}
 1653.1 \\
 \underline{1554} \\
 99.1
 \end{array}$$

$$\begin{array}{r}
 1653.1 \\
 99.
 \end{array}$$

$$\begin{array}{r}
 00888 \\
 99.1 \\
 \underline{888} \\
 7992 \\
 \underline{7992} \\
 880008 \\
 19
 \end{array}$$

$$\begin{array}{r}
 1378.3 \\
 \underline{93.4} \\
 13449
 \end{array}$$

$$\begin{array}{r}
 285 \\
 715 \\
 \underline{2144}
 \end{array}$$

$$\begin{array}{r}
 16 \\
 1344.9 \\
 \underline{1554} \\
 89 \\
 209.1
 \end{array}$$

$$\begin{array}{r}
 242.4 \\
 \underline{66.8} \\
 309.2 \\
 \underline{66.8} \\
 242.4
 \end{array}$$

$$\begin{array}{r}
 00888 \\
 \underline{210} \\
 888 \\
 \underline{176} \\
 18648
 \end{array}$$

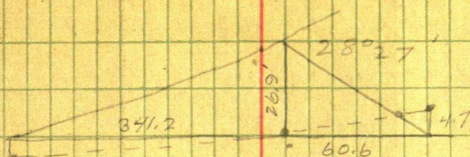
$$\begin{array}{r}
 1653.1 \\
 \underline{242.4} \\
 1410.7 \\
 \underline{66.8} \\
 1344.9
 \end{array}$$

$$\begin{array}{r}
 1653.1 \\
 1344.9 \\
 \underline{308.2} \\
 8 \\
 \underline{24656} \\
 24656 \\
 \underline{2736816} \\
 183
 \end{array}$$

$$\begin{array}{r}
 309.2 \\
 \underline{99.1} \\
 210.1
 \end{array}$$

1375
445
13305

Take line as South

S. $40^{\circ}31'E$ 342.3S. $23^{\circ}56'W$

341.2

$$\begin{array}{r} 60.6 \\ 401.8 \end{array}$$

401.8

01193

12054

36162

4018

4018

4793 474

1375

42.3

1332.5

341.2

6

1332.5

201.2

1533.7

1554

1037.8

514.2

41136

41136

41136

4.566096

4.4

9.0

4.1

4.1

4.1

07875

342.3

23625

15750

31500

23625

26956125

40567

26.9000

293402

255980

243402

125780

18.3

2.4

15.9

1330.5

1272

585

477

1080

1113

201.2

01193

24000

2386

1408

1193

2070

$$\begin{array}{r} 1.83 \\ 1.83 \\ 21.41 \\ 3.1415 \\ 3.1415 \end{array}$$

$$\begin{array}{r} 1037.8 \\ 544.11 \\ 493.6 \\ 494.96 \\ 394.6 \\ 394.6 \\ 394.6 \\ 43.8 \end{array}$$

Fairbanks - Lot 1 - 29-141-29
 N.E. Cor. Iron Mon.
 N. 1/4 Cor " "
 N.W. Cor " "
 M.C. 55 " "
 E. 1/4 Cor R-C @ 2 N. Pine 5 N. 64 W. 91
 S. 1/4 Cor M-U @ 5 Poplar 5 S. 44 E 90
 S.E. Cor. 28-29-32-33 Blk Oak 7 N. 25 E 16
 W. Birch 5 S. 33 W 18
 Pop. 4 S. 74 E 32
 " 4 S. 84 W 38
 Blk. Oak 5 N. 5 E 60
 " " 6 N. 33 W 80
 M.C. 54 W. Birch 6 S. 25 W 6
 " " 4 N. 62 E 3

20.00
9.69
 10.31
6
 6186
 6186
680.46

369.6' from N.C. #39

$$\begin{array}{r} 63 \\ \hline 432.6 \end{array}$$

442.0

369.6

72.4

63

9.4

6646.2'

134.4

6511.8

432.6

6079.2

3897.3

2181.9 to Clarks N. 1/4 Cor. Hub.

Sec. 34-140-29

W = 5327

W = 2709.7

W = 92.4

N = 5412.6

N = 5363.4

N = 5314.3

2617.5' N. 88° 56' W 2617.5'

Offset = 2.7' E.

W = 6.0
N = 2709.4

1313.7

N. 88° 59' W

1328.7

N. 0° 47' W

W = 1253.1
N = 2758.8

W = 5320.8

N = 2752.9 N. 88° 58' W 1318.7

111.7

1318.6'

W = 2684

W = 1364.8

N = 2705

N = 2681.1

M.C.

W = 5318.9
1942.9N. 0° 33' W
2658.4W = 46.2
N = 2657.1N. 10° W
2656.6

2659.4

1335.3

680

644.2

0.0

N. 89° W

W = 5318.9

W = 2659.5

N = 93.2

N = 46.6

5412.6
93.2
5319.4

E. $\frac{1}{4}$ M.C. Pine Stk 18" S. 55° W. 11'
Blk Oak 8" N. 24° E. 23.8

From Hub ① W = 1253.1
N = 2758.8

N. $88^{\circ}58'W$

S. $86^{\circ}13'W$ 873.5 to ② - 190.4' W. of $\frac{1}{4}$ M.C.

$190.4 + 1067.2 = 1257.6$ - Dis. between M.C.'s

on E. & W. $\frac{1}{4}$ Line

② from West 3.3' South.

S. $86^{\circ}13'W$ $949.5 - 112.6 + 37 = 873.5$

W = 1253.1 N = 2758.8

111.7
W = 1364.8 N = 2758.8

W = 1364.8 N 44.1
2802.9 = $\frac{1}{16}$ M.C.

$77.7 + 44.1 = 121.8$ dis. $\frac{1}{16}$ M.C. N. of $\frac{1}{16}$ Cor.

$1328.7 - 121.8 = 1206.5$ - $\frac{1}{16}$ Cor. North.

1206.5

44.1

77.7

1328.3

N. $88^{\circ}59'W$.

1313.7

79.7

44.1

1204.5

1328.3

1204.5

44.1

77.7

25.7

Running west on N. $\frac{1}{4}$ Line

Sta 10 X L. $0^{\circ}43'$

13+17.1 X N. & S. Line

13+17.8

N. $88^{\circ}59'W$

$0^{\circ}43'$

S. $0^{\circ}26'E$

N. $89^{\circ}42'W$

S. $89^{\circ}40'E$

$0^{\circ}43'$

S. $88^{\circ}57'E$. = $98.5 + 4 = 102.5$ ② $\frac{1}{16}$ M.C. on bank

44.1

7.6

112.60

77.7

April

56 7891011

59

Time Sheet for Johnson

	T	W	T	F	S	S	M	T		
J. M. Greene	1	1	1	1	1	0	1	-	\$45	3.50
Archie Siltman	x	0	0						3 1/3	20.24
Kirby Siltman				0	0	0	0	6		41
Clifford Mellinger	6 1/2	8 1/2	7 1/2	0	0				3 1/2 days	12.30
										3.50
Lodging	0	0	0	x	x	x	0			52.25
B	0	0	0	x	x	x	0			9.30
D	0	0	0	x	x	x	x			7.20
S	0	0	0	x	x	x	x	3 1/3 -		15.80
										\$88.55
										25.00
										\$63.55
										32.30

N. 86° 13' W. 111.7
949.1

77.7

79.7

1902' = 2 feet

949.1

7.20

180

\$900

08397

7970000

79573

27

112.4

41270

1253.1

33588

112.4

01251

76820

1365.5

320

75573

25020

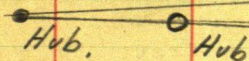
12470

3753

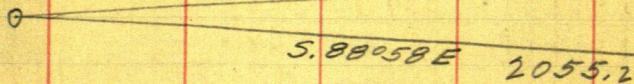
400220

W = 2200
N. = 2695.9

Hub. Hub



W. = 5320.8
N. 2752.9'


S. 88° 58' E 2055.2

$$W = 1365.5 \quad N = 2758.5$$

$$W = 1253.1 \quad N = 2758.5$$

112.4'

949.1

5.86° 13' W

3° 47'

1° 02'

947

N. 88° 58' W

$$W = 1364.8$$

$$N = 2681.1$$

62.6

17.1

Iron Pin

$$W = 3265.6$$

$$N = 2715.8$$

1065.6'

$$W = 2200$$

$$N = 2695.9$$

$$\begin{array}{r} 2758.5 \\ 2705 \\ \hline 52.5 \end{array}$$

April 21-1933 April 22
Greene & Bertel surveying for

Set up on hub 51.8 south of $\frac{1}{16}$ M.C.
S. $85^{\circ}36'E$ to hub 112.1

$51.8 + 5.6 = 57.4S$, thence S. $88^{\circ}28'E$

0.0 O on $\frac{1}{16}$ Line

1+12.1 Hub

3+00

"

3+60

Hill

4+00

"

on hill S. $8^{\circ}30'W$ to pop. on

T. $\frac{1}{4}$ Line 65' = 64.3 S

5400

63.9 S

Int. Ran. Sec. Line. Set scribed post 40.2' W.

Set B.T.s as follows.

$\frac{1}{4}S. 34-35$ Oak 16" S. $48^{\circ}25'E$ 34.4'

Pop. 11 N. $83^{\circ}16'W$ 23.2'

Ran. N. $10'W$ on true line as computed

57.4 + R. $\frac{1}{4}$ 52.8 M.C. # 11 Tam. 7 N. $85'W$ 15.8'

" 4" S. $35'E$ 6.6'

Starting at N.W. $\frac{1}{16}$ Cor ran S. $88^{\circ}59'E$

956' Set Stake Marked $\frac{1}{16}$ Line M.C.

Set up at $\frac{1}{16}$ M.C. north side Island Lake

South $71^{\circ}15'$ East to Pop. 7" East side

Island Lake and on E. & W. $\frac{1}{4}$ Line 413.3'

South $80^{\circ}05'$ West to M.C. $\frac{1}{4}$ Line 654'

West side of island.

J. P. 10" not marked N. $52^{\circ}30'W$ 30.5'

J. P. 10" " " N. $83^{\circ}17'W$ 38.9'

Sec. 34-140-29
Sta 90 =

27 58.8 63
2679

112.1 offset 79.8

79.8

Sta. 400 offset = 64.3'

500	64.5
600	63.0
700	61.5
800	60.0
900	58.5
1000	57.0
1100	55.5
1200	54.0
1300	52.5
1318.6	52.3

2681.1

01803

112
36
18
2016

57.4

2679

88° 28
85° 36

2052

52.3
23.

05001

1121

5001

10002

5001

5001

5.606121

1364.8

46.2

86

77.7

44.1

121.8

57.4

64.4

52.3

1328.3 N. 0047' W.
1206.5
44.1
77.7

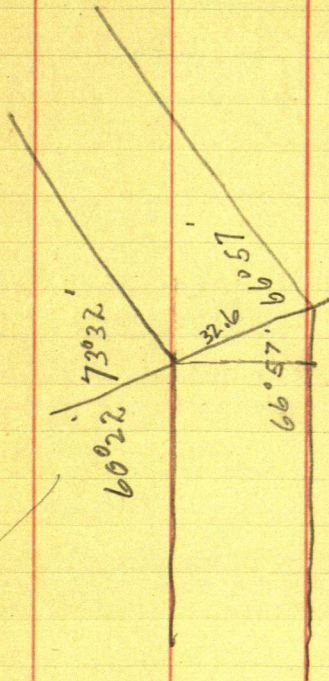
S. 85° 36' E

56' 12.1

S. 88° 28' E

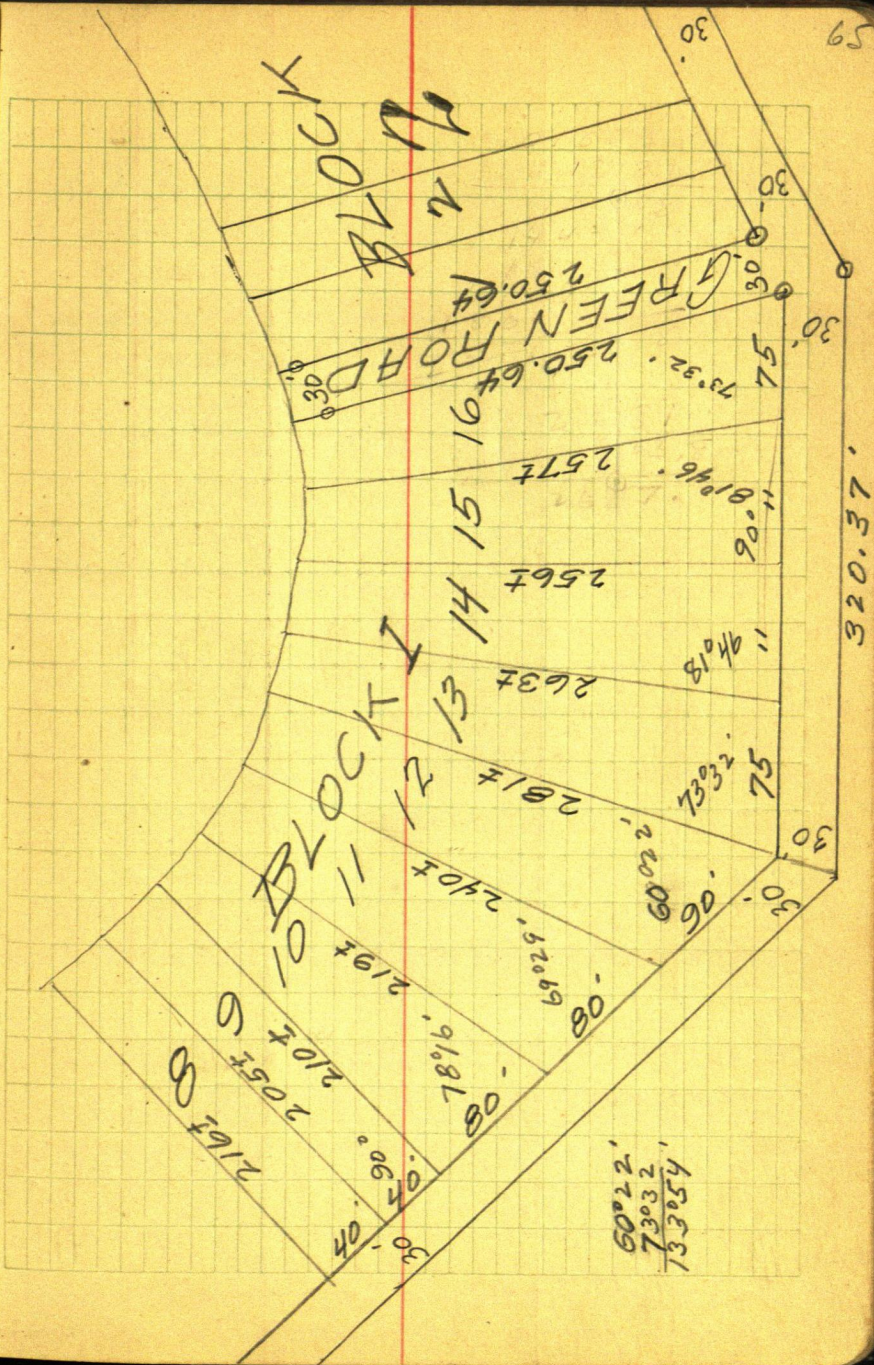
S. 88° 58' E

39153 92016



92016
326
 552096
 184032
 216048
39997216

92016 300000
326
 276048
 239520
 184032
554880
552096



$$1/16 \text{ M.C.} = 2802.9$$

$$X \text{ hub with } 1/4 R = 2745.5$$

$$1/16 \text{ Cor.} = 2681.1$$

$$0.0 = 64.4 \text{ feet}$$

$$1318.6 =$$

$$1318.6$$

$$02676-3$$

$$79116$$

$$92302$$

$$79116$$

$$26372$$

$$35285736$$

$$2745.5$$

$$35.3$$

$$2710.2$$

$$2745.5$$

$$35.3$$

$$2710.2$$

$$1318.6$$

$$01803$$

$$39558$$

$$1054880$$

$$13186$$

$$23774358$$

$$2681.1$$

$$23.8$$

$$2657.3$$

$$1818.6$$

$$40.7$$

$$1858.8$$

$$\begin{array}{r} 9 \\ 136 \overline{) 121000} \\ 1194 \end{array}$$

$$2709.4$$

$$2657.1$$

$$52.3$$

$$64.4$$

$$52.3$$

$$12.1$$

June 2, 1933

S.E. Cor. Sec. 28 = 0.0

Enter N. & S. Road 900' Assumed as N. & S.

0 2640

Ver. A Ver. B

A.P.#1 Δ = A

2707.3

to A.P.#2

N. $0^{\circ}29'W$ $0^{\circ}28\frac{1}{2}'$

A.P.#3

N. $7^{\circ}18'W$ $7^{\circ}17'$

A.P.#4

N. $34^{\circ}38'W$ $34^{\circ}37'$

A.P.#5

N. $37^{\circ}43'W$ $37^{\circ}42'$

B

S. $87^{\circ}27'W$ $87^{\circ}27'$

Blaze on Elm Tree

N. $0^{\circ}42'W$

Set up @ B

N. $8^{\circ}56'E$ to A.P.#2

A-B 411.1

N. $3^{\circ}12'E$ to A.P.#3

Set up at A.P.#3

S. $3^{\circ}12'W$ to BS. $44^{\circ}44'W$ to A.P.#5S. $87^{\circ}47'W$ to A.P.#4

Set up at A.P.#2

S. $0^{\circ}29'E$ to A.P.#1S. $8^{\circ}56'W$ to BN. $60^{\circ}32'W$ to Elm Tree

Set up at A.P.#5

S. $37^{\circ}43'E$ A.P.#1N. $44^{\circ}44'E$ A.P.#3N. $28^{\circ}18'W$ A.P.#4

Set up at A.P.#4

S. $34^{\circ}38'E$ A.P.#1S. $28^{\circ}19'E$ A.P.#3N. $87^{\circ}47'E$ A.P.#5

$$\sin 78^{\circ}31' :: X :: \sin 9^{\circ}25' : 411.1'$$

$$97998 - 6$$

$$\underline{411.1} - 7 - 6$$

$$97998$$

$$97998$$

$$97998$$

$$391992$$

$$16361 \overline{) 40286.9778}$$

$$\underline{32722}$$

$$75649$$

$$\underline{65444}$$

$$102057$$

$$\underline{98166}$$

$$38917$$

$$\underline{32722}$$

$$61950$$

$$\underline{5169.7}$$

$$2707.3$$

$$\underline{2462.4}$$

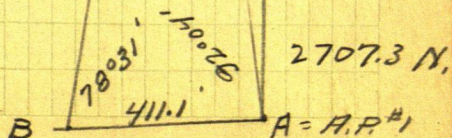
$$5280.0$$

$$\underline{5169.7}$$

$$110.3$$

C = A.P. #2

$$\begin{array}{r}
 92^{\circ}04' \\
 78^{\circ}31' \\
 \hline
 90^{\circ}25' \\
 180^{\circ}00'
 \end{array}$$



2348.41
2799.35

Vert Dist Feet
Meters

$\pi @ 2 BS 1$ ①
179-32-33 2348.41 F
~~186-32-40~~ ③ 269-51-42 2799.35 F
359-04-48 179-32-24 89-55-40 853.245 M
~~0-04-48~~

$\pi @ 3 BS 2$ ④
89-36-36 3353.26 F
179-12-57 89-36-29 269-42-45 1022.075 M

$\pi @ 3 BS 2$ ⑤
89-35-20 5846.42 F
179-10-24 89-35-12 90-02-24 1781.993

Warren Bailey

3 S th Cor
 x
x
x
x


2

4

 x
x
x
x

1

Sec
Cor

4 A

5 A

12.80

51.48

1375
55.1
1430.1

3
75
66
450
450
49,50

2.96

592 D