

23-136-29

67



Enes Survey

Sec 23

T 136

R 29

INDEX.

Subdivision by Co

Time Sheet Page 8-9-68-

Board " " 10-11-69

Marshes 38-39-44-47-53-25-56-57

Water 38-39-47-52-53-25-

Roads 39

Marshes 59-60-61

Water



(2)

US Nales

550 Lks. = 363.00 Feet

950 Lks = 627.00 "

1586 " = 1046.76

1261 " = 832.26

MC N° 10

BP9S54E235 = 155.10 FT

Only One

MC N° 9

BP6N17E24 = 15.84 FT

" 9N12W20 = 13.20 "

MC N° 8

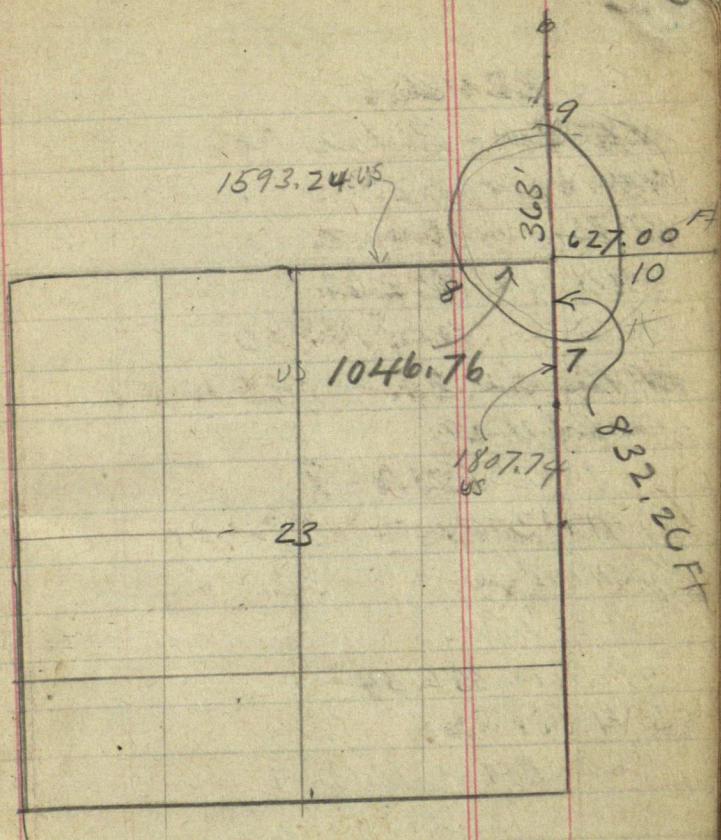
BP9N19E26 = 17.16

Only One

MC N° 7

BP10N34E23 = 15.18

" 9S21W. 28 = 18.48 FT



US Notes

Sec 23-136-29

NE Cor - In Lake

1/4 N Side

BP 7513W30 =

" 9N 72E 92 = 60.72 W

NW Cor

BP 8575W15

" 8S 74E 9

" 7N 25E 21

" 7N 59W 26

1/4 W Side

BP 8570W13

VP 14N 35E 34 = 22.44

SW Cor

- BP 10N 46W 34

- " 12S 56W 5

- " 12S 64E 14

- " 10N 68E 30

1/4 S Side

BP 7573W43

" 6N 29W 17

US Notes Continued Pg 6

$$\begin{array}{r} 550 \\ 66 \\ \hline 3300 \\ 3300 \\ \hline 36300 \end{array}$$

$$\begin{array}{r} 3050 \\ 4000 \\ \hline 7050 \end{array}$$

$$\begin{array}{r} 8000 \\ 7050 \\ \hline 950 \\ 66 \end{array}$$

$$\begin{array}{r} 5700 \\ 5700 \\ \hline 62700 \end{array}$$

$$\begin{array}{r} 4000 \\ 2414 \\ \hline 1586 \\ 66 \\ \hline 9516 \\ 9516 \\ \hline 104676 \end{array}$$

$$\begin{array}{r} 24 \\ \hline 144 \\ 144 \\ \hline 1584 \end{array}$$

$$\begin{array}{r} 235 \\ \hline 1410 \\ 1410 \\ \hline 15510 \end{array}$$

$$\begin{array}{r} 28 \\ \hline 168 \\ 168 \\ \hline 1848 \end{array}$$

$$\begin{array}{r} 23 \\ \hline 138 \\ 138 \\ \hline 1518 \end{array}$$

$$\begin{array}{r} 4000 \\ 2739 \\ \hline 1261 \\ 66 \\ \hline 7566 \\ 7566 \\ \hline 83226 \end{array}$$

$$\begin{array}{r} 165 \\ 26 \\ \hline 156 \\ 156 \\ \hline 1716 \end{array}$$

$$\begin{array}{r} 34 \\ \hline 204 \\ 204 \end{array}$$

~~# JPN 4415' 2247 170~~
~~59/1 abn 110 E / 8 100~~

~~Four Corn N 46 E 43.0~~

~~N P 15 N 26 W 84.0~~

~~JP 75.69 W 38.15~~

FP S 45.40 E 46.35

US Notes

Sec 23-136-29

SE Corner

BP6S82E129

BP6N82E90

NP20S29W332 =

1/4 on E Side

Wd-Cor 350 = 231.00

BP8N4W238-157.08 E

" 9N21E153-100.98

H N.

John R. Moberg 120.-
Albert Wermpter

8

Time Sheet
1920

Feb

March

	28	1	8	9	10	11	12	SUM
John W. Cus	1	-	* 1/2	1	1	1	0	0
Exp	-	-	-	-	-	-	0	0
Auto	\$5	9	7	7	\$5	\$5	\$5	0
Harold J. Cus	1	-	-	1/2	1	1	1	0
IP Babich	-	-	-	-	1	1	1	0
Bob Exp	-	-	-	-	\$243	-	-	0
JB Enis	-	-	-	-	1	1	1	0
Peter Seldal	-	-	-	-	1	1	1	0
^{W.H.} Henry Cooper	-	-	-	-	1	1	1	0
Arie Derksen	-	-	-	-	1	1	1	0
Albert Wermter	-	-	-	-	1	1	1	0

Sec 23-136-29

4

Mar 1921

14	15	16	17	18	19	SUN 20
1	1	1	1			
-	-					
\$5	\$5	\$5	\$5			
1	1	1	1			
1	1	1	1			
-	-	-	-			
1	1	1	-			
1	1	1	-			
1	1	1	-			
1	1	1	-		✓	
1	1	1	1		✓	

Paid

Paid

Paid

Paid

✓

✓

10

Board

Feb 1921

March 1921

1	2	9	10	11	12	13
---	---	---	----	----	----	----

With NBENIS

John W Curo

SL

B

DB	DB	DB	DB	DB
----	----	----	----	----

Harold J Curo

SL

B

SL	SL	SL	SL	SL
----	----	----	----	----

JP Babcock

SL

DB	DB	DB	DB	DB
----	----	----	----	----

SL	SL	SL	SL	SL
----	----	----	----	----

Sheet

(11)

March 1921

14. 15. 16. 17. 18. 19. 20. ^{SUN.}

DB	DB	DB	DB			
SL	SL	SL	SL			
DB	DB	DB	DB			
SL	SL	SL	SL			
DB	DB	DB	DB			
SL	SL	SL	SL			

Feb 28-1921 Monday

This is the day we start the survey - Harold J Curo and John H Curo - Copy US notes also search records and get notes of old previous survey work almost all day

Lo Brammer @ 4 P.M.

look up corner and get to J B E misfarm of the date

Dinner and over night with Eric Curo Baby Grawls Curo

J W Curo \$15. a day

H. J. Curo Ant \$5. Ch

Auto \$5.

March - 8 - 1921 Tuesday
JWC looks up special rates
over disputed corners at
State H W Con Office and
dine to Jenkins for over
night
Harold goes also

March 9-1921 Wed

Harold J Curo and J. W Curo
and auto drive Jenkins
to Sec 23- look up corner
Then to Eris about 3 PM
then out on line

At $\frac{1}{4}$ bet 22-23-136-29

US Natis call for
BP 8570°W 13 Lks -

NP 14 N 35° E 34" = 22.44 ft

Stump of NE BT plain

set $\frac{1}{4}$ at Mean cor N $\frac{1}{2}$ +
S $\frac{1}{2}$ mile

N $\frac{1}{2}$ recods 800

S " " 600

= 7" mean set $\frac{1}{4}$ x 10"

Int about 9° E & N to

Wats road

New BTS by

4" JPN 44° 15' W 59 FT

US NP Stg N 35° E 22.44'

John W Curo

March 1-1921 Tuesday

JWC no not feeling well
offer to L. Harold to run
train but land owners
rather wait for JWC
so we look over corner
along West side of 23-
136-29. Then drive back
to Diamond

No charge for today

Con

March 9-1921 Contd

at Cor 22-23-26-27 local
 Cor 33-ft N & 33-ft W of NW
 Cor of Fence and 30.2 ft S.
 + 33. W of SW Cor of fence
 and 3' S. of E new road E & in
 N & S of Mat's road

Dime $3/4 \times 6$ " bolt with
 big head for line on

New BTS by Company @ 700

Fence Cor N $46^{\circ} E$ 43. ft

$15^{\circ} N$ P N $26^{\circ} W$ 84 "

7" IPS $69^{\circ} W$ 38.15

Fence Cor S $45^{\circ} 40' E$ 46.35 ft

John R Moberg (Here 17 years)

says our Cor is O.K. He shows
 us pt for $1/4$ Cor bet 23-26

which is 33. ft North of his NE

Cor part of fence. We then go

N & E and find old NE BT @ $1/4$

bet 14-23- Over mile with Ems

2 Hrs on valis. Wild for Rob.

John W Cued

March 10-1921 Thursday

Babcock came from
Brainerd to Pequot last
night and staid at
Hotel Kruger \$1.50

RR fare 0.93

Walked out this morning
2 Transits working

Bab run East on A side 23
and helped Harold chain

π @ SW Cor Sec 23-136-29

Beg @ $\frac{1}{4}$ on W side Harold & Bab
chain south 300' ch

1300 spike 2670.80 sec on

Connecting back

@ 1300 chain S. 35.4 To

1335.4 set $\frac{1}{2}$ " bolt for
S $\frac{1}{16}$ bet 22-23-

Beg @ SW Cor 23 ch E

@ 832 W. Rail of track

" 837. E "

" 834.5 \angle Mx IRR.

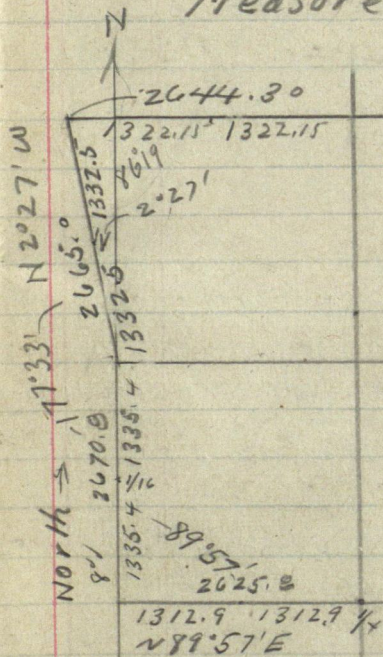
Over

23-136-29

East bet 23-26 \vee 8° Cont'd
 @ 1300 spike 2625.8 = $\frac{1}{4}$ Cr
 Correcting back @ 1312.9 E net
 W $\frac{1}{16}$ bet 23-26 Iron bet 12' N &
 another 12' S.
 W. line SW $\frac{1}{4}$ 23 \vee reads 8°

Beg @ $\frac{1}{4}$ Bet 23-26 -136-29
 Back right $\frac{1}{2}$ mil. West on line
 Corner run East thro' big hills
 and heavy J.P. 300' ch. P.M.
 Harold-Ivers and J.W. Cress ch
 300-600-900-914.6 spike
 1200 ends small marsh ft of hill
 1320 spike Temp $\frac{1}{16}$ L marsh
 1500-1800-2100-2100.5 spike bet
 Offset 30' so in field and
 run East but final disk long

Measured



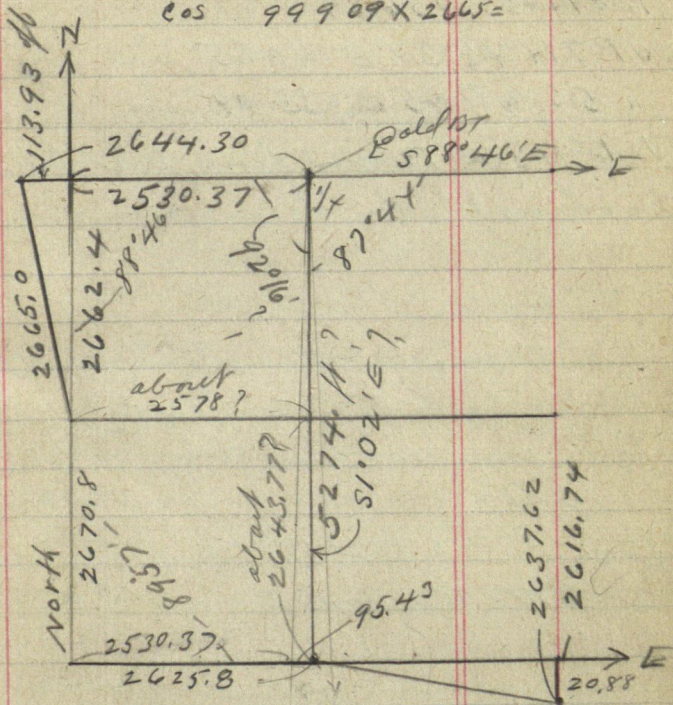
Peter Seldal 80 = 77
N¹/₂ SW¹/₄

Henry Cooper 80 = 77
S¹/₂ SW¹/₄

$$\begin{array}{l} \sin x \quad 04275 \times 2665 = \\ \cos \quad 99909 \times 2665 = \end{array}$$

Синх 04275¹х2665=

cos 999 09 X 2665 =



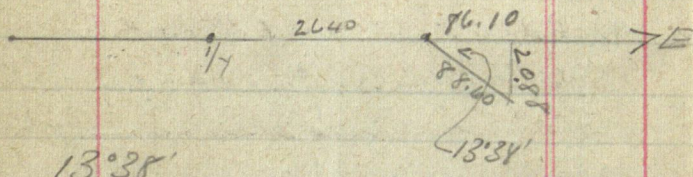
2.25 - short oval
36.92 "
59.17 shutter in can chamber
w. lid

New BTS.

Bat 14-23-13.6-29

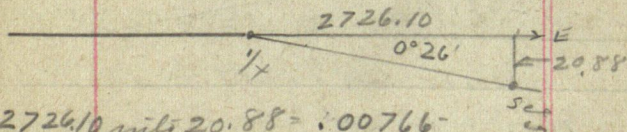
JP 7H 48°37'E 40.65

" 55 68°45'E 35.00

V 6°45'E Turned from line line
looking West.

$$\sin 23571X = 20.888$$

$$\cos 97182X = 86.10 E$$



$$2726.10 \sin 20.88 = .00766$$

$$= \text{Tang} = 0^{\circ}26'$$

$$= .00766 \text{ of a foot S. for each foot E}$$

Correcting = .007663

To bdy - SE $\frac{1}{4}$ Sec 23-136-29
See Page 18.

914.6 gacs S. 7.00 FT

1320 gacs E. $13^{\circ}38'$ R. on S. 44.3 ft

$\frac{1}{16}$ E $\frac{1}{16}$ bit 23-26

2100.5 E gacs S 16.10

At 2100.5 E chain 16.10 South
and drive $\frac{1}{2} \times 8"$ IM 6 ft 20 of fence
in field to mark line E & W line
Laid stake and pile of stone around IM
BTS dig

10" JPN about 10° E 11.00

9 JPST green - about $N 65^{\circ} W$ 28.00

At 1320 E Run E $13^{\circ}38'$ R-S

44.3 ft and set $\frac{3}{4} \times 10"$ IM p.
E $\frac{1}{16}$ Bit 23-26

BTS dig

10" J.P.S about 10° E 15.25

6" JPSTb .. $N 45^{\circ} W$ 22.9

24

Correcting Continued

Back 23-26-136-29- E $\frac{1}{2}$ mile.

- .00766-South

At spot 914.6 E. Chanick

S. 7.00 set $\frac{1}{2} \times 10''$ I.M. and call
stake marked E & W See Line

B.T.S. by

8" SP about south 5.6

10" SP at 80°W 17.9

Howard and J W Curio
 Beg @ SE Cr 23- 186-27
 Chain north on line cut by
 Bibcock & crew

@ 200 stake 500 stake
 520.4 spikes on ridge
 NE and SW.

700 stake 850 ent crumbly
 607 NE and S 20° W

1000 stake in Beg

1300 " " " "

1320 " " " "

1600 " " " "

1770 L 607 SE & W

1863.2 tall stake on ridge

1900 stake

→ 1844.0 stake on ridge E & W

2010 ends 607 E & S 20° W

2115 ends 607 L & S E & W

2200 on in

2500 stake on ice

2640 " " "

2700 LV " " "

2800 stake in bog

2900 LV bog EXW

2871 set Temp w/it on

Find Halletts old 4x4x 60' stake
well ribbed and NE US BT
Checks out perfect for course and
look @ 9° 00'

New BTS in 9° 00'

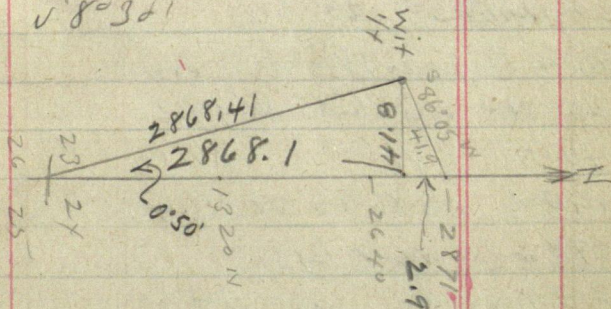
9° 00' green 9° N 30° E 106. FT

6° 10' N 58° 42' W 83.5 FT

1/2 x 10' I III No edge Halletts stake
which leans NE

At 2871.00 N - Halletts W. F 1/4 c
bearing 586° 05' W 41.90 ft
being about 2080. short

Beg @ 2800 contour
 North in random bet 222 y
 3100 stake 3178 Hat on hill
 3400 - 3415.9 Hat N bank
 of hill
 3655 Road E & W
 3700 - 4000 - 4010. Hat
 in field near house
 $\angle 80^{\circ}30'$



$86^{\circ}05'$

$$\sin 99766 \times 41.9 = 41.8 \text{ W}$$

$$\cos 06831 \times 41.9 = 2.9 \text{ S}$$

Correction =

$$.01457 \text{ W. Tang} = 0.50' \text{ W}$$

$0.50'$

$$\sin = .01457 \times$$

$$\cos = .99989 \div$$

Corrections Contd

2871.00 OS = 2868.41 my ch.
 being 2.59 short in 2871.0
 = .0009 of a foot short

1320.00 = 1.19 short = 1318.81

2640.00 = 2.38 " = 2637.62

281.00 = 0.21 " = 280.79

Figuring Correln

S-half mile bet 23-24 - 136-29

.01457-W

✓ 520.4 N. goes W 7.60

✓ 1320-N- " S 86° 05' W 19.23

✓ 1840. N " W 26.8

✓ 2640 " " S 86° 05' W 38.46 T. 1/2 c.

✓ 3178 " " W 46.3

✓ 3415.9 N. " W 49.77

✓ 4010 N. " W 58.43

48.7

JBENES

Albert
Wermter
160Arie
Derksen
6.9.75

Z

Peter
Seldal
80.00 - Rfw
= 77.7

(23)

Henry W.H.
Cooper
80.00 - Rfw
= 77.7John R
Moberg
120 - RfwTH
Lindquist

Z

TH Z.160
LindquistChas
Zumbrennen
40

(26)

Mar 12-1921 Sat

Babcock and crew Beg @
 $\frac{1}{4}$ on N.-sid 23 and run
 South ($S1^{\circ}02'E$) thro
 Center

Harald and John W Cuss
 Chain perfect P.B. of
 300-600-900-1002.2

Hub 1190 old main road
 E & W-1200 stake

1320. Stake in N wheel track
 of new graded road-1341. Hub
 1500-1800-1919.2 Tall stake
 on line 2100-2291.5 Tall
 stake 2400-2592.3.

Cross wire fence (2 wires)
 27 ft (9 paces) west of NE
 Corner post. 2640-2700-
 2777.4 Hub

Then quit this line and
 go half a mil. E and correct
 post of E-line. See page 28.
 John W Cuss

Mar 12 - cont'd

Babcock's line comes out
about 8.3 fW E of $\frac{1}{4}$ on South
side.

P.M.

Harald helps Babcock and
with Wernmür-Seldal and
Cooper & men they run

East (S 89° 28' E) thro

Center of 23-136-29

300-384. 2 M + I RR track

600-900-1200- at 1300 and
1400 slake on line.

1500-1800-2100-2400-

at 2547.15 Hub 2600- on line

2700-3000-3300-3600-

at 3900 slake on line

at - - Hub and quit for
vili;

JW Curo lakes

Erin and Dersken and
cut out line line bet 23-

24-

John W Curo

23-136-29

33

Feb 12-1921 Could

@ 520 N-chain (about) wet
7.6 ft and put $\frac{1}{2} \times 10$ " I.M. on
line line new BTS. Uj

6" J.P. S- about 70° W 50.9 ft

14" N.P. S- " 20° E 42.6 "

At 1320 run $S 86^\circ 05' W$

19.23 ft set $\frac{1}{2} \times 10$ " I.M. in bog

for $S \frac{1}{16}$ bet 23-24

At 1840 N-run 90° west
 26.80 ft
set $\frac{1}{2} \times 10$ " I.M. on line

5" J.P. N- about 20° E 7.8

6" J.P. N " 80° W 22.25 "

At 2640. N run $S 86^\circ 05' W$

38.46 ft set $\frac{1}{2} \times 10$ " I.M.

in ice for true $\frac{1}{4}$ Cor bet.

23-24 -136-29

@ 3178 N run W 46.3 to line

@ 3415.9 " W 49.77 " line

4010. " W 58.43 "

John W. Cress

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Mar 13-1921 Sunday

P.M.

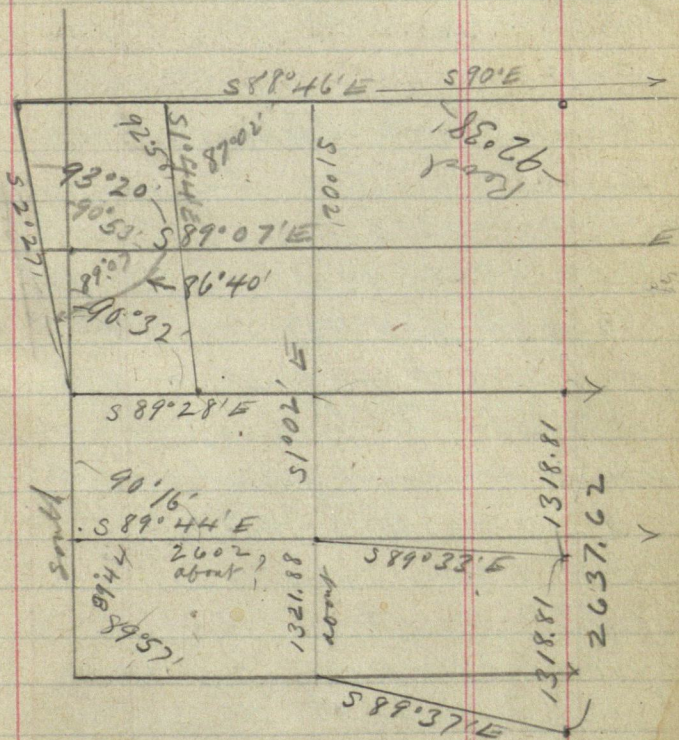
Howard Bab and I go to Jenkins
lake supper with Leighton &
Mary - Back to Enis farm
for over night

24

32

57

287



Mar 14 - 1921 Monday

Bab Creek Contour 1000
E 1/4

Sanct Harold Chain & South

By @ 2700s - 3500. 3276.3 H/L

3300 - 3305 main road NW-SE

3600 - 3900 - 3908.5 w/ fork E/W

3958 end of main 679 5800 - N 80 E

4075 Hab in bog 20' W of E ridge
and 150 E of W ridge

4150 L. Corner of marsh 600 N 80 W
and N 20° E 4200 -

4469.1 Hab in hill ^{4100 across from NE 50°}

4500 - 4600 - 4900 -

5148.7 Hab on ridge 5200

5285.4 South 1/4 sub West
8.3

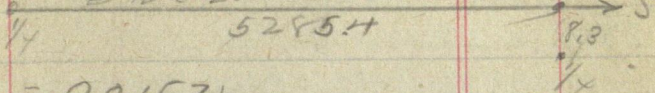
At 2637.2 S - On Random &
Cross E & W Random &

2581.9 East

Mar 14-1921 contd

Figuring Corrections

E Rec 20



$$= .00157+$$

5285.4 S-gas W 8.3

5148. S- " W 8.1 ✓

4469.1 S- " W 7.0 ✓

4075. S- " W 6.4 ✓

3961.97 S- " 6.22 T- S 1/16

3276.3 S-gas W 5.15 IM ✓

2640 S-gas W 4.15

Mar 14-1921 cont'd

Baband Continued East

23-13629

3600-3826 3526 Hat 3900

Edge 4 Rod bog

3973.4 Hat 4020 mark

N 20°W S 20°E 60 // the SW

17200 in bog

4370 LV bog NE-SW - 4500

4800 - 4845 L Hat E brink
big hill. 5050 ruler bog N-S

5100 stake 5220 Wally NE SW

5285.5 E

1/4 Cor rels S - 2.70

May 14-1921 Contd.

Bag @ 1/4 Oct 23-24-136.29

Boothright 50 on line in
Chain North

@ 50. L. u. water SW-N 80 E

280 L. u. water 607 E & SW 300

541.2 I.M.

777.3 I.M. 900-

1020. & E & W Road

1250-1371. Make on line

1500 Mike 1750 Nail on

sea wall 1775 foot sea

wall sand beach Lakeview

SW 1800. plate on sand

40

Mar 14-1921

Figuring Corrections

ETW & Sec 23-136-29

Cen Random = .0051

 $\frac{1}{4}$

5285.5 w/char

7E

2.7

 $\frac{1}{4}$

5285.5 E. 2nd S 2.7 ✓

14845.6 " S 2.47

3973.4 " S 2.02

3526. 1.8

2640 E. " S 1.35

2547.15 E. " S 1.3

1400 " " S 0.71

1300 E. " S 0.66 of 1st

At 3931.65 E. 2nd S 2.00 T. $\frac{1}{16}$ Cen E/2

2577.8 " " S 1.35 Cen of Sec

1288.9 " " S 0.67 $\frac{1}{16}$ Cen W/2

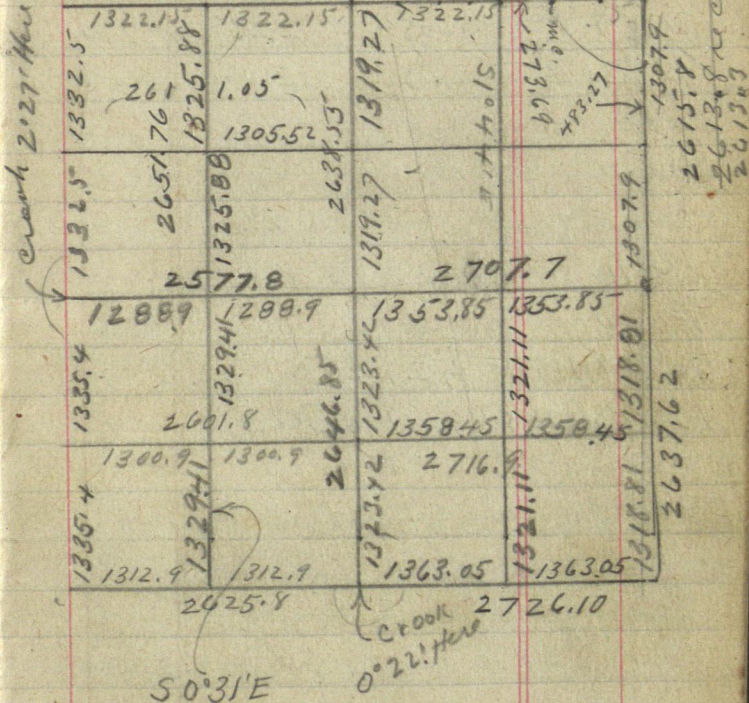
Mar 14 - 1921

O.K. Chained and Figured

2644.3

2684.6

1362.45



42

Mar 14-1921

Connecting E thro & SW $\frac{1}{4}$ at 2601.8 E the $\frac{1}{16}$ in Cen S $\frac{1}{2}$ Sec
2.8 ft South = .00108

2084.5 E Gauss - 2.25 not 100.

1892. E .. S 2.04

At $\frac{1}{16}$ in Center S $\frac{1}{2}$ Sec 23-

BTS 0g

14" JPN 15° E 42.45

12" JPN 87° 40' W 45.25

23-136-29

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Mar 15-1921 Tuesday

Bab and crew run West $\frac{1}{16}$
South thro Cen West half Sec

23-136-29

Harold and I drove half a
mile ahead and at Hub 1300 E
Chain 11.1 West to 1288.9 East
Then 0.67 of a foot South and
set IM $\frac{1}{2} \times 10''$ for $\frac{1}{16}$ in Center
of West half of Sec 23-136-29

SP Stomp 10" N (about) 10' E 13.5 ft
" " 9" N (about) 80' W 7.70 "

To Put in Center of N $\frac{1}{2}$ Sec 23
M 1320-S Chain north 0.73 of a foot
to 1319.27 South Then West 2.07
and set IM $\frac{1}{2} \times 10'' = \frac{1}{16}$ in

Mar 15-1921

Harold & I leaving Bay @ 1/2
 Bet 14-23-136-29 Birch night
 half a mile West and Chan.

East on Babcock's random line
 100-450-1416.6 Hab-500-

700 marsh lies 25 ft North and runs
 SW and SE. @ 800 stake on low
 ridge at 883 ditch N to small

4 rod swamp lies 60 ft N

Big Swamp lies 25 ft North and
 runs SW & SE - 1100 stake

1238.0 spike on hill

1300-1450-1460 foot of hill
 enters lake bottom marsh 100 ft
 from wall runs NE-SW

1700 stake on edge of ice 50 ft N of
 solid land. 1860 L in NW-SE

190 ft S of solid land which runs
 SE-SW - 1930 sea wall NW-SE

1955 stake on line 1980 L sea
 wall 2000 stake in grass

Mar 15-1921

2090 E edge of water

2300-2600 on ice

2684.6 E nearest true
line from the South at 2615.8 N
being fall stake on ice.

Balcock and crew run
South thro can W $\frac{1}{2}$ -23

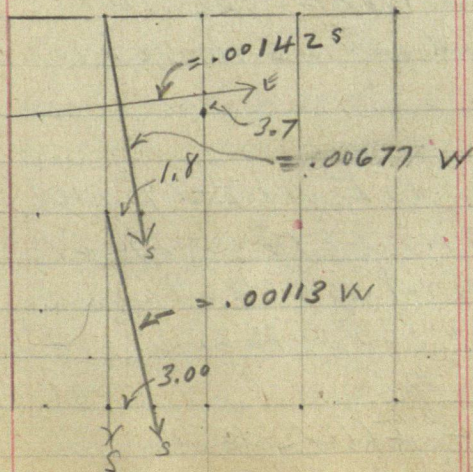
at 2651.76 South Im in can 1.

West half his West 1.8 ft

= .000677 W

Cham 327.5 N To 2324.26 S

Then W 1.57 (1.65 by mistake)



46 Mar 15-1921

Figuring Correction

Bot 14 and 23-136-29

West half mile 2640 US = 2644.3
my Chain = .0016288 of a foot long
in each foot E or W (4.3 long)

From the $\frac{1}{4}$ E or W to the M.C. is
1593.24 US = (.0016288 long)

$$1320 + 2.15 = 1322.15$$

$$273.24 + 0.45 = 273.69$$

$$1322.15 + 273.69 = 1595.84$$

From Stake 1700 E Chain west

104.16 and put in I.M. $\frac{1}{2} \times 10''$

BTS 0g

At 1322.15 E set I.M. $\frac{1}{2} \times 10''$

for line E $\frac{1}{16}$ Bot 14-23-136-29

GP 8N about 45° W 12.6 ft Bottom point

" 7S " 35° W 26.25 ft

At 800 E I.M. $\frac{1}{2} \times 10''$ on line

416.6 " " on line

Mar 15-1921

47

At 1595.84 E set IM $\frac{1}{2} \times 10'$
for USMCN-8 Bat 14-23-136-29
JP 10N 52°E

JP 15N 22°20'W 70.0

Poplar 12N 53°35'E 116.60 ft

1 near 6°15'E MC is 20' N of water

A 1955 E set IM $\frac{1}{2} \times 10'$ on
point of land which extends
SE about 125 ft

5" JP 11 about 5°E 25.75

7" JP 11 .. 50°W 19.65

Bay @ MCN^o 8 Turn 90° & 6°15'
run South. @ 30 ft under lake

@ 150 S Lake lies west 170 ft

@ 300 170 ..

@ 510 S station some 20' from
water and 30 ft from foot of hill
or seawall No. 1.

Sta 1. Run S 66°50'E
along grass beach

Over

Mar 15-1921

at 150 we are 10 ft from
water and 50 ft from fort of hill
on seawall

@ 290 we are 40 ft from hill sea
wall and 20 ft from ice

at 300 we are 15 ft from hill &
20 ft from ice

at 385 we are 10 ft from hill &
30 ft from ice

475 on ice 20 ft from fort of hill
sea wall

at 600 make on ice 25 ft
from shore Sta 2.

Sta 2 run $S 40^{\circ} 50' E$

at 180 seawall.

" 240 " " " seawall 40 R.

" 300 " " " 40' R.

366 make on shore Sta 3.

Sta 3 run $N 72^{\circ} 05' E$ 250 Sta 4

" 4 " " $N 34^{\circ} 24' E$ 173 ft

to U.C. No 7, $N 6^{\circ} 10' E$

Theo Erickson calls at Ellis farm

John W. Cress

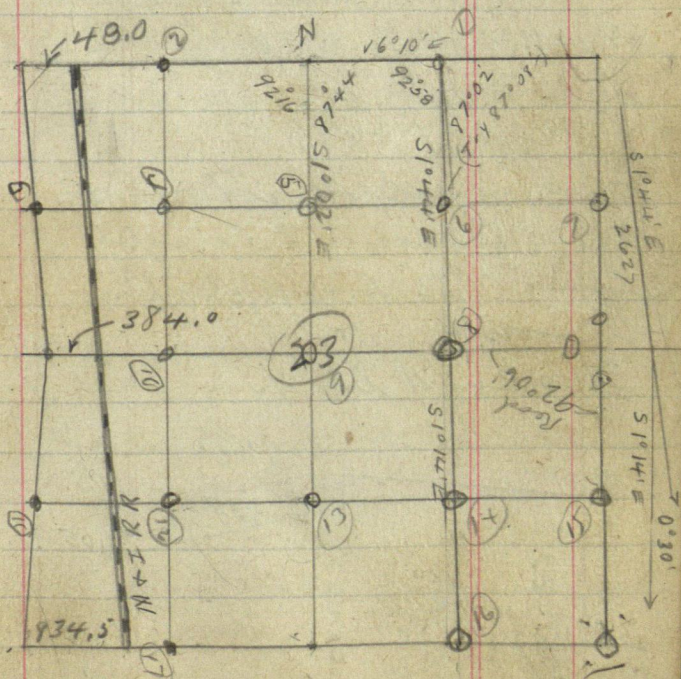
47

N. half mile bet 23-24 - 136-29

24.2' Short in 26440 = .009167

$$1807.74 - 16.57 = 1791.17$$
$$487.74 - 4.47 = 483.27$$

015.



Correcting

Center of E $\frac{1}{2}$

3931.65 E gives S 2.0.2

Set IM $\frac{1}{2} \times 10''$ B7S03

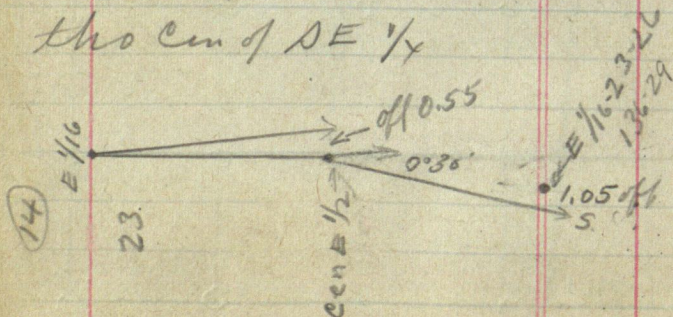
JPST 6 N about 70' E 20.15

" " 7S " 10' E 11.00

Batcock Run thro E half
 South at $\frac{1}{2}$ mile the
 $\frac{1}{16}$ sets West 0.55 ft.

Correct book

Book right North on line
 in Transit telescope
 turn 0°30' R. and continue
 South

thro Cen of DE $\frac{1}{4}$ 

At S $\frac{1}{16}$ bet 22-23-136-29

Iron pin

F Port 7 N about 45 W 36.7

" " 6 N " 50 E 44.2

Tel pole 8 N " 30 E 126.65

" " 7 S " 40 E 62.6

N $\frac{1}{16}$ Iron pin

12" JPN - about 50 W 56.10

12 stp N " 45 E 45.60

At point where the E and
N line of sec 23, intersect
on the ice we take SW angle
 $92^{\circ} 38'$

Back right Southern true line
and run 100 ft North set 20 ft
spike on sand beach from
which

6" oak N-about $45^{\circ} E$ 55.00 ft
2" JP H " $50^{\circ} W$ 39.15 "

At spike 1749.80 N
8" JP S about $80^{\circ} W$ 3.50 ft
10" JP H " $30^{\circ} E$ 28.15

Fire 1/4 in

1371. N I M on line E Line 23

To triangulate small lake in
marsh @ $1/4$ bet 23-24-136.29
 $1/4$ sec. 50 S & 50 E of lake shore
See other notes for this

Beag @ $1/4$ sec South in
@ 150 S lake lies west 200'
Marsh 60 ft further

@ 200 S lake lies west 225 ft
at 300 S. " " " 200 "

Marsh 100 further west

400 S lake lies west 175

and marsh 200 ft further West

At 530 S-L lake NW-E

Marsh lies 300' west

at 630 S to marsh which runs
East and S. 10° W 100 ft then

West 50 ft and NW

West side of marsh lies 300 W

at 797.2 I.M. on ridge

bet two marshes 75 ft west of

here the ridge is 75 ft wide

and 175 with ridges 125 wide

See Ties in other notes

Corrections

See page 40.

at 4P4516 we chain S 247
set IM $3/4 \times 10''$ on line

Then from 1x run west on line
line 250 ft set $3/4 \times 10''$ E cor pt
for big wet man

From 1x we run North on
line line 300 ft set small
IM pt for big wet man
no B.T.S.

Transit at 1x on E side
SW angle of line line
reads $92^\circ 06'$

getting dark 5:35 p.m.

Bob intersects E line
2423-63.9 S of 1369.0 N

Curo & Curo. Babcock and
Wemmerly work

Re-run E & W of N. half sec
23-136-29 going

East: intersect east bdy
at 63.8 ft S of stake 1368.8 N of
 $\frac{1}{4}$ on E side

intersection comes @ 1305.0 N

We re-run N bdy of NE $\frac{1}{4}$
Sec 23-136-29 and intersect
on line 0.5 of a foot south of
fall stake at NE corner

and as we re-chained the
East boundary of NE $\frac{1}{4}$
last evening and found
distance 200 ft shorter than
first chain to nail on
So lake shore this 0.5
makes total distance 2.5
shorter 2615.8 - 2613.3 and
it should be 2610 or

unless there is a creek
in Babcock's Transit
line running East thru
Center of 23-

To Triangulate the
Cranberry bog west side
of Clover Leaf Lake
being that part lying in
NE corner Sec 23-136-29

Babcock and I pace it
off and No companion viz

Begin @ E $\frac{1}{16}$ bet 14-23
run 150 So to marsh which
runs N 80° E - S 80° W 125 ft then
N 80° W @ 350 S L 1607 runs
S 70° E 300 ft then N 80° E 100.
then East From $\frac{1}{16}$ line So
side of bog - runs N 80° W 100 ft
then South 50; then N 70° W
150 ft then South 60 ft then
N 45° W 150; then West

From edge of bog So of
ditch on N line Sec 23. (See

valley) bog runs $S 50^{\circ} E$ 300 ft
 and from first point bog runs
 bog runs $S 45^{\circ} W$ 120 ft to
 point of land from which
 bog is 100 ft wide looking South
 From this "point"

bog runs $N 45^{\circ} W$ 125 ft then
 $S 50^{\circ} W$

To get balance of bog we go
 to a point 600 ft E of $1/4$ on
 N. side sec 23 - bore 40 ft
 South to bog which runs
 $S 45^{\circ} W$ 100 ft Then $S 10^{\circ} E$
 100 ft. From 600 E of $1/4$ it
 is 400 ft South to S. side
 of cranberry bog which
 curves NW and NE.

Best end of bog is 500 ft
 E of $1/4$ corner

Correcting

Iron monument on N. line
 of NE $1/4$ sec 23 - will
 have to be changed over

or follows

NE corner S. 0.5

Imm. West shore of lake S. 0.40

" @ 0500 C. S 0.35

1/16 South S 0.30

Imm on hill S. 0.3

But this can be done next
week when I put in the
Big Monuments

From stake 800 E of 1/4
Cn N side 23- point runs
S. 150 ft

Ties:

At NW 1/4 bet 14-23

8' JP-S- about 50° E 49.25

7 " S " 50° W 46.05

at Cen NW 1/4 Sec 23

JP & N about 45° W 28.8

Stump " S 80° E 17.50

Ties to Center Sec 23-
 JP 85 about $45^{\circ} E$ 27.1
 " 714 " $10^{\circ} E$ 18.0

Center SW $\frac{1}{4}$

JP 45 about $45^{\circ} E$ 11.2
 " 45 " $45^{\circ} W$ 9.4

West $\frac{1}{16}$ - 2D - 2C

JP 45 about $15^{\circ} E$ 17.00
 " 314 " $50^{\circ} W$ 20.75

Triangulation Swamp

Center South half Sec 23

From 10 ft N of $\frac{1}{16}$ IM
 Swamp bears $N 45^{\circ} E$ 100 ft
 then South to a point 50
 ft east. From IM run
 South 200 ft to the side of
 swp 20 ft W of E side,
 which runs $N 20^{\circ} E$ &
 from the side of swp. $N 80^{\circ} W$
 100 ft. at 100 ft of IM over

60

swamp lies west 150 ft

Trees Cen NE 1/4

JP St 7S about 10°W 6.5

" " 8 N " 80°W 9.6

Trees N 1/4 bet 23-24

JP 6 N about 45°E 8.80

Stump 7 N " 45°W 16.5

To triangulate Cranberry Bog
at Spk. 797.2 S of 1/4. Bet

23-24-136-29 rim salt

@ 100 inter sup N 80°W

100 - then W 100 then N 45°W

60. then South

@ 100 S of 797.2 swamp lies
west 250 ft

at 300 S of 797.2 swamp lies
300 west

Bay @ S $\frac{1}{16}$ Bet 23-24-136-29
 Chain West 200 ft. to bay
 Then S 10° W 60 ft
 S 39° W 180.

S 73° E 90 ft

S 8° W 158.

S 67° W 183

S 24° W 445. To narrow
 of swamp 15 ft wide.

From which small slim
 swamp lies 200 ft long 100
 wide lies S 42° W.

From 445 run 15 ft to
 so rid. of swamp Then
 N 64° E 310

S 86° E 260

N 66° E 123

N 3° E 225

N 35° E 60. To line

North 472 ft to $\frac{1}{16}$

Trees

241

Cen. SE $\frac{1}{4}$ 1 m

9 P St 8 N about 20° W 10.1

" " 9 S " 80° E 1.85

To get marsh

Beg @ $\frac{1}{16}$ & SE $\frac{1}{4}$ m.North 142 marsh runs N 45° W
40 ft chn W

240 L marsh pt of marsh

begs west 1: sharp point 60 ft

From pt 142 N. run
along S edge of marsh
N 68° E. at 100 a pt coming for
NW on N side of marsh lies 50' L off
at 250 to SE Cn of marsh
which begs 20 ft further SEFrom 250 run along E
edge of marsh

N 28° W

@ 100 W Bk of marsh lies 125 W
200 and 250 W side marsh is
150 ft west @ 350 W side

mouth is 125 W. ^{12° By mistake}

@ 390 sharp NE corner of mouth
which runs S-W to center to
X X X X

about 150 W of $\frac{1}{16}$ cm E $\frac{1}{2}$
tree 23 - small ditch E & W runs
25 ft W of Road bog

@ 150 S and 15 ft E Begin on
W-side big Bog run

Change Vernier to 8° or OK.

N 22° E 50 ft -

N 50° E 85 ft then Northwaly
to ft — ft E of $\frac{1}{16}$

Begin

150 S and 15' E of $\frac{1}{16}$ cm

S 4° E 200 ft to ft 40 ft E of
 $\frac{1}{16}$ lin

S 45° E 110

N 86° E 178

N 23° E 180

N 3° E 143

N 61° E 100 To E & W of

tree 23 and on E side of bog

64

155

42

195

110

58

Thence

N 18° E 167

N 21° W 123

N 13° E 65.

N 57° W 56

N 35° E 120

N 56° W 160

N 1° E 260

N 68° W 127

S 79° W 55.

S 60° W 184.

S 52° W 155.

S 15° E 165.

S 28° W 140 to N side of

narrow neck running NW

195 S side narrow neck in

NW

Beg @ Sta 140" run, along

N side of 30 ft narrow neck

S 85° W 112.

Neck on left is 20 ft wide

N 45° W 63.

N 20° E 183.

N 67° W 200

N 78° W 159

N 48° W 142

N 82° W 188

S 25° E 168.

S 62° E 177

S 25° E 117

S 54° E 218

S 68° E 96

N 70° E 67

S 85° E 91. To pt "195"

From "195" run

N 83° E 140. To 1/16 line

— pt N of 1/16

S 60° E 24

S 1° 30' W 87

S 19° E 235' to 1/16 line

84 ft E of 1/16 line

& E half Sec 28

66

Scrubby bog begins

60 paces west 175 ft W of

N $\frac{1}{16}$ sec 23-24

Bog lies NE + SW is 300 x

250 ft - about 100 ft bet

marsh & lake small

Creek from NE corner

runs to N to Lake 100 ft

7.75

67

2'2.6

Ties

at $\frac{1}{16}$ Cen of N half sec 23

stg 7 N about 75° E 26.6

" 7 N " 10° W 7.75

22 ft E and $\frac{1}{16}$ N of

E Road

68

Time Sheet May + June

	May	June	May	June	May	June
	30	31	1	2	3	4 5 6
I. P. Babcock	4	$\frac{3}{4}$	1	1		
A. W. Menter	1	$\frac{3}{4}$		$\frac{1}{4}$		
A. Dirksen	$\frac{3}{4}$	$\frac{3}{4}$	1	-		
J. B. ENOS	$\frac{1}{2}$	-	-	-		
J. W. Curo	$\frac{3}{4}$	-	-	1	①	
Peter Peltel	-	-	-	1		
W. H. Cooper	-	-	-	1x		
Curo Co $\frac{1}{2}$	-	$\frac{1}{2}$	1	①	1	
Wendy Team	-	$\frac{3}{4}$	-	-		

Valid May 28-30

Curo work on map 23-136-29
also June 4.

May June

Cuso

Russ

\$3. Paul

70

Nali May 30 Monday Nali. Curio brass
Babcock and IMs - Beamid to Enis for

Tuesday May 31, 1921

A.M. Enis and I start at Center
of NW $\frac{1}{4}$ sec 23 and work
south on the West $\frac{1}{16}$. Then
back North on Center Line
of sec 23, then ~~North~~ ^{to Enis}
Comey and helps.

Alburt Wemmer goes to
Bequot and gets IMs + puts
them around sec 23 where
it will be the handiest to
get at them.

P.M.

Enis does not work but
Shrekken + Wemmer set
IMs

at the $\frac{1}{16}$ NE $\frac{1}{4}$ thence north
to E $\frac{1}{16}$ sec 23-14-136-29
thence to N $\frac{1}{16}$ sec 23-24 at 36
-29, thence south to Witman
for $\frac{1}{4}$ cor E side 23.

J. P. Babcock

May 31-1921 Contd

71

Wit Mon. 3001 ft N. bet-
23 & 24. - 136 - 29

Wit mon - 250 ft. W. Sec 23
136 - 29.

Wit mon - 797.2 S. Stone

23-24 T 136 - 29.

Thence to center of E₂ of
sec 23 where we leave
out-tools and go to supper.

8:30 P.M. I go to town
call J. W. Curo and
tell him to come up
to morrow as we may
need him.

Thence back to Curo's
over night.

Jess P. J. Labrock.

June 1, 1921, Thursday
 Albert, Dehman, & I
 start at the Center of
 East half of sec 24 thence
 south along E $\frac{1}{6}$ Line to
 the South side of sec 23 then
 it starts to rain so come
 back for dinner.

P. M.

Same Crew go to
 East $\frac{1}{6}$ bet-sec 23 & 26
 136-29 thence to cor
 to sec's 23-24-25-26
 136-29 where we set
 5 I. M. S. N 45° E 45' etc
 then carry tools to
 $\frac{1}{4}$ cor south side sec 23
 and quit for night.

John W. Curo
 Comes out from Brainerd
 Springs, Alma, & Reel and
 I. M. S. for West side sec
 23 136-29

D. Babcock.

June 2-1921 Thursday

Cous - Bob - Derksen -

Wemonten

74

June 2-1921

note: @ apt on sea wall

442-6 ft N of N 1/2 bet
23-24

Set Wit Wm. M. H. d

WIT-COR-23-24-

To run & graded road
graded road thro sec 23.

Begin @ IM & road ON E
line of sec 23- at a point
11.6 ft West of gate
using sec line as Meridian
run.

N. 81° 19' W

at 240 we are 33 ft N of E Road
@ 300 stake 600 stake 611.4
intersect E road at second
gate. No fence 900 stake in at
1200 stake 1223.5 A.P.

N 52° W 264 ft to line 62 ft
west of IM 1/2 and 7 ft N of
E Road W Road.

June 2-1921

IM. $\frac{1}{16}$ in center of N $\frac{1}{2}$
set 23.

set 23 ft E of NW N & S line of
fence posts set in E of road
road at this point and
is 7 ft N of E of road road
running E of

177 MC. on W. side of
Clover Leaf Lake bet 14
and 23-136-29 set 2x4 ft
IM-3 1/2" Round Cap anchor
rod 3/4 x 10" the ball on N
W. d. US. MC. 14-23
136-29"

Set W of Beaver
North 90° to E & W line
66 ft distant and up at
NORTH 66°
this is standard W. B. W.
along cap 2x4"

76

Left at Paines

13 Obleong

10 Round

18 Big anchor rods

8 1/2 inch rods

June 3-1921 Friday

1/4 bet 22-23-136-29 sec

9 ft E of & N to road

Alma and J.

like mean course of N to line
and set B750-j

N 45° E 33.4

N 45° W 60.4

S 45° W 60.4

S 45° E 33.4

Babcock with Sildal and
Cooper set corner along State
road At 5 PM S 2 x 48° @

Cor to 22-23-26-27-136-29

on acct of curve NW of cor
we have to set Bearings
further out viz

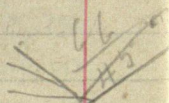
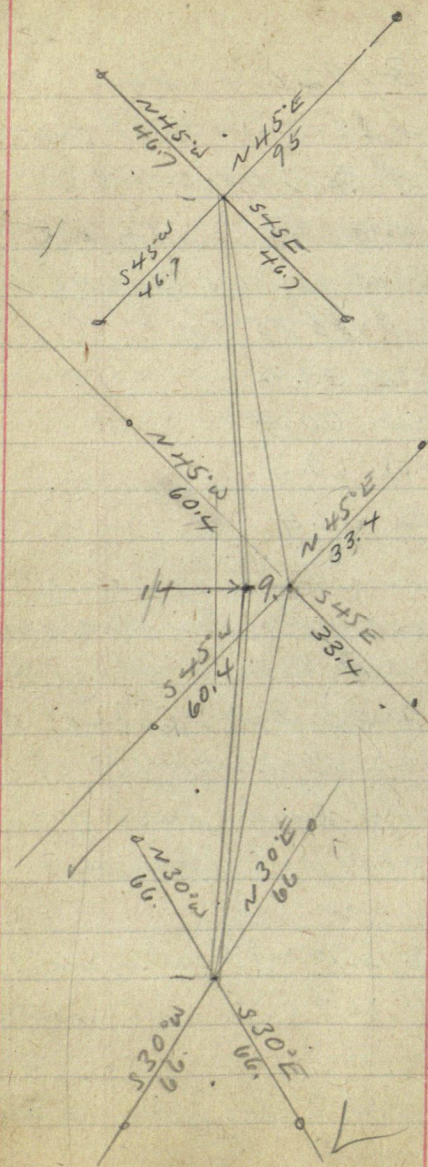
N 30° E 66.0 = 33' out in Sec 23

N 30° W 66.0 = " " " " 22

S 30° W 66.0 " " " " 27

S 30° E 66.0 " " " " 26

78



June 3-1921 Contd

then set 2x48" I.M. Round
Cape @ $\frac{1}{4}$ bet 22-23-136-29
N 45° E 33.4 = 24 + 9 = 33, from E. Round
N 45° W 60.4 = " " " "
S 45° W 60.4 = " " " " oblong
S 45° E 33.4 = " " " " caper
 $\frac{1}{4}$ in 9 ft E of E. wood

Also set 2x48" Round Cape
 $3\frac{1}{2}$ inch at S $\frac{1}{16}$ and N $\frac{1}{16}$
bet 22-23-136-29

At NW Cor. Sec. 23 bet. Co.
14-15-22-23-136-29

5. standard I.M. 15 by
N 45° E 95.
N 45° W 46.7
S 45° W 46.7
S 45° E 46.7 in ditch of road
and about 1/2 from E. I.M.
at 90° to ditch

US Notes

E random bet 26-35 V 10°

On ice

5:50 Leech Lake road bet N-S

15:40 Margin of lake set M.C.

8000 nearest line to Cr

West line line bet

26-35

3280 M.C. on E. side of lake

BP 8 N 12° W 24

NP - 543 E 35°

6460 M.C. on W. side

NP 145 14 W 22

BP 12 N 32 W 41

7550 L.L. Road, 26-27-34-35

8000 Cr T. ~~25-26-35-36~~

136-29

North bet 26-27 V 10° E

4000 set 1/4

BP 8 S 28 W 136-

" 7 N 16 E 114°

4400 L.L. road - NW-SE

8000 Cr 22-25-26-27-136-29

See 21-136-29

June 17-1937

Elizabeth Jones -
Weisenborn - & husband

Rosengren Trespass

Return to Senkins find
waiting Elizabeth
Jones. Now Mrs A.W.
A.W. Weisenborn and
her husband of 208
Thayer Ave Bismarck
N.D. They own 80
Acres in Cars Co

$S\frac{1}{2}$ $SE\frac{1}{4}$ See 21-136-29
Half a mile E from Mad
Anderson the

Rosengren is calling
JP Trunkles close on
on their N. line

8.4

2

21-136-29

June 17-1937 Continued
and they want a survey

They are staying at
Hotel Peguot I will
call for them 8 am
tomorrow

See Page 54 Book
230

3 Elizabeth 85
Jones = Mrs
A.W. Weisenborn

June 18-1937 Friday

8-AM. Reed Picks up
Clarence Hodge and
Helen - I look up
my old Books.

9-50 AM at Peguak
Find Mr & Mrs Weisenborn
and their car and we
drive in his car to

21-22-27-28-136-29

Find Iron Mon

2x48' Oblong Cap
in pile of stone

Clarine starts
line N - Then we all
drive a mile West to

20-21-28-29-136-29

where Pg 43 Book 39

Call for New BTS.

JP 4 S35°08'E 41.00

" 12 N53°12'W 73.30

" 5 S54°24'W 47.40

" 1½ N47°23'E 47.40

86

2055

115

2970

④

June 18-37 contd

We find NW-SW-SE view
Bls from which we find
Iron pipe True Cr

20-21-28-29-136-29

Set in to wheel track
and in line with E of
road to

Dig half a foot for Fe

Drive a mile East
and 3/4 mile N.

Car hits stump and I
walk 80 rods N and
find wood post at

15-16-21-22

136-29 and see one
old US SE BT.

Walk back meet
Mr Wrenbom and
drive to Cr

Weisenborn

21-136-29

87

(5)

21-22-27-28-136-29

Run

West bet 21-28-

$300 + 253.65 = 553.65$ W

Hub R.R. spike on hill
N wheel track ties

SP 12 N $1'30''$ E 22.58

SP 7 N $52'30''$ E 28.90

600 pin 900-1200 +
164. = 1364. West

Set R.R. spike to half
distance Not on Line
in N wheel track on
small hill

1500 pin 18-2100 pin
+ 249.5 = 2249.5

Hub = R.R. spike 1 ft N of
N wheel track on hill
2400 pin: 2655 W

a new crooked road
runs North

88

June 18th
cont'd D

2761.

~~2955~~

106

West bet 21-28-136-29

2700 fin. 2761.05 Hub

R.R. spike $\frac{1}{2}$ ft N of IV
wheel track on hill

3000 - 3300 fin + 0.95

= 3300.95 Hub R.R.

spike on big hill

'14 bet 21-28-

Old Niles Pg 78 Book

39- see this later

Rains nearly all
am - 12 - noon bath
Carr got dinnerHodge - Reed - & Z
eat at Jenkins with
Mattie and Helen

June 18-1937
continued

Weisenborn
21-136-29

89

⑦

3-30 PM Pickup Wm

Weisenborn Tour 3300.95
This

JPIAN 7335¹ E 47.20

" 7 N 17°30' W 15.12

$3300 + 300 = 3600 - 3900$

+ 100 = 4000 RR spike

in gran 2 flv of water
lick Not on line

4200 pm 4500

+ 107.4 = 4607.4

Hub RR spike 48

5100 pm + 163 =

5263 Hub

En sch. To 6.70 am

0.10 E

@ 5262.90 En sch.

6.70 - 4.50 PM

Cloudy

90 June 18-37
cont'd

553.65
330
223.65

Correction

5263 in 6.70 =
.001273

553.65 w gas S 0.67

2249.5 " S

2761.05 " S 3.51

3300.95 " S

4607.40 " S 5.865

5262.9 " S 6.70

See Page 69 - Book 39
gives this @ 5238.30 7

1273

2761

1273

7638

8911

2546

3.514753

Weisenborn

91

S $\frac{1}{2}$ SE $\frac{1}{4}$

⑨ 21-136-29

North But

300-600-900-1255

775th 125

775

1075th 125

1375

1320

55 = 1320th 125

1375 +

125

1500th 125

1800th 125

2100 " 2400th

2700th + ~~8.00~~

+ 8.00 = 2708

125th 3x3-out 805

all BT 125

NE 31.60 (31.6805)

e 1320 ch N. 34.7

3x

1354 Set 2x2x36"

125th for Temp 1/16 Cor

92

10

June 18-1937 Continued
Note: In Chaining
North Bet 21-22-136-29

we do not use a transit
or cut out any brush
but use 300 ft steel tape
and plumb-bob and
lath stakes. The entire
mile has been cut out
wide for a roadway
on the County Line
and we chain over brush
piles. However our chain
should be not more than
one foot off in the
entire half mile.

We may cut it out
later. Mr Weisenborn
helps us all the PM.
Pulls out the chain but
Reed and I do all the
chaining. Quit at
6-30 Home @ 7 PM

Jahmweir

Time Sheef Workin For Elizabeth Jones-Weisenborn
and her husband A.W. Weisenborn % Trespass of Timber
Cut By Mr Rosengren - Sold to Park Region Timber Co.
1937

done	18	19	20	July	1	2	3	4	5	6
John W. Curo K-ch	15	16			1			1	1	1
Car	2	2			1			1	1	1
Expense	1	1			-			1		7
James Reed Curo @ \$5. K-ch.	5	5			1			1		1
Clarence Hodge Ax @ \$2.	2	2			1			1		1
A.W. Weisenborn Owner	20	00			-					2
Geo Smith	1				-			1		1
Geo Newman					-					
Pauline Curo \$54	25	26			1					\$50

94

(12)

June 18-1937 continued

Curo work in field

9-50 To 12 = 3 Hours 10 minutes

3-30 To 6-30 = 3 Hours

Total in field 6 Hours 10 Mts

Nali: Curo on nalis

8 To 9-50 = 1 Hour 50 minutes

P.M. 1 To 3-30 = 1 Hr 30 minutes

in Field

6. 10

Office

3. 20

= 9 $\frac{1}{2}$ Hours

9. 30

Nali: Mr Weisenborn @ 6.40
drops off to inform Mr
Rosengren he is surveying
his 80 = 5 $\frac{1}{2}$ SE $\frac{1}{4}$ 21-136-29

Mr Rosengren says O.K.

This is Myrtle

Hodg 2nd day to stay
with Aunt Mattie I give
her another 25[¢]

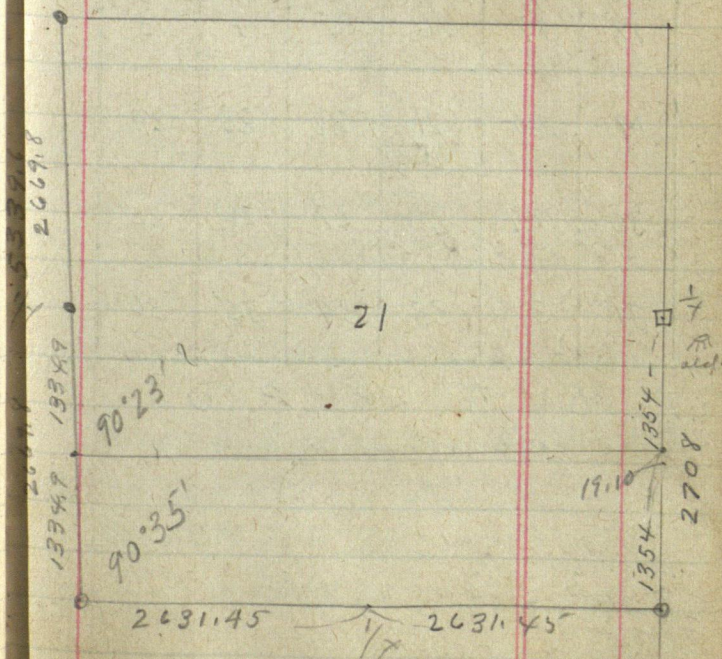
Read dinner then home
Jahn w Curo

(13)

95

June 18-1937 cont'd

21-136-29



5262.90 careful ch
See P963-Book 39

96

(14)

June 19-1937 Sat

136-29

	A	B	C	D	E	F	G	
		6	5	4	3	2	1	
Y								H
		7	8	9	10	11	12	
X								I
		18	17	16	15	14	13	
W								K
		19	20	21	22	23	24	
V								L
		30	29	28	27	26	25	
U								M
		31	32	33	34	35	36	
								N
	T	S	R	Q	P	O		

June 19-1937 Saturday
up @ 6 am Cloudy- 6:30 call
Mathie and Reed. Cafes

U.S. Notes 136-29

North Bet 21-22-136-29 $\sqrt{10^{\circ}30'}$
40 Lt $\frac{1}{4}$ Cor

BP 12 S 41° W 55 =

NP 10 S 54° E 48 =

80 Cor 15-16-21-22-

NP 12 S 55° E 48 =

" 10 S 47° W 95 =

BP 8 N 71° E 65 =

" 9 N 51° W 102 ~ 101?

East bet 15-22-136-29 $\sqrt{10^{\circ}30'}$
350 = (231 FT) MC.

BP 13 N 49° W 54

" 10 S 43° W 45

US Nalis Over

98

136-29 (16)
US Nalis

16-17-20-21

BP8N38E31=

BP9S57E10=

BP8S25W18

BP8N79W25

RT.C@3 = $\frac{1}{4}$ But 20-21

BP5S7E138

BP6S12W120

RC@4

NP8N18E5

BP8S54W24

KW@4

BP7S30W50

BP12N65W27

8-9-16-17-

BP6S8E14

" 6N45E25

" 7N57W70

" 6S72W62

June 19-37 Continued

At 8-30 am Find Weisenberg
& wife waiting Two cars at
North bet 20-21-136-29

along graded road

3-6-9-12-1320 per RR spike
15-18-21-24-27-60 =

2640 RR spike not on line
30-33-36-39+60 = 3960

RR spike not on line
42-45-48-51+180 =

5280

Drive to

Res Meet Kittel Heubner
-Son - 2 men & 4 mules

Kittel say

Ald Bob Newnan on his
Son Young Bob
Newnan cut the logs
over the line

We dig up IM @

16+7-20-21-136-29

5280 + 59.2 = 5339.20

Talal Mile + 3 = 5339.50

100

18

16-17-20-21-136-27

Grader has hit \pm M and
Knocked it to 0.30

We dig on r side

Spik Maul hammer it
North 3/10 $5280 + 59.5$

IM

59.5

 5339.5

So of Town Hall in
W Wheel track in line
with fence running
West Old B T S all
gone 9-45 AM Drive
 $\frac{1}{2}$ mile So

$2640 + 30118 =$
 30.2

 2670.2 Find \pm M

Cap Knocked off
leaving so 1 ft white
wheel track Fine
run west

(19)

1334.90

101

4/5339.6

$$\begin{array}{r}
 13 \\
 12 \\
 \hline
 13 \\
 12 \\
 \hline
 19 \\
 16 \\
 \hline
 36 \\
 36
 \end{array}$$

$$\begin{array}{r}
 13349 \\
 \hline
 5339.6 \\
 13349 \\
 1320 \\
 \hline
 149 \\
 \hline
 13349 \\
 \hline
 2669.8 \\
 \hline
 2 \\
 \hline
 5339.6
 \end{array}$$

$$\begin{array}{r}
 1354.0 \\
 1334.9 \\
 \hline
 19.1
 \end{array}$$

S $\frac{1}{16}$ RR Spike 1 ft W
of W wheel track

Tel Pl 55 43°45'W

24.95 + 0.50 = 25.45

Turned from line line N-S

V or 8°45'

~~11.42~~ 11.48 AM

102

20

June 19-1937 continue

10-30 AM. Mr. Weisenborn
and wife drive to Piquet for 3
gls Butter milk - Back @ 11-30
Reed & Dodge cut lin

East on S $\frac{1}{16}$ line

@ bout 80 rods set Hat - 1916
spike in field

We drive home to Jenkins
for dinner
PM

Pick up Geo Smith &
Smith - Dodge - Reed and
Weisenborn cut lin

East on so $\frac{1}{16}$ line - Kandian
One mile - Hat out 3 ft x of
Temp 3 $\frac{1}{4}$ stake but 21-22

Evening: Weisenborn
gives me \$51 cash in full

June 19-1937 Cont'd

104 June 29-1937 Tues
Mads Anderson - & Mrs
Weisenborn - with auto license
from Pequot @ 9 am calling
me to Pine River as a witness
in trial State vs - Rosengren
for linden trespass
Carl Wright - Ed Sullivan
present Sheriff has
Rosengren
- Judge Bill
Stewart - sets Tuesday
July 6-1937 @ 2 PM for
trial - jury trial

Reed and I pick up
Mads & Mrs W.
Reed takes them home

I will have to finish
survey it will take 2 days
@ \$25. Mrs W says O. K.

June 29-1937

105

✓
J A 12 N 60°55'E 60.05
" 10 N 42°50'W 49.55

R R. apik. 1 M. N. of E W. River

True N E angle
90°30'

58.6
1.2

60.1

106

June 30-1937

2-PM- I pick up Geo Smith and we work on

Bertha (Ellis) Surrency

Book to Piquet of 4 PM

Lunch and out to Hat Pg 87

95-
$$\begin{array}{r} 276.05 \\ 2631.45 \\ \hline 1129.60 \end{array}$$
 Pg 88

July 1-1937

Pick up Geo Newman

5PM- Get Geo a lunch with Reed at Lowson

Fannie - Flora - Martha - Geo Newman and I drop Reed off at Piquet at 5-40 PM

Figuring Condon-

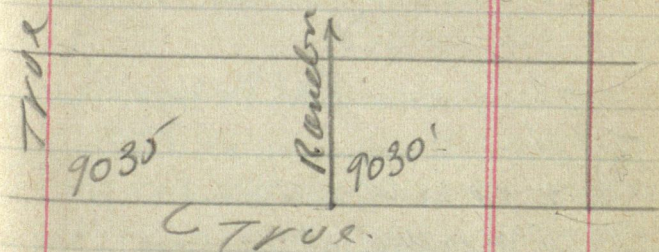
$$\begin{array}{r} 2761.05 \\ 1273 \\ \hline 8283 \\ 19327 \\ 5522 \\ 2761 \\ \hline 3514753 \end{array}$$

107

Correction
at Hub 2761.05' to 3,571
set spike on line line

Then From Random Hub 2761.05'
to East 129.60 to 2631.45 W
on line line = "

1/4 Cor Bt 21-28-136-29
2 1/2 x 20' p 1/2



July 3-1937 Sat
4 PM. Clarence and his
car takes Geo Bruch
so and cuts line
N or E: 90°30'

They cut wrong line - Made
Anderson put them on
the right line

108

July 6-1937

Clarence and his car takes
Geo Smith and cuts law

Mon & Dec 21-136-29

Reed and I at 8 am and find
them cutting - we meet Rosengren
+ wife - they say trial set for
July 12-37 - Monday

Lo Reed and Jenkins Maiths
and I go back

I help Smith & Hodge
tell them to come in at noon

I go back to Jenkins

1-30 Mrs Wasmann and Livery
car - with Mads Anderson
on Jenkins - she pays off
driver - Reed and I take
them to Pine River - She stays
at Bill Stewart's. Judge

Receipt "July 6-1937 Red from
Elizabeth Jones Wasmann
\$50. Bal of ptm full for complete
survey of S $\frac{1}{2}$ SE $\frac{1}{4}$ Dec 21-136-29

John W. C. Rogers
May 14 1928 return "

Ju

July 10-1937

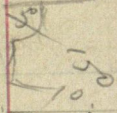
Sat

7 AM Hodge calls - 7-25
LWS in his car picks up
Geo Smith 9-05 I
follow in my car

4

110

22



21

24

18

15

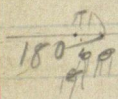
12

9

7

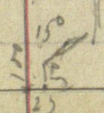


6



3

150



25

18- Curo cum
Hedge

Fri 9th

June 18-19- 1937

Curo cum
Hedge Wren

June 29- Trial Trial & extended
to July 6- 12

July 1- Curo - and Hearn

" 3- Hedge & Smith

July 6- Curo & Curo - Hedge - Smith

270.8

2450.
270.80

2670.8
1335.4

89.57

NE angle

2450.
225.8

12625.8
13129

2028

226

92

552

552

6072

179.29

72°

30902.

60720

30902

121740

30902

6072

61804

216317

185712

187636947

86°19

9146 Hill

18

247.3

2600

2450

247.3

26743

150

92

240

67

MINING

TRAVEL BOOK

863

7577.4

If Lost - please return to

- John W. Curo -

Walker - Minn.

County Surveyor Cass County.

INDEX.

Copy of Petition for Survey of Co. Road.

Time Sheet June & July

Trip to Survey Road near Loader.

Survey of Range line bet. Rgs. 31 & 32 Twp. 136

" " Sec. Line West from 1/4 bet. 21 & 28

" " Range Line bet. Rgs. 31 & 32 Twp. 136

" " Twp line bet. 135 & 136 Rg. 136

" " County Ditch No. 2 in Becker Twp

" " Range Line bet. Rgs. 31 & 32 Twp. 136

" " County Ditch No. 4 in 135-30.

Twp Road 136-30

136-30 Horst

Page.

2

3

4

5-9

17-20

(19 & 20) 10-17

18-21

22-24

30-36

25-29

36-37-40

42-50

50-53

55-58

60-68

2.

Copied - Sunday June 25th 1916

290

Beginning at the Cor. bet. the Towns
of Moose Lake - Poplar, Byron &
Meadow Brook thence running North
two miles on line bet. Moose Lake & Poplar
thence running east 9 miles on
the line bet. secs. 19 & 30, 30 & 31, 31 & 38
22 & 27 - 23 & 26 - 24 & 25 town of Moose Lake
19 & 30 - 20 & 29 - 21 & 38 to the Cor. bet.
secs. 31 - 38 - 22 - 27 town of Maple &
terminating thereat.

and do hereby by the opinion of a
majority of said Committee recommend
that prayer of said petitioners be
granted & that the Survey of
first four miles of same be
surveyed.

Signed Fred S. Moulton

W. B. Jones

Committee.

Time Sheet June 1946.

Name _____

Harold F. Baldwin.

Ernest L. Tusler

Chas A. Smith, ^{word}

board

E. D. Denning board }

Harry Presler

G. W. Mosher Livery -

Bills Turned in to Cass Co. July 11th 1916

Baldwin $10\frac{1}{2}$ days + $2\frac{1}{2}$ days + Expenses $\frac{1}{84} = 66.84$

✓ Inches 10 + 2 1/2 + " + " = 26.59

Smith

Denning

4.

Sunday -

June 25th 1916.

290

Rain all morning until 11.³⁰ A.M.
 Baldwin & Jusler take 12.47 A.M. train
 south from Walker to Backus
 Fare 49¢ each = .98¢ pd. by Baldwin
 Arriving at Backus we go to
 Lake View Hotel for sleep until
 7.30 A.M. After Breakfast
 Baldwin makes arrangements with
 Horton's Livery to have auto
 drive Baldwin Jusler & Surrency
 outfit to some point near
 work of Survey of Road as
 described on page 2.

Although Rain has not stopped
 Horton sends car around for
 us at 11.⁰⁰ A.M.

Baldwin pays bill at Lakeview Hotel
 2 Loggings 1.⁰⁰ 2 Breakfasts .70¢ = \$1.70.

At noon we stop at Hans Larson's
 place & have dinner 75¢ each = 75¢

Arriving in vicinity of our work
 we try at several places to be
 boarded but they will not take
 us in at last we find a
 boarding place at E.D. Dennings
 where we stay overnight.

Monday June 26, 1916.

Beautiful Day -

Breakfast at 6.30 A.M. at Dennings.

Baldwin & Insler taking Lunch. Also Transit
100' Chicago Steel Tape and other tools go to
Twp. Cor. Moose Lake - Poplar - Byron - Meadow Brook

This is on State Rural Highway

All the U.S. B.T.s. are gone.

We find a stone at P.L. of State Rural Highway
running East along twp. line and South along
range line. We use this as a starting point
to chain from and produce the E of State

Rural Highway[#] North. Run Transit line as foll.

Do not chain

Stk	1848.7	N	a hub. Road 4 ft. Rt.
"	2380.9	N	" " " runs away East.
"	2860	N	Enter wet meadow.
"	3100	N	" " land. Willows.
"	3320	N	" " Stank of Brook.
"	3325	N	" " " " "
"	3475	N	Leave Wet Land.
"	3740.5	N	a hub. on high ground.
"	4000	N	Road 5 ft. Rt.
"	4121.4	N	a hub edge of Road.
"	4884.0	N	" " in Road.
"	6100	N	Enter willows getting Wet.
"	6400	"	in Willows Wet Land. We

quit for night.

Baldwin & Insler overnight at Dennings

A. J. Baldwin.

Tuesday June 27th 1916.

290

Fair in A.M. Showers in P.M.

Breakfast 6:30 A.M. at Dennings.

Baldwin & Insler take lunch.

Beginning at stone at P.I. of E of State Rural Highway at Turp. Cor. we chain north old line where we cut bush & run transit line yesterday as shown on the preceding page. We continue North at 7156 N Leave Swamp.

" 7447.5 N a hub in Clover field

" 9161.3 N " " Cory house stands left 70 ft.

It is raining and we come home arriving at Dennings about 5 P.M. where remain overnight.

N.F. Baldwin.

Wednesday June 28th 1916.

Very Cloudy - Showers Terrific Thunder & Rain 4³⁰ P.M.

Breakfast 6.30 A.M. at Denning's -

Baldwin & Insler take lunch & continue North bet. on Range Line.

At 10015 N^o Cross Road running E.W.

" 10044.1 N^o & hub on hill top.

" 10600.0 N^o & " near cross roads

here about 80' East of our Random the trails cross. We work between showers.

We leave early & arrive at Denning's soon after 4 P.M. Soon after we arrive a very heavy thunder & rain storm breaks from N.W.

Baldwin writes letters to Curo & H. M. Mulester for information regards Corners etc.

We make arrangements to start tomorrow at noon & board at Smiths (CA) 2 miles North of Imp cor. thus saving us about 6 miles a day walk, while working along here.

Baldwin & Insler at Denning's for supper & overnight. H. J. Baldwin.

290

Thursday June 29th 1916.

Cloudy in AM. Clears in P.M.

Breakfast at 6.45 A.M. at Demings.
 Baldwin & Jusher going to hub
 at 10600.° N on Random line and
 offset East 150 ft and continue
 North at 11200 N Enter brush
 The transit is foggy and so
 much dampness has accumulated
 that it is impossible to set
 a hub at long shot.

We take transit & go to Smith's
 house & Baldwin. cleans lens.
 We have dinner at Smith's.

After dinner Baldwin adjusts
 transit & puts in new set of cross
 hairs in telescope.

Jusher goes North to Cr. 18-19-24-13
 but finds no B.T.s. though a br.
 Post, sets in logging Road.

Jusher, accompanied by E. D. Smith
 goes to Cr. 19-20-29-30 Moose Lake
 Swamp where H. S. notes call for full
 B.T.s. Tam 7 N 40 E 12 = 7.29 ft

" " 8 N 49½ W 8 = 5.28 "

" 6 S 18 E 16 = 10.56 "

" 9 S 21 W 28 = 18.48 "

N. F. Baldwin.

Thursday June 29th Continued.

An old Cy. Post. which natives say was set by Surveyor Hallet from U.S. B.T.s. checks for course & distance with two old stumps, which are badly burnt & show no scribe marks.

Baldwin & Tustler now continue North on line offset 150' East from Random.

At 11454.8 N a hub on hill.

" 11640 N Enter Wet meadow.

" 11800 N Leave off chaining & quit for the day.

Baldwin & Tustler make a few further adjustments on transit. & have supper & lodging at C.A. Smith's.

J. F. Baldwin.

290

Friday June 30th 1916.

Cloudy Showers nearly all day Clears 3.30 P.M.

Breakfast at Smith's 6.30 A.M.

Baldwin & Insler take lunch

Transit & tools & go to 74 Cor

bet. secs 21 & 28 - 136 - 31

where U.S. Notes call for foll. B.T.

B. Oak 11 S 59½ W 9. = 5.94 ft.

Maple 10 N 46½ W 19 = 12.54 ft.

We find a I.M. with cap in road set in Centre. & two decayed stumps check for course & dist. but no scribble marks are to be seen.

We set two new B.T.s as follows.

Basswood 8" N 6° W 44.10 ft.

Maple 8" S 5° E 50.00 ft.

From this I.M. we start Random line West on Var.

We cut brush & look but do not chain to day.

Saturday July 1st 1916.

Fair day Very Hot.

Breakfast at Smith's 6.30 A.M.

Baldwin & Insler take lunch & go to 1/4
Cor. bet. Secs. 21 & 28. - 136-31. Chain West

At 200 W E Road 3' South.

" 300 W E " 10' "

" 420.6 W a hub Cut bank of Road 3' South.

" 500. W E Road 15' S.

" 905.7 W a hub in North ditch of Road.

" 1275.9 W " " E Road 6' South.

" 1746.5 W " " E " 10' "

" 2200 W Cross E Road.

" 2472.0 W a hub in center of Road.

" 2649.4 W True Sec. Cor. 20-21-28-29

Sets North 1.60 ft. We drive hub for Temp. Cor.
U.S. Notes call for foll. B.T.s.

W. Birch 7 N $61\frac{1}{2}$ W 13 = 8.58 ft. Gone

" " 7 S 53 W 6 = 3.96 " Gone

" " 6 S 28 E 17 = 11.22 " Gone

Balsam 3 N $24\frac{1}{2}$ E 11 = 7.26 " Stamp badly decayed. ^{checks} _{for loss?} ^{dist.}

We find two Sec. Cor. posts badly burnt but all
right for Chainage. This old Sec. Cor. was set
by Surveyor Hallett from U.S. B.T.s. about 15 or
16 years ago when he surveyed the line of
this road.

H. J. Baldwin

290

Saturday July 1st Continued.

Beginning at Sec. Cor. 20-21-28-29 We deflect
North 18' from old Random Line and continue We

At 620.³ W a hub 5.²⁰ ft W of old Random

" 1700 W leave Road.

" 1737.⁷ W a hub - on Ridge.

From hub at 1737.⁷ W on Random Line we
Turn N.E. angle 147.⁴⁸ and begin cham-
ing at 0.⁰ and mark stakes T (Traverse)

At 218.² T a hub Deflect 13.²¹ Left.

" 571.⁰ T a hub " 51.⁴⁹ "

" 931.⁸ T " " 41.³³ "

" 1187.⁰ T " " 66.⁴² Rt.

" 1505.² T " " 90.⁰ Left

" 1744.³ T " " at P.I. of

Random Line = 3074.⁹ W

Turn N.E. angle 71.⁴⁶

We quit work for day.
Baldwin & Juster at Smith's
overnight.

A. J. Baldwin.

Sunday July 2nd 1916.

Cloudy in AM. Hot in P.M.

Baldwin writes notes in AM.

In P.M. Baldwin takes Ampres
and letter from State Eng^r
Munkster regarding Turp. Co.

Moose Lake - Byron - Poplar R.

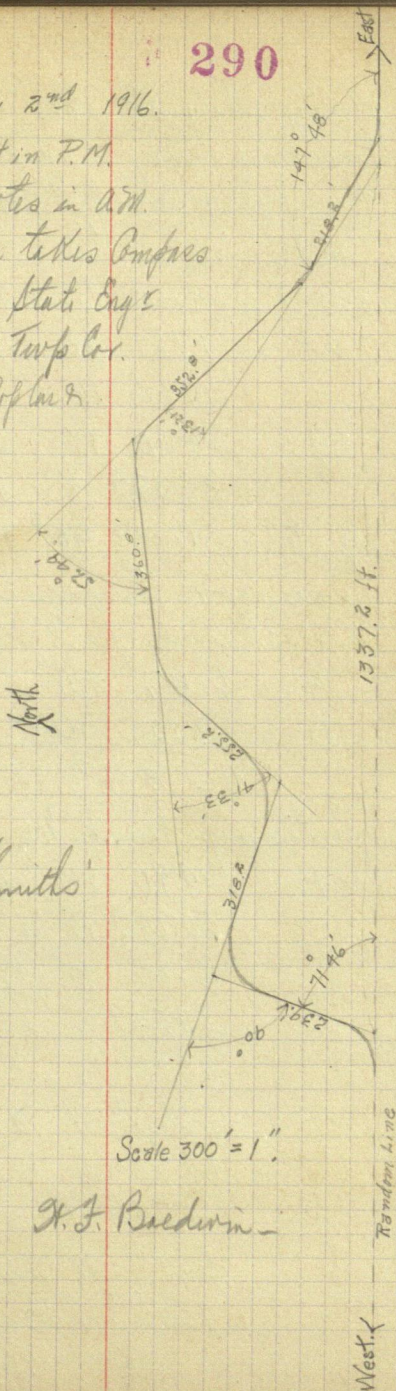
Meadow Brook.

The Stone from
which we started
random Line
North on Range Line
is at the Turp. Co.

Insler remains at
Smith's all day.

No work for him.

We remain at Smith's
overnight.



Scale 300' = 1"

G. J. Baldwin

Monday July 3rd 1916.

Beautiful Day Hot.

Breakfast at 6.²⁰ A.M. at Smith's
Baldwin & Insley continue West
on Random Line let pics 30 & 39

At 1780 W Enter Marsh

" 1900 W " Lake

" 2470 W Leave "

" 2577.4 W a hub from which
we turn North 90° & chain 100' Base
line for triangulation of Lake
as shown on opp. page.

A = 6' 47' 30"

B = 87' 12' 30"

∴ b = 839.7 ft. + 1737.7 = 2577.4 ft.

Continuing West on Random Line

At 2990 W Leave Marsh.

" 3074.9 W a hub = 1744.3 Traverse

" 3100 W Center of Road.

" 3754.0 W a hub in Road.

" 4700 W Enter Swamp ^{Corduroy-}

" 5363.3 W a hub on Corduroy-

" 5860 W Leave Swamp.

" 6159.6 W a hub.

" 6200 W Granger's House set Life

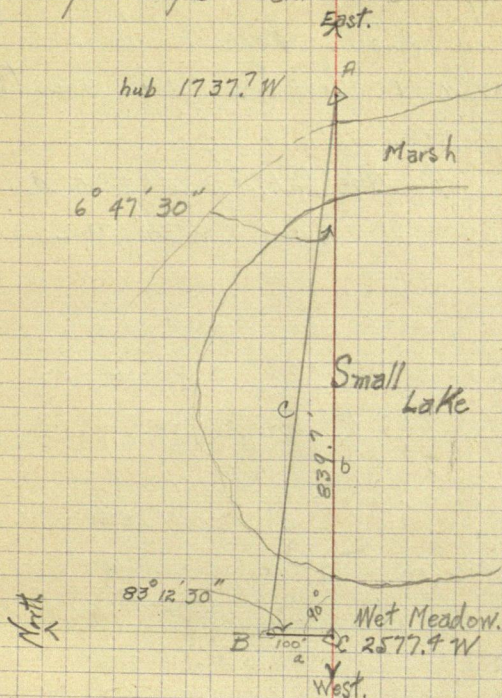
" 7300 W Bridge 30' Right.

H. F. Baldwin.

Monday July 3rd Continued

290

15.



at 8015 W 1/4 Gr Post 6 ft North at June Cr.
 " 8324.6 W 2 hub

We put for day taking Transit &
 chain to Smith's where we remain
 for night.

A. F. Baldwin

290

Tuesday July 4th 1916 -

Rain in a.m. Fair & Hot
Baldwin & Tusher at Smiths
all day.

No Work in field.
A. J. Baldwin -

Wednesday July 5th 1916.

290

17.

Fair Day Very Hot.

Breakfast at Smith's 6.³⁰ A.M.

Baldwin - Insler - Smith. work done by Ed. Smith

go to Random line bet sec 19 & 30. and
Continue West. At. 9618.⁰ W & hub.

" 10100 W Enter Wet Meadow.

" 10300 W Leave " "

" 10612.⁹ W & hub Road 35 paces North.

" 11982.4 W & hub.

" 12630.² W " " "

This Random line is south of the Road and
we are cutting considerable brush.

We quit for now & go to Smith's for dinner.

P.M. Baldwin - Insler - Smith. go to
Sec. Cor. 7-18-12-13 Twp 136- Rps. 31 & 32.

The old U.S. B.T.s are gone but Fences
are set here from Hallett's survey.

Digging in Road we find stub of Hallett's
old stake. Here we drive a hub & set
fall B.T.s. Nurray 4" N 53 W 71.⁰⁰ ft.

" " Fence Post 9" N 45 E 46.⁵⁰ "

Chaining South At. 2800.⁰ S & hub.

At. 3000 S we quit work for day.

Baldwin & Insler at Smith's for supper &
lodging.

H. F. Baldwin.

Thursday July 6th 1916.

Fair Day Very Hot.

Breakfast at Smiths 6.20 A.M.

Baldwin - Insler - Smith (Ed.)

Continuing South on Random bet.
Rgs. 32 & 31. We shoot in back
over swamp without much cutting
& chain along old road.

At 5380 S old Cor. Post. to E

" 7737.7 S a hub. in Road.

" 9689.3 S " " "

" 10538.8 S the hub on other

Random Line running North from
Twp. Cor. $10600.0^{\circ} N$ to $W 82.5^{\circ} ft$
see fig. opp. page -

$$10538.8 S + 10600.0 N = 21138.8 ft.$$

$\therefore \frac{1}{2}$ of this is 10569.4 ft

and 10569.4 S = 10569.4 N.

Here we set hub in wheel track. At
10569.4 N this hub sets $82.2^{\circ} ft$.

See fig. opp. page.

With Transit at hub 10538.8 S turn
the N.W. angle $90^{\circ} 42'$ to hub at 10600.0 N
on other Random Line.

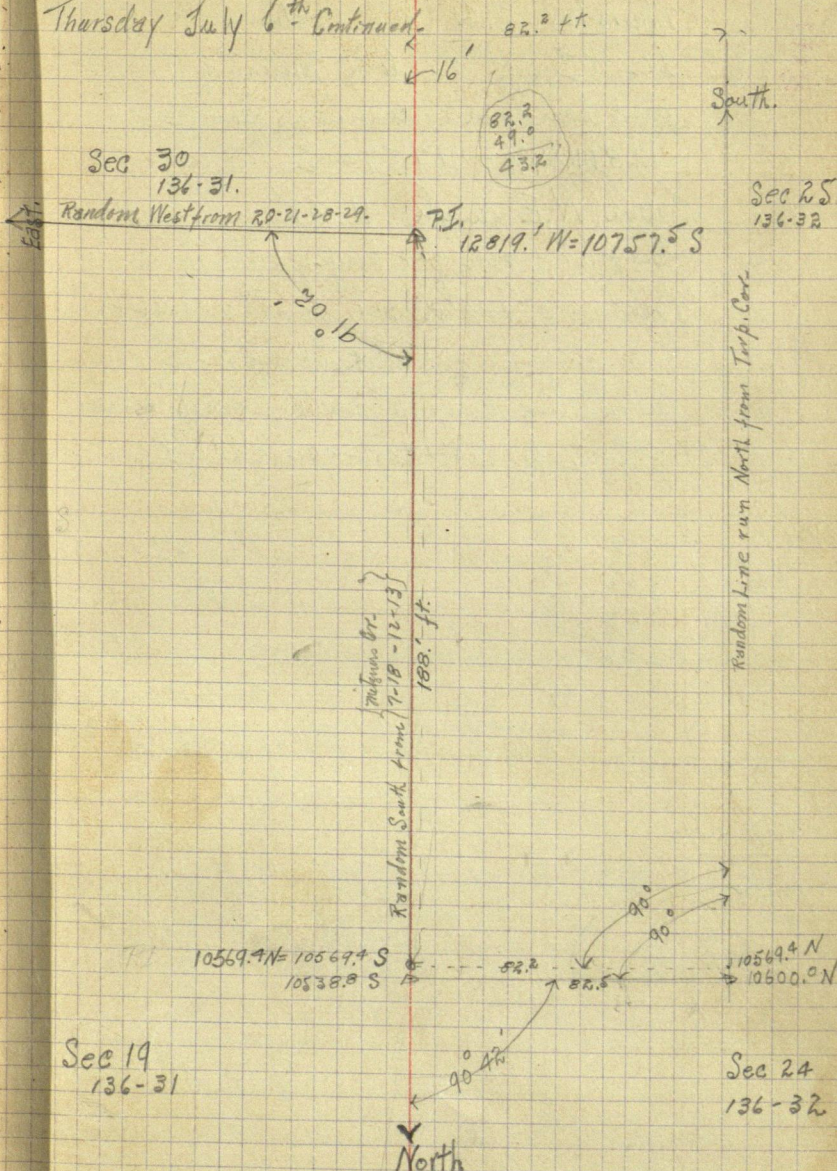
Baldwin turns these angles while Insler &
Smith chain West on Random Line to
Intersect Random running South.

H. J. Baldwin.

Thursday July 6th - Continued

290

19



Thursday July 6th Continued.

The P.I. of Random running West
and Random running South

$$12819.1' W = 10757.5' S$$

Turn N.E. angle $91^{\circ} 02'$

We quit work for day.

Baldwin & Lusler at Smith's overnight

R. J. Baldwin -

Random line produced South would be East
of the trip Cor $82.2 - 49 = 43.2' ft.$

Sum

$$\begin{array}{r} 228 \\ 73.52 \\ 3.40 \\ \hline 82.20 \end{array}$$

$$\begin{array}{r} 188.1 \\ 2.35 \\ \hline 185.75 \end{array}$$

At 12825.9 Sec Cr pts North $188' ft$

[0145]

$$12825.9 \text{ inch} = 12890.46 \text{ U.S.}$$

$$64.56 \text{ diff. } [0050]$$

$$5222.62$$

$$12710.86$$

136-31

Range Line bet Secs -

25-30

36 & 31

Twp 136 -

Scale 2000' = 1"

North

Sec Cor
82.2

Sec 25

2642.35'

Sec 30.

1/4 Cor

5284.7'

2642.35'

520'

Sec Cor

2642.35'

Sec 36

Sec 31

1/4 Cor.

5284.7'

2642.35'

Twp. Cor.

290

21.

Range Line bet. Secs.

13-18

19-24

Twp 136.

Scale 2000' = 1"

North

Sec. Cor.

Sec 13

2642.35'

Sec 18.

1/4 Cor

5284.7'

2642.35'

Sec. Cor.

2642.35'

Sec 24

Sec 19

1/4 Cor.

5284.7'

2642.35'

Sec. Cor.

Friday July 7th 1916.

Fair Day - Very Hot.

Breakfast at Smith's 7.00 A.M.

Baldwin - Insler & Smith ^(Chas. Jr.) go to Imp. Co. Morse Lake - Poplar - Byron & Meadow Brook and with transit check Co. from information received from State Eng. Moulster with Transit at Imp. Co. Turn 90° N.E. and start East on Random Line.

At 220 E Enter Wet Meadow
Baldwin goes to Leader for mail & gets information from Caro regards work, & makes arrangements for board at E.D. Denning's where we have dinner.
Insler & Smith continue East.

P.M. Same crew. Chaining East.

At 1790 E Cross ditch N.W. & S.E.

" 2010 E Leave Meadow.

" 2091.1' E a hub.

" 2452.5 E " "

" 2828.2 E " "

At 3000 E quit work for day.

This is hard cutting & weather very hot. Baldwin & Insler for supper & lodging at Denning's.

H. J. Baldwin.

Saturday July 8th 1916.

290

23.

Fair Day - Warm -

Breakfast at Dennings 6.30 A.M.

Baldwin - Insler - Smith work all day.

Baldwin writes letter to Curo in A.M. and I
writes some notes, then goes out where

Insler & Smith are continuing East. We all
carry lunch. Planning west we have

at 3109.0 E a hub

" 3360 E Enter Very Wet Meadow.

" 4080 E Leave ^{water knee deep} "

" 4351.3 E a hub.

" 4739.6 E " "

" 4950 E Harry Ruster house sets North 40 paces.

" 5300 E Enter Meadow.

" 5830 E Leave " "

" 5995.6 E a hub.

" 6239.0 E " ^{Mrs. Pargler's} barn sets South 50 paces.

We go East & try & find an Iron Monument which
natives say Dep. C. Sawyer Kump set about
four years ago we search for two hours &
found none.

We leave Transit & chain & return to Dennings
arriving 6.20 P.M. Have letter from Curo &
wishing us to run line for ditch in Becker
Twp. near Motley. Insler supports lodging at Smith's
Baldwin supports lodging at Dennings.

A. J. Baldwin

Sunday - July 9th 1916.

290

Fair Day

Hot.

Inslar at Smith's all day for meals
in forenoon takes Gurlay Cumpies
and 50' Metallic Tape and goes
to sec. 19-20-29-30 Twp. 126-31.
and looks for B.T.s. To W.C.

He finds none. Remains at
Smith's for Supper & lodging.

Baldwin for meals all day at
Dennings makes out bills to
Cass County for work of self &
men on County Road and bills for
board for self & Inslar.

Baldwin remains at Dennings
for Supper & lodging.

A. F. Baldwin.

Co. Ditch No. 2.

25.

Monday- July 10th 1916. - Leader-

Fair Day. Hot.

Insler Breakfast @ Smith's.

Baldwin " " Denning's.

Baldwin gets Denning with auto to take him out 3 miles some of roads very rough to get Transit stools, which we bring to Leader to await starting of Stage for Motley. Fare \$1.50 Pd. by Baldwin to Denning by ex.

Baldwin & Insler sharpen axes & brush hooks & go to store & wait for stage to Motley in accordance with letter from Cur. Arrive at Motley 11.30 A.M. Fare 75¢ each - \$1.50 pd. by Baldwin.

We enquire for mail at Postoffice and have dinner at City Hotel.

P.M. We hire single livery rig and drive out to 1/4 line which we are to run north & south through sec 27-134-31.

We find Mayneup's red chainage stake at Centre sec 27. - marked 107+45.5 We make inquiries regarding corners so we can go to work tomorrow & return to Motley 6.10 P.M. Team hire \$1.50 Baldwin & Insler at City hotel for supper & lodging. No further instructions from Cur. D.F. Baldwin.

Tuesday July 11th 1916. Motley.

Fair Day Hot in forenoon.

Baerwin & Insler Breakfast @ City Hotel morn.
 We take lunch and hire single living
 rig from Mosher farm and
 drive to sec. 27-134-32.

Leaving transit & tools @ a point
 near Center, sec 27. we leave
 horse in Lewis Barn.

We check claimage on Molyneux
 old line. Starting at hub @
 what appears to have been set for
 $\frac{1}{4}$ Cr. bet. sec. 27 & 34.

At 144+46.² a hub This looks like Cr.

" 157+96.⁶ " "

" 164+69.⁰ " "

" 170+45.⁹ " " in Road at

Center sec 27-134-32. This hub is
 at West side of a wooden Culvert.

At 176+02.⁷ a hub.

" 183+76.⁵ " "

" 197+04.⁴ " "

" 197+19.⁴ " " This hub was

evidently set by Molyneux for $\frac{1}{4}$ Cr.
 bet. secs 22 & 27. We return to

Motley. Baerwin pays 3.⁰⁰ to Mosher for
 two trips with survey outfit.

Baerwin & Insler @ City Hotel overnight St. J. Baerwin

Wednesday. July 12th 1916. Motley -
Fair Day. Hot.

Baldwin & Insler @ City Hotel for Breakfast

We wait until Post Office opens 8⁰⁰ A.M.
when we enquire for letters from Caro -
Get None.

Baldwin writes to Caro and writes Notes

We wait for stage to take us to
Lander this P.M. unless we receive
definite instructions from Caro at noon
mail.

Mail from Caro arrives.

We hire a single rig from Mosher's Livery
farm as it is too late to walk out &
to the work asked for today, towing \$1.50

We drive to Center Sect. 27-134-32.

Baldwin starts cutting brush on $\frac{1}{4}$ line
south from Center of sec. according
to instructions from Caro.

Insler drives over West trying to secure
a boarding place. He finds no place
where they will board us.

It is hot and these willows not easy to
cut so the work goes slow.

Baldwin and Insler return to
Motley & remain at City Hotel for
supper & lodging. A. J. Baldwin

Thursday July 13th 1916.

Fine Day - Very Hot.

Baedwin & Insler breakfast @ City Hotel Motley
We take a single rig from Mosher's Livery
Farm, and drive with lunch & survey
tools to sec. line bet. 26 & 27 & 34-32^o
where we leave horse in the farm of
a farmer and go to 1/4 Cr. bet.
sec 27 & 22 - 134-32.

A.M. 197+19.4 on Molyneux's line
we set 4 stakes N.W. N.E. S.W. & S.E.
at a distance of 46.7 ft.

We go west to Molyneux's hut at
13+24.^o here his line angles N.W.
We eat our lunch.

P.M. We run Compass line West from
hut at 13+24.^o to sec. Cr. 21-22-27-32
where U.S. Notes call for.

Black Pine	8 S 30 W 25 =	16.50 ft.
" "	10 S 45 E 15 =	9.90 "
" "	7 N 12 W 30 =	19.80 "
" "	8 N 23 E 45 =	29.70 "

There are two Cr. Posts here one under
telephone line & one 27.2 ft. north beside
fence post. The stump of what was
perhaps the 8 "B.T. nearly checks with
the south Cr. Post.

A. J. Baedwin.

Thursday July 13th Continued.

We do not know which of these Cr. Posts Molyneux accepted as true Sec. Cr.

We go to house over West and are trying to find if we can board here but only a very old woman home who can tell us nothing.

We run Compass line north, this marsh is very deep. We find Molyneux's Sub at $47+32.3$.

at $52+96$ the $\frac{1}{4}$ Cr. sets East 36. ft. We don't have much time to look for B.T.s. as its getting late.

We get horse & drive to Mottley arrive 6.15 P.M. Baedwin & Insler for supper & lodging at City Hotel. In Evening Baedwin calls Caro on phone for notes of Molyneux's work. He orders us to finish survey of County road north of Leader. He has no Iron Monuments to set but wishes us to set Wittmer stakes and the Monuments can be set later.

W.F. Baedwin.

Friday July 14th 1916.

Beautiful day. Hot.

Breakfast at City Hotel.

In A.M. Tushar tries to hunt up some scrap iron about town that could be bought cheap to be used for T.M.s. He finds none. Baldwin writes notes and letter to Curro. Dinner at City Hotel.

P.M. Baldwin and Tushar await stage for Leader which is late. The stage man is late in starting & has a load but we find a farmer Mr. Shepard who will take us up in his auto for same fare as stage 75¢ each. By Baldwin he does not want a County Warrant.

We arrive in Leader about 4.15 P.M. and find Roy Smith downy with a team. He takes our survey outfit & Baldwin & Tushar over to Smith Farm.

Baldwin & Tushar have supper & lodging at Smith's.

A. F. Baldwin.

Saturday. July 15th 1916.

Fine Day. Hot.

Breakfast at Smith's 6.15 A.M.

Bachman & Insler take lunch and go to Presler farm & as we could not find the Iron Monument which they say was set by Kemp. Harry Presler says he knows where this Cr. is & we will give him 1/2 day for finding this Cr. for us.

We find the I.M. at sec. Cr. 45-32-33

We chain West from this I.M.

at 400 W Enter Wet Meadow.

" 900 W Leave. "

" 3500 W We quit Chaining &

have lunch. Presler goes home.

P.M. at 4042.6 W a hub.

" 5155.6 W "

" 5293 W " fence N.E.

" 6745.6 W at 121.8 South (90°)

of hub at 6239.0 E. See fig. page 35, this book.

With transit at 6745.6 W the N.E. angle 90° 23' to hub @ 6239.0 E.

$\therefore 6239.0 + 6745.6 = 12984.6$ ft. and

12984.6 ft. our chain = 12969.0 ft. U.S. Chain
our chain 15.6 ft. longer than U.S. Chain.

We return to Smith's 6.45 P.M. where we remain for supper & lodging. J. J. Bachman.

Sunday. July 16th 1916.

Very Hot.

200

Baldwin & Insh all day
at Smiths. Baldwin figures
some corrections.

No work in field

H. J. Baldwin

Monday July 17th 1916. 290

Very Hot. there is a little Wind in South.
Baldwin & Lusher have Breakfast at Smith's
and taking lunch go to.

Sec. Cr. 5-6-31-32 where all
U.S. B.T.s. are gone. We establish
corner in Road by Proportion of change
E & W. at 5286.4 W on Random line, the
True Sec. Cr. sets North 8.30 ft.

[.0016] correction North.
hub at 2643.2 W goes North 4.15 ft for
true $\frac{1}{4}$ Cr. at which we drive hub with
foll. B.T.s. 5" Poplar N 40° W 67.40 ft.
a 24" W. P. Stump N 21½° E 26.90 ft.

after setting Road Centers at intervals
we set foll. New B.T.s. to sec Cr 5-6-31-32
6" Poplar N 60° W 40.7 ft.
5" " N 4° E 26.35 ft.

The true line produced West at 6239.0 E
the hub sets (90°) South 111.0 ft.

We have lunch. See fig. page 35 this book.

P.M. Baldwin figuring Corrections &
Lusher making stakes for Road Center
Marked on one side True Sec. Line &
on the other side Road Center.

The Random line E if produced to Sec. Cr.

J. F. Baldwin

Monday July 17th Continued.

S-6-31-32 at 7698.² E sets
South 123.² ft. [016] 3

290

Int @	6239. ⁰	E	gro S	99.82	ft.
" "	5995. ⁶	E	" S	95.93	"
1/4 Cr.	5055. ⁰	E	" S	80.88	"
" "	4739. ⁶	E	" S	75.83	"
" "	4351. ³	E	" S	69.62	"
" "	3109. ⁰	E	" S	49.74	"
" "	2828. ²	E	" S	45.25	"
" "	2452. ⁵	E	" S	39.24	"
" "	2091. ¹	E	" S	33.46	"

At 1/4 Cr. bet pcs 6 and 31 we
put in a Wooden Cr. Post 3" Square and
the foll. new B.T.s. with tick.

9" Poplar S 39° E 42.00 ft.

8" " S 45° W 50.90 "

We quit work for day and return
to Smith's.

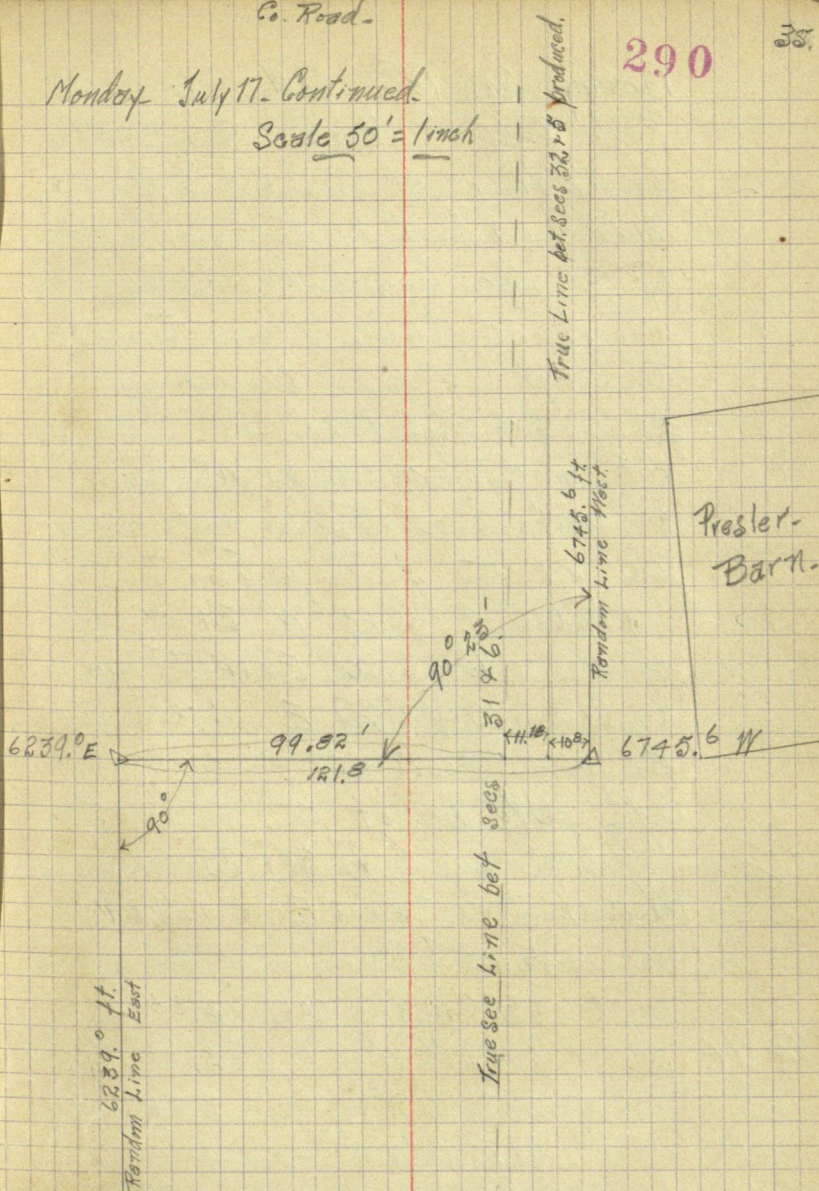
Baldwin & Sush all night at
Smith's

N.L. Baldwin.

Monday July 17. Continued.

290

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Tuesday July 18th 1916.

Fine Day Warm Strong Wind.

290

Breakfast at Smith's 6.30 A.M.

Baldwin & Insler taking lunch
go to sec. line bet. sec. 6 & 31.
where we finish correcting line
to Top Cor. as shown on
page 34 this book.

At Top Cor. where a rock
4" square on top marks the Cor.
we set the foll. B.T.s. with tack

Poplar 4" S 43° W 54.30 ft.

" 6" S 52° E 47.00 "

" 5" N 56° E 31.40 "

We now quit for Noon.

P.M. We correct the mile of
Random line bet. 31 & 36. as follows

Hut at 500.0 degs E 0.5 ft.

" " 1848.7 N " " 1.85 "

" " 2380.9 N " " 2.38 "

1/4 Cor. " " 2642.35 N " " 2.64 " 1/4 Cor.

" " 3740.5 N " " 3.74 "

" " 4121.4 N " " 4.12 "

" " 4884.0 N " " 4.88 "

Sec. Cor. " " 5284.7 N " " 5.28 Sec. Cor.

At 1/4 Cor we find an old hut which
H. J. Baldwin

7927.05
42.04
7970
132.9

Range Line

300
213.6
86.4

Tuesday July 18th - Continued -

was probably set by Hallett We move it north and West a little and drive it for true $\frac{1}{4}$ Cor. & put in foll. B.T.s.

5" Oak N 57° E 25.30 ft.

10" Oak (5' stat) S 10° E 77.00 ft. ^{Scribe marks claim}
 " This was probably Hallett

At True Sec. Cor. 25-30-~~35~~-36. we set foll. B.T.s. with tack.

Elm 8" N 28° W 54.70 ft.

" 3" N 71½° E 44.10 "

We Continue Correcting North let sec 25 & 30.

$\frac{1}{4}$ Cor. at 7927.05 N 91° East 36.76 + 5.28 = 42.04 We drive hub for $\frac{1}{4}$ Cor with foll. B.T.s.

Fence Post S 81½° W 29.90 ft.

" " N 52½° W 36.90 "

Stake marked R.P. S 45° W 46.70 "

I set transit here over hub @ true $\frac{1}{4}$ Cor. and Backsight on true sec. Cor. 25-30-~~35~~-36.

and set stakes marked True Sec. ^{Given} on one side & Road Center on other. at intervals along. and produce to Sec. Cor. 19-30-34-35 where we drive hub for Cor. and foll. B.T.s.

Sign Board N 32° E 43.00 ft.

Oak 8" N 33° W 213.60 "

We adjust transit and go to Smith's for supper & lodging.

H. J. Bredwin

Wednesday July 19th 1916.

Fine day Strong breeze in South.

Breakfast at Smith's 6:30 A.M.

Baldwin & Tucker take lunch & go to sec. Cor. 19-20-29-30-136-31 where all U.S. B.T.s are gone we establish sec. Cor. by change E-W.

12825.9 ft. our chain = 12890.46 U.S. chain
our change is 64.56 ft shorter [0005] E

5276.64 goes E to 5249.66 for
Sec. Cor. where true Cor. sets 1.00 ft
South. Here we drive a wagon
spoke with tack for true Cor.
and drive 4 stakes marked R.P.
(reference point) NE-NW-SE-SW
each 46.70 ft.

We set stakes at intervals for
road centers. and at 2624.83 W
we drive a square Cor. post. 0.5 ft
South for true $\frac{1}{4}$ Cor. bet. 20-29
with full B.T..

Norway 16" N 23 E 101.40 ft.
Continuing East at sec. Cor. 20-21-28-29
previously established we set full B.T.s.

Maple 6" N 35 $\frac{1}{2}$ E 48.70 ft.
White Oak 7" S 36 $\frac{1}{2}$ W 41.00 "

R.J. Baldwin.

Wednesday July 19th Continued.

We hunt for U.S. Bts. to 1/4 Cor bet. 19 & 30. find None.

Δ @ 5249.66' sets South 1.00 ft.

" " 6159.6 = 909.9 ft. West of Sec. Cr. Corners North 22.59-.87 = 21.72 ft.

" " 6849.7 = 1600 " " " " " " 3973.80 = 38.93 "

" " 7876.5 = 2626.8 " (1/4 Cor.) " " " " 65.22-.46 = 64.56 "

" " 8324.6 = 3074.9 " " " " " " " 76.35-.61 = 75.74 "

" " 9618.0 = 4368.3 " " " " " " " 108.44-.44 = 108.00 "

" " 10612.9 = 5363.2 " " " " " " " 133.17-.30 = 132.87 "

" " 11982.4 = 6732.7 " " " " " " " 167.17-.14 = 167.03 "

" " 12630.2 = 7380.5 " " " " " " " 183.26-.06 = 183.20 "

" " 12825.9 = 7576.24 " (Sec. Cr.) " " " 188.1-0 = 188.10 "

We reach Smith's at 5.40 P.M. and Baldwin figures Corrections as shown above.

Baldwin & Insler remain at Smith's for supper & lodging.

J. F. Baldwin

Thursday July 30th 1916.

290

Fair day - good breeze - Warm.
Breakfast at Smith's 6.30 A.M.

Baldwin checks figures of corrections as shown on previous page.

Baldwin & Insler go to Random line running West bet. 19+30 and make corrections as shown on previous page.

At $\frac{1}{4}$ Cr. bet. 19+30 we set 4 stakes marked R.P. for reference points. one

NE - NW. SE & S.W. at 46.7 ft. dist.

We return to Smith's for dinner.

P.M. Baldwin writes notes in the house for 1 1/2 hrs. Then Baldwin & Insler go to Cor 13-18-19-24 where all our B.T.s are gone and move old Cor. Post 4.76 ft. S to be straight in line & half way bet. the sec. Cor a mile north and a mile south. At 5289.7 S the True Sec. Cr. sets West 1.70 ft. with foll B.T.s.

14" Tam. Stub N 72 E 32.80 ft.

18" " " S 29 W 39.90 "

at $\frac{1}{4}$ Cr bet. 19+24 we drove a 1 1/2"

Iron Pipe 12" long for Post.

We return to Smith's for supper & lodging
J. F. Baldwin.

Friday July 21st 1916.

Fair in A.M. Afternoon a shower.

Breakfast at Smith's 6.30 A.M.

Smith's team loads, Baldwin & Insler with survey outfit to Leader. chg. \$1.00

Baldwin & Insler take stage and go to Motley with survey outfit fare ^{by Baldwin} .75

Dinner at City Hotel.

Mail from Caro he wishes us to go to Pine River & run sec line for 3 miles if detach.

Pemsel & wife & Howard Swenberg arrive in Motley & go to Major farm in Pnt.

Baldwin & Insler fare to Pine River 1.22 Each

Arriving at Pine River we go to Markster's office & get information regarding lines which we are to survey.

Mr. Markster takes to Travelers Hotel where we have supper & lodging.

H. F. Baldwin.

Saturday July 22. 1916.

Fair Day - Hot.

Bledwin & Insler Breakfast @ Travelers Hotel 6⁰⁰ A.M.
We take lunch & survey tools & drive in
A. W. Moulster's auto to S.W. Cor. sec. 33
Twp. 138-30. Moulster helps us
locate sec. Cor. & returns with Car.
Bledwin & Insler check Cor. Post with
old U.S. B.T. the rest of which are gone.

We find the Post from which the
men clearing right of way have
started & wrong they are clearing on
old Random Line!

We start them right & set stake
as near as possible on the true
sec. line for them to clear by and
go to sec. Cor. 28-29-31-33-
where we find an Iron Monument
set in mound.

We cut brush & try to range in
between two sec. corners on true
line but find we can not do this.

Out for day.

Moulster drives us to Pine River in auto.
We remain at Travelers Hotel for supper
and lodging.

H. J. Bledwin -

Ditch No. 4

41.

Sunday - July 23 - 1916.

Fair Day - Hot.

Backwin & Insler remain all day
at Travelers Hotel in Pine River do
work.

A. F. Backwin -

Monday. July. 24th 1916.

Fair Day - Hot.

Baldwin & Insler breakfast @ Travelers hotel 6⁰⁰
We drive with Mansbier to a point
near Sec. Cor. SW. 33-138-30
taking our lunch. Mansbier returns
with auto.

Baldwin & Insler go to sec. Cor.
28-29-32-33. top 138-30.

We cut a Random line south
we do not chain this but
accept chainage of Molyneux
done last winter being 5304.8 ft
from NW. to SW. cor sec. 33.

The Sec. Cor. SW. 33 sets West
17.50 ft. of Random line.

Using chainage of old Random
line we offset from our
Random line for corrections
and set a stake at every
500 ft. for men to clear
Right of Way by. Each stake
marked True Sec. Line.

We return to Pine River in
A. V. Mansbier's auto. & stay at
Travelers hotel for supper & lodging
N. J. Baldwin.

Ditch No4

43.

Tuesday July 25th 1916.

Rain - Showers all day.

Baldwin writes notes. Baldwin & Insley
remain at Traveler's hotel waiting for
weather to clear. No work in field.

H. F. Baldwin.

Wednesday July 26th 1916.

Showers before noon Clears in P.M.
Baldwin & Insler Breakfast @ Travelers Hotel
& taking lunch leave about 8:30 A.M.
in A.W. Munster Auto. for point on Rock
near S.W. Cor Sec 33-138-30.

We walk to sec. Cr. 28-29-32-33.
where we continue north to $\frac{1}{4}$ Cor. bet.
secs. 28 & 29. where we put up a
back sight. We check chaining &
find the old chaining 100' short
they have two stations marked 68.
We cut the brush bet. these two
Corners & set stakes on line
marked True sec. line.

We go north to sec. Cr. 20-21-28-29.
where we find I.M. and put up a
back sight.

We leave transit & tools & walk
back to road near the river
south side of sec. 33 where
Auto from Hardy Livery awaits
us.

Baldwin & Insler at Travelers
Hotel for supper & Lodging.

H.F. Baldwin -

Ditch No. 4.

45.

Thursday July 27th 1916.

Fair Day - Hot.

Baldwin & Insler breakfast, at Travelers Hotel at 7 A.M. we leave in Hardy Auto taking lunch. We drive to Mildred & out on Road towards Mrs. Pederson's where we are near sec. line bet. sec 28-29.

We Walk to sec. Cor. 20-21-28-29 & chain south 17.895 ft and turn S.W. angle $52^{\circ} 30'$.

We run traverse of ditch as down on blue print to 101+68.3 where ditch goes south along sec. line. We set a hub with stake in each. At 95+44.1' and 101+68.3 we find the spike driven for hub last winter and drive our hub in its place. We set stakes marked Ditch 4.

At 5:15 P.M. we meet Hardy Auto & return to Travelers Hotel where we remain for supper & lodging. We return a blue print from Mr. Pederson's to Mr. Munster.

At sec. Cor. 20-21-28-29 we set new B.T. & R.P. Stake at edge of solid ground S 37 W 102.90 ft
5" Iron N 77 W 114.90 ft.

A. J. Baldwin.

Friday July 28th 1916

Fair Day - Hot.

Baldwin & Insler breakfast at Larches Hotel and taking lunch go in A.W. Munster's Auto to beginning point of Co.

Ditch No. 4.

Munster helps up find spike at 0+00.

Here we drive a hub with tack and chain along ditch line. At each angle we set hubs & let. we set ditch & stakes. to small lake on sec. line bet secs 21 & 28.

We have lunch

P.M. We walk to sec. Cr. 28-29. 32-33 and set.

4 R.P. stakes N.W. N.E. S.W. & S.E. at a dist of 46.7 ft.

The men are clearing R. of Way north from River.

At Sec. Cor. 4-5-32-33 we set four R.P. stakes.

N.W. N.E. S.W. & S.E. at a dist. of 46.7 ft.

See previous page for Sec. Cr 20-21-28-29.

A.J. Baldwin -

Ditch. No. 4.

47

Friday 28th Continued -

We finish before 5:00 PM & await
O. W. Munster who drives us to
Travelers Hotel where we have
supper & lodging. Leave Call for 1:30 A.M.
H. J. Baldwin.

Saturday July 29th 1916.

290

Fine Day - Hot.

Baldwin & Insler take early A.M. train Pine River to Walker.

Fare 67¢ each f.d. by Baldwin.

We go to Hotel Chase.

Breakfast Hotel Chase 7.15 A.M.

Baldwin works in County Surveyor's office making out bills

for survey crew on County Roads 136-31.

Baldwin & Curo go over notes and hunt records for information on these roads.

Baldwin & Insler boarding all day at Hotel Chase also lodging -
J. J. Baldwin -

Sunday July 30th 1916 - 290

No Work -

Baldwin - Insler & Horst go across
Luch Lake to Federal Dam -
& return in evening -

Baldwin & Insler sleep at Hotel Chase
H. J. Baldwin -

Monday. July 31st 1916.

Fine Day Hot.

Baldwin & Insler breakfast at Hotel Clara Walker & take train 9:28 Walker to Pine River. Fare 67¢ each f.f. by P.O.

Arriving at Pine River we go to A.W. Moulster's office get Blue Print of Ditch No. 3. & Survey Outfit.

Dinner at Travelers Hotel.

P.M. Baldwin & Insler go to $\frac{1}{4}$ Cor. at Center Sec. 6.

We run Ditch E according to Blue Print for $\frac{1}{2}$ mile & set stakes on true $\frac{1}{4}$ sec line West from Center Sec. 6 - 138 -

Insler's Chuck is puffed up from ulcerated tooth & we quit before 5⁰⁰ P.M. that he may see dentist who was not in at noon.

Baldwin & Insler at Travelers Hotel for Supper & Lodging

H. F. Baldwin -

Ditch No. 3.

51

Tuesday Aug 1st 1916.

Fine Day Cool.

Baldwin & Tusler breakfast at Travelers Hotel 6:20

Tusler's face is badly swollen.

Baldwin goes to Maulster's Office & writes notes until 9:45 A.M. when Tusler sees dentist who tells Tusler not to work & he overheated or waded water in swamps.

Baldwin goes about town trying to hire a man & gets Leonard Parker. who agrees to come after dinner.

Baldwin sharpens tools.

P.M. Baldwin & Parker go to Ditch No. 3 and continue course of ditch according to Blue Print.

We find spike at 43+29. and turn 90° South.

We set stakes 6' long set firmly in the ground marked Ditch E.

We quit for day & return to Pine River Baldwin at Travelers Hotel for supper & lodging. H. S. Baldwin.

Wednesday Aug 2nd 1916.

Fine Day - Hot.

Baldwin breakfasts at Travelers Hotel
At 7⁰⁰ A.M. Baldwin & Parker leave
for Ditch No 3 taking lunch
We continue to cut brush
& run line along true line
of Co. Ditch No. 3.

At 55+50 we find Spike &
turn N.E. angle 65° 40'

We continue to end of Ditch
& find Spike at 69+25

We set stakes 6' long firmly
set in the ground & marked
E Ditch.

We finish about 3³⁰ P.M.

& walk to where chain was
left by Tusher & after searching
about an hour find it.

We return to Pine River.

Baldwin at Travelers Hotel for
supper & lodging.

Baldwin phones to Caro & pays
10¢ messenger but does not
get him.

N. J. Baldwin -

Thursday Aug 3rd 1916.

Fair Day - Hot.

Bedwin takes 1.48 A.M. train to Waver
fare 67¢ & goes to Hotel Chase.

In morning go to Curo's office.
Meet Mr. Fritz, the Public Examiner
& am questioned by him to which
I reply truthfully.

In P.M. Bedwin works on a tracing
of Plat for Curo in Co. Surveyor's office.
Supper & lodging at Hotel Chase.
H. J. Bedwin.

54

Friday Aug 4th 1916.

Fair Day - Hot.

Baldwin breakfasts at Hotel Chase
Curo phones Mrs Curo to have
Baldwin take Wilson's transit &
levelling rod & come to Pine
River fare 67^c
Pd. Hotel Chase \$2.75

Baldwin is all P.M. in
Mankster's office.

Baldwin has dinner, supper & lodging
at Travelers Hotel Pine River.

A. J. Baldwin

Wednesday June 27. 1917

E.B. Horst working for Maple Township. 136 Rge 30.

Horst, transit & Chain.

August Pohl chain.

O.T. Olson flag.

Paul Bressam axe.

Beginning at cor. to sec's

13-14-23-24 136-30

Where U.S. Notes call for

J. Pine. $\frac{8}{16}$ N 68° E 64 1 K5,J. Pine 10 N 80° W 92 "J. " 12 S 41° W 42 "

At this point Mr Pohl has pre-
served the U.S. Cor. by driving
a $\frac{1}{2}$ " x 60" iron rod full length
into the ground

the B.T.s are gone except the
rotted stumps of the N.W. and
S.W. trees. They check with Cor
and U.S. Notes and are identified
by Pohl & Bressam.

I take New B.T.s as follows

N. Pine 5 N 11° E 91.5 Ft.)J. Pine 6 N 18° W 125.5 Ft.)

Tel. Pole 6" West 24.2 Ft. 1921 R.P.

8' 45" var.

Run random line S at $8^{\circ}50'$ Var.

at 1464.2 S turn Left $0^{\circ}20'$ to follow road.

" 5289.7 " Set Hub on E+W road.

U.S. Cor and all Bearing trees are gone

We walk E 1 mile to I.M. at S.E. Cor to

Sec 24 and chain W. on road

at 5250.0 Ft. W. Intersect N+S line.

at 7891.4 Ft. W. Wood post at $\frac{1}{4}$ cor

between Secs 23 & 26

this cor was set by B.B. Bartlett Co.

Surv'r 20 years ago. Identified by

Ole Munson, A. Pohl, & Bressan.

all old settlers, and present when

cor was set. I drive a 2" x 14" Pipe

in place of wood post just N of N.

Wheel track and bury a wit rock

33 Ft N. and one 33 Ft S of corner

E.B. Horst.

→ Aug. 11, 1921

E.B. Horst, E.A. McPherson,

Set a 2" x 48" I.M. at the cor to

secs. 13-14-23-24-136-30. drove

same over Iron rod. E.B. Horst.

394 Thursday, June, 28, 1917,

Horst. transit + chain

Aug. Pohl. chain.

Bressam and Fred Christoferson

axe. Fritz Pohl axe + flag

Begin at Hub 5287.7 S

and continue random line S.

between sees 25 + 26.

6012.0 Hub in field

6335.0 Creek

6440.0 Leave Creek

6600.0 set stake

7178.0 " Hub

7929.5 " "

8181.4 " "

9224.0 " "

10559.4 " "

10572.8 Cor to sees 25-26-35-36

sets W. 6700 Ft

this cor also is identified by
Pohl + Bressam and another
settler whose land joins.

Set 4 stakes for Bearings.

N.E. 46.7 Ft

N.W. 46.7 "

S.W. 46.7 "

S.E. 46.7 "

E B Horst.

Corner to 23-24-25-26 set as follows at station 5286.4 S. on N+S Random line point for corner is .35 Ft. W. I drive stake for corner.

at station 7929.6 Ft. S. between sections 25+26 Chain W. 33.7 Ft. and set post for $\frac{1}{4}$ corner.

Set transit near hub 1464.2 between sections 23+24 from which point I can see both section corners and drive a large stake at station 2643.2 S. on true section line for the true $\frac{1}{4}$ corner

Set Road Center on true section line between 25+26 for road building and return to George Wilmots. E. B. Horst.

Aug. 12, 1921.

E.B. Horst, C.A. McPherson
Fritz Pohl, August Bressan
Begin at the I.M. at the

FR#
HO.
P56

} corner to sections 13-14-23-24
and run W. between 14-23
at 1320 set Hub.

" 1980 " " in garden

" 2640 " " (1/4 s. gone.)

" 3940 " "

" 5269.8 " " on E side
of state road.

" 5291.4 Hub in Cent of state
Road.

We go N. to the I.M. at the
established 1/4 set corner
between sec 14-15 and chain
S. on state road.

at 2677.6 S. P.I. Hub.

(" 2626.4 S. a fence cor. sets)
W. E.B. Horst.

Highway Engineers found 2" I.M. at
Sec. cor. previously established and
the dist. for S. 1/2 bet 14-15 = 2612.1 ft.

Record # AAL.

Oct. 23, 1922

EB Horst, HJ Beach.

Correcting Mile

Bet Secs 14-23-136-30

10 " " " " " "

15 114 " " " " " "

Hub. 1320 goes. N. 16.3

" 1980 " " 24.5

" 2040 " " 32.7

" 3960 " " 49.0

" 5269.8 " " 65.2

2" IM.

0 1/45. cor.

1202+70.1

True dist.

2626.8

2646.1

Sec. cor.

14 13

S. cor.

1176+58-N.

True Line

5291.4

Rand. Line

23+24

True distance

5284.1

5298.8

Oct. 23

22 23

Sec. cor.

27 26

135-136-30

Joint Twp. Road.

Aug. 4, 1921

E.B. Horst and E.A. McPherson,

All day getting Notes for
Maple & Homebrook Twp.

Joint Road, on Twp. line.

E.B. Horst.

Time sheet
 909. 1921.
 E.B. Horst.

Maple Twp.	Joint	4.8.9.	10	11	12
Cass County	Joint.	Maple.	12	11	12
Joint.	1921	Dec. 1			
Joint.	1/2 day.				

chain man.

E.A. McPherson, A. & 9. 10 " 12

chain man
B.M. Beach

1/2

Total Bill Maple Twp. \$32.00
 " " Homebrook Twp. \$18.07
 Rendered Dec. 5; 1921. E.B. Horst.

Aug. 8, 1921.

Horst & Mopherson in Horst's car
drive to Maple Twp. and set a 2"
x 48" I.M. at cor. to secs. 10-11-14-15.
level with Top of State Road.

We then drive W. $\frac{1}{2}$ mile and set a
2" x 48" I.M. at the true $\frac{1}{4}$ sec. cor.
between secs. 10-15-136-30

For Notes see F.B. # BHA.

Drive to the sec. cor. of secs.

3-4-9-10-135-30 which pt. is 94.2
ft. S. of old R.R. grade and 50 ft.
S.W. of a stake set by Highway Eng'rs.
at which place we left 2 Iron Mon.
to be set later, (see F.B. # B.H. P. 18)

When I obtained field Notes from
the Highway Engineer.

I now set this sec. cor. by placing a
2" x 48" I.M. in the center of the

State Road full length in the ground.
R.P. Pop. S. S. $52^{\circ}45'$ E. 63.6'

(Chairman 135-30)

We then drive to Chas. Korthals' [↑]
farm where we will board.

I look for B.Ts to NE. cor. sec. 2
but find nothing. E.B. Horst.

Aug. 9, 1921.

Horst, Mcpherson and Chas. Hecht,
begin at the sec. cor. (previously
established. Mkd. by 92" x " 1, M.)
25-26-35-36-136-30 and run S.
to assist in finding an approximate
Location of the cor. on the Twp.
line (this line also to be run for
a Twp. Road.)

at 1320.0 set stake

" 2640.0 " " the $\frac{1}{4}$ S. cor.

at this point was known by the
early settlers but all evidence is
now gone and none of them can
say exactly where it was.

at 3960 set stake

" 5280 " "

We take another look for sec.
cor. 1-2-35-36 but all evidence is
gone. Kasper Zugschwert a
Homesteader of 28 years ago
saw this cor. and says it was
destroyed by the Hinckley fire
in 1894.

We now go W. to the cor. of
secs. 2-3-34-35-133-136-30

Where Kasper Z. has preserved
the Sec. Cor. by placing china ware,
an old Jug, and glass around stake
set by Whitely from Brainerd, from
U.S.B.T.s. The N.E. stump is still there.
I drive a 2"x48" I.M. and take New B.T.s.
by measure only.

R. Oak" N.E. 96 ft.

Head Lind. 8" N.W. 57.8 ft.

Wit stake Maple S.W. 46.7 ft.

Oak fence Cor. post S.E. 33.6 ft.

We chain E. from this cor. and at
2636.0 ft. I find the $\frac{1}{4}$ S. cor also
marked by glass & stoneware.

I drive a 2"x48" I.M.

Continue E. at same chaining and with
transit on top of Hill about 500 ft.
E. of the $\frac{1}{4}$ S. cor backsighting on
 $\frac{1}{4}$ S. cor. and foresighting on flag
at Twp. Cor $1\frac{1}{2}$ miles E.

at 5310.7 intersect random line
from N. at 5278.8-S.

^{7920 stake}
at 8110.7 set Triangle Hub to get
distance over goose Lake. Dist=2360.9

Total dist.=10471.6

E.B. Horst.

Aug. 10-1921.

same crew, complete yesterdays
work as per diagram on
following page

Set I.M.s 2" X 48 at following
Corners:

1/4 S. between Secs. 35-36

1/4 S. " " 1-36

1/4 S. " " 1-2 = ^{U.S.T.}_{B.T.S.}

Sec. Cor. to Secs. 1-2-35-36.

E.B. Horst.

Aug. 11. 1921

See F.B. # B.H.A.

N.

S. 67

26.35
35
2" 1.M.
36

S. 35.

2" x 48 1/4 S.

S. 36

T. 136 R. 30.

Graded Roads.

54'

TRP. 6
line.

2636

150° 04'

2611.9

2639.4

2611.9

2611.9

1.M.

TRP.
COR.

T. 135 R. 30

S. 1.

0.5 1/4 S.
COR. 2" x 48" 1.M.

S. 2.

2 1
11 12
1.M.

Dec 1. 1921.

Chain from Surf. cor.
 1/2 mile W. on twp. line $\frac{134}{135}$ P. 30.
 at 700 W. ent surf.
 " 1300 " ent lake
 " 2100 " br. lake
 " 2250 " br. surf.
 " 2405.0 " 1/4 M. at 1/4 S. cor.

Driven from W.H. Cabbons to
 Northals and from Northals
 to Pequot by R. L. Parks. from
 Rocky Point charges \$6.00
 E.B. Horst.

1/2 by Homebush.
 1/2 by Maple Twp.

Chain man 1.75
 R.R. fare for 2 each 1.54

Total Bill

Sub-division Sec. 25-136-32₆₉

June 27, 1928

Collected notes in A.M. Leave
for Leader. Go to B. Hove's place.

John M. Greene

June 28, 1928

Set up on E. N. Cor. 1. M. Sec. 25-136-32

S. $36^{\circ}38'W$ to chimney on B. Hore's houseA + N. E. Cor. \angle int. = $89^{\circ}12'$ Sec. 25 \angle int = $89^{\circ}42'$ Sec. 30

at 1321.75 set pin

2643.50 set spike S. $8^{\circ}44'W$ to chimney on B. Hore's House

3965.25

13' short - 8' North

5287.00

$$\begin{array}{r} 13.00 \\ 4 \overline{) 5274.00} \\ 2 \overline{) 11318.5} \\ 659.25 \end{array}$$

$$\begin{array}{r} 7435.7 \\ 2642.8 \\ \hline 584856 \\ 148714 \\ 297428 \\ 446142 \\ 158714 \\ \hline 206509679 \end{array}$$

$$\begin{array}{r} 1.34487 \\ 2637 \\ \hline 941409 \\ 403461 \\ 806922 \\ 268974 \\ \hline 354642219 \\ 2642.8 \end{array}$$

$$\begin{array}{r} 2637 \\ 01396 \\ \hline 15822 \\ 23733 \\ 7911 \\ 2637 \\ \hline 3681252 \end{array}$$

$$\begin{array}{r} 98841 \\ 6152.4 \end{array}$$

$$\begin{array}{r} 6189.2 \\ 36.8 \\ \hline 6152.4 \end{array}$$

$$\begin{array}{r} .80247 \\ 2000 \\ \hline 160494000 \\ 6152.4 \\ \hline 7757.3 \end{array}$$

$$\begin{array}{r} 2 \\ 46793 \overline{) 9341804} \\ 933861 \end{array}$$

$$\begin{array}{r} 61524 \\ 15184 \\ \hline 246096 \\ 492192 \\ 61524 \\ 307620 \\ 61524 \\ \hline 934180416 \end{array}$$

$$\begin{array}{r} 59669 \\ 119338 \end{array}$$

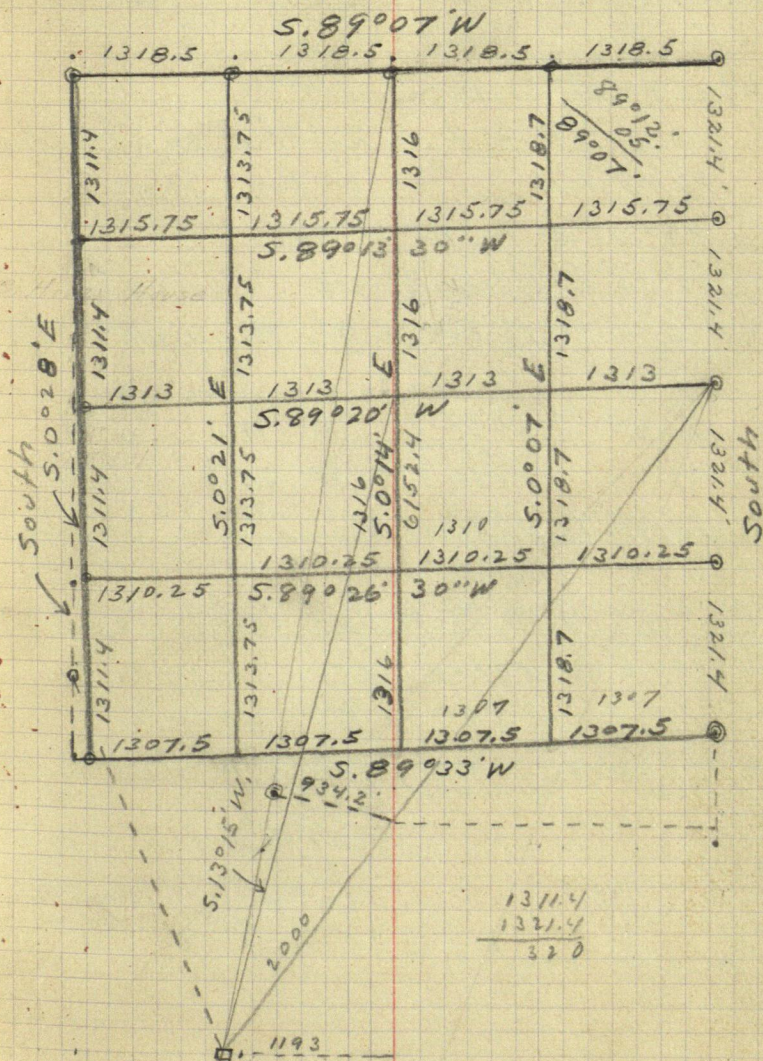
$$\begin{array}{r} 7920 \\ 7757.3 \\ \hline 162.7 \end{array}$$

$$\begin{array}{r} 1320 \\ 1193 \\ \hline 127 \end{array}$$

$$\begin{array}{r} 3.25 \\ 9.75 \end{array}$$

132
304

71



June 29, 1928

East Line North

North Line S. $89^{\circ}07'W$ R. " S. $89^{\circ}12'W$

West R. Line - South

S. $3960 + 756' \times S. 25^{\circ}37'E$ to Chimney

1285 Hub,

on Hove's House

S. $89^{\circ}48'E$ to I. Pin 44'N. $89^{\circ}35'E$ along fence

Sta. 0 - N.W. Cor. 1. M. Running South

1320 1311.4 - N. 8.6 E-11

2640 2622.7 N. 17.3 E-22

3960 3934.2 N. 25.8 E-33

5245.4 5245.4

Sta. 0 - I. R. S.W. Cor. Running East

N. $89^{\circ}54'E$ to Fence Cor.True line N. $89^{\circ}32'E$. 5230

1320 1307.5 goes west 12.5'

2638 F. Cor goes west 23'

2640 2615

3922.5

1307.5 = 1305.4

3922.5

1305.4

5227.9

1307.

E. $1/16$ goes west 2.1'

7520

1320

1318

1284.5

1305.4

5227.9

A.M. J. Greene P.M. Same and 73

B. Howe
Hans Howe
Olaf Howe

Benson
Benson
Johnson

3960
1285
5245

36.81
2
73.62

73.62
5318.62
5 .45

24.67 5274.

4934

5319.07

3400

00873 5284.4

2467

44 24.67

9330

3492

7401

3492

9290

44412

2640

939

3579

44

3623 20031

5274

1651 - 7

00902 - -

3302

148590

1489202

3623

00291

3540

291

3623

32607

7246

10.54293

354

3186

708

103014

58

10.58

354 = 0010.

14.9 5274

447

804

745

590

S. 89° 07' W

N. 89° 07' E

0016

00291 201 N. 89° 23' E

.58200

N. 89° 56' E

N. 89° 44' E

N. 89° 34' E

13'

2638

2614

24

- 1.6

74

$$\begin{array}{r}
 S. 89^{\circ} 33' W \\
 S. 89^{\circ} 07' W \\
 \hline
 410^{\circ} 26' \\
 \hline
 6' 30'
 \end{array}$$

$$\begin{array}{r}
 S. 89^{\circ} 33' W \text{ South Sec. Line } 1307.5 \\
 \hline
 6' 30'' \\
 S. 89^{\circ} 26' 30'' \text{ S. } 1/16 \quad 1310.25 \\
 \hline
 6' 30'' \\
 S. 89^{\circ} 20' W \text{ } 1/4 \text{ Line } 1313.00 \\
 \hline
 6' 30'' \\
 S. 89^{\circ} 13' 30'' \text{ N. } 1/16 \quad 1315.75 \\
 \hline
 6' 30'' \\
 S. 89^{\circ} 07' W \text{ North Sec. Line } 1318.5
 \end{array}$$

Left. $2^{\circ} 41'$

$$\begin{array}{r}
 1315.5 \\
 620.0 \\
 \hline
 695.5
 \end{array}$$

$$\begin{array}{r}
 695.5-7 \\
 .04656 \\
 \hline
 34775 \\
 41730 \\
 \hline
 27820 \\
 \hline
 3234075
 \end{array}$$

N. 89°07' E

$$\begin{array}{r}
 01542 \\
 \underline{5274} \\
 6168 \\
 10794 \\
 3084 \\
 \underline{7710} \\
 8132508 \\
 \underline{5245.45} \\
 5326.77 \\
 \underline{5284.4} \\
 042.37
 \end{array}$$

N. 89°32' E

$$\begin{array}{r}
 5274 \\
 44 \\
 \underline{4 \ 5230} \\
 1307.5 \\
 \underline{3} \\
 39225 \\
 \underline{2640} \\
 82.5
 \end{array}$$

$$\begin{array}{r}
 1318.5 \\
 \underline{1307.5} \\
 411.0 \\
 2.75
 \end{array}$$

$$\begin{array}{r}
 42.37 \overline{) 52740} \\
 \underline{4237} \\
 10370 \\
 \underline{8474} \\
 18960
 \end{array}$$

= 0°28'

124

$$\begin{array}{r}
 2626 \ 153 \\
 \underline{22} \\
 17.3 \overline{) 2648} \quad \times \ 0^{\circ}24' \text{ check} \\
 \underline{173} \\
 918 \\
 \underline{865} \\
 530 \\
 \underline{519} \\
 11
 \end{array}$$

76

Bearing Trees

S. $\frac{1}{16}$ on East Line

W. Birch 4" S. $65^{\circ}25'W$

Fence Cor. N. $78^{\circ}30'W$

June 30, 1928
J. Greene
Olaf Hove

Benson
Benson

77
Johnson

$$\begin{array}{r}
 119 = 0029' \\
 \hline
 44 \overline{) 5245} \\
 \underline{44} \\
 84 \\
 \underline{44} \\
 405 \\
 \underline{396} \\
 9
 \end{array}
 \qquad
 \begin{array}{r}
 1318.5 \\
 1307.5 \\
 \hline
 110 \\
 480.4 \\
 \hline
 11 \overline{) 5284.4} \\
 \underline{44} \\
 88 \\
 \underline{88} \\
 0
 \end{array}$$

July 1 Greene $\frac{1}{2}$
Olaf Hove $\frac{1}{2}$
Bill Hove $\frac{1}{2}$

July 2 Greene Bill Hove
Olaf Hove Benson $\frac{1}{2}$
Benson

July 3 Greene
B. Hove
Olaf Hove

Boord 27 28 29 30 1 - 2 - 3
1 3 3 3 3 3 1

17 meals 6 beds
4.25
1.50
5.75

4-4' x 1 1/2 = 3.20 Harmer-cash

N. 0° 30' W.

road 2 mi. W.
S. 89° W. to E of

N. 89° 30' E. on random L.
obs. sta.

1321.2

N. 1° 15' W.

1321.2

N. 89° 55' E.

26 97.6
26 170.
66

{ May 23, 1922. 8.45 AM.
Sta. 4932 E. on N. rand.
line 831-136-31
Lat. = $44^{\circ} 32'$
Decl. = alt. $44^{\circ} 24'$
azimuth of obs. = $8.72^{\circ} 30' E.$
altitude of sun $44^{\circ} 24'$
true alt. = $44^{\circ} 23' 28''$

55+50

65° 40' R.

64+25

End.

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.

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