

No 293

Land & Allen

Sec 11-133-30



Standard Engineer's Field Book

Description

	Size	Rulings
No. 1307	$7\frac{1}{4} \times 4\frac{5}{8}$	"Level"
No. 1308	"	"Field"

Specify by Number, the Book desired

Made in U. S. A.

This book contains a superior 50% rag content paper having a high degree moisture resisting surface. Waterproof ink is used and it is sewed with Bing Enamel Waterproof Thread. The binding material is also waterproof.

Made in U. S. A.

BOORUM & PEASE COMPANY
BROOKLYN, N. Y.

Index
Land & Allen Pillager

(2)

Index

Pass thro big Hill pg 56 42

Irene E. Fisher and her son 52

W^m Cain Nation Hotel Bldg

Mrs Robertson Prop Our Land

Near Allen Point of Waikiki Hk. 046/47

5-117	LAND + ALLEN	11-133-30
118-119	G. KRUSHE	SW ¹ / ₄ - 11-133-30
120-121	P	
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(3)

Land and allen

ANY OLD TWP.

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

Time P 9 17-51-

133-30 - sec 11

(5)

Sept 26-1946

Land & Allen

I Lu Walker in my car Gas, \$2.00
drive to Pine River where I get 12-
pieces of $1\frac{1}{2} \times 1 \times 6'$ for Backshots \$1.06
stop at Piquet and get 10 # of 60^d
spikes \$.80 drive into Brainerd
where I get this book \$1.20 Then
on to Pillager dinner @ Pillager 50¢
do not get to see Frank Allen until
after dinner as he is hauling
coal. P.M.

Frank in his car I in mine
drive to shore of Sylvan lake where
Frank shows me where he wants
the point cut off and about where
he thinks the streets should go
I told him ok. we would see how
they will fit after we get the outside
run. Frank gets a man for in the
morning but not this after noon
as he is going to a sale.

Frank goes back to Pillager to haul
coal. I look over ground getting
ready for morning.

Harold Cuno,

⑥

Sec 11- 133-30

Sept 26 1946 Continued
I set a flag @ M.C. I.M. on lake
shore bet Govt Lots 1-2- 133-30
set a flag at SE and one @
SW cor sec 11-133-30

Work T on line between
SE & SW corners near E $\frac{1}{4}$
cor. Supper in Pillager 504
over night @ pillager
stay @

Sec. 11 - 133-30

(7)

Sept 27-1946

up early Breakfast @ Pillager
30¢ drive out to Sylvan Lake
to get man to help. He says
he would like to know what
give Frank the idea he
would help as he has
more work than he can
do now. So I go back to
Pillager and see Frank
he goes to Tel. Office and
see Martin Bosch there
Martin Bosch says he
will help but has to go
home first about $1\frac{1}{2}$ miles
I wait at Tel. Office he come
back and we leave @ 10
drive to see H.

Turn left near $1\frac{1}{4}$ Cor on
South side Sec 11 look West
and set 2 stakes one near
 $\frac{1}{4}$ Cor and one near $W\frac{1}{4}$ Cor
line beg. at S W Cor Sec 11
133-30 chain
East @ 300-600-900-1200 pin
@ 1342.12 spike Temp $W\frac{1}{4}$ Cor.

(8)

Sec 11-133-30

Sept 27-1944

beg @ spike 1342.12 chain

East @ 300-600-900-1200 pin

@ 1342.12 E = 2684.24 E

set spike on line for True

$\frac{1}{4}$ south side Sec 11-133-30

beg @ $\frac{1}{4}$ spike chain East

@ 300-600-900-1200 E pin

@ 1342.12 spike on line for

True E $\frac{1}{4}$ cor chain East

@ 300-600-900-1200 pin

@ 1343, about I.M. SE cor

Sec 11-133-30. We strightened
this cor up this spring but
it is bent way over again
and as I have no shovel I
do not fix it but set the
spike for corners measuring
the distance given on
page 89 book 204

I pull up spike under T

and set T over spike set for

$\frac{1}{4}$ cor @ 4026.36 ft E of SW
cor.

See 11-133-30

(9)

Sept 27-1946

Look W on 90° and Take
Ties

Old Tie Oak 6 N $54^{\circ}21'E$ 55.42
to old Blage

Oak 8 S $31^{\circ}08'W$ 41.00 to new

Blage as old Blage is too far E

Oak 4 N $65^{\circ}06'W$ 59.4 to new
Blage on new tie tree

Turn E $\frac{1}{16}$ the NW angle to
E $\frac{1}{16}$ from S line reads $89^{\circ}10'$ -

Beginning @ E $\frac{1}{16}$ Cor spike under
T chain

North @ 300-400-900-1200

1500-1800-2100-2400 pin

@ 2648.5 set spike for $\frac{1}{16}$ Cor

center of E half See 11-133-30

we walk to I.M.M.C. and

chain South rough chain

and find is check out O.K.

with distance given on
page, 92. Book, 204.

start @ 10 am quit @ 5.30. $\frac{1}{2}$ hr

for lunch. @ Pillager 50¢

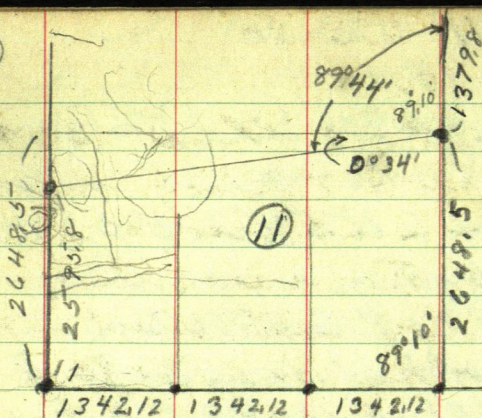
Super @ Pillager 40¢ over night

@ Pillager Gas. 1.00

HJC

⑩

⑩



⑪

⑫

Sec 11-133-30

(11)

Sept 28-1946

Breakfast @ Pillager, 35¢
Lv Pillager @ 9 O'clock. drive
to $\frac{1}{4}$ Cor. on South side of Sec
11-133-30. Over 60 ft spike
Temp $\frac{1}{4}$ Cor. site West $\frac{1}{2}$ mile
on SW cor Sec 11-133-30
and run N $0^{\circ}37'$ W set spike
over field about 400 ft +-
with flag on line set flag
50 ft road for Backshot.
Ties to $\frac{1}{4}$ Cor S side Sec 11-133-30
measuring S line Sec 11 as E+W
Ties to $\frac{1}{4}$

Oak 4 N $57^{\circ}14'$ W 50.6

Oak 5 N $45^{\circ}46'$ E 39.4

to spot @ base

open field north so can
not get any tie that way
 $\frac{1}{4}$ comes about in E E+W
road.

Lv this N+S $\frac{1}{2}$ to be cut out
later when I am not
here.

Crew: Martin Bosch - ax
& Chain HJC T Warren, K. T
300 ft Chicago steel Tape.
HJC.

(12)

Sec 11-133-30

Sept 28-1946 Continued
drive west $\frac{1}{4}$ mile to
West $\frac{1}{16}$ Cor S side Sec 11-
133-30 where I have set
a 60¢ spike for Temp Cor.
@ N edge of S wheel Track
Tower 60¢ spike Temp W $\frac{1}{16}$
Cor S side Sec 11-133-30.

Ties to W $\frac{1}{16}$

W Oak 4 N $71^{\circ}17'$ E 67.35

J. Pine 14 N $77^{\circ}54'$ W 91.50

R.O. 7 S $49^{\circ}33'$ W 28.95

W Oak 4 S 50° E 42.87

Tower W $\frac{1}{16}$ Run N $0^{\circ}25'45''$ W
Nude reads - $7^{\circ}45'$

We cut line N until
noon set hub and flag
on line and go to dinner
@ Pillager 50¢

$\frac{1}{2}$ hour for noon.

We drive to the $\frac{1}{16}$ Cor
center of E half of sec
11-133-30

Tower 60¢ spike Temp
 $\frac{1}{16}$ Cor in E N+S road.

Sec 11-133-30

(13)

Sept 28. Continued.

Turn N W angl $89^{\circ}44'$
and run West see page
10 This book, we hit a
row of oak trees which
must have been a long
a fence line some time
ago we could run to miss
the trees in open field on either
side but as this is the E + W
line of sec 11-133-30 and a
base line we cut through
the trees all up hill

@ about 400 ft up hill but
we set a hub on top of
hill quit as Martin
has to be home @ 4.30

We take Ties to Temp
 $\frac{1}{4}$ cor Center of E $\frac{1}{2}$ Sec 11.
open Field on both side of
road so can not tie to Trees
Trees

6" split oak fence Post S $54^{\circ}23'E$ 25.44
5' round " " " N $47^{\circ}02'E$ 28.05

quit @ 4 o'clock.

H Curo

(14)

Sec 11-133-30

Sept 28-1946 Continued
Martin Bosch will cut
out the rest of the E & W &
Sec 11 + N & S & Sec 11 +
the W $\frac{1}{2}$ line Sec 11-133-30
weather I am with him
or not. I drive back to

Pillager. Pay Mrs J. L.
Morgan \$2.00 for room for
2 nights drive to Jenkins
get \$1.00 Gas at Portners
on to Walker.

(Note) These line are started
according to old survey of
Sec 11-133-30 by J.W. Curo
in Steckling Survey done
Sept. 1923. Page 61
back 204.

Harold Curo

Sec 11-133-30

(15)

Sept 29-1946

All day Sunday in
Walker.

HC

Sept 30 1946 Monday
in Walker

HC

~~Oct 1~~ 1946 Tue
in Walker

HC

Oct 2 1946 Wed.

JWC & I work @ Hackensack
until 2:30 JWC goes to Brainerd
I go to Backus see Mrs Decampo
Try to get a man to help set
corrs. can not find any
drive back to Walker
JWC stays @ Traiter house Jenkins

Harold Curo

16 Sec 11-133-30

Oct 3 1946, Thu.

I Lv Walker drive to Jenkins
wait @ Trailer House for Jwe
We drive to Peguot. I get Trailer
Hitch fixed on my car
\$3.50 over night @ Trailer
House in Jenkins
HC

Oct 4 - 1946 Fri.

J.W.C. goes to Walker
I take Trailer House and
move it to Sec. 11-133-30
find no work done. Look
up Frank Allen he goes
to Martin Bosch no one
home. I cut brush on W $\frac{1}{2}$ L
Line Sec 11-133-30 North about
600 ft. Lots of small Brush to slow
with ax. find place to Lv
Trailer House just get fixed
when it starts to rain
over nite in T.H.

Harold Cyro

Time Sheet Sec 11-133-3

26 27 28 29 30

1946

Sept

JWC N

HJC N

Car

Exp.

Martin Bosch

at

Plenty,

7m 48

sum

Oct. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22

HJC

Car

JWC

Exp

Martin Bosch

Joe Leiss

1946

(18)

See 11-133-30

Oct 5 1946 Sat.

Duck season opens

F. Allen goes hunting

still raining hard.

I Lv word for F. Allen to

have 2 men Monday

Then drive to Walker rains
all day.

I get Duck Lic + Stamp \$2.00
@ Walker.

H.C.

Oct 6 1946 Sunday

I try to get Hert. to go with

me to Backus to finish Decamp

she says no So I go to Woman

Lake to see how many Lots

JWC can get out of his 40'

Find about 660 ft. of Lakeshore.

Look for duck in Pot Holes

nothing back to Walker

and to church

Harold Curo

Sec 11-133-30

(19)

Oct 7. 1946 Mon

I Lv Walker in my car
drive to Pillager starts
to rain Get to Pillager after
dinner men quit at noon
on account of rain I see F.
Heller he had 2 men culling
They worked on E+W $\frac{1}{4}$
until it rained (6 hr)

Over mile in Trailer House

Oct 8 '46 Tue

9 o'clock no crew I cut
brush on W $\frac{1}{4}$ line Heller
gone Hunting
Find crews car @ $\frac{1}{4}$ cor
center of E half Sec 11-133-30
Lv note to come to W $\frac{1}{4}$
line after dinner on their
car as it is 11 o'clock
P.M.

crew does not show up @
2 P.M. I go to $\frac{1}{4}$ cor center E $\frac{1}{2}$
Sec 11-133-30 find their car Note
still on it so walk W on E+W
& find crew They had Lunch
H C

(20) Sec 11-133-30

Oct 8-1946 Tue

with them so did not
find my note & Luthern
cutting west. Tell them
to start on W $\frac{1}{2}$ Line in
the morning I do not stay
with them as π + my tools
are on W $\frac{1}{2}$ Line and I
want to open up old road
to drive in closer to our
work on both N + S Lines
I go to Pillager for gas +
drive in to where I quit
cutting N on W $\frac{1}{2}$ Line Sec 11
133-30 But line get dead pine
for wood. get π back to
T.H. for supper drain car as
sky is clear + it might freeze

Harold Curo

Sec 11-133-30
Oct 9-1946. Wed.

(21)

Martin Bosch and I cut N
on W $\frac{1}{4}$ line. The other man
had to go to town so did not
come.

We set hubs and take courses
to ties do not chain
heavy brush and oak slow
going start @ 8-30 quit 4-30

Oct 10-1946 Thu.

Same Crew one man
continue cutting line N
light rain do not take
K out use pickets @ about
2-30 enter big wet bog or
swp. our line look like it
will hit a narrow island
on the lake but we cannot
get to it with out a boat so
we go E $\frac{1}{4}$ mile and start
cutting North on N+S &
start @ 8-30 quit @ 4-30
light rain

Harold Curo

(22)

See 11-133-30

Oct 11-1946 Fri

rain all night mixed
with snow no one showed
up, @ 9 o'clock I go out alone
and cut line N on N+S E

See 11-133-30 just get started

had to have some more seeds
to make sure

Oct 12-1946 Sat

Marlin arrives @ 9 o'clock finds
me cutting N on N+S E

beg @ $\frac{1}{4}$ on S side See 11-133-30

We chain North

@ 300 pin @ 343.7 spike hub
on N edge of field This

R.O. 6 N $13^{\circ}49'$ E 18.16

W.O. 4 N $51^{\circ}21'$ W 9.10

@ 600 pin @ 900 pin @ 10.00 pin

@ 1300 pin + 106.6 = 1406.6 hub

7 ft south of old road E+W

Tie to hub 1406.6

J.P. 12 S $46^{\circ}30'$ W 9.20

J.P. 18 S $74^{\circ}27'$ E 23.4

Sat Oct 12-1946 Continued

@ 1706.6 pin + 280.0 = 1986.6 hub
Ties

R.O. 10 N 66° 13' W 7.50

R.O. 12 N 18° 11' E 22.15

@ 2006.6 pin + 130 = 2136 enter
Wedge of round pot hole wet

@ 2190 Lu same

@ 2306.6 pin @ 2391.3 hub
Ties

RO 6 S 51° 55' W 9.90

RO 6 N 72° 38' W 14.37

We set two spikes where
we cross E & W & for enter-
section of N & S & with E & W &

Quit @ 430

Sunday Oct. 13-1946

I get wood cut line N on
N & S & Sec 11-133-30

Continued

Page 29 this book

(24)

Monday Oct 14-1946

beg @ 1/4 Cor bet Sec 11-12

133-30 chain West

on the E+W \angle which I started
Sept 28 - See page 10 and 13 this
book.

Went @ 300 pin @ 546.30 hub.

No Ties @ 800 pin @ 830.45 " "

Ties RO 7 N 28° 05' W 10.6

RO 8 N 59° 18' E 18.86

830.45 + 160 = 990.45 pin

@ 1005 enter pot hole round

@ 1205 LV same pot hole

extends N about 150 ft + 575 ft
is round.

@ 1334.48 spike at True inter-
section of N+S = E+W \angle s

@ 1433.30 hub.

Ties RO 14 N 41° 40' E 24.68

RO 8 N 85° 12' W 38.90

@ 2036.1 hub

Ties RO 6 S 36° 17' E 7.05

RO 6 S 81° 43' W 16.45

Cut out line set hub ahead
and quit @ 4.30

Tues Oct 15-1946

(25)

Same crew continues line
West do not chain

8-30 - 430

drive to Pillager get letter from
J.W.C.

Wed Oct 16-1946

beg @ hub 2036.1 chain West
@ 2390 cross old fence NE-SW
@ 2473.5 hub.

This RO 8S 60°10' E 14.85

RO 3S 23°58' W 4.08

@ 2473.5 + 190.4 - 2663.9 spike
spike 2663.9 is E spike of two
set for intersection with W $\frac{1}{16}$ line
@ 2960 stake not on line @ E edge
of big swp.

Martin goes and sets spike over
swp.

beg @ stake not on line over
swp marker 00W 2 ft South
and 2 ft West of Water chain
West. @ 87.4 spike hub

(26)

Wed Oct 16-1946 Continued
Ties to hub 87.4

W. O. 4N 63°08'W 13.0

R.O. 14 S 67°36'W 9.35-

@ 133 cross old road

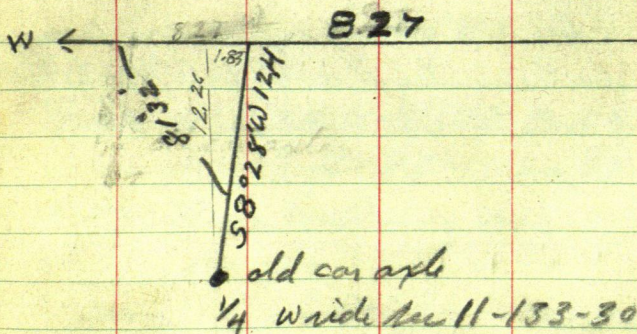
@ 218.35- spike hub no tie

@ 297 pin enter meadow

wet. @ 597 stake in meadow
+ 230 = 827 spike hub W side
of wet meadow.

Turner hub 827 old car axle
set for $\frac{1}{4}$ cor sets

S 80°28'W 12.40 ft



Wed Oct 16 - 1946

field book 204 page 68

JWC notes. Steckling Survey

rays @ from stake 27005 chain N

105- To 25-95-5. Turn 90° and run

west 55.95 and set 3x20 inch

pine stake 10 ft W of W edge of meadow

New B.T. Vag

16" Green Tall J.P. stump N $56^\circ 30'$

W 66.15 ft

dead Oak stump 12 S $62^\circ 30' W$ 43.5-

15" J.P. stp S $7^\circ 30' W$ 10.92.

I find a can axle do not check
this with ties as it is late
it does not look like it will
check out.

H.J.C.

28

Thurs. Oct 17-1946.

Martin and Joe Leiss arrive @ T.H. @ 8 o'clock My car will not start Martin checks over wires and find no spark from coil so the coil is no good.

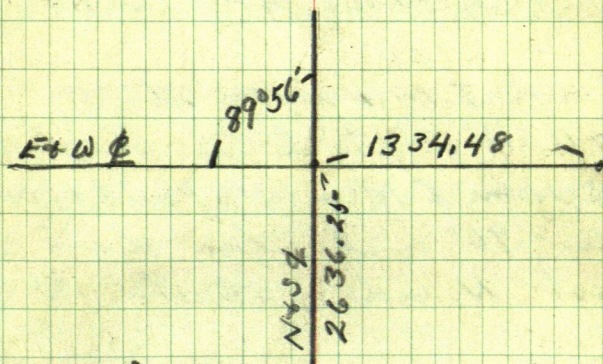
I go in Martin's car. We drive as close as we can get and walk to hub 2391.3 N on N+S E sec 11-133-30 start Joe cutting line N.

Martin takes me in his car back to T.H. where we take off the Coil and condenser drive to Pillager and get new ones 5.20 I cash a check for 10.00 at the bank.

drive back to work Joe leaves @ 11 o'clock some one wants to buy his farm Martin and I work until noon drive to T.H. eat dinner and put in new coil and condenser drive back to work out line N quit @ 4.30.

Fri Oct 18-1946

Martin & I beg @ hub
 2391.3 N on N and S & see Pg. 23
 this book We chain N
 @ 2636.25' spike @ intersection
 of N+S-E+W & see 11-133-30
 Take NW angle of the two lines
 $89^{\circ}56'$



No Ties To intersection spike

@ 2845.25' spike hub no Ties

@ 3049.90 " " " "

@ 3235.55 " " on N brink of hill

Ties RO 14N $47^{\circ}W$ 4.56'

RO.7 N $7^{\circ}32'E$ 10.50

@ 3415' Center of draw E+W

@ 3475' N-S brink of hill @ 3533.53' pin

@ 3551.7' hub on top @ 3575' N brink of hill

30

Oct 18-1946 Fri

- @ 3651 $\frac{1}{2}$ of old road in draw
- SE -- NW 20 ft ground flatens out
- @ 3681 cross old fence NW-SE
- @ 3818, 95' hut on bank
- @ 3835, 55' pin
- @ 3864, 25' spike hut on rec wall
- @ 3875 water

Get check from Land

Turn I M. N side of street
L + A. 1st add to S beach
BS N on I M on lake shore
Turn 90° and start line
West N side of street

Turn I M on Lake shore
NW cor of N & S street
BS on SW I M set spikes on
Line between I. M. S
spike 56 ft N of N side street road
extends 15 ft W of W side of street
@ 237 N road is 26 ft W of W side of st.
@ 334 N " " 24 " " " " " " " "

Sec 11-133-30

31

Fri Oct 18-1946

T still over I M. on lake shore
@ NW cor of N+S 66 ft street
Take stada of cut bank @ base
of Point where Land & Allen
had bulldozer cut bank. They
want a road around this point
wide enough for 2 cars
so I take the S side @ foot of cut
measuring the W side of street as

@ N+S Stada

S 64°33' W 216 S 60°17' W 195

S 42°41' W 168 S 23°30' W 142

S 13°30' W 148

T still on MCIM NW cor of
N+S 66 ft street measuring the
W side of street for N+S

I take course to IM on lake shore
between lots 12+13

S 5°20'23" E

T over IM bet lots 12-13

BS N 5°20'23" W on NW cor street
and take stada of E side of
point.

32

Sec 11-133-30

Fri Oct 18-1946

N 49° 24' W 298 - N 37° 19' W 398

N 31° 25' W 442 - N 23° 30' W 500

N 19° 54' W 600 to N end of point
on NE cor. of point

quit @ 4.30

Cash Lands check @ Bank

copy Pillager minn

Oct 18 1946

Security State Bank

Pay to the order of Harold Curo

\$150.00

Clayton A Land

Oct 19-1946 Sat.

Joe Liss and Martin Bosch
and I.

Beg. @ W $\frac{1}{16}$ line on south side
 Sec. 11-133-30 chain North
 @ 45' enter plowed field @ 300 pin
 @ 325' L. field @ 332 old fence E+W
 @ 546.2 spike hub

Ties RO 4 N 47° 16' W 19.4
 WO 3 N 64° 16' E 18.95

@ 846.2 pin @ 1146.2 pin
 @ 1240.65' hub

Ties JP 14 N 34° 26' W 13.17
 JP 16 N 12° 35' E 43.6

@ 1258' E old road E+W

@ 1540.65' pin @ 1629.60 spike hub
 Ties to 1629.6

RO 4 S 26° 47' E 9.85

RO 3 N 37° 05' E 6.76

@ 1929.6 pin @ 1960.35' hook spike
 Ties

RO 14 S 8° 50' E 7.40

RO 12 N 83° 46' E 10.00

@ 2136.05' spike hub in draw
 SW cor of swp lies 75 ft West

34

Sat Oct 19 - 1946.

@ 2210.35 min @ 2315.60 hut water 100 L+

@ 2417.50 hut - 2624.40 spike @ intersection
of $E \frac{1}{4}$ Line with $E \& W \frac{1}{2}$

(Note) There are three spikes set in a row $E \& W$. The E one was where we chained to 2663.9 W of $\frac{1}{4}$ Cor Center of $W \frac{1}{2}$ Sec 11-133-30 the West one is true intersection of the two lines. The middle one is offset to get by big Tree.

The intersection Spike is the West spike. 2624.40 N and 2667.40 W of $E \frac{1}{4}$ line - water 293 L

We hit a 16" Oak so we off set 1 ft East

@ 2717.56 min @ 2729.35 N hut on bank

@ 2805.40 spike hut water 15 L

@ 2825 N enter swamp

Joe, Martin and I go to W side of Land & Allens 1st add to Sylvan Beach

Turn I M NW cor of N+5.66 ft street B.S. - South on W side of street and run $S 74^{\circ} W$ 183.42 to Sta. ①
Turn Sta. ① $BS N 74^{\circ} E$ and run

Dec 11- 139-30

35

Sat Oct 19- 1946

S 44°44' W @ 80 lake shore is 20 ft R on
NW @ 338.5 sta ② = hnt 3818.95 W on
N 45° E

Tower Sta ② BS N 44°44' E and run

S 75°30' W 162.3 to Sta ③ water 10 ft R

Tower Sta ③ BS N 75°30' E Take

stada of West side of point

Tower Sta ③ run

N 48°36' E 490

N 45°30' E 535

N 42°30' E 720

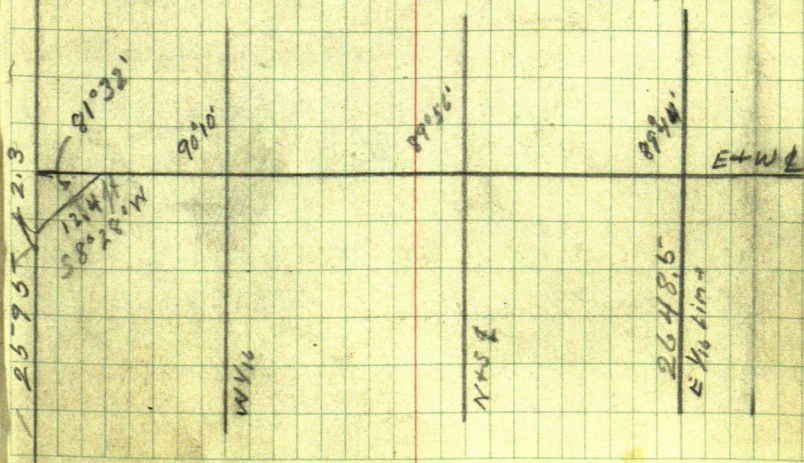
N 40°30' E 7.70

N 37° E 940 +

quit @ 4.30

drive to Walker, out of gas 2 1/2
miles from Pine River.

Carlson pushes me to P.R. gas 1.00



36

correction for E + W E

38

145 From MC Run Sought

+30 ft X one +30 B5 on MC line

NW angle 70 ¹⁴⁵ run N 70° W 200

Tr ¹⁴⁵ +30 F N 70° W run L 110m

S. 110 = 70 = 20°

Spin 342020

Cor 939693 X 35, 11

Tang 363970

939693

3511

939693

939693

4698465

2819079

3299261523

NOV 7-1946

Set Levels for Alto
and Erickson at Walker
\$10. from Erickson
PM

Harald & I to Hackensack
Talk with Look over
Borb Tract

NOV 8-1946 Friday
Cass Co Commissioners
Meet

PM

Harald & I to Pillager
Over nite in my Trailer Ho
Harald's Car

John W. Cass

Nov 9-1946 Sat

Harald and I to Pillager

3 miles - Frank Allen

and Mr Land. They get

2 axmen

Boots Stahl Pillager

48 single 30 years here

Fred J. Horton 44 single

Mrs Land's brother 2 weeks
from Fresh So Dak

Start at 11-AM. Cut brush

Harald and I pull Land's

Car out then eat our dinner

at Trailer Ho

Figure till 2-PM

Begin at ^{0.0} 1 mi on Sylvan Lake

at NW Cor of Water St ch

As on ^{west} side of it called

South ^{0.0} 145 ft Then

② N 70° W 200 ft to pt ^{3.5} 25 ft

from water Run St 2

S 50° W @ 38.1 Hdg for so side

corn St

$+50 = 88.1 + 50 = 138.1 +$

41

$50 = 188.1 + 50 = 238.1 + 50 = 288.1$

Had Arge point S 66° 3' W 20' R

T 288.1 Run S 66° W

50 water 15 R

100 " 00 R

150 " 6 "

200 To sta ④ 15 from water

Quit 4-50 PM

5 PM at our car

Stahl & Horton get in
5 Hour each working
directly for Land & Allen

Evening Harold & I to
Pellager for Supplies 3/4 or +
sleep at Trailer H.

John W. [unclear]

Nov 10-1946 Sunday

1 inch of snow last night

9-30 Harold & I Lv

Look up PASS thro big hill
Should begin at intersection
of West side of Water Street
With North side of Hill
Ave L & A 1st Add to

Sylvan Beach
and run S 69° W

Should hit the low spot
using the west line of
Water Street as a Meridian

Brush hangs wet with
snow - Crew not working

No deer tracks all day
low till storm stops

Nelson Harold's Plymouth

Could not make the hill on Hill
Avenue in one inch of wet snow
so we drive in Old Castles
on Lake shore

Dinner at camp still sleep
stay in till 3 AM Sun
Peaks thru - almost

Nov 10-46 Continued

3pm we drive 2½ miles to
Pillager - Harold gets gas \$1.50
and Sunday paper
drive back to lake

T over Sta 4 BS N 66° E Run
S 75° W

C 50 ft Hub water 12' R

C 100 " " 6 "

C 150 " 00 00 "

C 200 " " 7 "

= Sta 5 on sharp sec wall

Angel Point

All Hubs 60' spikes and
guard stakes

Out at dusk too dark to see
look up shore line to

Over night in trailer to
Not: Erickson Building 15
new cabins on N side of lake
Acad 18x20 and 50 ft lot
to a woman for \$2500 cash
she never saw the lot or house
But it last year just finished
now

44

NOV 11-1946

8-30 Bright Sun Early
Frank Allen & Boats were
out there before we left Frank
Comes back We find Boats
with a fire Cutting out Pass
in Gap of Hill

Harold & I at about 9-30
Holton is coming with his axe

π on st. 5

Sharp pt of water

S 75° W 35 ft

End of water S 64° W 50 to 75

S 71° W 100

N 83° 30' @ Point

N 83° 30' W @ 50 water 6 N 8 S

N 83° W 90 - water 6 N - 4 S

N 74° W 115 water 1 N - 10 S

N 74° 175 water 2 S - 22 N

N 67° W 185 - water 5 N

N 69° 30' W 200 water 10 N - 10 W

N 74° W 200 " 12' W

N 82° 30' W 190 on Sharp point

46

K Still @ Sta 5 Pm

S 53° 35' W

@ 50 Waler 6 R

@ 100 " 15 R

@ 125 " 25 "

" 150 " 20 AP Sta 6

Sta 6 BS N 53° 35' E Pm

S 31° 30' W

@ 50 Waler 18 R

@ 100 = Sta 7 Waler 15 R

12.10 LV for dinner 12.30
at Trailer Ho

PM

π @ H (7) R on $S 60^{\circ} 30' W$

over gear Redg

@ 25 Water 6' R

" 2' L x 35 L

@ 50 Water 3' R

" 3' L x 50' L

@ 65 6 ft channel

@ 100 Water 4' W R

" 15' L x 35 L

@ 110 so end of water 25 L

@ 125 Hat Sta 8

Water 8' R

π over 125: S/F (8)

Take so Pat Hat

Pat Hat

NW cor $S 77^{\circ} W 15 ft$

N side $S 20^{\circ} W 75 ft$ $S 30^{\circ} W 125 E$ side

$S 49^{\circ} W 175$ so end

$S 62^{\circ} W 170$ SW side

$S 80^{\circ} W 70$

48

⑧ ¹⁰ S 85° 15' W @ 25

Slack in 10 ft Cond

Water 4' R Swamp 0.0

@ 75 Hdr Water 12' R + 50

- @ 125 Water 20' R + 50

175 " 20 R + 50

225 Footy Hill

Water 22 R

Thence up Hill

275 on N Brink

Water 30 R

325 on top Water 40 R

+ 50 = 375 SW slope

35 E of water + 25

400 Arge pt

Water 25 R

⑨ Run

S 39° 30' W

@ 25 Water 3.5 R

75 " 20 R

125 " 15 R

175 " 5 R Sta 10

Top Sta 10

B S N 39° 30' E 12 mi

S 3° E 60 Edge of Swamp

S 7° W 129

S 12° W 205

S 12½° W 260

S 14° 36' W 400

Var reads 7° 30' E

S 17° 10' W 415

N. end of Island West 200

S " " S 75° W 200

Quit at 5 PM

Continued From Page 17 To 51

Time Sheet Working For Land & Allen Cold

Nov 1946

7 8 9 10 11 12 13 14 15 16 17

Harold J. Curo

1 1 1 1 1 1

Car

1 1 1 1 1 1

Expense

John W Curo

1 1 1 1 1 1

Car

Expense

Boots Stahl

5 5 0 8 8

Fred J. Horton

5 5 0 7 8

52

Nov 12-1946 Bright Sun ^{warmer}
Harold & I work on Plat
Land & Allen
Second Addition
To Sylvan Beach

LV Trailer Ho @ 11-AM. Find Boats
& Frank with a fire Cutting out
Pass Over Big Hill
in Low Draw

Harold helps Cut till 12 noon
I ride to Trailer Ho with Boats
Harold follows in his Car

PXI

1-30 LV Camp Find
Crew Cutting Budd Big fire
and help Cut Land Corner
about 3 PM

T over 1 PM IP W side water
st with N side Hill are
Run South 30° T over 30
Run S 74° 33' W 400 to
sliding Road in CR on top
John W Cur

$$\begin{array}{r}
 4) 30 \quad 75 \quad 1^{\circ} = \\
 \underline{28} \\
 2^{\circ}
 \end{array}
 \qquad
 \begin{array}{r}
 1.75 \\
 \underline{.4} \\
 1.00
 \end{array}$$

$$1^{\circ} = 0699.27$$

$$74^{\circ} 33' W + \quad \underline{27.9708}$$

4 Changed to $74^{\circ} 30' W$

$78^{\circ} 33' W$ 11.00 +

Quit at 5 PM

$$\begin{array}{r}
 55 \\
 \underline{5} \\
 275
 \end{array}$$

$$\begin{array}{r}
 275 \\
 \underline{55} \\
 330
 \end{array}$$

330

$$\begin{array}{r}
 55 \\
 \underline{165} \\
 220 \\
 \underline{55} \\
 275 \\
 \underline{330}
 \end{array}$$

330 On Top

Ties

9" ROAK N $25^{\circ} 28' E$ 41.85

8" " " N $49^{\circ} 08' W$ 21.35

Needle Reads $8^{\circ} 30'$

54 NOV 13-1946

Land + Allen's 2nd
Add To Sylvan Beach
Frank L Allen^{9th} wife
Land wife

Bright sun Snow gone
water puddles frozen
9⁰⁰ AM Harold + I LV

LV @ 10 AM
Tow

24" Red
N 28 34' E 30.28 ~ Oak
S 59° 58' E 62.9 = 30"
Red Y. Oak

Run S 78° W @ 41 HD
for st Cr

55
55
5
275

375 + 202.2 = 55
202.2 4
577.2 + 220

Run S 78° W 41. Hwl

55-110-165-220-275-330,

+330+275=605 For

$$17 \times 55 = 935$$

$$\begin{array}{r} 220 \\ 55 \\ \hline \end{array}$$

$$\begin{array}{r} 577.2 - \\ 145.0 \\ \hline 432.2 \\ 35.1 \\ \hline 397.1 \end{array}$$

$$\begin{array}{r} 3 \\ 55 \\ \hline 105 \\ 220 \end{array}$$

$$20^\circ \text{ Tang} = 36397 \times 40 = 14.56$$

Su 342020

142.57

$$\text{cu } 939693 \mid 4000000$$

$$\text{TA } 3527 \mid 3758772$$

$$\begin{array}{r} 2412280 \\ 1879386 \\ \hline 5328940 \\ 4698465 \\ \hline 6304750 \end{array}$$

56

20°

$$\begin{array}{r} \text{Tang} = 36397 \\ \underline{4} \\ 145588 \end{array}$$

12 Tan 212557

$$\begin{array}{r} 4 \\ 850228 \end{array}$$

184.03

$$\begin{array}{r} 5 \overline{) 420.16} \\ \underline{40} \\ 20 \\ \underline{20} \\ 1 \end{array}$$

8960

78

$$\begin{array}{r} 90 \\ \underline{78} \\ 12 \end{array}$$

397.1

$$\begin{array}{r} 85 \\ \underline{4056} \\ 1456 \\ \underline{42016} \end{array}$$

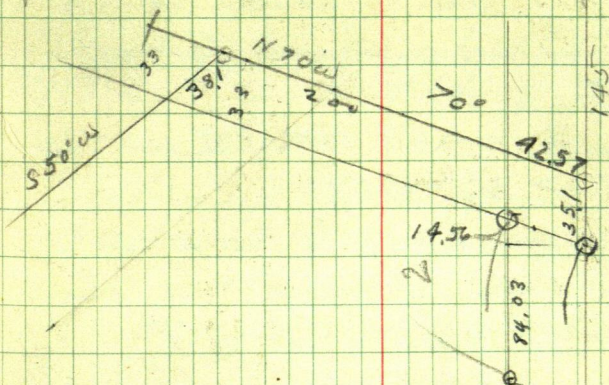
1 84.03

2 = 16806

25209

33612

42015

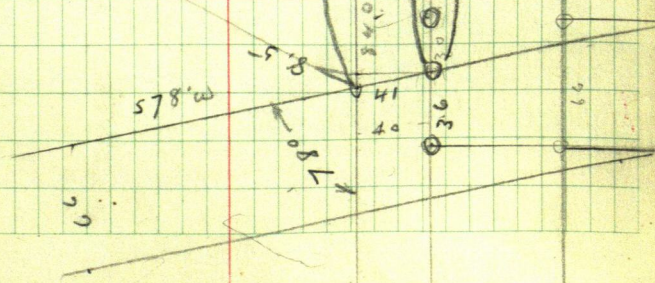


577.2st

420.16

397.1

water



58

NOV 14-1946

Warm Sunshine Boot
and Fred Work

Harold + I set 60th spikes
at Book lots 55 ft

Noon Harold + I to Pillager
Frank Allen loaned his shot
gun just milt

Allen looks at tentative
plot and approves

Says he will send \$100 ck
middle of next week
and for us to see
Land and have him give
us his ck for \$100.

We buy groceries and eat
late dinner at our trailer 10:00
PM

Drive $3\frac{1}{2}$ mi west $\frac{1}{2}$ N
and 80 rods NE LV Car
and walk 60 rods on old
road to find good deer
run for a stand

Nov 14 - cont'd

Back on line set slaker

bet lots 4 & 5 To lots 23-24

Σ over 23-24 = 60 d Spike

Continue S 73° W

130 spikes on lower ridge

@ 30 = 160 - marsh lake

Σ sluff @ Hal bet 23-24

Tier viz

10" Red Oak N $15^\circ 30' W$ 4.60

8 " " S $70^\circ 30' W$ 21.35

Run N $29^\circ 40' W$?

$225 + 3.25 = 221.75$ To

Cor Bet Lot 33-34 on lake

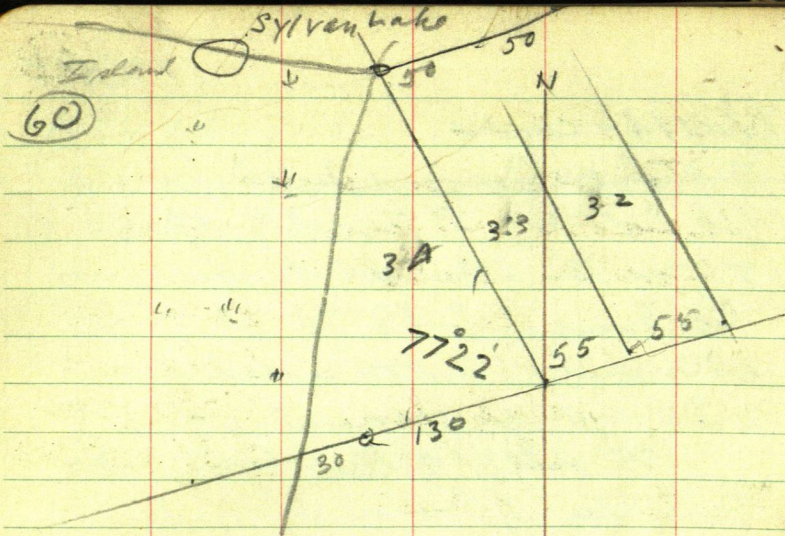
Re wall 4 ft from water

= add Half Spike

NW

SW angle reads $77^\circ 22'$

Wah till 5-15 PM.



Boats and Fred
 worked $\frac{1}{2}$ Hour over time
 and should get a whole
 hour
 they worked like hell.

Jack Curo

Nov 15-1946

Tomorrow is Deer
season Warm Bright
Call on Land

S 50° W 288.1

S 66° W 200

Rough line

S 75° W 200

Ref 1-2

S 53° 35' 50"

N 70° W Ref 2-3

2-3 N 61° W

3-4 N 57° 15'

4-5 N 53° 15'

5-6 N 49°

6-7 N 48° W

7-8 N 49° W

8-9 N 49° 15' W

9-10 N 50° W

10-11 N 49° 20' W

11-12 N 49° W

12-13 N 49° W

1

62 NOV 15 contd

Lv @ 9 AM. Find Boots Stahl
and Fred Horton cutting
brush and making stakes

We Chain East end of Lot.

2 To 6 INC 84.03-

Set spikes and stakes mkd

Harald and Boots goes along
shore line and number all
stakes from 1 to 34 Find same

OK. Fred and I work on E End

Fred los for dinner 12 noon
I wait 20 minutes for Harald
and Boots

Call on C.A. Land who gives me
a check drawn to Harald

Check

11-15-1946 Security State

Bank Pillager Minn

\$100, H. Curo One Hundred Dollars

C.A. Land"

Frank Allen will send \$100
first of coming week which will
leave \$200 still due on day

Contract for 700 Bal to be pd when
west shore is staked

June 24-1947

63

Walter Miller and I Lu Walker
in my car @ about 11 o'clock
with new Tire + Tube drive
To Jenkins Where we eat lunch
Take wheel off of Trailer House
We Put the Right back Tire
on my car on the Trailer House
and the new Tire on my R.R. wheel
have my spare Tire fixed

Take T.H. To Pillager Lu Jenkins
3 o'clock arrive at sec 11-133-30
at 4-40 Lu T.H. at same place
I had it Last Fall drive To
Pillager see Frank Allin

buy Gro. drive to Selvan Lake
see Land. who gives us 4 Crops
for Apples

Frank Allin - comes over says
he will have two men here
@ the T.H. in the morning and
Lands step son will be out
in P.M. for me to work hell
out of them as he wants the
men next week in a saw mill
Rains Hard most of night

64

June 25-1947

Up early Breakfast @ 7 o'clock
 Frank Allen's men arrive
 @ 8:15 Henry Dilley
 Joe Clarine

We drive to 1/4 cor bet. 10-11
 133-30 where we open up
 old survey line S to the road
 and North following the
 old cut out line.

Beginning @ old car. apt set
 for 1/4 cor between sec 10-11
 133-30 chain North

@ 75' about enter swp NW-SE

@ 240 LV same NW-SE

@ 300 pin + 274.3 = 574.3 but
 60' spike on top of hill + 120 =
 694.3 \pm road SW-E

574.3 + 132 = 706.3 Hpt 60'
 spike 12 ft N of \pm road + 50 =

756.3 pin @ 770 enter meadow

E & W @ 1056.3 stake in meadow

@ 1128 LV meadow - E-W

1056.30 + 246.85 = 1303.15 but

60' spike on top of big hill

@ 12 83.15 cross old cut out line

Harold Curo

Sec 11-133-30

65

June 25-1947

E+W @ 1473 enter bag.
 $1303.15 + 300 = 1603.15$ stake
in bag. $+ 300 = 1903.15$ stake
in bag.

Landi sends Fred J. Horton
over @ 1 o'clock to help cut
line

All three quit LV job @ 5-45
Walt and I cut line to big ditch
and can not get across
we set a stake @ 2303.15
quit @ 5-50 get back to car
@ 6-10.

Dine to Town for bread, meat
back to Trailer house cook
supper To bed - 11 o'clock.

Harold Curo

Sec 11-133-30

66

June 26-1947

Up early Breakfast @ 7

Henry, Joe, and Fred come @
8 o'clock Walt and I go to
where were we left off last night
on the Sec. Line between Sec. 10-11
133-30

From hub, 2303.15 chain North
@ 2335 $\frac{1}{2}$ of ditch @ 2373 edge of
brush about 20 ft NE of mouth of
ditch @ 2503.15 stake @ 2803.15
stake

@ 2803.15 - 8.5 = 2794.6 cor of old
fence sets E 13.20 ft this point
seem to check out with four
Tall Trees, and I am sure the
Fence post was set at the cor.

From 2803.15 we chain rough 252
ft on $1\frac{3}{4}$ " pipe 3 ft high sets 27 ft East
Crew goes in @ 3 o'clock

Walt and I drive to Pillager @
5 o'clock try to call Walker
can not get J.W.C. so we drive
to Walker arrive @ 7:45

Continued From Page 17-57- Time Sheet Working for Land & Allor

JUNE 24 25 26 27 28 29 30

Harold d. Curo 1 1

Car 1 1

Exp

John W. Curo

Car

Exp

Walter Miller 9

Henry Dilley 8 6

Joe Clarine 8 6

Fred J. Horton 4 6

68

Sec. 11-133-30

July 1, 1947

I call Walt early to go with me to Pillager put 40s and oil in my car. \$3.65 get notes @ Court House and to Walker around 7:30 Drive to Brainard get Papa @ shops. \$3.20 drive to Pillager arrive 10:30 see Allen. His men are going fishing this afternoon but will be out in the morning Walt and I eat lunch @ restaurant \$1.30 get a sack from F. Allen drive to Lands no one home so Walt and I set I.M. on L and A, 2nd Add. drive I.M. @ all lot corn drive to Pillager see Land who says Fred will be out in the morning Walt and I eat in Pillager \$1.50 I get milk and bread. Walt and I drive to the W⁴ cor side Sec 11-133-30 Arrive @ 6 PM set a flag @ the 60th spike set for Time cor. drive to SW

Sec. 11-133-30
July 1-1947

69

Cor. Sec 11-133-30 Town SW
Cor = 3" I.M. filled with cement
Fences E on $\frac{1}{4}$ cor and run
N $0^{\circ}14'W$ on True sec Line
bet 10-11-133-30 @ 300 pin 600
pin 900 pin 1200 pin 1500 pin
+ 274.9 = 1774.9 but 60 ft
spike on hill in E road.

Over 1774.9 set flag N on
line and cut brush to little
taken quit around 8, P.M.

Time

Lv Walker	around 8 A.M
Ar Brainerd	shop 9-30 " "
Lv	" " 10-30 " "
Arrive Pillager	11 -
Lv	" 11-30

Work in Field 11-30 to 5
6 - 8

H J C

70

Sec 11-133-30

JULY 2, 1947

Up at 6:30 breakfast 7:15

Crew Comes at 8

Travel over hut 1774.9 N on Section
bet 10-11 continue L 101 + North
 $1774.9 + 300 = 2074.9$ pin + 100 =
2174.9 pin 10 ft S of water edge
of small lake

$2174.9 + 170 = 2344.9$ pin
over lake, 10 ft N of water edge
 $2344.9 + 23.4 = 2368.3$ hut
60° spike S edge of road NW-SE
From 2368.3 ch. N 226.7. to
25-95.0 point for $\frac{1}{4}$ bet 10-11
133-30 where we set a 60° spike
2.3 S of old car axle

A.M.

Crew Joe Clarine
Henry Dilley
Fred Horton
Walter Miller

P.M.

Joe Clarine sick does not
come back after dinner

PM

Henry Fred Walt and I
continue sec. line N bet 10-11

$2593.7 + 276.5 = 2871.5$ spike hub

on hill + $130.7 = 3002.2$ hub

60' spike on N shoulder of road

12. ft N of ~~E~~ road. NE-SW

From hub $3002.2 + 300 = 3302.2$

pin in swp. + $120 = 3422.2$ pin

over swp foot of hill + $157.3 =$

3579.5 spike hub on top + $34. =$

3613.5 " " " " +

$279 = 3892.50$ N we set

a 2×18 " oak hub for True

N $\frac{1}{4}$ cor. bet sec. 10-11-133-30

in swp.

X over N $\frac{1}{4}$ cor focus S on
true line and run. N $89^{\circ}58'$

East. on $\frac{1}{4}$ line

SE angle $90^{\circ}02'$

@ 250° E Lu wet swp @ 300 spike
on line

Crew quits @ 5 o'clock Walt & I
work until 6-45

72

See 11-133-30

JULY 3-1947

Land stops at Traiter
house and says Fred will
not be out to day.

Joe - Henry - Walt + I
start @ 8 o'clock and
continue N 1/2 line Sec 11
East

Needle reads 8°

@ 360 E road NW-SW @ 419.05

hub 60' spike, 16 ft W of old

dim road NE-SW @ 652.8

60' spike hub on top + 207.2

8600 spike hub @ 938.5

hub 60' spike @ 975 water edge
sylvan lake.

Turn over 938.5 BS S 89° 58'

W and run shore line

From 938.5 E run N 17° 49' E 143.

To sta D From Sta D Take stadia of ramp

S 22° W 29 ft S 70° 30' W 56 ft

S 85° W 92 ft S 62° 40' W 95 ft

S 43° 20' W 73 ft S 19° W 48 ft

HJC

From Sta 1, BS S $17^{\circ}49'W$ and run
N $23^{\circ}10'W$ 108.8 to Sta ② Sta ① water
25 R. Sta ② water 35 R.

From ② run N $15^{\circ}E$ 171.35 to
Sta ③ Sta 3 water 15 R, 25 N
Tower sta ③ take sta da of swp
N $32^{\circ}30'W$ 44 ft N $81^{\circ}50'W$ 89
swp. extends SW about 400 ft
about 30 ft wide

N $57^{\circ}30'W$ 129 to pt over swp run
N $49^{\circ}40'W$ 212. to T.P. of swp.
Walt walk around to Point over
swp. Sta da N $37^{\circ}30'E$ 340 ft
N $13^{\circ}38'E$ 385 N $6^{\circ}37'E$ 358
N $16^{\circ}W$ 400 ft can not see any
more from Sta ③

Crew quits @ 3 P.M.

Walt and I continue shore
line S of $\frac{1}{16}$ line

Run 938.5 E on $\frac{1}{16}$ line

BS S $89^{\circ}58'W$ and run
S $26^{\circ}29'W$ To sta ④

H J C

74

July 25⁹ 1947 FridayJWC Walt and I up
late Breakfast in PillagerJWC cashes Pattons check
for \$162.00 gives me \$25.00Walt \$25.00 he goes home to
Walker stops @ Brainerd P.

Walt & I in Pillager 9-30 drive
to hub 3002.2 N bet sec.
10-11-133-30 on N shoulder
of road.

Turn over hub 3002.2 ^{with N on true line} run
out road. From 3002.2 we
run N $64^{\circ}35'E$ 117.7 to Sta ①
hub 3002.2 is 12 ft N of \angle @ 87 ft
 \angle @ 117.7 Sta ① \angle is 8 ft West
of L ft

Turn Sta ① B.S. $564^{\circ}35'W$ and
run N $18^{\circ}23'E$ @ 136 edge of ramp
 \angle road 6 ft R. of \angle @ 212 edge of ramp
@ 244.4 Sta ② 8 ft E of \angle of R.
Turn Sta ② B.S. $518^{\circ}23'W$ and
run N $13^{\circ}02'W$ @ 32 \angle road
@ 77 E edge of road @ 135 \angle @ 200 L

HJC

@ 277.7 Sta ③ 8 ft W of \angle or L of π
 over Sta ③ B.S. S $13^{\circ}02'E$
 on ② and run N $34^{\circ}51'E$

@ 300 pin @ 411.3 cross N $\frac{1}{4}$ line
 62.6 ft W of hub 419.05 E of N $\frac{1}{4}$
 cor. bet 10-11-133-30 @ 511.2

Sta ④ 6 ft E of \angle or R of road
 over Sta ④ B.S. S. $34^{\circ}51'W$ on
 Sta ③ and run N $2^{\circ}30'W$

@ 85' wedge of road. @ 195' E edge of
 road @ 240 \angle 10 ft L or West @
 350 E edge of road @ 384.7 Sta

⑤ = 60 ft spike in \angle of road

over Sta ⑤ B.S. S $2^{\circ}30'E$ on ④
 and run N $13^{\circ}49'E$ @ 135' W

edge of road @ 250 E edge of road

@ 390 south edge of ramp

@ 507 ditch or creek 5 ft W of \angle

@ 540 N edge of ramp @ 686.1

Sta ⑥ 10 ft E of \angle main road
 \angle of Y of road running NE

over Sta ⑥ B.S. S $13^{\circ}49'W$
 on ③ and run S $84^{\circ}E$ 95.6 To
 Sta ⑦

over Sta ⑦ B.S. N $84^{\circ}W$ and run

HJC

76

Jul 11-133-30

July 25-1947

N $61^{\circ}13'E$ 184.60 To sta ⑧To over sta ⑧ B.S. S $61^{\circ}13'W$ and run S $77^{\circ}45'E$ 134.6

To sta ⑨

To over sta ⑨ B.S. N $77^{\circ}45'W$ and run out swamp with
stadaFrom ⑨ stada over swp
Bears S $25^{\circ}W$ 5-50" S $32^{\circ}30'W$ 590" S $41^{\circ}W$ 570 Bears S $47^{\circ}30'W$ 540Then run west to road and
on west crossing road

between sta 5-6 as on Pg 75-

The where we leave swp Pg 75-
swp runs as follows

From sta ⑨ swp to

Bears S $54^{\circ}W$ 390 - S $57^{\circ}30'W$ 380S $66^{\circ}W$ 210 - S $64^{\circ}45'W$ 103S $19^{\circ}30'E$ 30 S $80^{\circ}15'E$ 85-S $73^{\circ}30'E$ 170 S $68^{\circ}15'E$ 260

shore of lake is E 60 ft

S $64^{\circ}30'E$ 265- on old fence lineS $44^{\circ}30'E$ 375- lake shore line

E 45 ft.

HJC

July 25-1947

77

S 34°50'E 210 S 13°30'E 140 L

S 3°45'W 210 S 9°15'W 300

S 15°30'W 380. We have

The rest of this map on Pg. 72
and 73 this book 283.

quit @ 6-30 supper in
Town \$1.00 We had
dinner in Town 1.40

HJC

78

Sec 11-133-30

July 26-1947 Lat.

Walt and I Lv Trails house
8 o'clock.

(Note) as I do not have time
to fix a course of E & W E Sec 11
from our base line which sec 11
and do not know length of
same I go to where old road
hits the new one between stas
2-3- and back the old road is

Tower Sta (3) F.S. $S 13^{\circ} 02' E$
on Sta (2) chain $SE 63.9$ to Sta

(A) Tower A B.S. $S 13^{\circ} 02' E$ on
Sta (2) and run $S 51^{\circ} 53' E 234.00$
To Sta (B)

Tower Sta (B) B.S. $N 51^{\circ} 53' W$ and
run $S 42^{\circ} 40' E 140.85$ To Sta (C)

Tower Sta C sup 10 R.

B.S. $N 42^{\circ} 40' W$ and run $S 18^{\circ} 54' E$
along edge of sup e 150 sup Trains $S 364.8$
To Sta - D.

Tower D B.S. $N 18^{\circ} 54' W$ and run
 $S 28^{\circ} 34' E 158.1$ Sta E

Tower E B.S. $N 28^{\circ} 34' W$ and
run $S 8^{\circ} 28' W 100.3$ To Sta F

Sta E sup 15 R.
Sta F 20 R.

Tower F BS N 8°28'E and run.

S 5°56'E 159.0 Tanta 25.

@ 20 Hunter traps N 50 ft @ 75' 6" ramp

@ 30 Hunter traps, 30 R.

Tower H BS N 5°56'W on F and run.

Dinner in Palazzo \$1.00
gone 1 hr.

Tower G BS N 5°56'W on F and run S 44°52'E 107.6 Tanta H.

Tower H BS N 44°52'W and run. S 12°53'E 111.75 Tanta I on N edge of E & W & random well 15 ft E of & off road.

Tower I BS N 12°53'W and run. S 78°56'E 119.65 T. sta (J.)

Tower J BS N 78°56'W run. Made of big rocks.

180 N 17°W

180 N 27°30'W

235 N 3°50'W

290 N 8°E

340 N 10°30'E

660 N 16°15'E T.

point

see page 72
 Tower hub 938.5 E of N 1/4
 cor on N 1/4 line Sec 11-133-30
 BS S 89° 58' W and run
 S 26° 29' W 104.3 to Sta (4)

Tower Sta (4) BS N 26° 29' E
 and run S 57° 10' W 147.6 To Sta (5)

Still @ (4) take stadia of lake shore.

575 S 10° E	460 S 2° 40' E
400 S 7° 10' W	370 S 19° 15' W

From sta 4 to S 19° 15' W and by W of line

Tower Sta (5) 10 ft from edge
 of ramp Take stadia of ramp

BS - N 57° 10' E and run

300 S 8° 30' W	280 S 22° 30' W
190 S 25° W	115 S 34° 40' W
75 S 47° 30' W	

Finish 3-30

ON W cor.

S $89^{\circ}32'E$ 1421.5 To Me old Notes $89^{\circ}32'$ $-89^{\circ}39'$ 2598-
N 89N $89^{\circ}58'E$ $90^{\circ}02'$

SEC. 11 133-30

40

2695.5 N

N $89^{\circ}28'E$ $90^{\circ}32'$

82

Sunday Sept. 21-1947

Shen Miller & I L.V. Walker
in my car. @ 12-10 about
drive to Pillagu river @
hub 3302.2 on Sec Line bet
Secs 10-11-133-30

Travel Hub. 3302.2^N on N edge
of road we start @ $\frac{1}{4}$ bet
10-11 and (Chuck) Chain North
to hub 3302.2 N edge of road
(Note) Pg. 71 This Book is
off. 300 ft.

@ 3171.5 hub. - 60 d spike

@ 3302.2 spike hub on N
side of road. (Pg. 71. says 3002.2)

@ 3913.5 spike hub on top of
big Hill (Pg. 71. says 3613.5)
our wood $\frac{1}{16}$ cor is @

4192.5 - which is 300 ft
to Far North

Quit @ 5 Try to put
road on paper no real work

Supper & over Night @ Frater
House.

Monday Sept 22-1947

Cold last night.

Land call @ 8-30.

Then cooks pancakes

Le Trails House 9-30

Then 3302.2 BS S on true line
and (CHECK) road angles

From 3302.2 we run

N 64° 36' E	118.0	1
N 18° 20' E	244.2	2
N 13° 06' W	273.2	3
N 13° 01' W	213.7	A ✓
N 34° 10' E	530.0	4
N 1° 06' E	369.6	5
N 14° 10' E	687.5	6
S 85° 01' E	94.0	7
N 61° 37' E	184.5	8
S 77° 47' E	136.6	9
S 64° 37' E	corner of ICE House	

Quit for Dinner 12 NOON

Drive to Pillager Dinner 1.50
back to work per. 1h - 133-30

@ 12-30

Then Sta A. BS. S 13° 01' E
and run old road.

84

From Sta A run

S $51^{\circ}54'E$ 234 To B

S $42^{\circ}40'E$ 140.9

S $18^{\circ}55'E$ 366

S $28^{\circ}36'E$ 158.1

S $8^{\circ}26'W$ 100.4

S $5^{\circ}55'E$ 159.1

S $44^{\circ}50'E$ 107.7

S $12^{\circ}50'E$ 111.75-

S $78^{\circ}51'E$

Finish @ 4 P.M. drive to

Trailer House lock up

and head for Walker

Sept 25 1947

Not so cold Bright-sun
Walt Miller with Elsie and Nellie call
at Cabin No 1. \$5 ch to Walt to pull 2
teeth. Nellie Lvs. Returns with letter
\$40 ch for Glenn US. 9.15 I find
Harald at breakfast with Kickapoo
and wife. Meet Mrs Rogers at drug
store Ed Cells. Pain in Stomach
Mrs R. picks ??

No breakfast Draw \$20 at bank
Get Glenn Miller. Harald meets
us at Otto Lvs in Haralds car for
Pillager. Grind axes at Pine River
Blacksmith shop \$1. ax handle 90¢
File 35: Electric store has no
plugs. Meet Oliver Olson at
Cremona. 11.50 AM. Dinner at
Johnson's Restaurant 60¢ x 3 = 1.80
\$2.85 for grub at Nisswa Store
Straight thro to Trailer Ho. 3
miles N of Pillager. Put new handle
in hook. wheel axes 3 PM Drive
to NW Cor Sec 11-133-30

Jack Curo Over

86 take Hurley compass
No transit walk 2 blocks west
on crooked trail to Cor

2, 3, 10, 11, 133-30

See Old Notes Book 204

Page 62

US Notes call for 12

Tam 7 S 11° W 12 LKS = 7.92

" 6 S 73 E 22 " = 14.52

" 6 N 53 W 9 " = 5.94

" 5 N 87 E 25 " = 16.50

My Old Notes Sept 1-1923

(24 years ago) say we found
all 4 and found a 3/4" pipe set
by Surveyor Conklin

My new Old BTS VIZ

Tam 3N 73°10'E 20.90

" 6N 53°37'W 42.40

" 5 S 67°54'W 35.50 W

" 4 S 39°20'E 15.42

To-day Sept 25-1947 we find slump
of old BS BT NW also

Slump of NW and SW and SE trees
standing green and the NE trees
standing dry. No bark

Apr 25-47 Continued

253-10-11-133-30

87

My old SE BT has no sign of mark till
Harold chops full four inches
into the base and finds my
old spot This tree is now
Twin 12" Tern at base

The NE Tree has my old
spot 3 inches in

We found a big fence post
which moved the $3/4$ " iron
3 inches west We found it
1 $1/2$ ft under ground

Question: Did the big fence
post push the $3/4$ " pipe down
or did the swamp grow 1 $1/2$
ft in 24 years

We re-establish the corner
which checks to $1/4$ inch for chain

See cor →

1490 Station
300
1190.

4 Hrs for blenful

New Hub on

hill north slope

3913.50 m

John W. Cline

88 Land and Allen

Dec 11-133-30

Sept 25-1947 continued

Glenn Miller stay at
Trailer Ho

Harold goes in to Pilgrage

No hotel sleeps on porch of
Frank Allen res

3 2
COR
2-3-10-11
193-30 Random

10 8941 (D)

5391.9 obtained OK

120°02'1"

April 18-1948
checking
599 page 23-Book 154
20 years apart

Sept 26-1947 Land + Allen

89

Glenford Miller and I at Trailer
Ho. We all eat breakfast with
Frank Allen. On 8-30

9 AM Knight T @ 2-3-10-11
BS South about 2 1/2 ft West of flag on
big hill 1490 S New Ties
2-3-10-11-133-30

2x2x40" wood stake to spot at base
L" Tam N 83° 57' E 51.50 "
7" Tam N 51° 33' W 48.77 "
10" Tam S 31° 52' W 54.10 "
8" Tam S 50° 06' E 36.5 "

Turned from true line S
Uai reads 6° 30'

My Old BTS, Pg 62 Book 204
From true line So New Meridian
N 72° 04' E N 55° 08' W
S 66° 31' W S 40° 20' E

East start line hit pop line
Turn 3" L to miss line and run
S 89° 41' E in swamp 300 ft
+ 273.2 = 573.2 Hit 60° spike in
Went wheel track 80' + E of swamp

90 continued

to 573.2 Harolds Sta "6" bears
S $20^{\circ}41'E$ 71.0. Run uphill
125.1 To 698.3 Hub on top Then down
698.3 till 139.7 To 838. Hub in East
wheel track crooked road NE SW
Then up hill another 139.7 yes it is
another 139.7 To 977.7 Hub on Rd
All Hubs are 60' spikes
977.7 on top Old Fence post R

$74^{\circ}40'R$ 62.7

Red flag on lake bank 15' W of water
bears S $25^{\circ}42'R$ 3.35 station
Rod = 335 feet $25^{\circ}42'$

$$\text{Sine } 433659 \times 335 = 145.28 \text{ S}$$

$$\text{Cosine } 901077 \times 335 = 301.86 \text{ E}$$

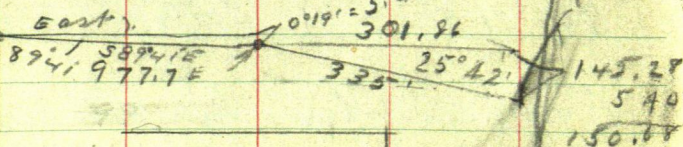
$$\text{Tan } 9481267 \times 301.86 = 145.28 \text{ S}$$

$$0^{\circ}19' \text{ Tan } 9 = 005527 \times 977.7 = 5.40 \text{ S}$$

Flag is 1279.56 E & 150.69 S.

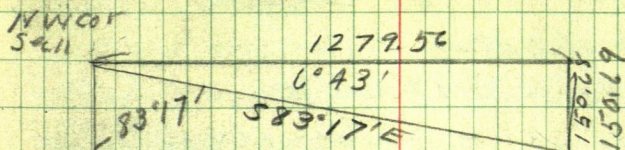
NW cor
Sec II

N. assumed



133-30 Sec 11

91



1279.56

$$128) 150.86 = (11771 = 6°43')$$

$$\begin{array}{r} 128 \\ \hline 228 \end{array}$$

89°60'

$$\begin{array}{r} 643 \\ \hline 83°17' \end{array}$$

To Run from NW cor

Sec 11-133-30. East to red flag at
East end of old fence on west bank
of Sylvan Lake Focus so on

See line corrected and run
S 83°17' E

$$6°43' \text{ Co } 993137) 1279.56 =$$

92

continued

From Hut 977.7 E Continue

S 89° 41' E. Hot bldg

Turn 1° 37' R S 88° 04' E

@ 265 S E Cor of Garage about 1/2 N

300. 2 Hut a good E & W fence

line North 19.3 ft @ 400 S E Cor of
fence is about 9 ft N

At about - 350 E, we hit 12" oak

Nail - we found the old x

2x30" pipe set by Conklin

Page 63 Book 204 - A01923

Mrs

and her son arrive and we show her
our lines and the iron pipe which
now lies on its side

Work till dark Harold and Glen

cut wood for Trailer Ho I pack

Hi bunk Cranberries

8 Hrs for Glenford

Harold sleeps on Frank Allen porch

Shiverer at Ho near us

Sept 27-1947

Herald arrives at 7-30 Mrs Allen
rich Herald and Glenford Cook
at trailer Ho

9 AM Starts to rain

Mr Land Calls I advise him
to sell NE Co Island in bog
T.

Herald and Glenford pick up 4915
back to bush Oceanview in rain
Pull out for Walker

12 noon E Sandwich
at Young Connors 'Eat Ho'

750 home in walker 2-PM

Still raining

Evening Walt Miller + wife call at My
Cabin N-1- wants money

Says I owe him

84.40

I give him Cork

2 50

81.90

I pay his Rent 50%

50 00

31.90

Coal left in his

20 00

Paul drew Walt

8.11.90

I to Cabin Herald at office

Sept 28-1947 Sunday

Cloudy Dark, Cold, wet

All AM at My Cabin No. 1.

Robert Dale Atwood 11 years old

Son of School Teacher from

Long Prairie in #4.

My Cabin No. 1. Rented from

W. C. "Bill" Atwood Sept 13-1947

To Oct 13th 1947 at \$16. Aft 13-47

Also \$1.00 of Electric Stone

Oct 6 - 1947

Glen Miller and I in my
car. Lv Cross Lake @ 5 P.M.
drive to Brainerd then on to
Pillager. J W Curo Lv Cross Lake
in his car for Walker @ 5 P.M.

Glen + I eat lunch @ Pillager
get bread and drive to Trailer
House. overnight @ Trailer Ho.

96

Land & Allen Sec 11-133-30

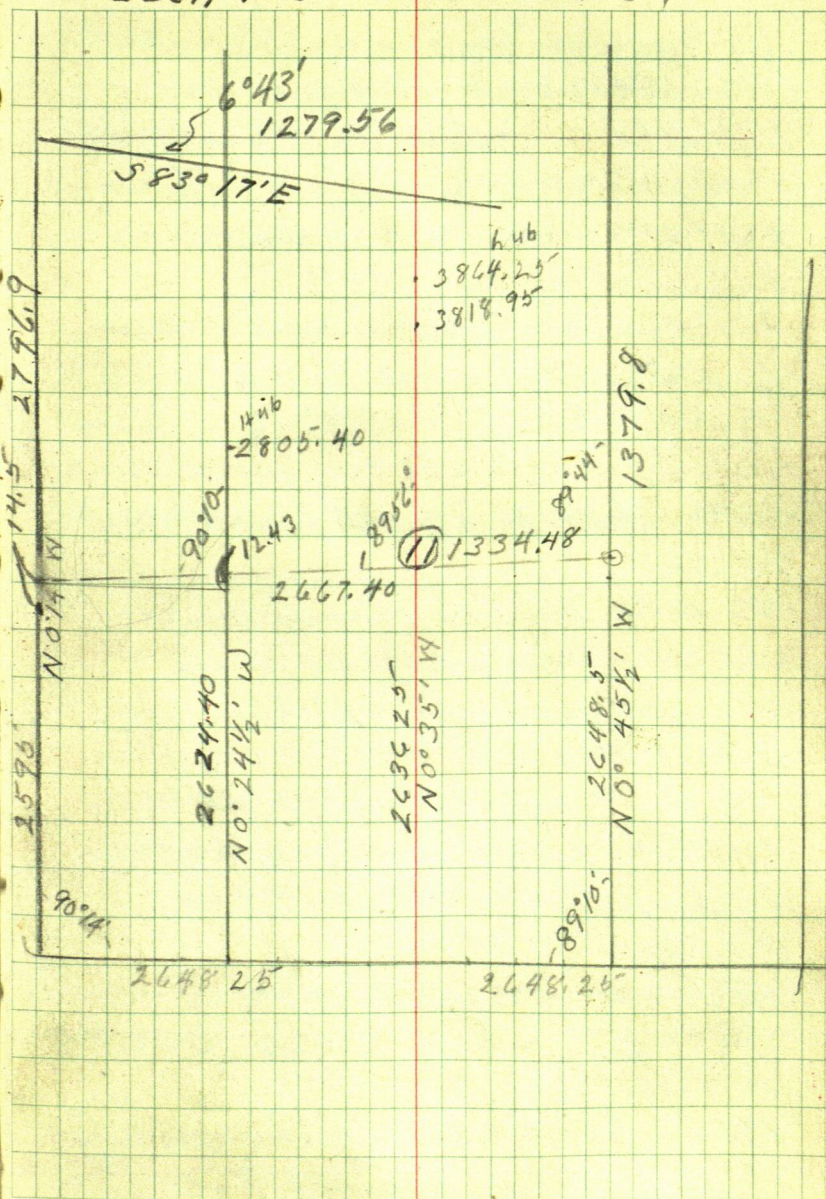
Oct 7-1947 Pillager

Up @ 7 Land stops @ T. Ho.

Glen & I eat Rolled Oats @
Trailer Ho. and then drive to
NW cor Sec. 11. -133-30 arrive @ 9 AM.Tow N.W. cor Sec. 11. Foreline on
Hub 5° 73.2' E on road and
Turn R. 6° 47' and run
S 83° 17' EDUCK Season OPENS To Day
@ Noon.Land comes out about 10.30
hanges around until we get
spike set on the sea wall goes
home at noon To go duck Hunting
We go to Trailer Ho.

Sec 11-133-30 Land & Allen

97



Land and Allen
98 March 31-1948

Go Cars with Harold and his car
Jack Rodet for small snow shoes
Lv Walker 11 AM Call on Clem Ryan
with plat. Mail Tracing to Mpls. 1300.
523 - 2nd Ave. So Mpls. 6 miles

Dinner at Bus Depot \$1.35

Call on Frank Allen Pillager Driver

Lv Car. Walk 80 rods N to IM

$\frac{1}{4}$ Bet 10-11 P 997

North bet 10-11-133-30-20 ft W Mark

North 14.50 Harold's old hunt line E

$\frac{1}{4}$ IM

75. Enter same open swamp N 10 SE

230 Lv 300 pm 20 ft E 7 swamp

470 foot of hill 600 - 25.7 =

574.3 old Hub Harold's

600 pm 900 pm 695 & road NE SW

705.3 & Hub 600 Spike 764 ENT S/road

900 pm in swamp + 228 = 1128 Lv

open swamp SW SEth

1200 pm on so Side of Hill

1500 pm - 183 = 1317.0 Old Hub
on Hill

1500 - 39 = 1461 Spike on top
of dead Birch stump 3' tall
not on line

North 1470 under open wet
to E. Wet Channing at
1461. water 10 deep
($1317 - 33 = 1284$. N old Cut
line runs Easterly)

Walk back Road muddy
Find the Land stuck in
mud 3 Hours to get him out

At home in water after dark

April 13-1948

Harald Walt-Miller
Dinner at Pillager
Island eats lunch
with us I pay for 4
PM

Frank Allen will
bring Mr. Land and
after 3-PM will meet
us

We drive north to
Haralds Car Wash
north and begin at
point so edge of marsh
where Harald and I
quit Channing Marsh
31 1948 P. 98

3 lumps mtd 1461. M
we wire two 300ft steel
ropes together and chain
North on cut out line
1461 + 600

$$\begin{array}{r} 1461 \\ 600 \\ \hline 2061 \\ 600 \\ \hline 2661 + \\ 1364 \\ \hline 27974 \end{array}$$

Walk 600//

Exit to main
road, wait
till 4.25 PM
and as L and
and Allen do
not arrive in
Walk E To MC

April-27-1948

Supper at Peguot

John W. Curo gives me check
\$15.00 Takes buss to Walker
from Peguot 9¹⁰ I drive
To Trailer House at Jenkins
where I stay over night

John W Curo
received check \$35.00
from Mrs.
of Peguot who is moving
out to Lake Bartha(?)

Sec 11-133-30

103

Land + Allen Pillager

April 28-1948

I Lr Trailer Ho. drive to
Pegot get breakfast chash
check Lr Pegot 8-15-AM
drive to Pillager stop and
see Land at his place on
Slyvan lake We both drive
into Pillager To see Allen
at saw mill,

both mad as hell want N Line
run now I tell them I will
run N line when John W. Curo
comes and not before and
if they want the lot lines
run to get some men

They finly get
Wilbert E. Tolles who works
at filling sta. in Brainerd
but does not have to be to
work until 5 He will help
after dinner

I get dinner in Pillager

35

P.M.

Wilbert Tolles comes in his
H.J.C.

104 Sec 11-133-30 Land + Allen

Apr. 28 1948 Cont

car. @ 1 o'clock.

We drive to N $\frac{1}{4}$ line
Sec 11-133-30 almost Lr cars
Take out fit

W-N. T. 300ft. ch. steel T₉₀
axes stakes and gate hub
1317.0 on top of big hill on
sec line bet Sec 10-11-133-30
T over Hub 1317 foresite
on Temp N $\frac{1}{4}$ cor in swp
N.W. cor Sec 11 sets W 0°10'
1480.4

This shows our hub 1317 is
Not on line as the swp
around NW cor is Wet I figure
The correction
0°10'

since $0029 \times 1480.4 = 4.29$ off
Cosine

$4.29 \div 2797.4 = .00153$ W
for each ft N.

T still @ hub walk around
swp to N Line sec 11-133-30
Harold Curo

Sec 11-133-30 Land & Fillen 105

Apr. 28-1948 Cont

Then W. thro swp to NW cor
check flag. B.S.

From Hub 1317 on hill chain
N 81.70 to 1398.7 at spike
on our random line

$1398.7 \times .00153 = 2.14$

So spike 1398.7 N goes W 2.14
To True N 1/4 cor

Over True N 1/4 cor site N
on NW cor Sec 11-133-30

Turn R. $93^{\circ}06'$ and run S $86^{\circ}54'$
E cut line to road.

Wilbert Tolles quits at 4 PM
can not come tomorrow

I quit @ 5 drive to Pillager
Frank Allen will send Joe

Clarine tomorrow so I get
a bed at Mrs. Lucia Johnsons
where I stay over night

Supper in Pillager 60¢

Harold Curo

April 29-1948

I pick up Joe Clarine @ 8 o'clock
drive to N $\frac{1}{4}$ line sec 11-133-30
Continue N $\frac{1}{4}$ line East to lake
No chain.

Dinner in Pillager 60¢
PM

Tower spike hub in road

B.S.W. on $\frac{1}{4}$ cor and runS $27^{\circ}20'W$ 112.57 ft set spike hubTower hub 112.57 B.S. N $27^{\circ}20'E$ and run E 37.15 ^{from E} set spike hub
for lot cor. & R. of way of road.From Hub 112.57 run S $12^{\circ}30'E$
102.43 set spikeTower spike 102.43 B.S. N $12^{\circ}30'E$
and run South @ 37.15 from E
road set spike for lot cor & R of W
quit @ 5.

Supper in Pillager 60¢
over night @ Johnsons

Harold Curo

Land and Allen

Sec 11-133-30

1948

April

28 29 30

May 1 2 3

Harold Cure

1 1 1 1

Sun 9

Car

1 1 1 1

Exp

Fats 120 110 130
300

J W Cure

- - - -

Exp

- - - -

Wilbert Tolles

3^{hr} - - -

Joe Clarine

8^{hr} 8 4

Henry Dilley

4

Floyd Stanley

9^{hr}

108 Sec 11-133-30 Land & Miller
April 30-1948

I drive to Tel-office for Joe
he said he had to haul logs today
Miller arrives @ 8-30 Tell me to
take Joe to help me

Joe + I drive to N $\frac{1}{4}$ about
Tower SW cor lot 200 ft S of $\frac{1}{4}$ line
and run S 45° E 141.44 set spike
on lot line 300 ft south of $\frac{1}{4}$ line
Tower Hub 141.44 run west
to R of Way of New road.

From 141.44 we run E as
to be able to hit old road and
set spike 400 ft S of $\frac{1}{4}$ line
and not have to cut too much
brush dam Oak + thick
see Page 112

Tower 109.9 on S side last
lot we cut line E as this
line hits a swamp we run
as follows

From S W cor of lot we run
E @ 36.6 spike hub @ 81.3 spike hub
w edge of swamp T.

H. C

Apr. 30 Continued

Take Stada of swp

Tower but 81.3 E of SW cor Lot
swp bearsS 22° E 100 ft S 63° E 95 ftS 82° E 130 ft N 64° E 150N 43° E 100 ftJoe & I go back to Hub on N. $1/16$
Line in road and run N $32^{\circ} 20'$ E
118.39. see page 110.Tower 118.39 run E parallel
to $1/16$ line @ 40 ft from Φ road
set 60¢ spike for Lot cor + R of Way
Move Δ N $32^{\circ} 20'$ E 118.39 To next
spike and run E @ 40 ft set
spike for lot cor + R of Way
quit for nightover night @ Johnsons
Supper @ Rest

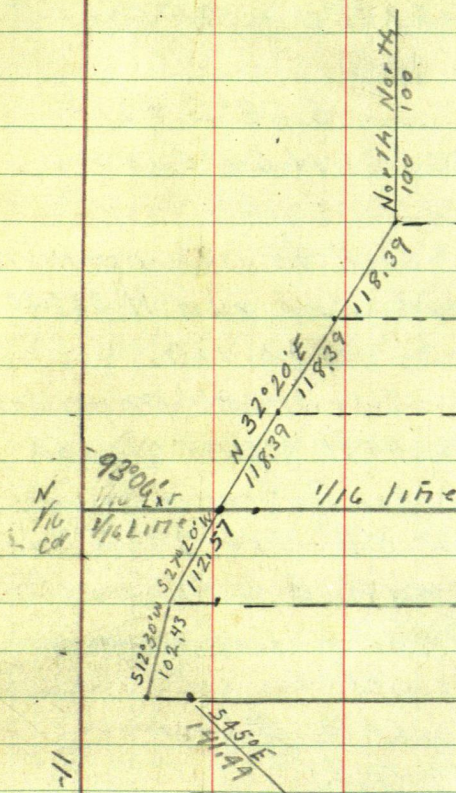
Call Walker Collect

J.W.C. says to run N line of
Sec 11-133-30, OK

Harold Curo

110

N



see line bet 10-11

Sec 11-133-30

Land & Allen

111

May 1 1948

Pillager

Allen lets me have this two men Joe and Henry.

We drive to where N Line of Sec 11. intersects road leave cars Try to find our old hubs on the N line all seem to be gone

TOVER NW Cor Sec 11-133-30

B.S. S on true line and run

S $89^{\circ}41'E$ @ 300 pin @ 571.1

spike in West side of road. + 129.9

= 701. spike on top of hill + 285 =

986. " hub in road.

TOVER Hub 986. continue E

hit N.P. set spike as this line

hits garage also I run $2^{\circ}10'R$.

@ 234 hub. 1 ft W and $1\frac{1}{2}$ ft S of

SW cor of garage @ 273.9 spike

@ 392.1 spike hub, on brink of hill

Corrections since of $2^{\circ}10'$

hub 234 E goes N 8.85 to line

" 273.9 E. " N 10.36 " "

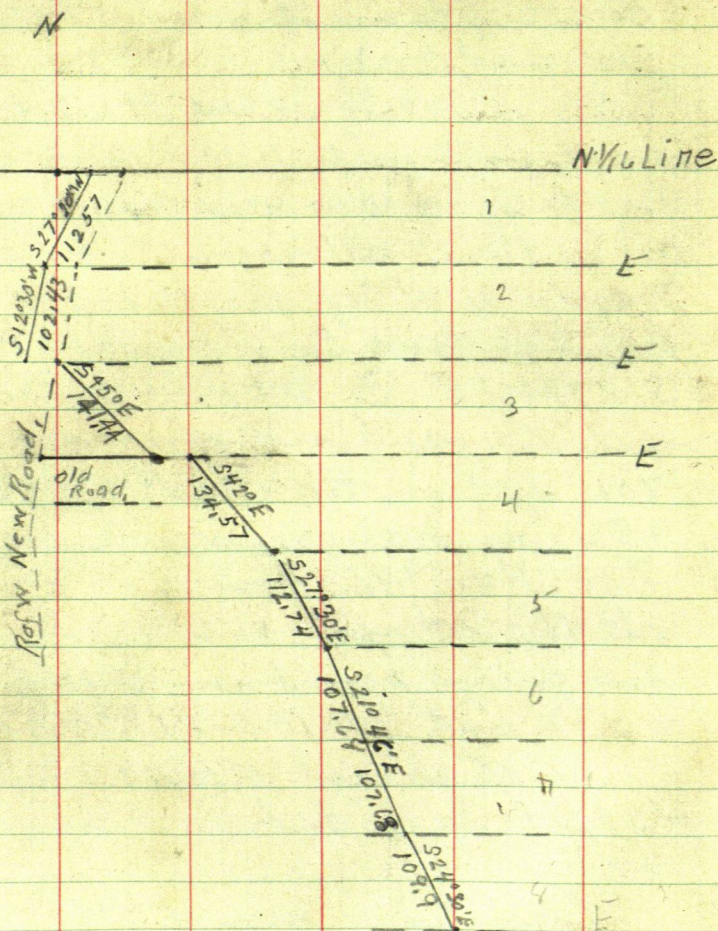
" 392.1 E " N 14.82 " "

TOVER 392.1 on (corrected line)

D.S. on hub 273.9

"

"



May 1 - 1948

Continue corrected line E to lake
@ 404.9 spik on top @ 431.9
spik but on side hill 13 ft
W of water

go to Pällagen for Dinner
in Henry's Car
P.M.

Allen has to have Joe +
Henry to haul pulp cannot
get anyone to help.

Henry + Joe take me back
to my car.

Turn over Hub 571.1 BS N 89° 41' W
and run S 4° E 196.7

Turn over 196.7 BS N 4° W and
run S 57° 20' E @ 40 ft from
E road spik for R & W way and
N line of Canal

Note this line S 57° 20' E will
leave N side of Canal with
ground for I.M.s @ both ends
of N side Mrs Fisher
+ her Mother show up Mrs Robert
flame up about stealing her land
etc.

H.J.C.

114

Sec 11-133-30 Land + Allen

May 1, 1948

Get back to Pillager 5 P.M.,
going to go to Walker

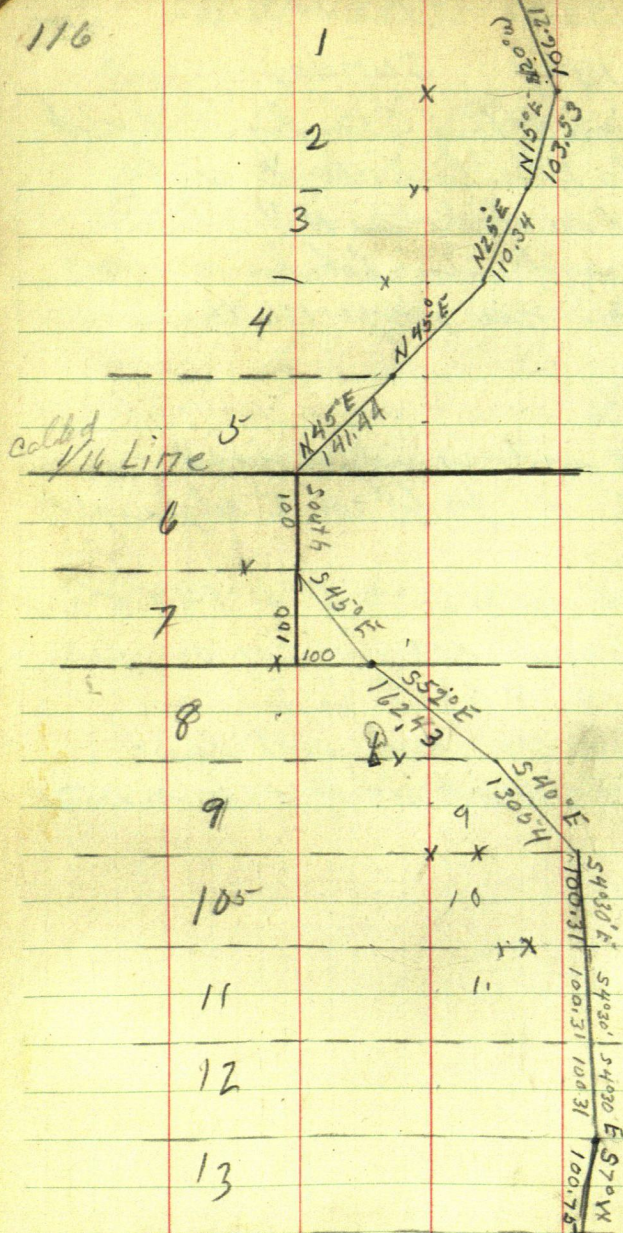
Allen finds me a man
for to morrow Sunday
so I stay over. Will try to
mark lots on lake shore
and get done.

May 2, 1948

Sunday

I pick up Floyd Stanley @ 8 o'clock
drive to N $\frac{1}{4}$ line about walk
E to hit on lake on N $\frac{1}{4}$ line
lot cor and run lot lines along
lake shore see page 116 this book.

Begin @ $\frac{1}{4}$ Cor we chain N $\frac{1}{4}$ line
@ 207.8 spik. W side of road
@ 253.3 " for lot cor. E edge right
of way
@ 538.8 spiks on top + 147.5 =
686.3 spik. for lot cor on lake
point @ 702.3 spiks on
sea wall. low and wet land
@ 712. E = West side of lake, or water



M.C. No

12" Birch SW 24'

15" Pine NW 9 1/2

60 paces So of big hill

118

GEORGE

HRSHE

SWY 11-133-30

~~269-36-05~~~~179-12-05~~~~360~~

269-36-03

539-12-05

207-42

55-24-30

~~360~~

207-42-15

415-24-30

110-59-45

2A1-59-40

110-59-45

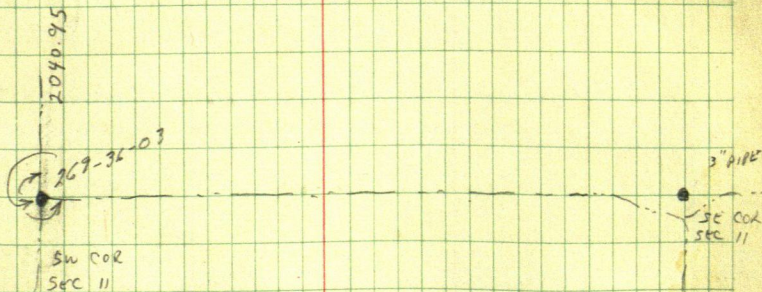
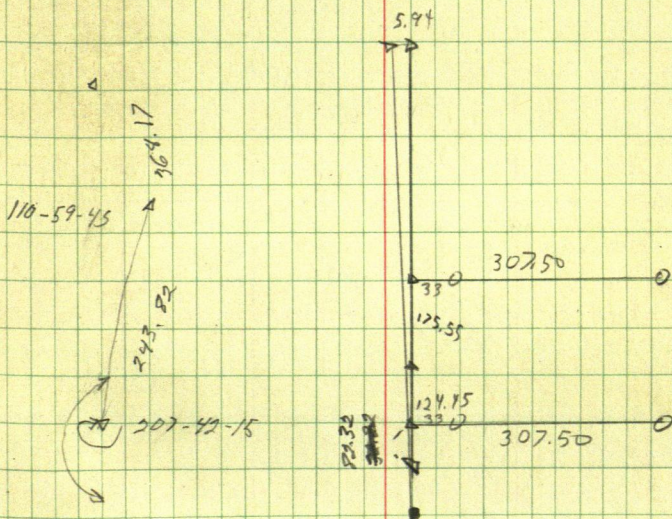
200-44-18

41-27-43

~~360~~

200-44-51

401-29-43



SW COR
SEC 11

3" PIPE
SE COR
SEC 11

120

143-37-20

287-15

143-37-30

133.44

Sum
267

3000
3000

133.49

-405.58
 589.773
 A

536-22-30 W
 143-37-30

-4064.0
 184.00
 186.56
 3000.00

X
 X
 X
 X

-- 221 --
 1086.368
 1688.73

4

122

BOB CRABB

231.88

178-35-10

357-11-40

178-35-50

291.6

298-57-30

53.28

237-54-50

298-52-25

87.70

118-28-40

170.74

236-58

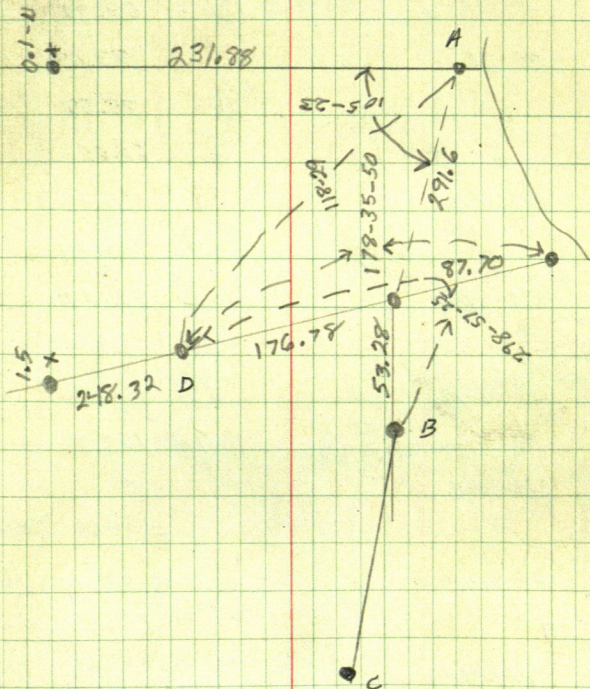
118-29

248.32

105-23

210-46

105-23



PIPS A, B, C ON LINE

124

JACK HAZEN

148.85

83-47-20

167-38-20 83-49-10

174.84

30-36-20

(5) 63.32

61-12

30-36

433.08

129-03-40

(1) 75.55

258-10-50

(2) 65.65

129-06-30

258-13-40 129-06-50

(3) 165.18

132-44

(4) 335.84

265-28-20 132-44-10

(6) 251.77

128-09

(7) 5.43

256-18-20 128-09-10

(9) 150.58

328-10-40

(10) 125.1

296-21-10 328-10-35

E 31.60 Garage

61-46-40

W 23.15 "

123-33 61-46-30

T@ 6 BS9

184-37-20 184-36-40

9-13-20

T@ 6 BS8

257-25-50 257-27-30

154-55

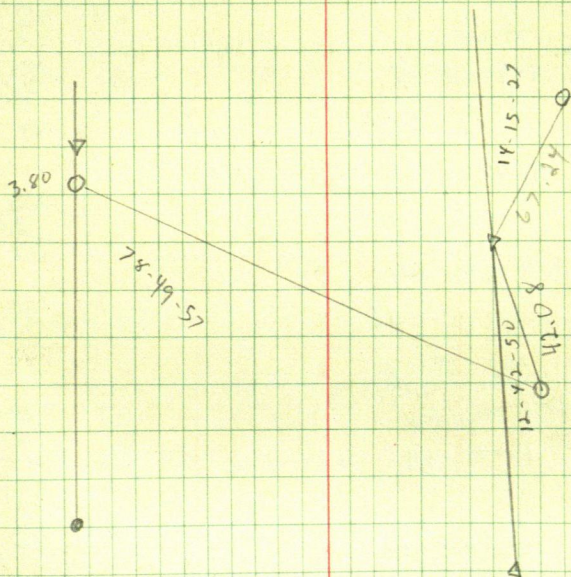
T@ 9 BS 6

178-04

356-08-40 178-04-20

126

JACK HAZEN



128

RON, KEN, RICK

12/8/78

137-56-33
276-52-37

137-56-19

410.00

4.90

405.1

180-36-00
01-11-21

180-35-41

340

- 9.13

330.87

177-50-17
355-40-23

177-50-12

180.0

- 0.9

179.1

187-54-03
15-47-43

187-53-52

620

- 3.22

616.78

203-01-09
46-02-30

203-01-15

190.0

- 3.2

186.8

207-18-18
54-38-46

207-18-23

170.0

- 8.4

161.6

100-21-42
200-43-49

100-21-54

169-44-36
339-29-06

169-44-33

90

- .17

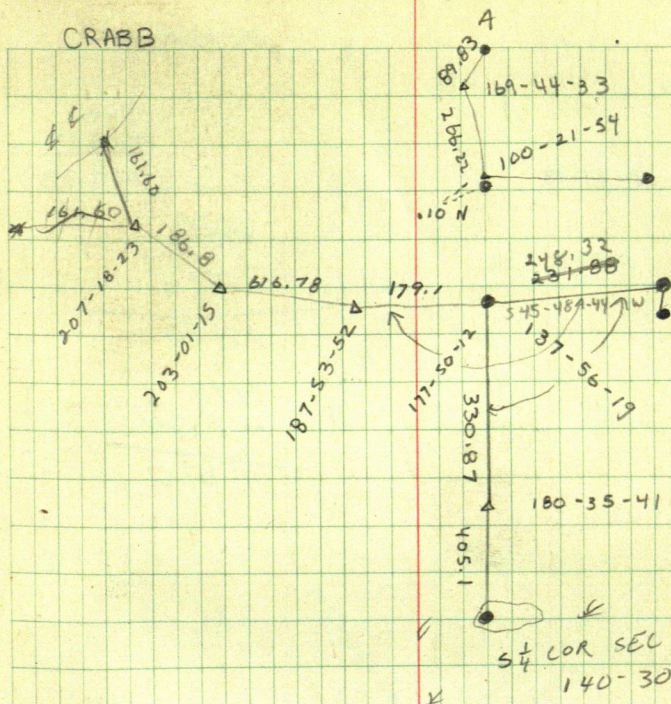
89.83

270.0

3.78

266.22

CRABB



130

B. CRAB

154-09-08
308-18-15

154-09-08

60-33-54
121-07-57 60-33-58

145-45-35
291-30-51

145-45-26

560
- 7.22

552.78

1220
- 6.90

1213.10

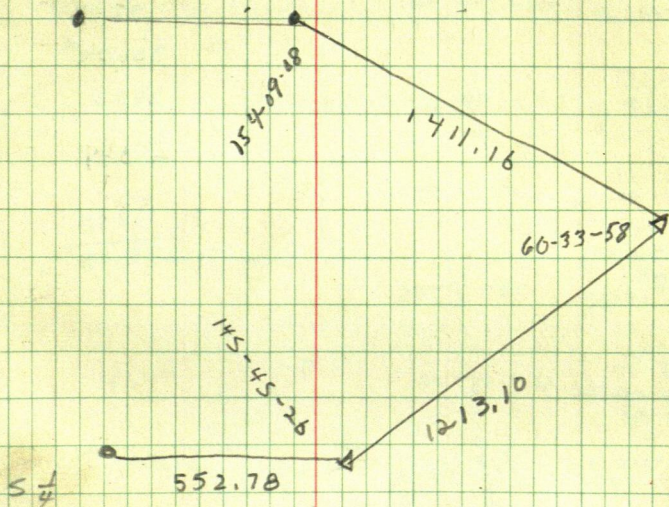
1420
- 8.84

1411.6

RON, KEN, PAUL

12 11 178

131



132

12113178

84-41

179-22-30

84-41-15

172.88

84-18

168-36

84-18

223.45

260.26

153-06-30

306-12-30

153-06-15

47.44

143-35

287-29

143-44-30 NO 600 (223)

386.75

348.5

653.84

143-45

287-29-30

143-44-45

180

74.58

254.58

75-18

150-35-30

75-17-15

1138-00

~~276-00-30~~

138-00-30

276-01

118-59-30

237-59

118-59-30

151-16

302-31-30

151-15-45

ROM, KEN

CRABB

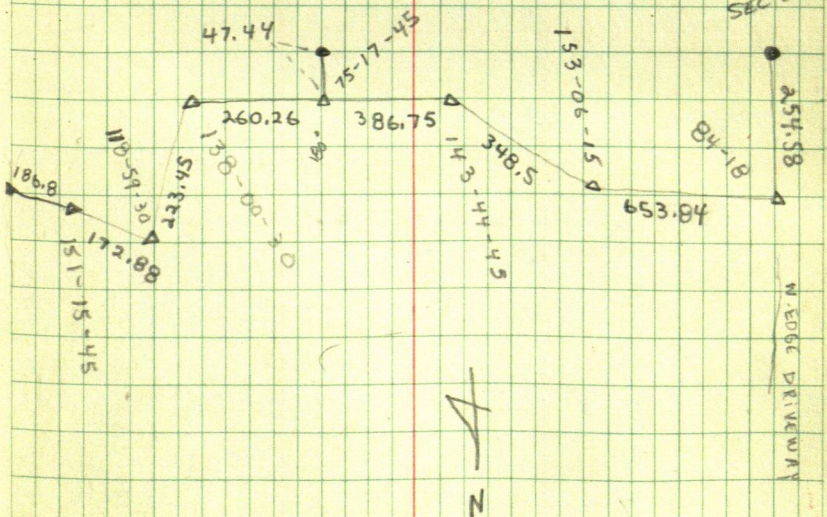
SEE PAGE
129

A 47.70
89-83
89-41-15

296±

PLEASANT
LAKE

1" PIPE w/
CAP
ROAD S 20° E
65±
SEC COR



134.

B. CRABB

89-16-16

60.0

100-15-33

+66.43

200-31

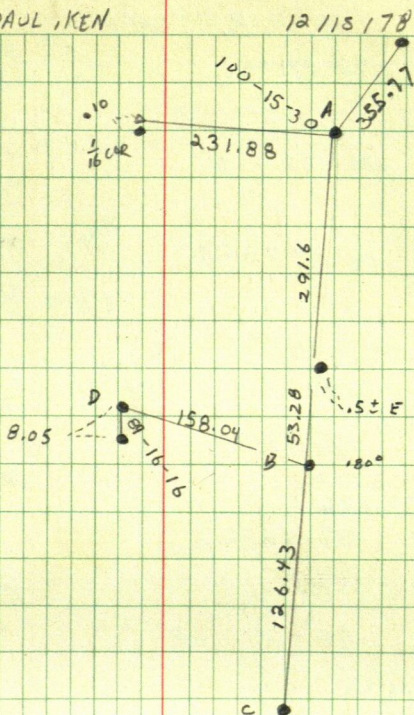
100-15-30

126.43

158.04

355.77

RON, PAUL, KEN



136

B. CRABB

133-34-15	133-34-06	80.0	
267-08-12		178.0 @	81-47-11

138-32-21	138-32-08	427.11	
277-04-15			

		550	
		196.1	
		746.1	

161-07-33	161-07-29	306.78	
322-14-57			

154-08-09	154-08	80	
308-16		45.42	
		125.42	

142-52-36	142-52-24	581.53	
285-44-48			

88-46-40	88-46-32	2400	
177-33-03			

94-07-51	94-07-48	1798.67	
188-15-36			

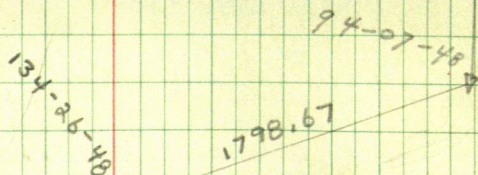
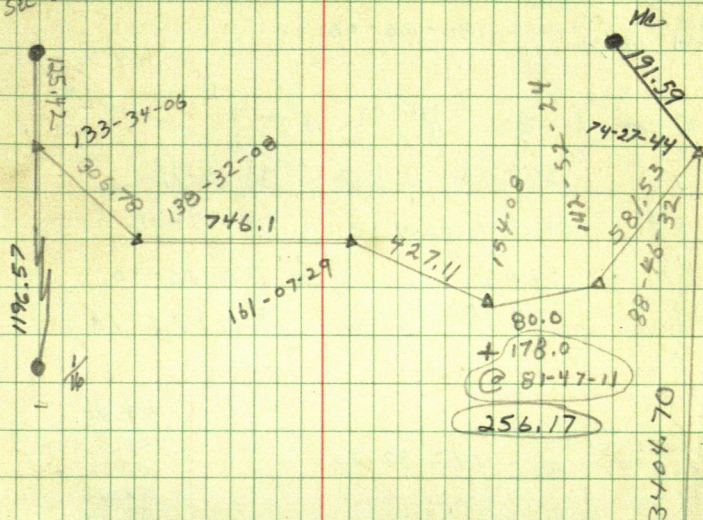
134-27-03	134-26-48		
268-53-36			

74-27-52			
148-55-28	74-27-44		

RON, KEN

12/20/78

SEC CDR



138

RON, KEN

130-30-09
269-00-12

130-30-06

π	\odot	X	BS	Y	RT
-------	---------	---	----	---	----

1			147.05	@	33-35-12
---	--	--	--------	---	----------

2	3		55.17 + 106.81	@	58-57-09
---	---	--	----------------	---	----------

4			52.45	@	191-16-30
---	--	--	-------	---	-----------

5			135.58	@	229-33-18
---	--	--	--------	---	-----------

142-32-47	142-32-27
-----------	-----------

285-04-34

99.85

106.31

55.17

52.45

135.58

82-37-18

165-24-27

82-37-14

147.05

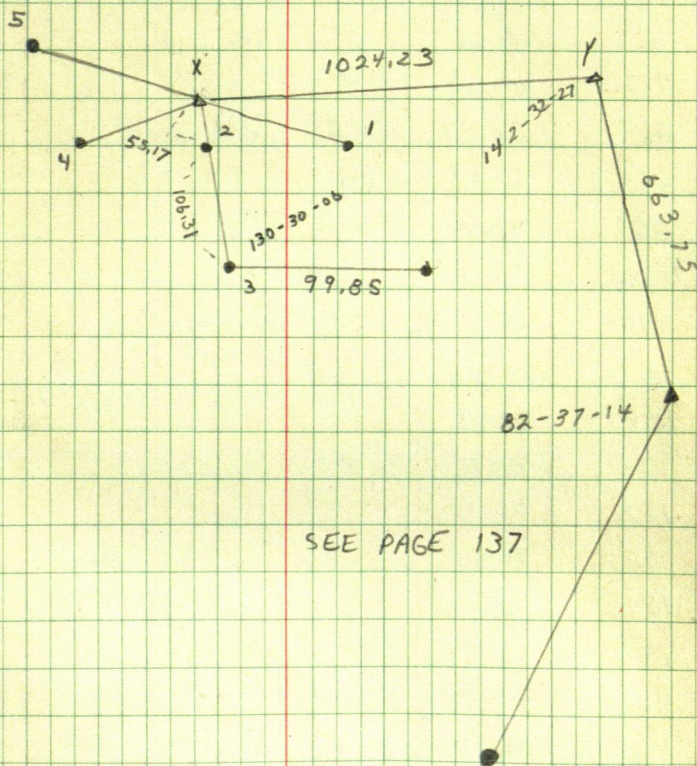
~~1002~~

1024.23

663.75

CRABO

12/22/78

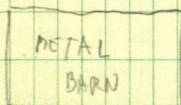


WALT SCHULTZ (GEODATER REALTY)

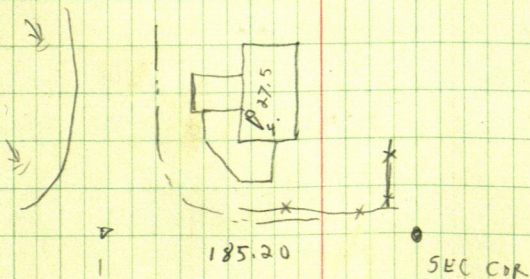
T @ SEC COR BS NORTH

368	25-50	NE COR	M. BARN	
343	28-55	SE COR	" "	
415	40-20	SW	" "	6.0
294	36-35	NE	BLK BARN	
260	41-45	SE	" "	
285	48-15	SW	" "	
185x2	51-40	SWAMP		
140	52-10	NE	HOUSE	
121	68-25	SE		
146	72-15			
131	70-05	PORCH		
127	75-18	"		
143	76-50	"		
154	73-10			
138	83-30	PP		
122	87-50	F COR		
116	91-50	E DR		
31	99-20	E "		
31	81-55	COR POST		
52	45-45	PP		
117	49-35	SEP TANK		
116	45-			
125	43-50	3" NP		
120	23-30	2" SPP		
90	34-10	1" "		

56-56-10-133-30



▷ 33.0 •



ELEV	1st	FLOOR	Y.2
1st FL		^{BS} 4.20	
TP	^{FS} 7.29	^{BS} 2.84	
BASEMENT FL	^{FS} 6.80		

89-20

TC 1 BS SEC COR

66 56-05 4.7 COR PORCH

72 50-45 " @ HD

76 53-15 SEC COR ENT

69 61-25 SW "

80 65-05 NW "

70 164-50 10.7 SWP

80 132-00 "

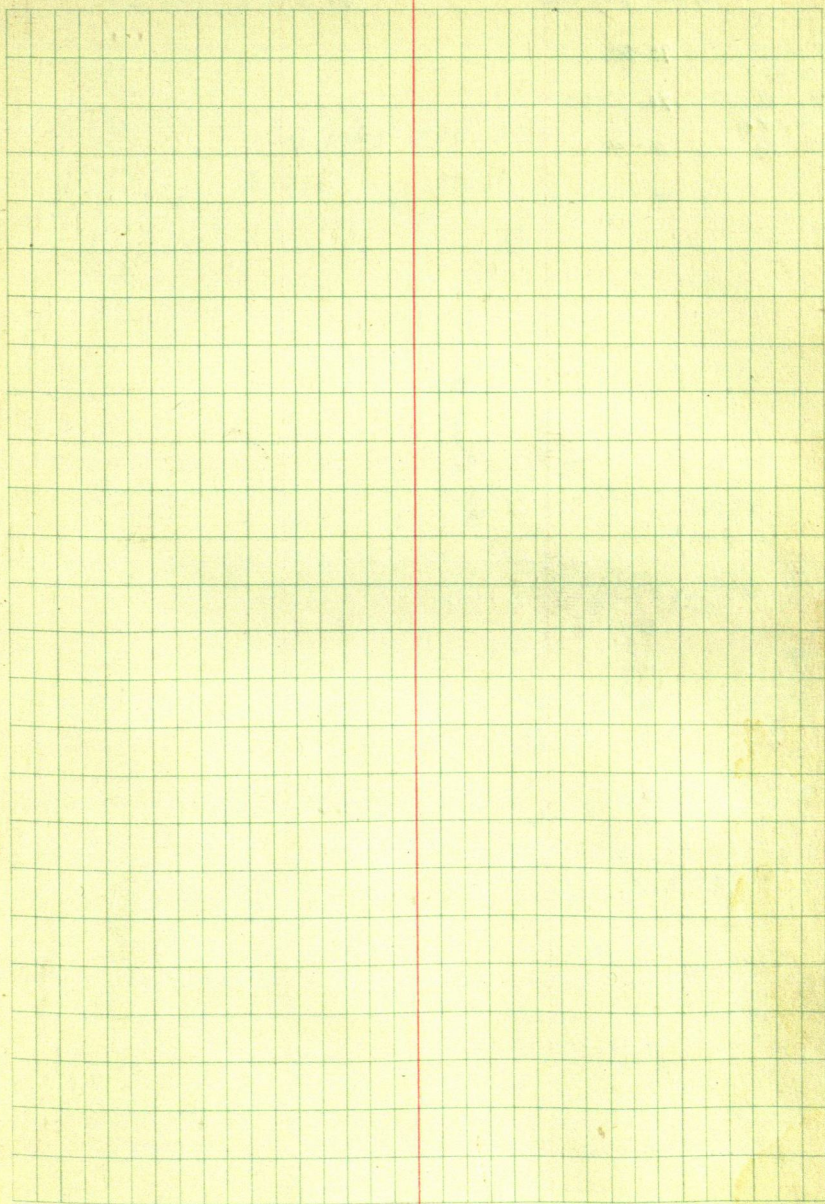
118 103-50 "

62 72-30 ☐

140 83-30 ☐

305 85 ☐

328 66-30



BOB PAUL

611-22-140-28

95-50

191-40

90-37

181-15-

70-40

141-20

95-50

90-37-30

70-40

180

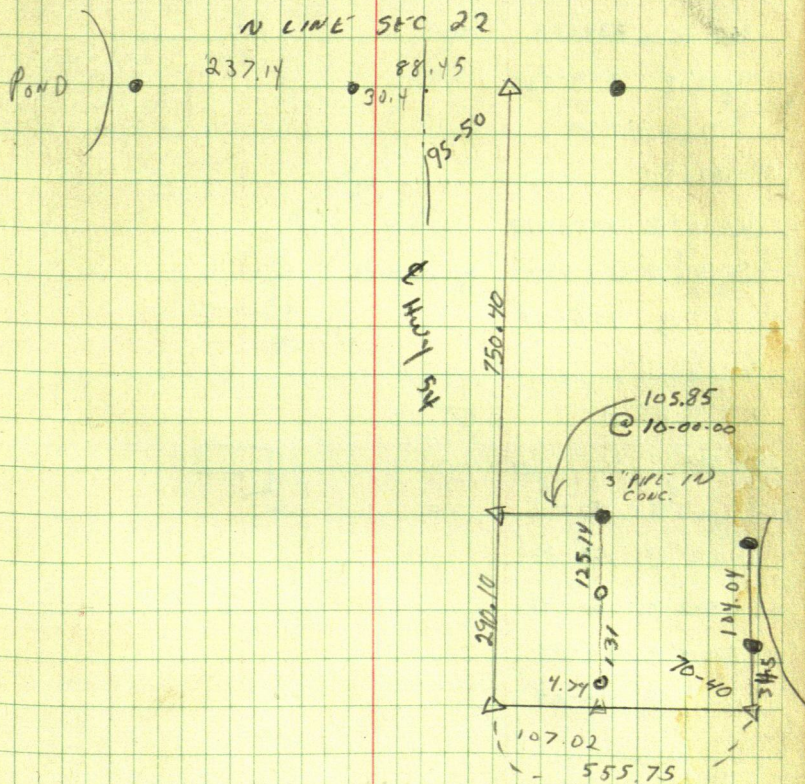
52.14

185.75

320

555.73

34.50



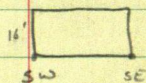
6/26/79

T @ P B S O R T

CABIN

360' @ 237-04 SW

40.0' @ 303-01 SE



POINT'S TIP

165.0' @ 207-01-33

~~31.0' @~~ POINT ON N. SHORE

106' @ 306-27

T @ O B S N R T

CABIN

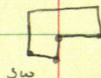
1 111.0' @ 151-21 SW

2 102.0' @ 154-33

3 105.0' @ 156-40

4 94.0' @ 162-58

5 104.0' @ 160-33

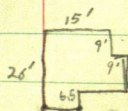


CABIN

6 47.0' @ 210-43

7 48.0' @ 223-02

8 58.0' @ 237-37

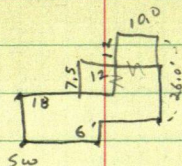


⁰
T @ XBS ^N

RT

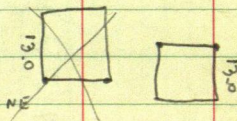
CABIN

- 1 97.0' @ 265-12 SW
- 2 90.0' @ 271-05
- 3 105.0' @ 277-07
- 4 126.0' @ 279-47



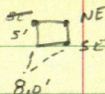
SHED

- 5 27.0' @ 23-45 NE
- 6 28.0' @ 51-08



FISH CLEANING HOUSE

- 7 65.0' @ 55-05 N ESE
 - 8 61.0' @ 57-25 NW NE
- NW



SHORELINE

- 9 120.0' @ 170-47
- 10 169.0' @ 263-39

Cut in to $\frac{1}{4}$ CORI Δ H Δ G Δ

66-35-22

504.89

113-24-38

 $\frac{1}{4}$ COR

$\pi @ A$ BS $\frac{1}{16}$

180°

$\frac{1}{16}$

340.31

B

10.0

$\pi @ B$ BS $\frac{1}{16}$

90-15-36

90-15-36

C

450.90

180-31-12

$\pi @ C$ BS B

99-45-15

99-45-06

D

323.35

199-30-12

$\pi @ D$ BS C

163-57-33

163-57-27

E

283.03

327-54-54

$\pi @ E$ BS D

216-44-12

216-44-05

F

225.0

433-28-09

$\pi @ F$ BS E

239-48-06

239-48

G

311.78

119-36

479

$\pi @ G$ BS F

274-43-18

274-43-06

K

179.15

189-26-12

360

549

$\pi @ G$ BS F

179-26

179-25-50

H

212.77

358-51-40

TC IBS G

Q 105-58-03 105-58-04 H 590.65

Q

J 176-24-54 179-24-42 J 232.34

T 207.66

T 227-4309 95-25-54 227-42-57 Y 35.63

310

455

V 48-48-36

TC TBS I

202-17-33 202-17-23 U 273.52

44-34-45

404

290
98.35
388.35

TC QBS I

198-50-42 198-50-33 I 388.35

397-41-05

R 117.62

TCRBS Q

207-33-07 207-32-55 S 66.98 @ 66 114-02

55-05-50

715

TC HBS G

67-12-40 67-12-39 L 294.24

134-25-18

TC LBS H

207-27-26 207-27-21 M 309.05

54-54-42

128-50-40

K @ MBSL

226-53-30 226-53-06

210-53
61-46

210-53

453

226-53-18

226-53-09

N 188.22

93-46-18

90.20

163-52
327-45

163-52-30

268.52

K @ MBSL

150.00

TRAILER HOUSE

187.15

129-15-30
258.31

129-15-30

337.15

1 80.0' @ 19-49

2 74.0' @ 26-59

49.38 184.28

154-19
308-38

154-19

3 122.0' @ 32-17

+ 60
109.38 109.38

89.39

114-28
228-56

114-28

LAKE SHORE

+ 125.0

214.39

4 120.0' @ 58-11

186-34
13-07

186-33-30

5 75.0' @ 87-00

219.48

45-15

45-15

6 100.0' @ 164-03

160.63

70-30

7 169.0' @ 172-27

200.84

100-20

100-20-15

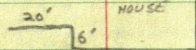
84.90

134-40
219-21

134-40-30

95.22

HOUSE



8 111.0' @ 191-32

95.50

162-50-30

162-50

9 71.0' @ 191-51

260.40

325-40

10 76.0' @ 214-58

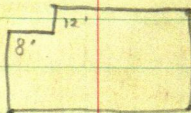
1291.30

270.80

324.70

GARAGE

11 126.0' @ 241-50



12 114.0' @ 264-38

13 150.0' @ 265-18

$\pi @ m BS L$

1 DRIVE WAY \notin

2 117.0' @ 234-52

3 61.0' @ 263-18

4 115.0' @ 341-25

5 192.0' @ 03-36

6 268.0' @ 03-40

PUMP HOUSE

7 79.0' @ 347-26

8 76.0' @ 351-00

9 81.0' @ 352-59

$\pi @ N BS m$

149-57-36

299-55-12

149-57-36

O

175.0

$\pi N BS m$

HOUSE

1 95.0' @ 16-27

2 84.0' @ 25-53

3 81.0' @ 39-04

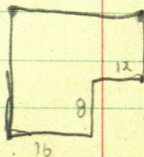
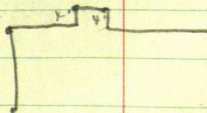
4 105.0' @ 42-39

CAGIN

5 40.0' @ 76-18

6 26.0' @ 102-40

7 53.0' @ 117-08



π @ N B S M

PUMPHOUSE

- 8 50.0' @ 160-51
- 9 46.0' @ 164-13
- 10 51.0' @ 171-52

DRIVEWAY

- 11 61.0' @ 192-40

STORAGE SHED

- 12 64.5 @ 321-14
- 13 57.0 @ 322-10
- 14 57.0 @ 330-07

π @ O B S N

134-33-18
~~269-07-25~~ 134-33-42 P 213.64

134-34-03
~~269-07-54~~ 134-33-57

96-07 95-31-45
 191-04 95-32 119.20

154.75

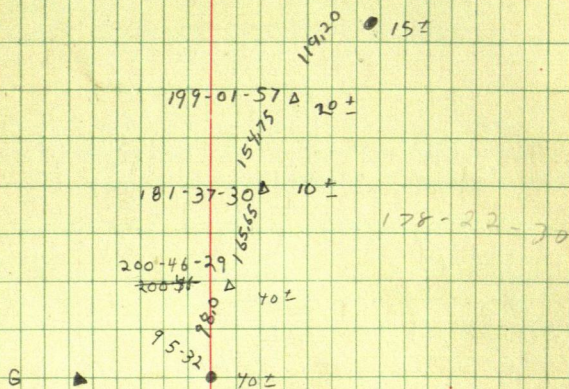
200-46-33
 401-32-58 200-46-29 165.65

98.0

181-37-57
 363-15 181-37-30

199-01-54
 398-03-54 ~~398~~ 199-01-57

KEN SPERR'S



N 14° W

N 49° W

