

302

1200
1186
14
120
40
80

230
6.16
223.84

122-1
300

ANY TWP

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

NOTE

1

This book belongs to
Harold Curo. Walker
Minn. County Surveyor of
Cass County Minn

If Lost Finder please
return for reward

Index

2-81 REUCK-		5-6-26-139-30
82-121 VINCENT		3-25-139-31
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124-125	E. DESSERT	35-138-40
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128-129	B. HOFFMAN	16-140-31
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Inst N^o 159901 Book 119 of D
page 324

W.D. Sept 22-1958
filed Sept. 26-1958

Rae Ellen Reuck & Arthur A
Reuck to

Wm A. Burnison - V.E. Palmer &
Don. D. Lundrigan

Lot - 5 - Part of Lot 6 - Sec 26
139-30.

Gov't Lot 5 Sec. 26 - 139-30

Gov't Lot 6 " 26 " "

Less however the Tracts described
in those deeds recorded in Book
75 of Deeds on page 423.

Book 107 of Deeds on page 231 & 21

" 113 " " " " 35-9

in the Office of the Reg. of Deeds
in & for said County & Less
also the following described
tract viz:

beg. at an I.M. on the E. ortherly
shore of Johnson Lake placed
at a point 568.71 ft South +
57.41 ft West of and from the

NW corner of said Lot 6 & running
thence S $69^{\circ}52'E$ 299.3 ft to
a 2nd I.M. thence S $38^{\circ}40'W$
375 ft to a 3rd I.M. thence N
 $69^{\circ}52'W$ 299.3 ft to a 4th I.M.
on the shore of Johnson Lake
thence N $38^{\circ}40'E$ 375 ft to
the place of beg. together with all
land lying westerly of this land
to the shore of Johnson Lake.

The N line of said Lot 6 is considered
a true E & W line in this description
together with an Easement for
a roadway leading from these
premises in a Northerly &
Easterly direction following
the present traveled road which
is known as the Berg Road to
the Public Highway.

All the above subject to mineral
rights & reservations if any of
record.

Lots 4 to 500 ft deep

4 Feb 17-1959

Gertrude & I drive to Arthur Reuck's where I talk to Arthur he says that the center of sec 26-139-30 has been established and that there is an 2" boiler flue set that he knows where the $\frac{1}{4}$ on the West side of said sec. 26 is that the $\frac{1}{4}$ on the East side said sec. 26 comes in intersection of 3 roads and thinks it can be found.

Gertrude & I drive onto Pine River. V.E. Palmer the Banker is not in. I go see Don. Lundrigan the Attorney he calls Wm A. Burnson, and we talk about the Platting of Lot 5 and a part of Lot 6 - Sec 26-139-30

I agree to platt lots on Johnson Lake in said lots for \$900. and if they want lots on small lake also it will cost them \$1000. Lundrigan.

does not think Lots on small Lake
will pay Burnson says
that they should be staked out
while I am there working

The price I gave them is for
the Engineer Work. they pay
help. I asked for $\frac{1}{3}$ down,
the same as I do in all my
contracts

Don Lundrigan makes me out
a check

Signed by Hint Burnson.
I do not look at said check
it should have been made
out for $\frac{1}{3}$ of the price I get

When I leave I go to the
Bank and cash it

The check

75-1412

Pine River State Bank Feb 17-1959

Harold Curo

\$ 200⁰⁰

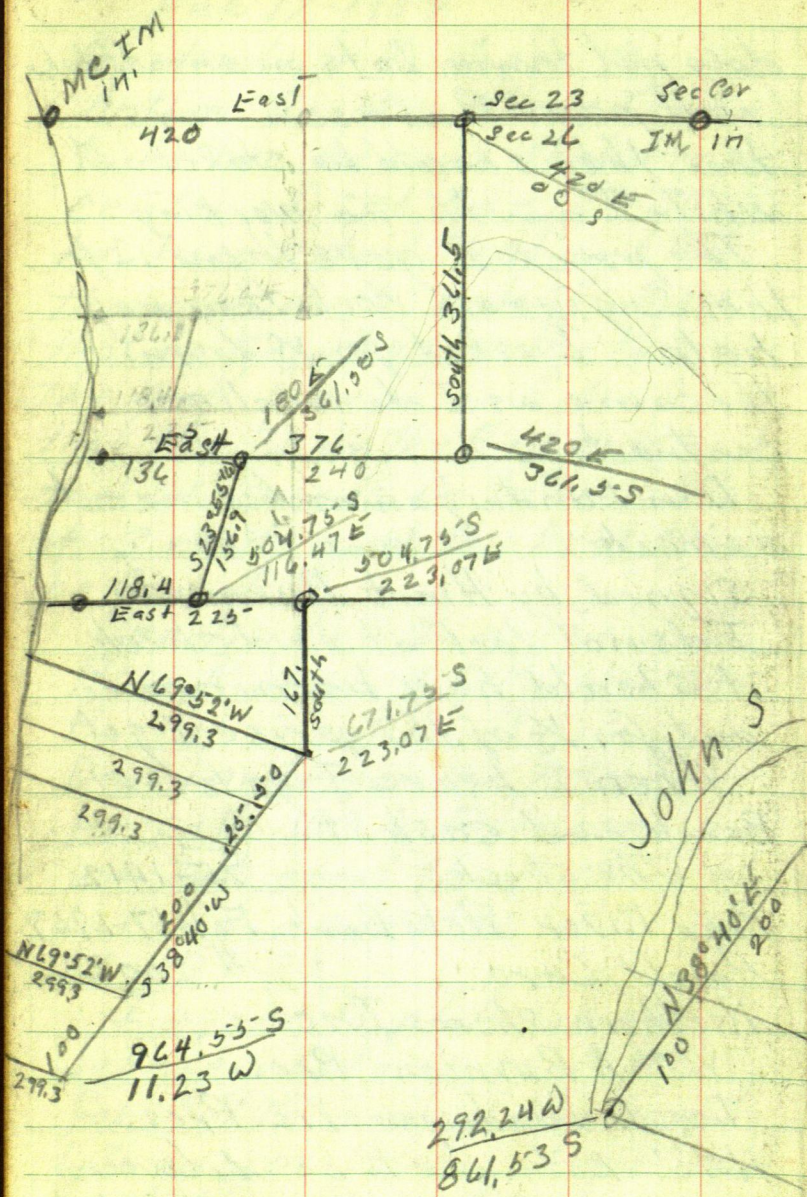
Northern Shores Inc.

Wm A Burnson Pres.

Don D. Lundrigan Vic Pres.

Note: Lots are to be between
400 + 500 ft Long \pm 100 ft wide \pm

6



Mc
NW cor 26
1340.04 W

N line Sec 26 called East
420'

920.04 W

Lake

South 361.5

361.50 S
160.04 W

376.1 East
240

W 920.04
S 361.5

136'
123.16 S
504.93 S

118.4
223

East
106.6

1117.05 W
504.93 S

1398.06 W
58.04 W
ON MC

568.91 S

N 69° 52' W 299.3
35/100
17/100

167
1/100

671.93 S
1117.05 W

1.4

200
538° 40' W

N 69° 52' W
299.3

431.31 W
964.73 S
1351.35 W

NE cor of road/lot tract

Feb 19-1959

check descriptions

Book 75 of Deeds page 423

" 107 " " " 231

" 113 " " " 359

Feb 20th 1959 sat.

Ed + I drive to Arts where
we pick up Art. and drive
around looking up corners

Art's friend came up and
him + Art was going fishing
in P.M. I told Art to go
ahead,

Feb 23-1969

9

I & Walker drive to Arts
arrive about 11.00 clock drive
to cabins on Johnson Lake
Towel I M NW cor of tract
held by Art. when he would
site $N 38^{\circ} 40' E$ on I M NE cor of
100 ft tract Turn R and run $S 69^{\circ} 52' E$
at 60' spike on top of bank,
run shore line

$S. 20^{\circ} 45' W$ at 50' show 10' R. at
100 at 60' spike lot corner 12 to bank
Note: this will be lot 1 of New Plot
from NW cor lot 1 chain 100 ft along
shore line at 60' spike bet lots 2 & 3
bears $S. 47^{\circ} 08' W$

Towel set bet Lots 2 & 3 site $N 47^{\circ} 08' E$
on NE cor lot 1. NW cor Lot 1 Bears

Towel NW Cor lot 1 BS $N 20^{\circ} 45' E$
run $S 13^{\circ} 20' W$ 100 ft to NW Cor
Lot 2 - 6 ft K 1 Bank

Towel NW cor BS $N 13^{\circ} 20' E$ run

Take front of Cabin

NE Cor $S 62^{\circ} 52' W E$

NW Cor $S 42^{\circ} 35' W E$

To still over NW cor Lot 2

NW cor Lot 3 bears

S S $2^{\circ}27'W$ 100 ft to NW cor Lot 3

Then NW cor Lot 3 - 6 to bring

NE cor Coburn bears N $34^{\circ}10'E$

NW cor " bears N $45^{\circ}28'E$

To still at NW cor lot 3

NW cor lot 4 bears S $10^{\circ}12'E$

Then NW cor Lot 4

NW cor lot 5 bears 12 to bring 2

run S $16^{\circ}20'W$ 100 - 200 - 300

at 100 & 200 bring 10 ft R

Skinner goes with us to the

$\frac{1}{4}$ corner on E side of sec 26

when he saw the IM when he first came here 8 or 10 ft W of the road

he takes his shovel and him Aat

& I drive to said $\frac{1}{4}$ where we dig around and find the 2" well pipe.

Meit & I drive to P.R. to see Burnson
he is gone to Basketball game

1201.2	35.5	11
3	75	
1171.2	225	
402.5	8	

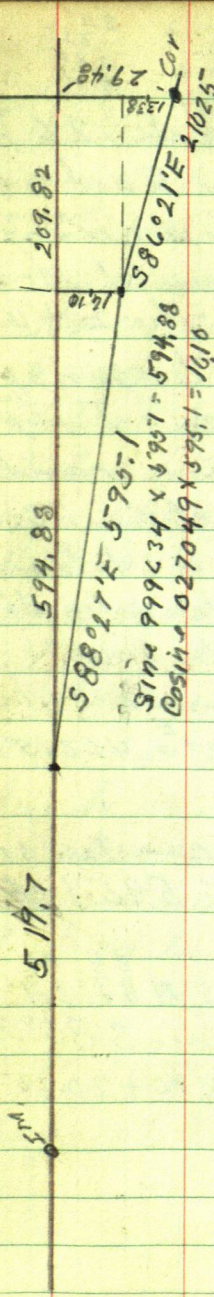
Feb 24 1969

Art opens up N line Sec 26 from
M.C. on Johnson Lake East along
the fence line while waiting
for me. I arrive around 10-30
find Art Leaving for the E & W
& where I told him to open up a
line along old fence. I stop
him we go and run a random
line along sec line bet sec. 23-26
139-30 beg at M.C. on Johnson
lake or pt for 1/4 I.M. does not matter
which as long as I get the line

from hub on top chain down hill
W 102.5 To IM + 300^E = 402.5 +
117.2^E = 519.7^E AP St 1

Now ^{E & M.C.} 519.7 BS West + 240 Turn So R
#033' + run S 87° 27' E 595.1 AP
Sta 2 - 88° 27'

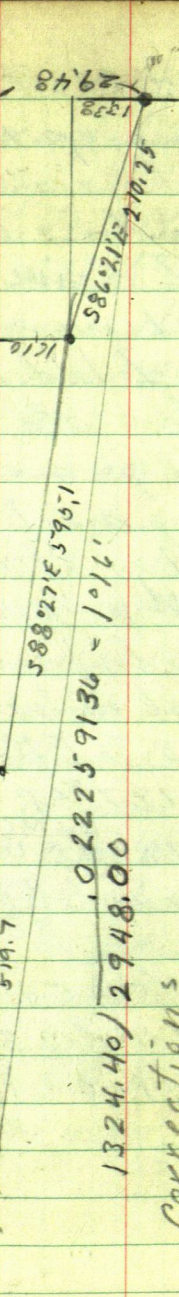
Now ^{88° 27'} Sta (2) 595.1 BS N 87° 27' W
IM NE cor Sec 26 bears S 86° 21' E
at 97 ± & Road @ 120 pin + 70 + 20.25 =
IM.



514.997972 x 21025 = 20982
 Cosine 063661 x 21025 = 1338

1324.4

519.7



588027'E 595.1
 1016'

1324.40 / 2948.00

Corrections
 022259136

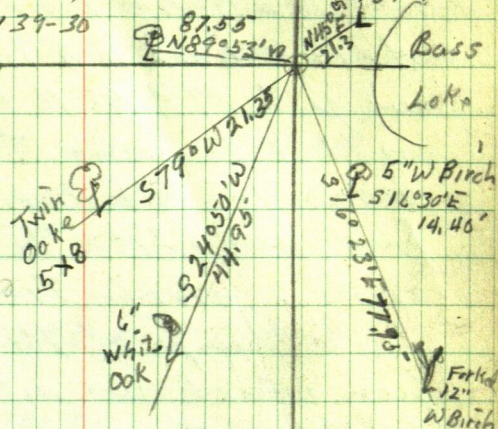
Hub 10206-E goes S 2.28 to line
 Hub 5-19.7 E " S 11.57 to "
 " 1/14.58 E " S 24.81 to line
 " 18244 E " S 29.48 to line

1610 = 8.71 to line

Record No 581 page 262-263. Record 13
Book D

Sec 23
139-30

2" Pipe
USMC
Sec. line
1339.12 ft Total



IF the I.M. at NE cor Sec 26-139-30
is correct. We will look for ties and
check in the morning
then the hub 210 ft W of corner
will go South 8.71 ft. to line
Hub 319.7 E of MC will go South 11.57

Ties to M.C. Book 234 page 68

NP 15 N 57° 35' W 30.35

" 14 S 1° 40' W 19.10

J.P. 10 S 57° 20' E 22.5 old scribes

J.P. 9 N 1° 40' E 8.00 line hits west part

J.P. 10 S 68° E 4.35

Feb 25 1959

I drive to Johnson Lake find
 Art cutting line E + W &
 drive back to N line Sec 26 - 189-30
 we go to MC N^o 16 & check I M
 with B.Ts find I M OK
 we go to NE cor Sec 26 - &
 find angle Iron Tie the stump
 of the 2 Birch Trees

The stump of the turn oak
 from which we set a 60 ft spike
 for true corner

Someone has moved the
 2x48" iron 15.6 West from
 where it was set

A back over Sta 2 B's N
 88° 27' W. The pt for true sec
 corner bears S 86° 50' E

225.8

We correct hub 1114.58 set
small nail in road

Tower corrected hub 1114.58
Site E on flag at true sec cor
and set 60° spike on N line sec 24
about 4 ft W of E edge of County
road. 118.6 ft W of sec. Cor.

Tower spike 1118.6 W of sec cor
ran S 5° 17' W 234.0 to 40° spike
on W side of road 3' E of wedge
Sta ①

Tower Sta 1 BS N 5° 17' E run
S 1° 44' W 420.8 To Sta ②
@ 135° E edge of road 150 pin + 70 entry end
of ramp + 170 L ramp 75.0 + 185 entry road
723.5 to road Sta ② at
150 + 270.8 road Sta ② on
wall

It is still at Sta ① run
S 13° 06' W 223.85 nail at
intersection of E skinner's road
with W edge of County road

Feb 26th 1959

Lo Walker early get up at 1.30
 drive to Johnson Art is not there
 drive back to his house he is just
 starting for work.

Tower Sta 2 BS N 1°44'E
 turn over Twin lake
 S 9°19'E at 30 ft enter Twin
 Lake 800 ~~→ lake~~ 840

@ 872.7 hub + 150.65 hub sta 3
 $\frac{150.65}{1023.35}$ sta

Tower 10 23.35 BS N 9°19'W
 + run. S 1°19'E @ 45 ft S W edge of road
 N 160 + 140 + 302. hub sta E edge of road
 $\frac{160}{300} + 302 = 602$

Tower 602 BS N 1°19'W IM at 1/4
 E side sec 26 bears S 6°17'W
 240 + (W. edge of road) + 134.75 IM

Tower IM 1/4 E side sec 26 - 139-30
 BS N 6°17'E + run S 89°24'W
 along random E + W & sec 26
 176. hub

18

Feb 27-1959

Figureing East line sec 26-139-30

N line

118.6 Sec cor

$$S 50^{\circ}17'W 234$$

$$\sin = 092081 \times 234 = 2153$$

$$\cos = 995752 \times 234 = 233,015$$

$$233,015$$

$$S 1044^{\circ}W 420.8$$

$$\sin = 030248 \times 420.8 = 12,73W$$

$$\cos = 999342 \times 420.8 = 420,615$$

$$653,62S$$

$$S 9^{\circ}19'E 1023.35$$

$$\sin = 161891 \times 1023.35 = 165,67E$$

$$\cos = 986809 \times 1023.35 = 1009,85S$$

$$\text{hub. } 872.7 = 15^{\circ}14'81.5$$

$$\sin = 161891 \times 872.7 = 141,28E$$

$$\cos = 986809 \times 872.7 = 861,19S$$

$$1663,47S$$

$$S 1^{\circ}19'E 602$$

$$\sin = 022978 \times 602 = 13,83E$$

$$\cos = 999736 \times 602 = 601,84S$$

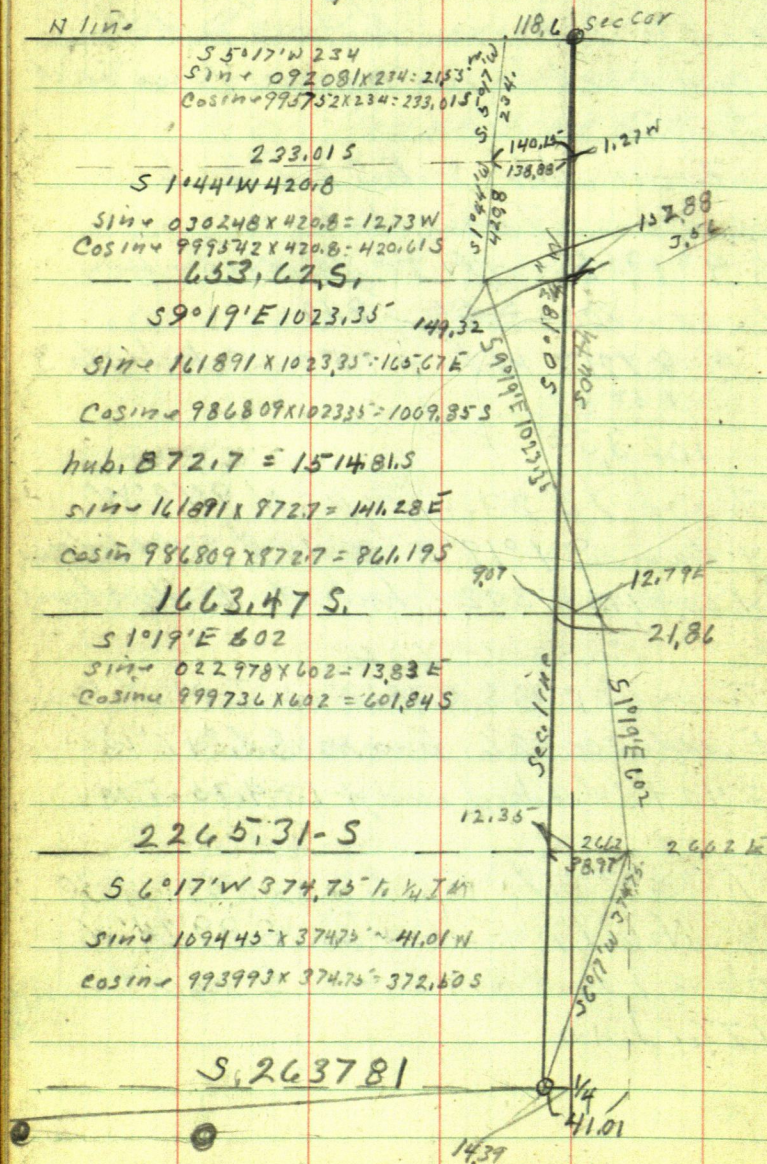
$$2265,31-S$$

$$S 6^{\circ}17'W 374.75 \sim 1/4 \text{ T.M.}$$

$$\sin = 109445 \times 374.75 = 41,01W$$

$$\cos = 993993 \times 374.75 = 372,60S$$

$$S, 263781$$



Figuring

Sec 26-139-30

E & W
Sec 1/4

1340.04 E

Corrections

~~2640.06~~ 114.39
~~100545~~ 3348

23301

2637.82
2637.81
Kemp's distance in 1913
2647.17

Sec 25-139-30

hub

233.015 + 140.15 W 9000 E 138.88

653.62 S + 153.88 W goes E 149.37

1663.47 S + 12.79 E goes W 21.86

2265.315 + 26.62 E 1 W 38.97

hub on ~~recovered~~ 5 mil of
13 13-14.81 S
Lake should go E 3.34 to line

14.39

1/4

5

Feb. 28 - 1959

Ed + I to Walker 815 drive
to Johnson Lake Art's car
is not out so we drive back to his
house he will be right out

Ed + I to 1/4 bet Sec 25-26
139-30 to car and continue E to
W & Sec 26 W from land 176 W
+ 225.4 hnt + 278.75 hnt +
281.1 hnt + 105 enter sup 281.1 +
240 to at point of land from the N
281.1 + 291.4 hnt 40 ft N of sup
176 4014 68015 961.25
225.4 278.75 281.1 291.4

4014 68015 961.25 1252.65

Notes hnt 1252.65 BSE IM $\frac{1}{16}$
Center E $\frac{1}{2}$ Sec 26 - 139-30 bears
R or N $5^{\circ}29'59.9$

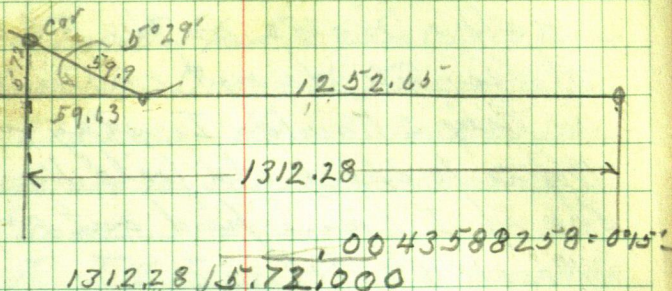
figuring
5029'

Sine $095556 \times 59.9 = 5.72$

Cosine $995424 \times 59.9 = 59.63$

McKen Walker

131K N for lumber co



Hub under T 1252.65 W + goes N 5.46

We correct hub 1252.65

Town 1252.65 site W on flag at W 1/4

Cor Center E 1/2 Sec 26-139-30

@ Road: Trp road NW-SE
from hub on top chain E down hill
@ 90 foot of hill @ 165' E old road to lake

@ 200 pin + 83.55' hub in E Trp road

200 + 120.65 IM 1/4 Cor + 592.6 hub

@ 595' E Trp road E-SE W NW

592.6 + 421.7 1334.95

320.65 2 421.7

592.6 913.25

421.7 1334.95

1334.95 IM Center of Sec

@ 1334.95 IM sets 30.9

1334.95 / .900000

Hub 913.25 W goes S 0.62

1312.

1252.65

5

as the irons on the E & W $\frac{1}{2}$
of Sec. 26 do not chain out
as they should I stay in
Office to check old field Book to
see if I can find out anything

March 4th 1959

Commissioners meet I ask them
to have Ed Rogers get his things
out of his old Office as that is to
be my New Office and I want to
get moved into it before work starts
they say they will tell Ed to get
his things out

Hert is home sick John stays
home to keep fires

March 6th 1959

in looking over old notes I find
that Kemp ran the sec line from
 $\frac{1}{4}$ bet 35-36 N to NE cor sec 26
139-30 in June 1913 and found
the BT to $\frac{1}{4}$ bet 25-26-139-30

I copy Kemps Notes

June 5th 1913

MA Kemp & I took the AM train
to Backus. expected Teddy Issajeff

to meet me. But had to get a livery team
after dinner. Drove to Issajeff's in
Sec. 36 T139-30. He + I look over
road we are to survey for the Trip
Fri June 6 cloudy

Kemp A. T.W. Issajeff - E B Kenworthy
O Kenworthy

H + B. Transit 300 ft steel tape double center
We start at hub 857.4 N of $\frac{1}{4}$ corner
W side Sec. 36 on Todd's old survey +
continue line North

at this hub which we call "A" we turn
90° East 300 ft + set hub B setting on
'B' back sight on 'A' + turn 84°09' to hub
"C" on line across lake

distance "A" to "C" then is 2928.03'

(from $\frac{1}{4}$) chainage to "C" is 3785.43 N

" " @ 1100 enter swamp @ 1530 enter

Lake at 3700 Lu lake @ 3889.23 hub +
tact on high hill.

@ 4070 enter swamp @ 4500 Lu same

@ 5012.43 hub + tact in clearing made by
Borst

@ 5285.4 $\frac{1}{4}$ corner on W side Sec 25
into E 32.40 ft

at this point the Gov't Notes call for

J.P. 9 N 87° E 100 lks = 66. feet

J.P. 12 N 72° W 133 " = 87.78 ft

We find the NW stump plainly marked
B.T. & set a stake for the true $\frac{1}{4}$ cor
@ 9° lam. after which a hole & parts
of the roots where the NE tree has been
blown out bears N 87° E 66 ft

We continue line North

@ 5885.43 hub & Tack

@ 5986.43 " & " on N side of E & W
Trail

@ 6221.13 hub & Tack "A" last hub

"B" on line across lake Turn 90°

West from "A" 200 ft to hub "C"

Set on "B" back sight on "A" & turn 11° 20'

to "C" distance A to B = 997.90 ft

Chainage to B is 6221.13 + 997.9 =
7219.03

at 6400 enter lake at 7150 L. same

Sat. June 7th 1913

Kemp, Isaaciff, C.B. & O. Kenworthy

Continue North

at 7932.57 the I.M. for cor. to Rec

23-24-25-26-139-30 sets East

55,110 ft

Correcting back the N. Bdy
of NW $\frac{1}{4}$ of Sec 25-13930

446 6221.13 goes E 40.45

57 " 5986.43 " E 38.43 ^{on N side} E+W road

this hub " 5885.43 " E 37.56

13 end
of road
survey at these points set hub + tall stake

at the $\frac{1}{4}$ corner on W side sec 25
we pull up our stake and set in
its place a 3X48 inch iron pipe ^{without} cap
in a bed of cement in Borsts
corn field

As the corner to Sec 25-26-35-36
139-30 comes in lake and as there
is only a small portion of the road
to be built on the Sec. line on each side
of lake I correct my line between
the $\frac{1}{4}$ cor on W. side sec. 36 + the $\frac{1}{4}$ cor
on the W side sec 25 as follows

at 1019.3 set hub A. 6.25 ft E

at A. I mark BTs as follows

JP stump 18 SW 52.20 ft

Nor " 18 NE 65.90 "

I then run the following angles
around the lake & across it on ridge
taking my corrected N & S line as
true N & S

A-B N $39^{\circ}30'$ E 195.4 ft

B-C N $45^{\circ}14'$ E 296.0 "

C-D N $38^{\circ}29'$ E 479.5 "

D-E N $8^{\circ}38'$ W 305.5 "

E-F N $48^{\circ}14'$ W 509.2 "

F-G N $2^{\circ}32'$ W 529.3 "

G-H N $15^{\circ}56'$ E 140.3 "

H-K N $51^{\circ}56'$ E 261.2 "

K-L N $8^{\circ}04'$ W 401.5 "

L-M N $28^{\circ}04'$ W 224.9 "

M-N N $59^{\circ}04'$ W 635.0 "

at 326.3 intersect my corrected
N & S line at hub 3785.4 N set
following B.T.s for this hub

Oak 15° NW 62.0

Elm 7° NE 45.5

N-O - N $13^{\circ}56'$ E 272.0

O-P - N $42^{\circ}36'$ E 435.4

Pass hub on corrected line which
I set as follows

at Sta 4564.9 I run East 27.98 "

set hub P. 4 mark B.T. as follows

Oak 6 SE 29.6 to Tick heads

Pap. 10 NE 40.0

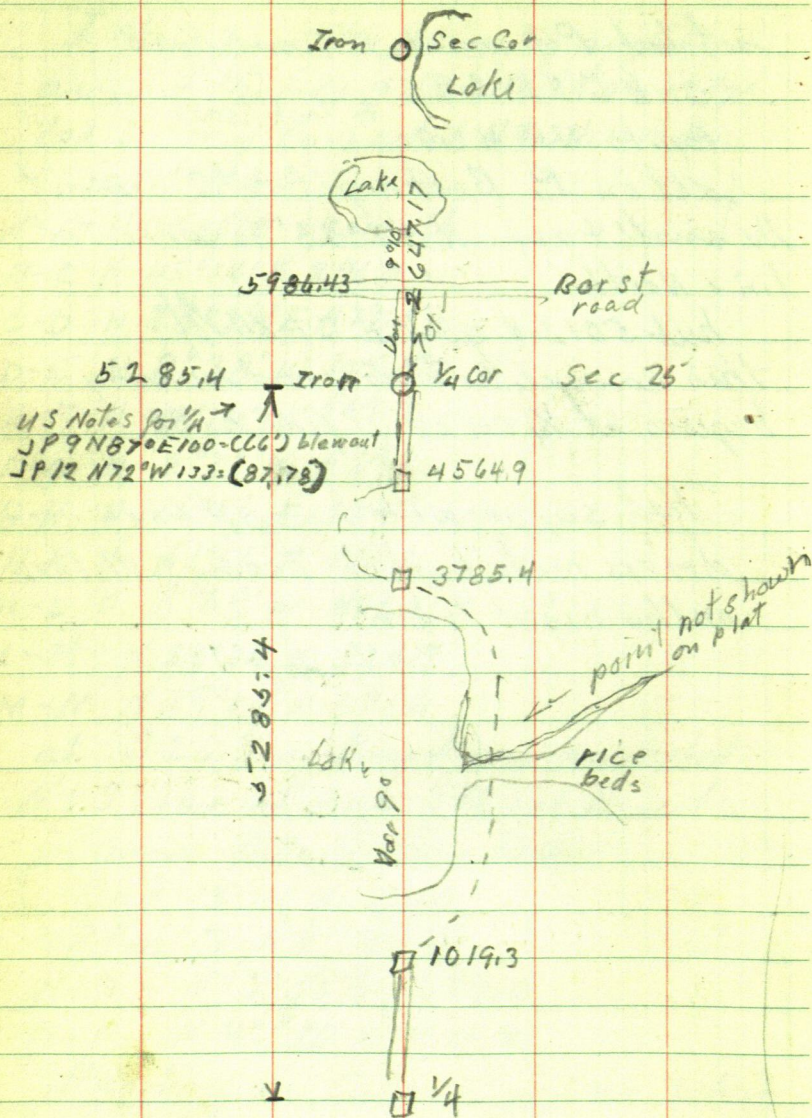
set on P. Backsight on "O" transmit
the inst. & run N $42^{\circ} 28'$ to corrected
line North

hub 5012.4 goes E 31.34 ft

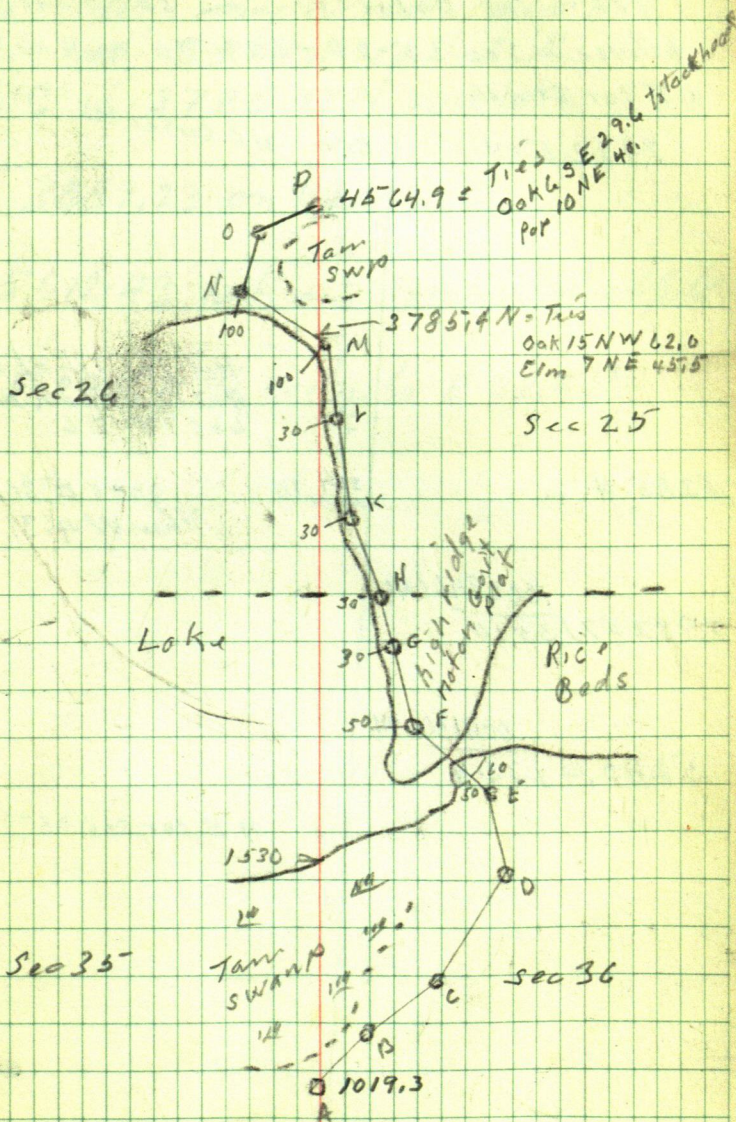
this completes this road survey
begins at $\frac{1}{4}$ cor on W side sec 36

Had supper with Isaac Jeff & he
drives me to Backus I came to Walker
on the night train

Kemp



June 7-1913



30

Figureing Kamps line

from $\frac{1}{4}$ between sec 35-36 to $\frac{1}{4}$
between sec 25-26 - 139-30 and on N to
NE cor sec 26

7932.57N

5510

NE cor sec 26

Kamps ch. 2649.17

Not the line has a
4.31' crook at $\frac{1}{4}$
bet 25-26

5285.4
1335

12

324 $\frac{1}{4}$

goes E 36.71
then W 4.31 to $\frac{1}{4}$

7932.57 $\frac{.006946046}{33.10}$

5285.4 $\frac{.006130094}{32.4}$

NE cor sec 36

 $\frac{1}{4}$

his old Note say he set hubs at
Todd's hub. 857.4 N called 'A'
hub 'C' is 3785.43 N over lake
set

but 3889.23 on top high hill

5012.43 hub in Borsts cleared field

@ 5285.4 $\frac{1}{4}$ cor sets E 32.4 ft.

March 28th 1959

I had some work in Pine River
which I did, the last few days.

Ed & I & walker get gas. \$4.50 at
Y drive to Art's

Tower hub. on N 86 line on W
side lake BS S 89° 49½' W and
run N 39° 05' E to pt on ice
399'

Tower 399 on ice BS S 39° 05' W
Take sta. of Lake shore

375 S 39° 05' W

310 S 63° 30' W

60 to land

280 S 83° 30' W

400

325 N 86° 15' W

S side of house bears N 76° 55' W

365 N 56° 30' W

400 N 33° 45' W

365 N 3° 30' W

420 N 20° 40' E

425 N 33° 15' E

490 N 47° 30' E

560 N 66° 40' E

from 1/4 line old road near S pt 225±

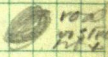
1899 1797

24955

2494
229.45

33

Art comes after dinner

We drive around to county
road 285.45 S of 1463 ± 9Tower 285.45 site N 0° 11' W
and run. & Co. road.N 73° 05' W 113.6 Tower 113.6 run S 83° 55' W
110.4 Tower 110.4 run S 73° 42' W 242.4Tower 242.4 run S 82° 47' W 229.45  road
1899

Tower 229.45 run S 67° 01' W 119.2

Tower 119.2 run S 41° 11' W 142.3

Tower 142.3 run S 51° 55' W @ 176.7 +

24855

Art Ld at 2.30

Tower 248.55 run S 39° 11' W 183.9 run S 57° 0' W
guide lineTower 176.7 run N 38° 37' W 65 to
spike at edge of ramp Tower 65

take side of ramp

75 N 140° W 155 N 45° W 130

130 N 85° 30' W 80.9 38° 30' W

start for horizon 4-45

March 30 1959

Ed goes to school I get car gassed
5th of 60th spikes drive to Art's then
to center of Mc. 26-

Then I M center of Mc. 26 BS
N 89° 39' E extend & West a ways

T

Still over I M in center of Mc. 26

run North to lake @ 33 hub @ 207

& Turn road @ 240 min + 3.6 = 243.6
hub on brink of hill

243.6 + 49.8 = 293.4 hub + 20% water

We go back around lake and
continue stake line along lake shore
continued from page 10 this book

Says Then NW cor Lot 5 run S 16° 20' W

100-200-300

today Then 300-water 10' R. BS N 16° 20' E
run S 28° 30' W 100' Then 100 run
S 37° 18' W

as the Needle and plate don't
agree to course we re-ran chain

Then I M BS N 38° 40' E

S 20° 54' W 100 - S 13° 30' W 100

S 2° 32' W 100 - S 10° 10' E 100 S 16° 17' E 100 200-300

S 4° 07' E 100 - S 4° 35' W 100-200

at 100 water 15 R at 200 water 20 R

run S $18^{\circ}03'W$ 100 water ²⁰ (200 water ²⁰) run

S $11^{\circ}23'W$ 100 water 15-8

S $28^{\circ}16'W$ 100 water 15-

S $41^{\circ}22'W$ 100

Mar. 31-1959 got ¹⁰⁰ 400 worth of Gas
 from Harry James drive to Johnson where
 I find Art.

Turner hub on N+S of 293.4 N of Center IM

run S $62^{\circ}43'E$ 100 W ^{20L}

S $77^{\circ}27'E$ 100 W 20L

S $87^{\circ}53'E$ 100 W 20L @ 200

N $81^{\circ}33'E$ 100 W 15 @ 200 - W 15-

N $73^{\circ}37'E$ 100 W 20L @ 200 W @ 200 - W 25+

Turner 200 run N $53^{\circ}48'E$ 76.1

Turner 76.1 BS S $53^{\circ}48'W$ lot done
 runs (N $52^{\circ}32'E$) as this course is not the
 same as course from the North we carry out line
 on North

Turner lot N of pt for that N $52.32'E$ 100 - N $39^{\circ}17'E$
 100 - N $22^{\circ}19'E$ 100 N $28^{\circ}59'E$ 200 N $15^{\circ}25'E$ 200

N $6^{\circ}36'E$ 100 N $5^{\circ}31'W$ 300 N $0^{\circ}37'E$ 100

house N $44^{\circ}48'E$ & N $56^{\circ}18'E$ 24 x 24 run

N $13^{\circ}19'E$ 100 N House S $31^{\circ}47'E$ S $51^{\circ}58'E$

run N $24^{\circ}14'E$ 100 N $31^{\circ}41'E$ 100 to IM

IM sets N $49^{\circ}03'E$ 100

36

Sat. Mar 21-1959 first day of spring
rice out but cold. snappy

I take my car to Garage for oil
change + Greas - 4000 mil checkup
go to Court house

decide to leave things as they
are at Johnson Lake except
use the E of the road 22 ft ± E of
E 1/4 I.M. which I think was
moved over when the road was
built

figure correction of the N
1/2 mile on E side of Sec 26
from pt for NE corner and a
point 22.67 ft E of I.M. 1/4 bet Sec
25-26-139-30

We used J.W.C. N line as E & W
in laying out the Tract of Landon
Johnson lake so will keep using
the N line Sec. 26 as E & W.

$$\begin{array}{r} 178'9.9'' \\ 89'49.2'' \end{array}$$

$$\begin{array}{r} 166347 \\ 131884 \\ \hline 34463 \end{array}$$

$$\begin{array}{r} 90 \\ 89'39'' \\ 89'39'' \\ \hline 179'39'' \\ 89' \\ \hline 89'39'' \\ 20' \\ \hline 39' \\ 106' \end{array}$$

① 1

4

$574.75'$
 $56.17'$
 27.67
 9.263
 $50'$

$\frac{5351714}{234}$
 $\frac{5351714}{234}$
 $\frac{5351714}{234}$

from corrected hub 1023.35 = 1663.475, 11.0
1663.47 - 1318.84 = 344.63 m per %
82.8 fpm, 89.1

1318.84

589° 39' W

2334 = 2331.015 X 0031391222 = 906.8 E 0.73 + 140.15 = 140.88 to 1 in + 140.4 is S. 65.3.62 and West 152.88 65.3.62 X .0031391222 = 2.054

$$8.28 + 14.39 = 22.67$$

From Station 4 Chain N 34°
 From 1318.84 Site N 0°11'W on
 S 89°49½'W on N ½ 1/16 1/16

Mon. March 23-1939

Ed + I to Walker drive to Backus
get check \$150. from Charles

Hutchinson 2701 Golden Valley
Road Minneapolis 11. PM. Cashed
at Bank, meet Art. he will be
out in about 2 hr as he is hauling
sawdust. Ed + I drive to Sec 26

and correct E line drive at 9.30
hub 602-S $1^{\circ}19'E$ at 60' $\frac{1}{2}$ mile W 15.34'
move T to North to hub 1023.35 S. to
S $1^{\circ}19'E$ and run West 73.7' at
60' $\frac{1}{2}$ mile on line

Ed fixed his rubbers and his shoes are
no good in the snow I send him around
lake and set hub on shore and one in
C of road.

Tower hub in C of road B.S. on hub
1023.35 corrected I take flag and
set hub on S shore of Lake

from T in C chain N @ 32 C put road
@ 60 min 11.53' \pm 71.5' hub + 50' Lake E 25'
+ 120' Lake 15' E + 250' W 20' E Land 20' W
+ 300' W 30' E edge of Land W
+ 400' edge of swampy center high sand

1901 1494

22945

$$\begin{array}{r} 22 \\ 90 \\ \hline 162 \end{array}$$

239.9

39

from hut in 2 chain S 5, hut at A.P.
 from A.P. chain S 59, hut on N shore
 Twin lake 15 ft from water

• Tower sta 2 BS N $1^{\circ}44'E$ and sta 1
 AP beam S $66^{\circ}33'E$ 161.6

• 90 S edge of road.

Tower sta 1 A Skinner's road BS N $13^{\circ}06'E$
 on the land and run out Skinner's road

N $42^{\circ}13'W$ 221.45 Run N $71^{\circ}42'W$ 101.2

S $87^{\circ}57'W$ 295 N $63^{\circ}28'W$ 234.9

S $56^{\circ}08'W$ 147.4 S $24^{\circ}28'W$ 314.65

S $19^{\circ}03'W$ 183.1 S $15^{\circ}06'W$ 278.00

to I.M. lot cor. Lr 5-45-

40

$$\begin{array}{r} 1663.47 \\ 154.1 \\ \hline 37 \end{array}$$

$$\begin{array}{r} 130 \\ 24.1 \end{array}$$
March 24th 1959

John gets his boots I make payment
\$87.97 on the car drive to Y get gas

I got telephone from Carl Meisk

Pine River wants corners checked at
store this week, going to build on

Ed + I + Lu Walker 9-30 drive to Johnson
Lake

from hub 1663.47 S chain N

$$\begin{array}{r} 154.1 = 154.1 \\ \hline 1509.375 \text{ but under } X \end{array}$$

Over 1509.37 S BS N 0° 11' W and in
water 15 ft N -

Run N 76° 42' W 200 ft out 60° up to

Note this line runs along foot of high land

100' + then low land runs S and then

at 150 low land 25 ft S at 200 W edge

of low land, water 90° R, 90 ft.

@ 400 Lake Nat 90° 60 ft.

Over 400 run N 80° 11' W 200 water 20 R

fig.

1509.37 S run

N 76° 42' W 400'

Sine $973179 \times 400 = 389.27 W$

Cosine $230050 \times 400 \quad 92.02 N$

N 80° 11' W 200

$$\text{Sine } 985358 \times 200 = 197.07 \text{ W}$$

$$\text{Cosine } 170496 \times 200 = 34.10 \text{ N}$$

West	North	
389.27	92102	1509.375
19707	34.10	12612
<u>586.24</u>	<u>12612</u>	<u>1383.25</u>
		1318.84
		44.41
		<u>1.79</u>
		62.62

S 89° 49' W 586.24

$$\text{Sine } 0030543 \times 586.24 = 1.79, 5$$

$$\text{Cosine } 9999955 \times 586.24 =$$

run N 84° 11' W 100 ft water 20' R.

$$\text{Sine } 994851 \times 100 = 99.49 \text{ W}$$

$$\text{Cosine } 101346 \times 100 = 10.13 \text{ N}$$

run N 65° 43' W 100'

$$\text{Sine } 911523 \times 100 = 91.15 \text{ W}$$

$$\text{Cosine } 411249 \times 100 = 41.12 \text{ N}$$

West	North	
586.24	126.12	1509.375
99.49	10.13	177.37
<u>685.73</u>	<u>41.12</u>	<u>1332.00</u>
91.15	177.37	1318.84
<u>776.88</u>	<u>177.37</u>	13.16
	177.37	2.37
		<u>10.79 North</u>

$$0030545 \times 776.88 = 2.37$$

Tower Sta BS S $65^{\circ}43'E$ and
 run North 10.79 ft to N $\frac{1}{4}$ line
 Tower hut on N $\frac{1}{4}$ line
 run S $89^{\circ}49\frac{1}{2}'W$ on N $\frac{1}{4}$
 from hut under T Lake shore water
 N $43^{\circ}E$ 42 ft \pm

from hut on top on N $\frac{1}{4}$ line
 chain E @ 171.8 hut 3 ft E of E
 correct tract old road + 182.2 hut
 + 143.4 hut + 189.2 hut on bank of
 Twin Lake + 75 \pm to water

From hut on top chain west 127.3
hut

Tower 127.3 BS N $89^{\circ}49\frac{1}{2}'E$ lot stake on
 lake shore bears S $72^{\circ}20'W$ 34.9
 sine
 cosine

March 28th continued on
 Page 32 as I have skipped several
 pages

Checking Correction of East line

Sta ① is 233.01 S of N line and 140.16 W of line run S from NE cor. as the E line run S.0°11'E corrected but 2331 goes E 140.16 + .73 = 140.88 to E. sec. line

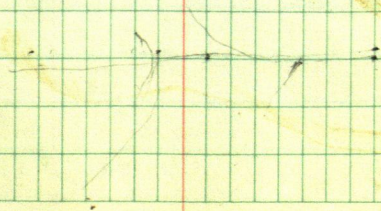
Sta ② is 653.62 S and 152.88 W of NE cor and goes E $152.88 + 2.05 = 154.93$ to line

Sta 3 is 1663.47 S and 12.79 E of NE cor goes W 12.79 to South then E 5.22 to pt W of Sta ③ 7.57 ft to sec. line

Sta 4 is 2265.31 S and 24.62 E of the Cor and goes W 24.62 to South then E 7.11 to pt 19.51 W of Sta 4 to sec. line

→ Note this correction is where I got off line.

We corrected this but by chaining W 15.54 instead of 19.51 used wrong figures



March 31 1959

Continued from page

We go and correct E section and
set spike at intersection of Top road
Tower intersection but 285.3 ft S.

BS N0°11'W on new line re-run Top
road, run N72°52'W 111.8

Tower 111.8 BS S 72°52'E run

S 83°54'W

set spike on S side twin lake, 60+69+25.1
154.1 ft. N of Sta 1663.

Site N0°11'W run N77°07'W 200+11.5

Tower 200 run N77°03'W

p.m.

162

45

April 1-1959

Ed + I as things do not check
out on paper. We start on N line
see 26. and re-run Skinner's road
on Lake shore V.g.

Tower hut on N line 118.6 W of NE
Cor. see 26 site E on NE cor + run.

S $5^{\circ}17'W$ 234 Tower 234 BS N $5^{\circ}17'E$ run

S $13^{\circ}07'W$ 223.85 Tower 5 3 BS N $13^{\circ}07'E$ run

N $42^{\circ}11'W$ 224.45 sta 4 Tower 4 BS S $42^{\circ}11'E$ run

N $71^{\circ}41'W$ 191.2 sta 5 Tower 5 BS S $71^{\circ}41'E$ run

S $87^{\circ}58'W$ 295.5 sta 6 Tower 6 BS N $87^{\circ}58'E$

N $63^{\circ}24'W$ 234.9 sta 7 Tower 7 BS S $63^{\circ}24'E$

I M on N line see 26 bears N $7^{\circ}20'E$ 162 ft

run S $56^{\circ}12'W$ 147.4 sta 8 Tower 8 BS N $56^{\circ}12'E$ run

S $24^{\circ}33'W$ 314.65 sta 9 Tower 9 BS N $24^{\circ}33'E$ run

S $19^{\circ}08'W$ 183.1 sta 10

S $15^{\circ}N'W$ 228 I.M.

Tower I M BS N $15^{\circ}11'W$ I M bear N

$38^{\circ}40'E$ Tower I M BS S $38^{\circ}40'W$ I M

in front of 1st bear N $70^{\circ}12'W$

Tower I M BS S $70^{\circ}12'E$ run $38^{\circ}44'E$

46

April 2nd / 1959

I pick up Larry Oliver drive to
Johnson lake arrive at 9-23-

Took I.M. Lot cor B8 N 38° 44' E
to flag at I.M. Lot cor & run

S 20° 53' W 100' - S 13° 31' W 100

S 2° 40' W 100 - S 4° 58' E 100

S 16° 03' E 300 - S 3° 52' E 100

S 4° 56' W 200 - S 18° 29' W 200

S 11° 47' W 100 - S 18° 48' W 100

S 42° 02' W 100 - S 54° 38' W 76+

S 74° 19' W 260 - S 82° 14' W 200

N 87° 12' W 200 N 76° 48' W 100

N 62° 05' W 100 - S 0° 40' W

Took I.M. S 7. N 38° 40' E or I.M.
split on N 1/4 line. S of road bear

S 5° 13' E 369.5

Run on N 1/4 line runs S 0° 30' S

3 hrs for Larry

50
19-10
19

119.2

47

Apr. 3 - 1939

put up Larry drive to Harry James
get gas \$4.55 chg. on to Johnson Lake
re-run Trap road driver 9-10

Turner hub at intersection of Trap road
with Co. road 285.3 S of hub 1663.4

BS N 0° 11' W N 72° 52' W 111.8 st 1

Turner 111.8 run S 83° 54' W 242.4 st 2

Turner — BS N 83° 54' E run S 73° 39' W st 3

Turner 3 BS N 73° 39' E run S 82° 45' W st 4

Turner 4 run S 66° 56' W run

S 41° 02' W — S 51° 46' W — —

N 38° 54' W — turner continues S 51° 46' W

S 38° 59' W

S 39° 35' W 69.15 — split on E + W & run S of road

S 56° 11' W

We go to South side of Turner Lake
154.1 W of at 1663.4 S of the cor.

BS N 0° 11' W run N 77° 07' W 201.13 —

run N 77° 03' W 200

Turner 200 BS S 77° 03' E run

N 80° 32' W 200

Turner 200 BS S 80° 32' E run N 84° 33' W 100

Turner 100 run N 66° 03' W 100 run

N 0° 24' W 10 ft. Turner 10' BS S 0° 24' E 1 mi

run S 89° 23' W stick on in N 39° 10' E ?

3 mi for Larry

48

Time to April 3rd 1967

Ed Caro - 6 days

40 hours @ 125 =

\$ 50.00

Larry Oliver 10 hr. @ 125 = 1250

April 15-1959

I did not get my income tax ready to mail so will be late as this is the last day. I took my papers to Harry Paddock's office but he had left and as I do not have the papers to fill out I can not fix them myself.

Go to Office and figure the I.M. at SE corner of the tract Art is holding is located according to my figures

1351.35 ft West and 964.73 ft South from the NE corner Sec. 26 from NE cor Sec. 26 run S. $0^{\circ}11'E$ 2637.68 ft to $\frac{1}{4}$ thence N to Trp road which is 1948.77 ft S of NE cor St. (1) Hub at intersection of Trp road and E line Sec. 26 is 6.24 ft East and 1948.76 South

2	run N $72^{\circ}52'W$ 111.8	Sine $955622 \times 111.8 = 106.84 W$ Cosine $294596 \times 111.8 = 32.94 N$
3	S $83^{\circ}54'W$ 110.4	Sine $994338 \times 110.4 = 109.77 W$ Cosine $106264 \times 110.4 = 11.73 S$
4	S $73^{\circ}39'W$ 242.4	Sine $959560 \times 242.4 = 232.6 W$ Cosine $281504 \times 242.4 = 68.24 S$
5	X S $82^{\circ}45'W$ 229.45	Sine $992005 \times 229.45 = 227.62 W$ Cosine $126199 \times 229.45 = 28.96 S$
	S $66^{\circ}56'W$ 119.20	Sine $920050 \times 119.2 = 109.67 W$ Cosine $391802 \times 119.2 = 46.70 S$
	S $41^{\circ}02'W$ 142.3	Sine $666498 \times 142.3 = 93.42 W$ Cosine $754328 \times 142.3 = 107.34 S$
	S $57^{\circ}46'W$ 176.7 mp lies North	
	785497	
	618865	

50 along Twp road

Sta 1 = intersection Twp road & section

1948.76 South and 6.24 ft E

	west	South
Sta 2	100.60	1915.82

Sta 3	210.37	1927.63
-------	--------	---------

Sta 4	442.97	1995.79
-------	--------	---------

Sta 5	670.59	2024.75
-------	--------	---------

Sta 6	780.26	2071.45 S
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from IM Lot Cor

1351.35 ft West & 964.73 South

We want to run to a point

780.26 W and 2071.45 S

of NE Cor.

1351.35

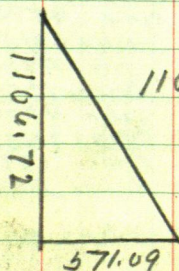
780.26

571.09 E

2071.45 S

964.73

1106.72 S



1106.72 / 571.09

1516.02031 = 52° 18' E

S 27°18'E

$$\sin 458650 \times 1245.44 = 571.22$$

$$\cos 458650 \times 1106.72 = 1245.44$$

$$\tan 458650 \times 1106.72 = 571.22$$

April 20 - 1959 Monday

Yesterday we go to Red Wing and
get Bobby to day John & Ed go
to school Bobby goes with me
to Johnson Lake stop at Art's
he is building cabins and his wife
says she does not see how he will be
able to help as he has hired two men
to help him build.

Bobby & I to work W side of street
Tower I M site $N 38^{\circ} 40' E$ on I m and
run $S 20^{\circ}$

Note! as I do not have course of street
with me. Art Peterson Attorney
having stopped me at Office this morning
over some other descriptions I
forgot to get this course, so we run
out old road which runs across
this lot.

Tower spike on on random N Yuliria
E edge of road site $N 5^{\circ} 13' W$ on flag at I M
run $S 1^{\circ} 14' E - 258$, pt 6 ft E of Φ

Tower 258 B S N $1^{\circ} 14' W$ run $S 30^{\circ} 08' W$

130.6 spike in Φ Tower 130.6 B S N $30^{\circ} 08' E$
run $S 42^{\circ} 07' W 128.15$ ft, spike in Φ

Town 128.15 BS N 42°07'E run
 @ S 9°18'W 60± - at S 3°37'W 110±
 @ S 9°53'W - 170±

run S 11°24'W 223.9 in &

Town 223.9 BS N 11°24'E run
 S 5°05'W 167.5 Edge of Road 5'E of &
 @ 90± S 1°12'W -

Town 167.5 BS N 5°05'E run
 S 69°05'W 270.2 along Edge of road in S 15

Town 270.2 BS N 69°05'E run
 S 25°08'E 203.5 along Hedge to pt in &

Town 203.5 BS N 25°08'E roads run
 at S in 43°07'E - - -

We then go to the E & W of Sec 26
 and work N on line bet the two
 I.M. and set hubs on true line
 from hubs on true line. Turn
 90° and set spike hub 33 ft
 N for R. of W of Twp road & N
 line of Street.

After supper we all go to John
 Martin's place on Birch lake
 on way home blow out snow tires

April 21st 1959

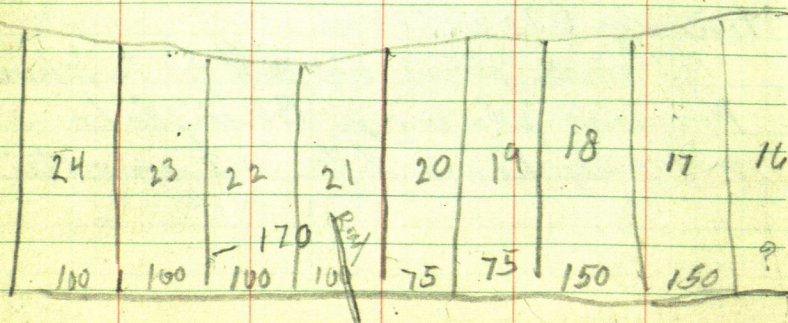
Take car to Garage have tires changed. Forest Service calls wants 5 IM - + 13 cedar post will pick them up some time today.

John - Bob + I to Johnson Lake I have looked up corner of street which I did not have with me yesterday

S $20^{\circ}32'E$ figured will run a random line on this course and if it come out fair will leave it, as NW line of street

Stop and pick up a brush hook at Art's as I can not seem to find one of mine.

Turn IM BSN $38^{\circ}40'E$ on IM and run S $20^{\circ}32'E$ along W line of street.

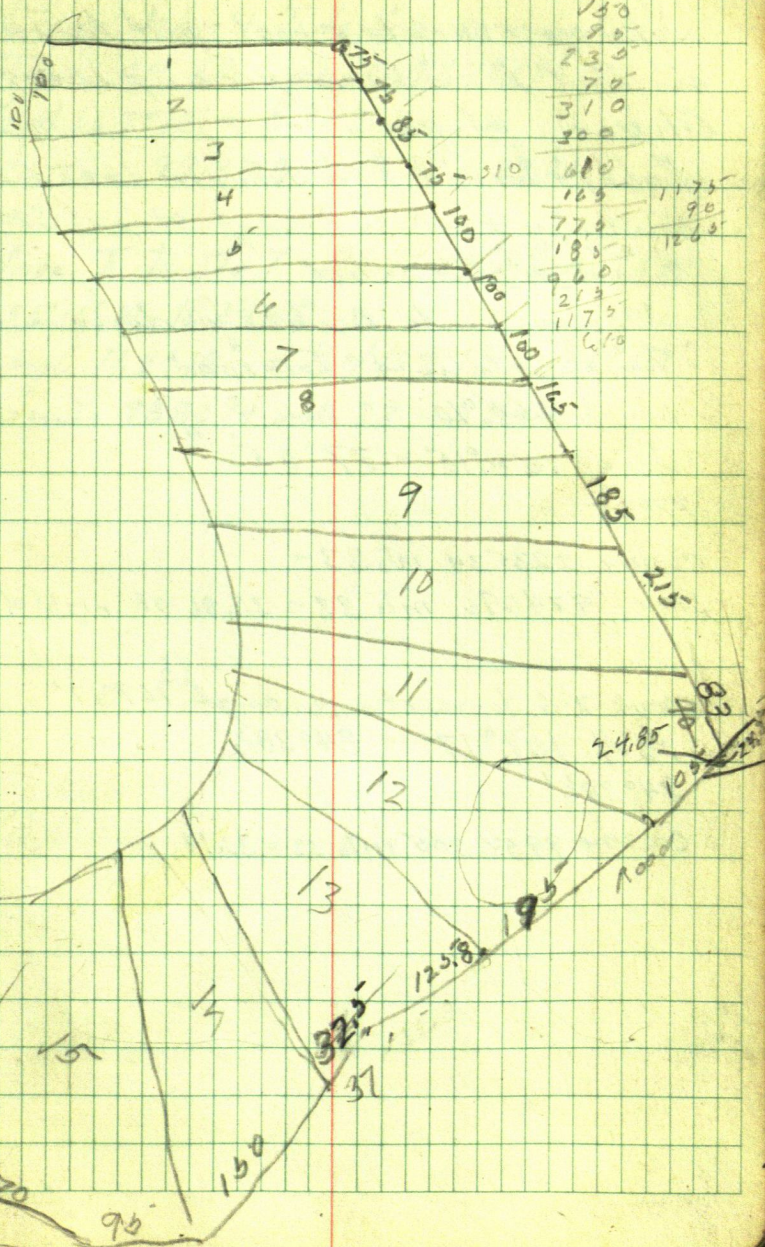


S2035°E

N2035°W

40.5

73.52 153



April 22nd 1959

John goes back to school put handle
in Art brush hook, pick up Lorry
Oliver get gas.

Bobby - Lorry + I to Johnson Lake &
continue Easterly line of Street S20°32'E
arrive at 11-o'clock.

We drive into Backus for dinner
Turn sta in & Trip road,
angle 154°10'.

$$\frac{1}{2} \text{ of } 154^{\circ}10' - 77^{\circ}05' \text{ (4)}$$

$$77^{\circ}05'$$

Cosine 223534 into 33 =

Sine 974696 into 33 = 33.86 OK right of W line

move TS to next a.p., angle ⁽⁵⁾ 169°17'

$$\frac{1}{2} \text{ of } 169^{\circ}17' = 84^{\circ}38\frac{1}{2}'$$

$$84^{\circ}38\frac{1}{2}'$$

Cosine 9956305 into 33 = 33.14

April 23-1959

Bobby-John + I to Johnson Lake

Tower AP 6 angle $167^{\circ}13'$

$\frac{1}{2}$ of $167^{\circ}13' = 83^{\circ}36\frac{1}{2}'$

Cosine 993784 into 33 = 33.21

Move T to Sta T BS $N38^{\circ}29'E$ & run
 $S56^{\circ}11'W$ to E4WΦ

angle $162^{\circ}18' - \frac{1}{2}$ of $162^{\circ}18' = 81^{\circ}09'$

Cosine 988094 into 33 = 33.40

58

from pt. IM which is $1357.35' W$
 & $964.73' S$ of NE corner Sec. 26
 139-30 for figuring I call this 00

W & 00 S East run S $20^{\circ}32'E$ ^{Sine 350732} _{Cosine 936468}

75' 26.31 70.24

150 52.61 140.47

235 82.43 220.07

310 108.73 290.31

410 143.81 383.95 ← Location of stakes
 along Street

510 178.88 477.60

610 213.96 571.25

775 271.83 725.76

960 336.72 899.01

1175 412.13 1100.35

from point 00 - W & 00 S run N $69^{\circ}52'W$ 299.3

Sine $344206 \times 299.3 = 103.02' N$

Cosine $938894 \times 299.3 = 281.01' W$

S $20^{\circ}53'W$ 100'

Sine $356466 \times 100 = 35.65' W$ 9.59' N

Cosine $934308 \times 100 = 93.43' S$ 316.66' W

Run S $13^{\circ}31'W$ 100

Sine $233728 \times 100 = 23.37' W$ 340.03' W

Cosine $972302 \times 100 = 97.23' S$ 87.64' S

run S $2^{\circ}40'W$ 100

Sine $046525 \times 100 = 4.65' W$ 344.68' W

Cosine $998917 \times 100 = 99.89' S$ 187.57' S

Run S $4^{\circ}58'E$ 100

Sine $086576 \times 100 = 8.66' E$ 336.02' W

Cosine $996246 \times 100 = 99.62' S$ 287.15' S

Run S $16^{\circ}03'E$ 300' at 100

Sine $276476 \times 100 = 27.65' E$ 308.31' W

Cosine $961021 \times 100 = 96.10' S$ 383.25' S

S 16°03' E 300 at 200-300

$$\begin{aligned} \text{Sine } 276476 \times 200 &= 55.30 \text{ E} = 288.72 \text{ W} \\ \text{Cosine } 961021 \times 200 &= 192.20 \text{ S} \quad 479.35 \text{ S} \end{aligned}$$

S 16°03' E 300 at 300

$$\begin{aligned} \text{Sine } 276476 \times 300 &= 82.94 \text{ E} \quad 253.08 \text{ W} \\ \text{Cosine } 961021 \times 300 &= 288.31 \text{ S} \quad 575.46 \text{ S} \end{aligned}$$

Run S 3°52' E 100

$$\begin{aligned} \text{Sine } 667435 \times 100 &= 6.74 \text{ E} = 246.34 \text{ W} \\ \text{Cosine } 997724 \times 100 &= 99.77 \text{ S} = 675.23 \text{ S} \end{aligned}$$

Run S 4°56' W 100-200

$$\begin{aligned} \text{Sine } 085997 \times 100 &= 8.60 \text{ W} = 254.94 \text{ W} \\ \text{Cosine } 996295 \times 100 &= 99.63 \text{ S} \quad 774.86 \text{ S} \\ \text{Sine } 085997 \times 200 &= 17.20 \text{ W} = 263.54 \text{ W} \\ \text{Cosine } 996295 \times 200 &= 199.26 \text{ S} = 874.49 \text{ S} \end{aligned}$$

Run S 18°29' W 200

$$\begin{aligned} \text{Sine } 317029 \times 100 &= 31.70 \text{ W} = 295.24 \text{ W} \\ \text{Cosine } 948416 \times 100 &= 94.84 \text{ S} = 969.33 \text{ S} \\ \text{Sine } 317029 \times 200 &= 63.41 \text{ W} \quad 326.95 \text{ W} \\ \text{Cosine } 948416 \times 200 &= 189.68 \text{ S} \quad 1064.17 \text{ S} \end{aligned}$$

Run S 11°47' W 100

$$\begin{aligned} \text{Sine } 204211 \times 100 &= 20.42 \text{ W} \quad 347.37 \text{ W} \\ \text{Cosine } 978927 \times 100 &= 97.89 \text{ S} \quad 1162.06 \text{ S} \end{aligned}$$

Run S 18°48' W 100

$$\begin{aligned} \text{Sine } 322266 \times 100 &= 32.23 \text{ W} = 379.70 \text{ W} \\ \text{Cosine } 946649 \times 100 &= 94.66 \text{ S} = 1256.72 \text{ S} \end{aligned}$$

Run S 42°02' W 100

$$\begin{aligned} \text{Sine } 669563 \times 100 &= 66.96 \text{ W} \quad 446.66 \text{ W} \\ \text{Cosine } 742755 \times 100 &= 74.28 \text{ S} \quad 1331.00 \text{ S} \end{aligned}$$

[illegible]

IV 57, 25-26

N 10 09 W

May 11th 1959

Donald + I drive to Backus Bank to see if I can get \$300. They will let me know we drive to Johnson. Then I run NE cor lot 1 of Plat into N 38° 40' E on T 19 & run N 69° 32' W to NW cor more N. to SE cor lot 2 into N 20° 32' W on lot line and run N 82° 20' W starts to rain so we go in drive to Pine River Bank where I get \$300 for 90 days bank to Walker. Don goes to Keserkes.

May 12th 1959 Tues Don + I to Johnson lake arrive 9 o'clock.

Windy as hell so go in at noon

June 3rd 1959

We take both cars and drive to Johnson lake where I leave Ed and Don. After showing Ed what to do, they run hot mines and come home at 4-45

John + I come back to Walker and work on Harry Paddock's

62

July 2nd 1959
Ed + John to Johnson Lake
to run Lot lines
Don + I to cross Lake

Town at on Sec. 1 line
Site Near E line Sec. 26
SW angle of Sec. 1 line with
N line of road, $79^{\circ}47'$

Aug. 8th 1959

Ed - John - Don + I to Johnson
Lake. road builders has raised hill
with our stakes + hub.

Over intersection of NW of road +
W line of street

Site N 20° 32' W along street line
right of way line runs. N 40° 53' E
we intersect E line of street with Norly
line of road.

distance across street along NW of road
76.4

distance from E line of M to Ap. 45.5

Over AP 45.5 E of street BS 540° 53' W
run N. 72° 23' E 162.35 to LP

Over BS 572° 23' W run

Aug 17 - 1959.

John - Ed + I to Johnson Lake

N 162.35 BS 572° 23' W run

N 82° 04' E 202.60

Over 202.6 BS 582° 04' W run

N 76° 31' E 209.0

Over 209.0 BS 576° 31' W run

N 79° 52' E 261.5 to point on section

213.65 S of hub 1663.28

$\frac{23}{170.65}$

Aug 18th 1959

Ed is sick John & I to
Johnson Lake. Hot as hell
open up trees pushed out by
road crew.

Aug 19 hot as hell

Ed still sick John & I
to Johnson Lake arrive 11 o'clock
Turn A.P. of road BS N 51° 53' E
and run S 43° 35' W at 37 ft
set pt for I.M. SE cor Lot 13 +
150. set hub for I.M. SE cor Lot 14
at 140.0 approx. A.P.

From 150 ft lat being Lot 16
chain west 33 ft N of E & W E
@ 92.9 hub under T + 65.5 hub on
brink + 80.4 to S^W cor Street

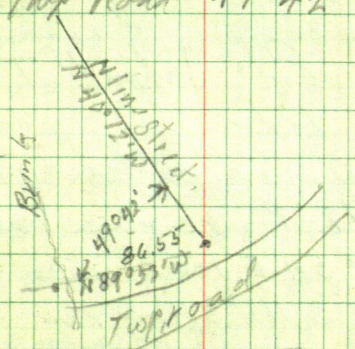
Back over 140 A.P. BS N 43° 35' E
flag on S line 33 ft N of E & W E
bearing S 67° 07' W 140.8

90.45
3.55
86.55

Aug, 20th 1959

Ed still sick John + I to
Johnson Lake - I called the Pine
River Bank at 8 O'clock this Morning
Town NE cor of 66 ft street
Site N 67° 07' W on flag,
Spik on Brink see page 64 course
reads S 89° 53' W

Still at NE cor Street N line
of street runs N 40° 12' W
set spike hubs along N line of street
Angle of N line of street and right of way
line of Twp Road 49° 42' - 86.55



Now spike on N line of street Turn 90
and run 66 ft
N line Street @ 100.8 hub at 279.9 hub
+ 150.3 ft for IM 15 from water

From hut under π S side Street
Chain E @ 117.5' hut + 106.65'
pt for IM. on R/W Two roads

Now pt for IM on shore on N
line that BS S 45° 12' E along N line
of st. run S 50° 58' W 66.07 to
pt for IM SW cor street & N E 10/16
20-57 from water

Now SW cor Street BS N 50° 58' E
on St. cor. run S 74° 14' W,
170.6

Sept 4. Ed. John & T
to Johnson lake

Now NW cor of street to lake
Site S 40° 12' E re-run lake shore
North N 41° 54' E 100

Now 100 BS S 41° 54' W run
N 28° 42' E 100 Now 100 BS S 28° 42' W run
N 11° 48' E 100 Now 100 BS S 11° 48' W run
N 18° 30' E 200 π , 200' S 18° 30' W "
N 4° 56' E 200 π , 200' S 4° 56' W "
N 3° 52' W 100 π , 100' S 3° 52' E,

Sept. 10th 1959 - Don - Ed + I

N 15° 57' W 300 Tower 300 BS S 15° 57' E run
 N 9° 50' W 200 T " 100 BS S 9° 50' E " "
 N 2° 51' E 100 T " 100 " S 2° 51' W " "
 N 13° 45' E 100 T " 100 " S 13° 45' W " "
 N 21° 06' E 100 to I.M. Sept

final check of shore line

Tower I.M. site N 38° 40' E on I.M. run
 S 20° 42' W 100 Tower 100 BS N 20° 42' E
 S 13° 18' W 100 Tower 100 BS N 13° 18' E run
 S 2° 22' W 100 Tower 100 BS N 2° 22' E run
 S 10° 20' E 100 Tower 100 BS N 10° 20' W run
 S 16° 23' E 300 Tower 300 BS N 16° 23' W run
 S 4° 15' E 100 Tower 100 BS N 4° 15' W run
 S 4° 33' W 200 Tower 200 BS N 4° 33' E run
 S 18° 02' W 200 Tower 200 BS N 18° 02' E run
 S 11° 15' W 100 Tower 100 BS N 11° 15' E run
 S 28° 09' W 100 Tower 100 BS N 28° 09' E run
 S 41° 19' W 100 to NW Cor Street
 Tower NW Cor Street BS N 41° 19' E
 Street runs S 40° 48' E
 Move T to SW Cor BS S 40° 48' E
 NW Cor bears N 50° 24' E run
 S 73° 39' W - - 10.9 +
 S 61° 26' W - 200 Tower 200 BS N 61° 26' E run
 N 83° 01' W 200 Tower 200 BS S 83° 01' E

N $77^{\circ}38'W$ 100 Tower 100 BS $77^{\circ}38'E$
 N $62^{\circ}59'W$ 100 to line

Sept. 29-1959

Don + I

Tower hub 1876.925 BS $N0^{\circ}11'W$
 + run Nw Twp road

We re-establish intersection hub

Tower intersection hub 40° apch

Site $N0^{\circ}11'W$ + run $S79^{\circ}37'W$

261.5' Sta 1 Tower 261.5 BS $N79^{\circ}37'E$
 ran $S76^{\circ}16'W$ 209

• Tower 209 BS $N76^{\circ}16'E$ run
 $S81^{\circ}52'W$ 202.6

Tower 202.6 BS $N81^{\circ}52'E$ run
 $S72^{\circ}12'W$ 162.35

Tower 162.35 BS $N72^{\circ}12'E$ + run

$S40^{\circ}45'W$ to A.P. 24.8 post street line

Tower intersection of this line with

West line of street BS $N40^{\circ}45'E$

street runs $N20^{\circ}35'W$ Move T to
 A.P. BS $N40^{\circ}45'E$ run

$S51^{\circ}29'E$ W 105' to 1st cor

Move T to A.P. as we can not see
 along this line

Tower A.P. BS $N51^{\circ}29'E$ on

lat cor run $S43^{\circ}10'W$ to A.P.
Town AP BS $N43^{\circ}10'E$ run
 $S66^{\circ}43'W$ to AP & intersection with
N line of street & W line R/W Township
Town said AP BS $N66^{\circ}43'E$ N line
of street runs $N40^{\circ}34'W$
N line of R/W Township runs $S89^{\circ}45'W$
I M $\frac{1}{2}$ Center W $\frac{1}{2}$ Sec 29 bears
 $S78^{\circ}33'E$ 162.6 ±

From NE corner Sec 26-139-30 to beg. of Plat-along E Skinner's Road					
Course	distance	Sine	Cosine	North	South
East	West	East	West	East	West
West	118.6				118.6
S 55° 17' W	234	092081	995752		21.53
S 13° 07' W	223.85	226935	973910		50.80
N 42° 11' W	221.45	671505	741000	164.09	148.70
N 71° 41' W	101.2	949334	314269	31.80	96.07
S 87° 58' W	295.0	999370	035481		294.81
N 63° 24' W	234.9	894154	447759	105.18	210.04
N 7° 20' E	162.70 IM	127642	991820	160.67	46.49
S 56° 12' W	147.4	830984	556296		20.68
S 24° 33' W	314.65	415487	909599	82.00	122.49
S 19° 08' W	183.1	327768	944758	286.21	130.73
S 15° 01' W	278 IM	261908	965093	172.99	60.01
				268.30	72.81
				461 74	72.81
				1270.99	1326.01
				Total	Total

(94059)

Skinner's Road

71

Sta 1 is 118.6 West 00 N,

Sta 2 is 140.15 W + 1233.01 S

Sta 3 is 190.95 W 451.02 S

Sta 4 is 339.65 W 286.93 S

Sta 5 is 435.72 W 255.13 S

Sta 6 is 730.53 W 265.60 S

Sta 7 is 940.57 W 160.67 S

Sta 8 = 919.89 W IM. on line fig 0.25 N

Sta 9 1063.06 W 242.47 S

Sta 10 1193.79 W 528.88 S

Sta 11 1253.80 W 701.87 S

Sta 12 1326.61 W 970.17 S IM.

Fig found in SE cor of West Not in plat

Nov. 3rd 1959

Bob. Ed & I to Johnson Lake

Turner IM NE cor lot 1 of Plat BS
N 38° 40' E on flag st. I run & run
West side of lots & East side
of street S 20° 32' E

((Spoke on random S 1/4 line bears
S 5° 15' W))

The street line checks OK

S 20° 32' E last distance 82.9

Turner intersection but street line
with R of W Turp Road.

R of W Turp Road runs N 40° 49' E 121.9
& S. 40° 49' W 24.8

Turner 24.8 BS N 40° 49' E run

S 51° 33' W @ 104.87 first lot cor +
195.18 + 125.8 = AP

Turner A.P. BS N 51° 33' E run

S 43° 11' W 37 lot cor + 140.7 lot cor AP

Turner AP BS N 43° 11' E run

S 66° 43' W 148.8 to NE cor Street

Turner NE cor St. BS N 66° 43' E N line
of street N 40° 37' W

run R of W. S 89° 42' W

180 + 59 across lot S of St. + 150 + 100 + 75
+ 75 +

Carrying my course as they
are from intersection of Rof way
with N+S & BS $N 89^{\circ} 42' E$ N+S
& runs $N 0^{\circ} 04' E$

Lower part on Lakeshore on N+S
& BS $S 0^{\circ} 04' W$ run

$S 62^{\circ} 41' E$ 100'

$S 77^{\circ} 19' E$ 100

$S 87^{\circ} 42' E$ 200

$N 81^{\circ} 45' E$ 200

$N 73^{\circ} 56' E$ 270.9 SW cor street

$N 50^{\circ} 40' E$ 66.15 = NW cor street

N side street runs ($S 40^{\circ} 30' E$)

$279.9 + 150.3$ as course of street
from other end reads $N 40^{\circ} 37' W$
we set van at $S 40^{\circ} 37' E$ & continue
shore line

$N 41^{\circ} 28' E$ 100

$N 13^{\circ} 20' E$

$N 28^{\circ} 18' E$ 100

$N 20^{\circ} 45' E$

$N 11^{\circ} 24' E$ 100

$N 18^{\circ} 07' E$ 200

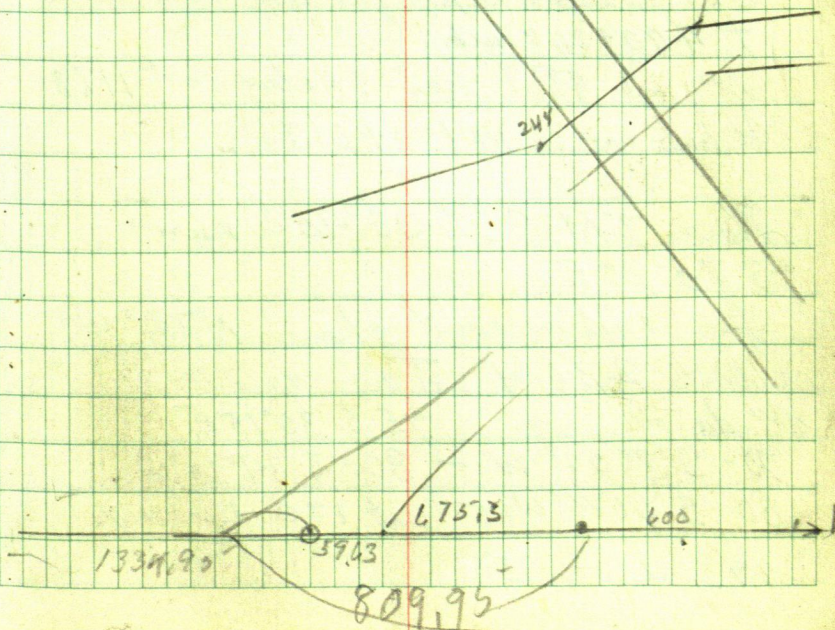
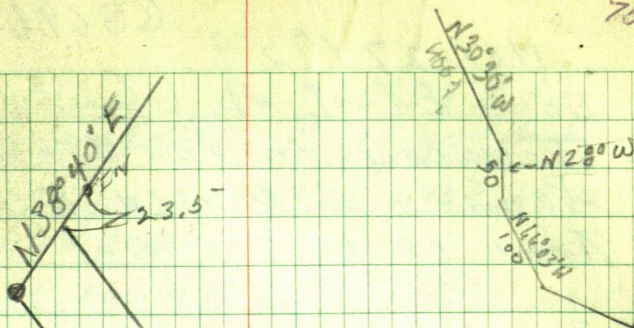
$N 4^{\circ} 32' E$ 200

$N 4^{\circ} 21' W$ 100

$N 16^{\circ} 24' W$ 300

$N 10^{\circ} 18' W$ 100

$N 2^{\circ} 25' E$ 100



Nov. 27 1959

Don - Ed - I to Johnson Lake

Tower corrected hub 59.63 E of
X6 and run N $75^{\circ}45'E$ 105 state
Tower 105 BS $575^{\circ}45'W$

Take supp.

70' N $16^{\circ}12'W$ 120 - N $10^{\circ}29'W$ 125 N $7^{\circ}21'E$ 75 N $28^{\circ}06'E$ 75 N $64^{\circ}15'E$ Move to E side of sheet at
598 ft spike pt for lat cor,
+ 400 + 31.9 hub.from hub 431.9 chain S E along sheet 1178
to hub chain NN $170^{\circ} + 61.7$ Tower I.M. BS S $38^{\circ}40'W$ run
S $78^{\circ}00'E$ from spike on point chain N $78^{\circ}W$
at 600 ft 236.4 Tower spike to
side of supp. 75 S $30^{\circ}15'E$ 70 - S $3^{\circ}24'W$ - 80 - S $34^{\circ}20'W$ 80 - S $60^{\circ}16'W$ - at 120 Lr supp

192.4 to IM

Tower spike BSS 66°03'E +

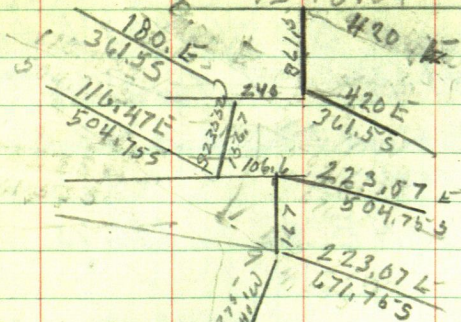
run N 31°57'W 150 ft 15' from high land
40' to water

Tower 50 ft run N 13°14'W 150 W 20'E
high land 20 W

Tower 15' run N 8°07'W 180.75 end of
etc

1340.04

1340.04



292.24 W
861.535

S 89° 39' W 2669.9

Sin = 999981 x 2669.9 = 2669.85 W

Cos = 006109 x 2669.9 = 16.31 S

1028.77 E

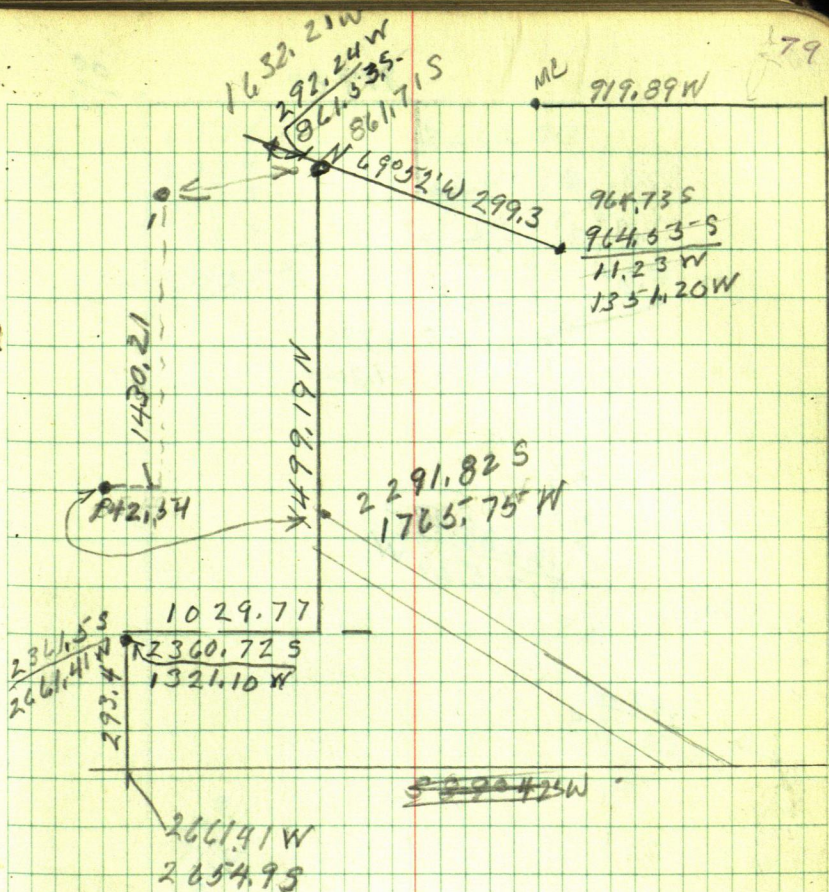
2637.82

S 89° 39' W 2669.9

2360.725
1321.01 W

2654.125
1321.01 W

1348.84 E
2637.81 S



719 89

$$\frac{00}{00}$$

1632214
(861715

32215
(961.715

964.735
1351.204

1357.20W

142700

33,000 -

1426.75

2288.475

2280
1765.26 W

895,67

1791

$$\frac{2660.193 \text{ W}}{2358.185}$$

660175
2358.185

27.40.0N

20

~~844E~~
202765

263765

+ 919.89

589°42'W 2669.9

919.89 E

844

929.33

2669.86 a

92833L

174153

263.7.685

1398

265 1.66

265166

~~2934~~~~235826~~~~69.71~~~~228855~~

2460.93

174133

89567

845.66

174133

① Lot 3 Sec 25-139-31
Glen Wood Resort

Vincent calls me Mon. Apr 19-1965 wants to know if I do any survey I tell him yes. He says he wants me to do a job on the West side of Pine Mountain Lake. He does not know the direction. He has to go to Walker will see me later.

I start for Akely have blow out go to Park Rapids get a new tire at Midland Coop. \$10. + 50¢ for firing tube I go to Walker then to Hackensack where I stop in and talk with Vincent.

Tue 20-65 I go to Akely and look up old notes awful cold in the house get De-camps book where Dad surveyed sec. 24 for De-Camp in 1930 to 1932

I go to Hackensack see Vincent who goes to Glen-Wood Resort with me.

Vincent does not stay
Erney Spiker owner of Glenwood
Resort & I go and try to find the
N. line of Sec. 25.

Wed 21st - I go to Akely and
check all of our old field books
find Nothing in sec 25 only
the N. line run by Dad in De. Camps
Survey.

Thurs 22 I check all dad notes
in his survey for De. Camps
Book 226e rains

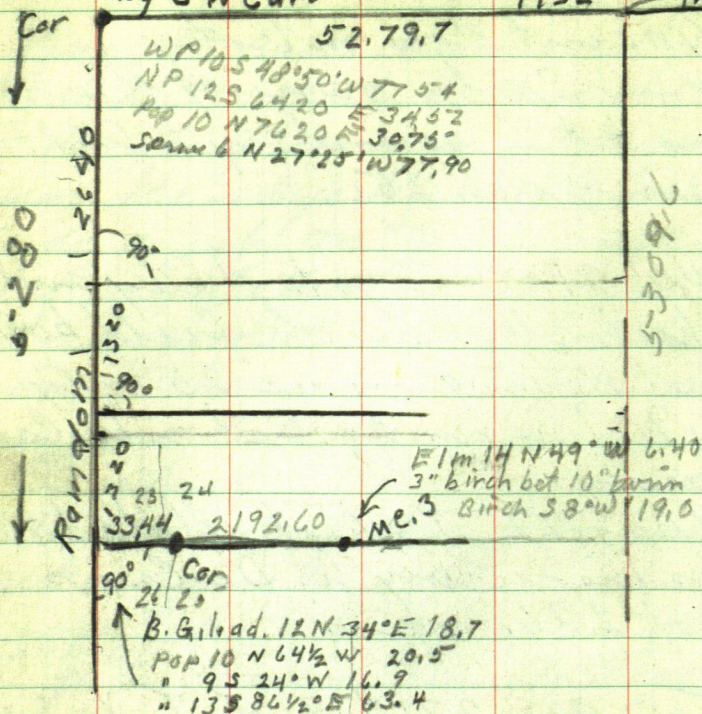
Fri. Apr. 23rd 1965 I drive
to Backus see Rangers they
say that there is a wood post
at the SW cor. sec. 25 and a
yellow Tag on the old road which
starts near the intersection
of the E-W & sec 36 and
angles off NW and comes
close to said SW corner sec 25
I follow said road to where
it peters out but find no yellow
tag.

Harold Curo

Sec 24-139-31

by JWCuro

1932

Cor
4.8fig JWC chain of S 1/4 sec 24 E back W
from M.C.

182.4 W = hub 2010.2 E

257.6 W ent swp on 1235 E Lv swp

288.6 W E creek = 1904 E E creek

342.4 W Lv swp = 1850 E enter swp

868.6 W hub = 1324.0 E hub

1012.6 W ent swp = 1180 E Lv swp

1132.6 W Lv swp = 1060 enter swp N & S

1396.8 W hub = 795.8 E hub

Page 86 Continue

Two Cor.

Commenced Work Aug. 30 1870

Completed Sept 20, 1871

Meander completed June 6 1871

North bet 25-26 Var 10°40'E

at 50 lks enter tamarack swamp NWSE

@ 700 burnt land NESW

4000 set $\frac{1}{4}$ cor.

X Birch 8 S 36 E 26

Balloon 7 N 21 E 25

@ 4800 fair Spruce

@ 7500 Burnt land

@ 8000 cor to Sec 23-24-25-26-139-31

B.O. 10 S 69 $\frac{1}{2}$ E 25 Spruce 6 N 22 E 28

Open 8 N 16 $\frac{1}{2}$ W 75 only 3 trees

East True line bet 24 & 25 - 139-31 Var 12° E

@ 200 Lr Burnt land enter swamp, N + S

@ 3168 M.C.

Willow 10 N 45 W 13

W Birch 10 S 62 $\frac{1}{2}$ W 62 Aug 30-1870

North bet 23-24, - 139-31

@ 100 enter W. Pine Nor Pine

1200 Creek 10 wide East

@ 40 set $\frac{1}{4}$ post

NP, 16 N 9 $\frac{1}{2}$ W 31 NP 18 S 71 E 58

@ 8000 cor to 13-14-23-24-139-31

Copied from Book 226 page 52

Fig JWC. change E from cor to section
23-24-25-26-139-31 back W from N.E.

16 457.9 W hub = 546.7 E hub

1900.4 W hub = 292.2 E hub

@ 2159.16 W cor = 33.44 E of random
line where JWC started chaining
+ 2192.6 W = spike on N+S random
when according to his old notes in
field book 226 says he started his
line bet. sec 24-25

Mon. April 26th 1965

I leave Martin's T-45 drive to the
Ranger Station at Backus get more
information about the location
of the SW corner of sec 25-139-31
drive to about center section 36
leave the car and walk NW on old
road to where the Ranger said the
had placed a yellow tag on a tree
which shows the location of the
wood post at the SW cor of sec 25
which is in the swamp.

I hunt all AM going back & forth
across the swp. and looking on
trees for the Yellow Tag find Nothing

Walk back to the car drive to Glenwood
Resort at 12-30 pick up Spiler the
owner and we drive N to the N line
sec 25 - there is a yellow tag here
on the road but all rust. we walk
West and try to pick to the old survey
line look but can find Nothing walk
back to the car drive back to the Resort
arrive at 3 PM. eat lunch and as
Spiler has to go to Backus to morrow
he said he would try and get the
Ranger to go show him the SW cor of
sec 25 and will call me and let
me know how he makes out.

I start for home stop at Sawyers
in sec. 13 - Paul Sawyer says he
know about where IWC put the NW
Cor sec 25 in his Decamp survey
he was just a kid at the time he offers
to show me. so we drive back to
yellow tag on N line sec 24 all rust.
14. car and walk West on old road
 $\frac{1}{2}$ mile or more we do not find the
corner but we find the old outcut
line E + West also a 2x2 wood post

and track stake rotted this is not
 JWC corner as his notes call
 for a WP - N.P. - Spruce & Pop.
 two of which are over 77 ft away
 while from this wood hut there
 are N.P. all around it and all
 close to the stake. JWC would not
 go by a big N.P. 5 ft away and go 77
 ft to mark a nother big N.P.
 we follow the cut out line E to
 the old road and then walk back
 to the car. I get home after tea.

April 27-1966

Wayne call me at 6:45 I get
 up but before I get dressed the
 phone rings It is Donald calling
 me from Sacramento. we have
 a long talk. Wayne go to school
 at 7:30 I will be here until
 I get the phone call from Spiller.
 build fire as it is cold.

I think the hut we found was
 set by C.C.C. as Sawyer says they
 worked here after I was,

I check SWC old notes again

April 28th 1965

I Lu Martinis around 9 o'clock
drive to N line sec 24-139-31

In car walk W $\frac{1}{2}$ mile try to pick
up old sec. line. Walk back to car
from where the road crosses the N
line of sec. 24 I walk West through
swp trying to pick up old cutting
of sec. line find two small cutting
of timber to locate the line
Curo old notes say @ 5300

€ old road @ 5279.7 corner

I took for corner East of road
find nothing walk back to car

drive to Horit, Lot 3 sec 25-139-31
Spiller says Vincent wants to
see me as he knows where the
line is further South.

I drive into Backus stop
at Ranger Station they tell
me that the yellow tag I have
been looking for near location
of SW cor sec. 25 is on the

West side of the swamp. I have been looking for it on the East side of swamp near old road. Drive to Hackensack talk with Vincent drive to Ashley for mail - Gas - and US field note Book. Back to Martins 5-15 get a letter from Bobby's case worker. Bobby was sent from Circle Pines Minn to St. Cloud. I mailed Bob a letter this morning to Circle Pines.

US $\frac{1}{4}$ Notes

O to F at 1 - $\frac{1}{4}$ bet - 35-36

NP 24 N $7\frac{1}{2}$ E 82

BP 10 S 86 W 133

O to F @ 2 = $\frac{1}{4}$ bet 25-26

X. Birch 8 S 36 E 26

Bal. 7 N 21 E 25

O to F at 3 = $\frac{1}{4}$ bet. sec 23-24

WP 16 N $9\frac{1}{2}$ W 31

NP 18 S 71 E 58

14 | 13

139-31 US Notes

91

23 | 24 U.S. WP 30 S 42 $\frac{1}{2}$ W 112
 WP 24 S 57 $\frac{1}{2}$ E 48
 WP 6 N 20 $\frac{1}{2}$ W 92
 WP 20 N 27 $\frac{1}{2}$ E 120

Sec 24

23 | 24

26 | 25 B. Oak 10 S 69 $\frac{1}{2}$ E 25
 Spr. 6 N 22 E 28
 Oak 8 N 16 $\frac{1}{2}$ W 75

Sec 25

Spr. 7 S 19 $\frac{3}{4}$ W 42
 Bal. 6 S 67 $\frac{1}{2}$ E 12

24 | 25 WP 26 S 43 $\frac{1}{2}$ E 66

35 | 36 Maple 10 N 68 W 34

92 Spiter Sec 25-139-31

April 29th 1965

I & Martin's at 9 o'clock drive to about the E+W & sec. 36 and walk NW to about the SW corner sec. 25. as the Ranger said the

yellow tag on a tree near said corner is on the W side of the swp

I walk NW to about the S line sec 25

cross swp after looking for sometime

I find the yellow tag on a 16" Pop tree

The yellow tag is grown over by the tree and after I cut it out with brush hook I find the bottom half rusted away and no marks I look for

Cor stake but can not find it

I walk back across swp and SE about $\frac{1}{2}$ mile to care drive into

Backus get a drink and drive back

to Ranger Sta. Ranger gives me new tie to SW car sec 25-139-31

as follows

B. Hillard 9 N 41 E 8 ft.

Birch 5 S 58° E. 16 ft.

N.P. 12 S 73° W 31 ft.

Asp. 10 N 50° W 28 ft.

I drive back to about E+W & sec 36 walk NW $\frac{1}{2}$ mile \pm then cross swp

and look for these trees. awful hot. if I had someone with me I would try and drive that $\frac{1}{2}$ mile NW but as there is a wet soft place in the road about 300 ft from the main road I am afraid to chance it alone. I Look all over about 300 ft North & South of yellow tag can not find the trees that will fit. I think I will try and find the corner to 13-14-23 & 24-139-31 tomorrow if I have any luck I will try and follow JWC's old survey line South from this corner.

Fri Apr. 30 1965

I drive to W side Pine Mountain Lake look for corners but can not find a thing. I can not find the trees given me by the Forest Ranger. I look 300 ft both ways from their old yellow tag come home about one o'clock

Sat May 1st 1965-

I looked for Albert & Ed to come up last night from the city. John & Albert get in after one o'clock Albert brings home the Ply. car he got for \$10. home all day

Sunday May 2nd John & I go to Pine River in A.M. & rake yard here around the house
P.M.

Try & find 3rd cor to mark off Fred's 300 ft that John told him no confid

Monday May 3-1965
sick & sore. do not work

Tue May 4-

I go see Ace to find out if he will help me on survey we work on my car change oil and put in 3 TP to stop oil use. home at 10-30 P.M.

Wed May 5-1965-

95-

I drive to Ace's where I pick him up drive to W. side of Pine Mt. Lake at the South line see 36-139-31 find yellow tag and line running West from the road, as it has started to rain and is raining hard we drive into Akeley where I get my mail have a letter from John I got one from Bob last night which I found in Martin's mail on the table this morning Bob needs money for cigarettes. John said to send the money if I could to him and he would see that Bob got it, drive back to Ace's where I leave him.

1 hr. for Ace.

I drive back to Pine Mt. Lake and follow the cutout line S-line see 36-139-31 West from road to the $\frac{1}{4}$ cor starts to rain again so come home I have my Gas tank filled in Akeley \$4.00 When we get to Ace's we check mileage

driven since we changed oil. 99 miles said oil about 2 qts low, so fill it up again, with #40 oil will check it a gain tomorrow if weather is ok so we can work.

~~Thu May 6 1965~~

I check my old notes of the South line of sec 34 139-31 which I ran in 1949 for Clark Johnson. See Book 241

Old notes say from Twp cor run West at 70° or parallel to old fence 5 rods N this line hits Garage which we turn 3-60° angle to get by, at 1302.4 hub on E bend of ditch hub = 60° & spike

Page 81 Book 241 says Johnson wants E $\frac{1}{4}$ corner, so we

continue our Orig. Random line W @ 1328.23 run South 30.72 to pt for E $\frac{1}{4}$ cor.

@ 26.56, 45 - the $\frac{1}{4}$ cor. goes S
 61, 45 - then N 36.42 or 25.03 S
 of our second random set a
 2x48' capped mon. for the $\frac{1}{4}$
 on top line bet sec 1-138-31 &
 sec 36-139-31 with two v. g.
 JP 10 S 25° E 28.25-

Oak T N 42° 32' E 8.93

Old 14" JP scrib mks on block
 bears N 38° 29' W 38.58' (Not US.
 B.T.)

Geo. Decomp Later sold lot 5 to
to Samuel Hartwell
Frank Bellingier.

a strip of land 180 ft long by 50 ft
wide being a part of Govt lot 5

Sec. 24-139-31 describes as follows
Starting at an I.M. placed where the
N. boundary line of said lot 5 intersects
the top of the bank on the W shore of
Pine Mountain lake said I.M. being
36 ft W from the present waters
edge and running thence West
along said N. boundary line a distance
of 218 ft. thence at 90° run South
127 ft. to an I Pipe being the place of
beginning Thence South 50 ft to a
second iron pipe Thence West
150 ft to a third iron pipe Thence
continue West 30 ft to a small
stake, thence North 50 ft to a
small stake thence E 30 ft to a 4th
iron pipe and continue E 150
ft to place of beginning

Subj. to R of W of highway now
under construction said R of W across
the W end of said tract.
N boundary of lot 5 is considered E + W

May 6th 1965

I Lv for Ace's at 8-15- Ace & I have coffee and Lv his place at 9 o'clock drive to Adams Resort on the S end of Pine Mountain Lake Adams goes to check his minnow pond on the S side of Gov't Lot 5 sec 24-139-31 he says the old ties of S W C's is still there he shows us trees but they would not check out. Ace & I drove N and ~~into~~ then W to a point close to NW cor. sec 24 and look again for the NW I M cor. of sec. 24-139-31 can find nothing we drive back E & S to the N Line of Lot 5 sec 24 Sec. Decamp old place now owned by Hartwell Dr. Hartwell is dead Mrs Hartwell gives us coffee and shows us her deeds & Abstracts. then goes with us and helps us find the I Ms at the 4 corners of the tract described as the Frank Bellingier tract I set T over SE I M site N on NE I M and from NE I M chain N 127 ft to the N line of said Gov't Lot 5 Tour 127 site Son I M & turn 90° run E to

Pine Mountain lake the I M on the seawall is gone pushed out by Bulldozers. we set a 50 ft spike which should be on the N line of said Lot 5. also spike under X is on the N line of said Lot 5 or 127 ft N of NE corner of Belling tract. as near as I can figure the I M that was on the seawall would be 2526.40 ft E of NW cor of said Lot 5 and the I M on the Belling tract would be according to the description on page 98 this book 302. copied from Hartwells Abstract and as map of JWC's survey for Decamp. in 1932 and who put in the I Ms we found on page 83 Book 226 says at 2526.4 E hub 74.4 ft W of seawall

$$\begin{array}{r} 2526.4 \\ 74.4 \\ \hline 2600.8 \text{ E of NE cor Lot 5} \end{array}$$

The I M on the S line of Belling tract says from I M on seawall chain West 218. ft to A.P. or 2382.8 E of NW cor. then S @ 90° $127 + 50 = 177$. S of N line

+ 130 ft W = pt 177 ft S and 2232.8 E
of NW cor of lot 5 to SW cor I M Billinger
tract This is figured as close as I can from
JWC old notes in Book 226

and the figures I will use to run
S to the E & W $\frac{1}{2}$ of Sec. 25-139-31
6 hours for Ace to day.

May 7, 1965 Fri

Wayne stays home from school
Bill Spain call. Vincent calls
at 7:30-- I drive to Ace's where
I pick up Ace & his plane @ 9
o'clock.

From IM 177 ft S of N line
Lot 5 Sec. 24 and 2382.8 E
of NW corner of lot 5

run S $11^{\circ}27'E$ 160.3 to Sta 1

Sine $19851 \times 160.3 = 31.82 E$

Cosine $98010 \times 160.3 = 157.11 S$

From Sta 1 BS N $11^{\circ}27'W$ and run

S $17^{\circ}20'W$ 210 + 149 = 359.0 Sta 2

Sine $29793 \times 359.0 = 106896 W$

Cosine $95459 \times 359.0 = 342.70 S$

From Sta 2 BS N $17^{\circ}20'E$ + run
S $38^{\circ}40'W$ 304.5 to Sta 3

Sine $62479 \times 304.5 = 190.25 W$

Cosine $78079 \times 304.5 = 237.75 S$

From Sta 3 BS N $38^{\circ}40'E$ + run
S $31^{\circ}06'W$ to Sta 4

Sine 51653

Cosine 85627

85627 into 1000 =

177.00 S	1320.00 S	1320
<u>157.11</u>	<u>914.56</u>	<u>750</u>
334.11	405.44	870
<u>342.70</u>	400	914.56
676.81	<u>305.44</u>	<u>870</u>
<u>237.75</u>	94.56	44.56
914.56	50	1320
870	144.56	<u>750</u>
<u>44.56</u>	1320.00	870
	<u>914.56</u>	
	405.44	
	1320.00	

from sta 3 chain N31°06' W
473.50 to pt on S line sec 24 ?

2382.80 E	200
<u>3182.5</u>	<u>220.1</u>
2414.62 E	420.1
106.96 W sta 2	<u>6</u>
<u>2307.66</u>	414.1
190.25	
<u>2117.41</u>	
244.58	
<u>1872.83</u>	
100	

Back over IM S.E. cor of the
Bellingham tract into N on N.E. cor
needle reads $N 7^{\circ} E$ turn
Travis Sta 1 bears $S 11^{\circ} 25' E$
needle reads $19^{\circ} E$

Tower Sta 1 BS $N 11^{\circ} 25' W$ needle reads 16°
run $S 17^{\circ} 20' W$ to Sta 2 needle reads $13^{\circ} W$

Tower 2 BS $N 17^{\circ} 20' E$ Sta 3 bears
 $S 28^{\circ} 07' W$ Needle reads $20^{\circ} W$

Tower Sta 3 run $S 20^{\circ} 32' W$
needle reads $10^{\circ} W$

from Sta 3 run $S 20^{\circ} 32' W$
533.6 ft to Sta 4, @ $402 \pm$ cross S
line Sec. 24

Tower Sta 4 BS $N 20^{\circ} 32' W$ run
 $S 40^{\circ} 02' W$ ^{$200 + 2221.1 = 2421.1$} 414.1 Sta 5 needle 31°

Tower Sta 5 BS $N 40^{\circ} 02' E$ run
 $S 10^{\circ} 12' E$ 421.1 Sta 6 needle reads $15^{\circ} E$

Tower Sta 6 BS $N 10^{\circ} 12' W$ + run
 $S 20^{\circ} 40' W$ 144.0 Sta 7 needle reads $9^{\circ} W$

Figuring

from IM - 177,005 to 2382,80E
 S 11°25' E 160.3 - sta 1

$$\text{Sine } 19794 \times 160.3 = 31.73^{\circ} = 2414.53^{\circ}$$

$$\text{Cosine } 98021 \times 160.3 = 157.13.5 = 334.135$$

S 17°20' W 359.00 - sta 2

$$\text{Sine } 29793 \times 359 = 106.96^{\circ} \text{ W} = 2307.57^{\circ}$$

$$\text{Cosine } 95459 \times 359.0 = 342.705 = 676.835$$

S 28°07' W 304.5 Sta 3

$$\text{Sine } 47127 \times 304.5 = 143.50^{\circ} \text{ W} = 2164.07^{\circ}$$

$$\text{Cosine } 88199 \times 304.5 = 268.575 = 945.405$$

S 20°32' W 402 \pm cross S. line sec 24?

$$\text{Sine } 35075 \times 402 = 141.00^{\circ} \text{ W} = 2023.07^{\circ}$$

$$\text{Cosine } 93647 \times 402 = 376.44 = 1321.865$$

S 20°32' W 533.6 Sta 4

$$\text{Sine } 35075 \times 533.6 = 187.16^{\circ} \text{ W} = 1976.91^{\circ}$$

$$\text{Cosine } 93647 \times 533.6 = 499.75 = 1445.105$$

S 40°02' W 414.1 Sta 5

$$\text{Sine } 64323 \times 414.1 = 266.36^{\circ} \text{ W} = 1710.55^{\circ}$$

$$\text{Cosine } 76567 \times 414.1 = 317.06 = 1762.165$$

S $10^{\circ}12'E$ 421.10 to Sta 6

$$\text{Sine } 17708 \times 421.10 = 74.57E = 1786.12E$$

$$\text{Cosine } 98420 \times 421.10 = 41445.5 = 2176.61S$$

S $20^{\circ}40'W$ 144.0 to Sta 7

$$\text{Sine } 35293 \times 144. = 5076.82^{\circ}W = 1734.36E$$

$$\text{Cosine } 93565 \times 144 = 134.73S = 2311.34S$$

$$\begin{array}{r} 137.2 \\ 450 \\ \hline 587.2 \end{array}$$

$$2029.88$$

$$\underline{1320}$$

$$709.88$$

$$396000$$

$$\underline{384351}$$

$$116.49 \div 99793 =$$

May 8th 1965 Sat.

Ed came up last night and is helping me.

Tower Sta 7

BS N20°40'E on sta 6 and run.

S 1°22'W. 464.8 to Sta 8 ✓

Sine $0.2385 \times 464.8 = 11.09$ W = 1745.45'E

Cosine $99972 \times 464.8 = 464.67$ S = 2776.01 S

Tower Sta 8 BS N1°22'E on sta 7 run

S 10°50'W 587.2 to Sta 9

Sine $20507 \times 587.2 = 120.42$ W 1625.03 E

Cosine $97875 \times 587.2 = 574.72$ S = 3350.73

Tower Sta 9 BS N10°50'E on Sta 8 run

S 39°25'E 637.6 to Sta 10

Sine $63496 \times 637.6 = 404.35$ E 2029.88 E

Cosine $77253 \times 637.6 = 492.58$ S = 3843.31 S

Tower Sta 10 BS N39°25'W on sta 9 run

S 3°41'W to Sta

Sine 06424

Cosine 99793

from Sta 10 we run S 116.69 to N 3960

from S 1/2 line Sec 21.

3960 S of $S \frac{1}{4}$ Sec 24-13931 = E + W
 E Sec. 25-139-31 and is 2029.88 E
 of W line Sec 25 and 709.88 ft E
 of NW cor. Gov't Lot 3 Sec. 25
 139-31

We cut line E + set spike
 on line

Then back over hub in E road
 3960 ft S + 2029.88 ft E of $S \frac{1}{4}$
 line sec. 24 and the W line
 of sec. 24.

run
 S $16^{\circ}49'W$ 415.7 to Sta (a)
 $\sin 28931 \times 415.7 = 120.27 W$
 $\cos 95724 \times 415.7 = 397.92 S$

Then over Sta (a) BS N $16^{\circ}49'E$ run
 S $5^{\circ}34'E$ 190.0 to Sta (b)
 $\sin .09700 \times 190 = 18.43 E$
 $\cos 99528 \times 190 = 189.10 S$

Then over Sta (b) BS N $5^{\circ}34'W$ run
 S $19^{\circ}56'E$ $300 + 151.0 = 451.0$ to Sta (c)
 $\sin 34093 \times 451.0 = 153.76 E$
 $\cos 94009 \times 451.0 = 423.98 S$

Tower Sta C BSN $19^{\circ}56'W$ and run
 S. $73^{\circ}19'W$ 377.8 to Sta D
 Sine $95791 \times 377.8 = 361.90W$
 Cosine $28708 \times 377.8 = 108.46S$

Tower Sta D BSN $73^{\circ}19'E$ run
 S. $34^{\circ}08'W$ 150.8 to Sta E
 Sine $56112 \times 150.8 = 84.62W$
 Cosine $82773 \times 150.8 = 124.82S = 124.419$

Tower E BSN $34^{\circ}08'E$ run
 South

Sunday Edt I try again to
 find Cor to sec 25-26-35-36
 find nothing drive to Forest
 Rangers E + W & sec 36 walk West
 find no $\frac{1}{4}$ Cor

Monday May 10. - 16

Edt I

Tower Sta E BSN $34^{\circ}08'E$

& runs (@ 300 cars about 1 mi)

S $5^{\circ}35'E$ 347.7 to Sta FSine $09729 \times 347.7 = 33.83 - E$ Cosine $99526 \times 347.7 = 346.05 - S$ Sine $09729 \times 300 = 29.19 - E$ to forest &Cosine $99526 \times 300 = 298.58 - S$ Tower F BSN $5^{\circ}35'W$ runS $34^{\circ}06'E$ $300 + 342.8 = 642.8$ to Sta H. at mail boxSine $56064 \times 642.8 = 360.38 - E$ Cosine $82806 \times 642.8 = 532.28 - S$ Tower H BSN $34^{\circ}06'W$ runS $38^{\circ}27'E$ 406.3 to H (at mail box)Sine $62183 \times 406.3 = 252.65 - E$ Cosine $78315 \times 406.3 = 318.19 - S$ Tower H BSN $38^{\circ}27'E$ runS $3^{\circ}49'E$ $100 + 230.5 = 330.5$ to Sta ISine $06656 \times 330.5 = 22.00 E$ Cosine $99778 \times 330.5 = 329.77$ Tower Sta I BSN $3^{\circ}29'W$ runS $16^{\circ}46'W$ 580.2 ↓Sine $28847 \times 580.2 = 167.40 - W$ Cosine $95749 \times 580.2 = 555.54 S$

Tower J BS N 16° 46' E run

S 11° 59' E $\frac{100 + 280}{2} = 380.5$ to Sta KSine $20763 \times 380.5 = 79.00 - E$ Cosine $97821 \times 380.5 = 372.21 - S$

Tower K BS N 11° 59' W run

S 22° 08' W 119.1 to Sta L

Sine $37676 \times 119.1 = 44.87 - W$ Cosine $92631 \times 119.1 = 110.32 - S$

Tower L BS N 22° 08' E run

S 4° 42' E 325.5 to Sta M

Sine $08194 \times 325.5 = 26.67 - E$ Cosine $99664 \times 325.5 = 324.41 S$

Tower M BS N 4° 42' W run

S 8° 04' E $\frac{250 + 401.75}{2} = 401.75$ to Sta NSine $14033 \times 401.75 = 56.38 E$ Cosine $99011 \times 401.75 = 397.78 S$

Tower N BS N 8° 04' W run

S 13° 15' E $\frac{300 + 507}{2} = 707.0$ to Sta OSine $22920 \times 707.0 = 162.04 E$ Cosine $97338 \times 707.0 = 688.18 S$

112

We go out up stakes for sta's
go to dinner at Backus get
50⁰⁰ chick cashed at Bank

P.M.

Stop at S line of Twp 139-31
go W and try to pick up my
old line. then back to running
along road

From Sta O BS N 13°15'W run
S 1°35'E @ 100 ft across bkgrd $\frac{1}{2}$ E+W
@ 304.10 to Sta P,

$$\text{Sine } 02763 \times 304.1 = 8.40 \text{ E}$$

$$\text{Cosine } 99962 \times 304.1 = 303.98 \text{ S}$$

From P BS S 1°35'W run
S 18°02'E 482.8 to Sta Q

$$\text{Sine } 30957 \times 482.8 = 149.46 \text{ E}$$

$$\text{Cosine } 95088 \times 482.8 = 459.04 \text{ S}$$

From Q BS N 18°02'W run
S 33°05'E 346.8 to Sta R.

$$\text{Sine } 54586 \times 346.8 = 189.30 \text{ E}$$

$$\text{Cosine } 83788 \times 346.8 = 290.58 \text{ S}$$

220
300
1733
6933

113

Tower R BSN 3305'W run
S 51°02'E 274.2 to Sta S

Sine $77751 \times 274.2 = 213.19 - E$

Cosine $62887 \times 274.2 = 172.44 S$

Tower S BSN 51°02'W run
S 81°04'E 142.9 to Sta T

Sine $98787 \times 142.9 = 141.17 - E$

Cosine $15529 \times 142.9 = 22.19 - S$

Tower T BSN 81°04'W run
S 28°41'E ^{220+300+173.3} 693.3 to Sta U

Sine $47997 \times 693.3 = 332.76 E$

Cosine $87729 \times 693.3 = 608.23 S$

Tower U BSN 28°41'W run
S 45°41'E ^{300+19.4} 319.4 to Sta V

Sine $71549 \times 319.4 = 228.53 E$

Cosine $69862 \times 319.4 = 223.14 - S$

Tower V BSN 45°41'W run

S 6°40'E 336.1 to Sta W

Sine $11609 \times 336.1 = 39.02 E$

Cosine $99324 \times 336.1 = 333.83 - S$

Tower W BS N. $6^{\circ} 40' W$ run
 To spike our old random Twp line
 S $20^{\circ} 13' W$ 142.8

$$\text{Sine } 34557 \times 142.8 = 49.35 - W$$

$$\text{Cosine } 93839 \times 142.8 = 133.80$$

Ed & I go West on the Twp line at
 2656.45 W we chain N from IM $\frac{1}{4}$ 25.03
 and find my old spike but used to
 set said $\frac{1}{4}$ IM

Tower this spike site on IM turn
 $90^{\circ} L$ and chain 83.17 ft E and find
 my old spike set at 2573.28 W of
 Twp cor. we continue this old
 random line E @ 360.17 we find the
 oak stp. but the spike in N half is
 gone. from hub 2573.28 chain
 E @ 372. hub + 100 + 180 + 221.8 =

372

100

180

221.8

873.8

E of hub 2573.28 W set hub
 in edge of road

Tower hub site on stake on road travel
 line Sta W and take the angle of
 said line and my old random NW angle
 $110^{\circ} 42'$

Re run. check

115

Ed + I

Tower Sta 7 BSN $20^{\circ}40'E$ run
 $S 1^{\circ}22'W$ sta 8

Tower 8 run $S 11^{\circ}50'W$ sta 9

Tower 9 $S 39^{\circ}55'E$ to sta 10

Tower 10 South

Tower 11 $S 16^{\circ}49'W$ to a

Tower 12 $S 5^{\circ}35'E$ to B ✓

Tower B S 19° 57' E

C

A Q S 73° 17' W

Lan hand

A B S 34° 07' W

on back

A E S 5° 38' E

A F S 34° 08' E

A G S 38° 29' E

mail box

Tower H S $3^{\circ}51'E$

TIS $16^{\circ}44'W$ 100 ft \pm N of Temp Seeline

TJS $12^{\circ}02'E$

TKS $22^{\circ}06'W$

TS $4^{\circ}46'E$

T^mS $8^{\circ}09'E$

$\pi^H S 13^\circ 19' E$

$\pi^O S 1^\circ 37' E$

$\pi^P S 18^\circ 05' E$

$\pi^Q S 33^\circ 07' E$

$\pi^{RS} S 51^\circ 04' E$

$\pi^{SS} S 81^\circ 05' E$

$\pi^{\tau} S 28^{\circ} 43' E$
 $\pi^u S 45^{\circ} 43' E$
 $\pi^v S 6^{\circ} 42' E$
 $\pi^w S 20^{\circ} 11' W$

spike on + under Top line

run $S 89^{\circ} 25' W$ along old random
 2.90 ft N of true Top line random line
 run $N 1^{\circ} 19' E$ of true line Two corners set
 E 1699.48 ft to SW cor Sec 36 alt
 Westing 3613.42 ft

Sta on Bank = 5075.08 S
 and in the 3215 ft line of sec 25-
 comes at 5065 S so from sta
 on bank at narrow place bet road
 & Lake is 10.08 ft S of where
 the 215 ft mark would come

T over Sta B into S $19^{\circ}57'E$
 on C run $S22^{\circ}03'E$ 142.8 to
 stake in E side of road.

T over 142.8 BS N $22^{\circ}03'W$
 stake on bank bears $S81^{\circ}08'E$
 $60 + 125 = 185$ ft. to pt of beg of tract

T over pt of beg. N $81^{\circ}08'W$ run
 N $74^{\circ}00'W$ 200'

T still at 185 pt of beg. run
 $S16^{\circ}00'W$ along bank 200'

E edge of graded road @ - 16.7

T over 200 at edge of road turn
 90° run $S16^{\circ}W$ 47 ft @ 200

122

Govt Lot 5 SEC 24 T139 R31

83-45-10
167-30-20

83-45-10

167-40-40
395-21-50167-40-55
~~62-~~

321.88

202.41

146-39-20

293-19

146-39-30

119.47

321.88

209-54-30

59-49

209-54-30

340 40
119 109

1500
1000

150

1500
1150

24.65

1500
1174.65

83-45-10
6-14-50.3

262.65

49.65

213

589-04-45 w

1180.9050
892.719

22-02-12
194.60

1000.516
819.702

275.15

589-04-45 w

218.69

800.064
730.947

71.65

296.70

225.05

589-04-45 w
804.833
1027.609

211.09
202.41

518-45-10 w
4.62

35.5

12-19-05
6-14-50
18-33-55

Representative

751 - 125

Curry

118.791
1516.446

1185.126
1155.335

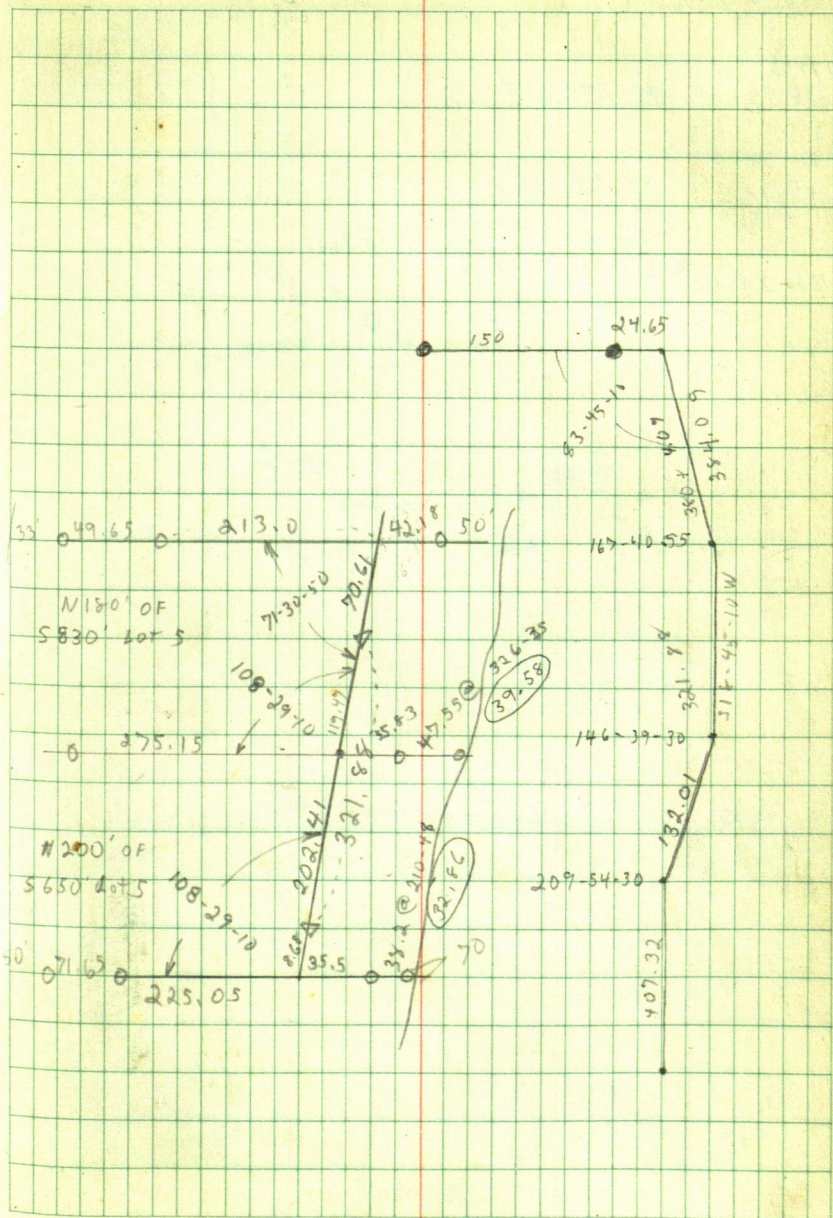
1118.191
1138.854

35.88
39.58

1004.932
1094.816

32.86

1185.804
1197.50



127

ED DESSERT

35-138-10

20
12.49

174-29

348-59

174-29-30

11749

97-38

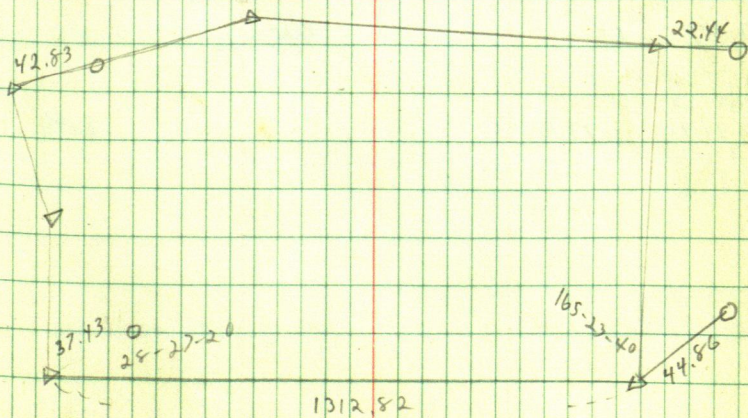
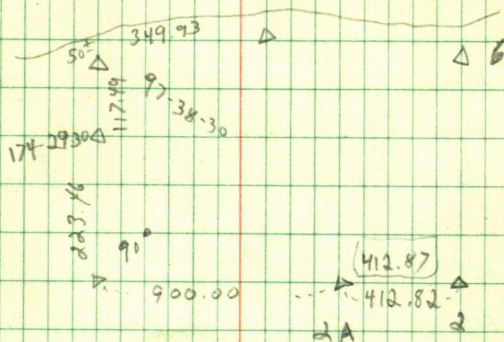
145-17

97-38-30

112-20-20

2A

RIVER



126

BOB ALLEY

GL 5 1-140-30

T @ A B5 B

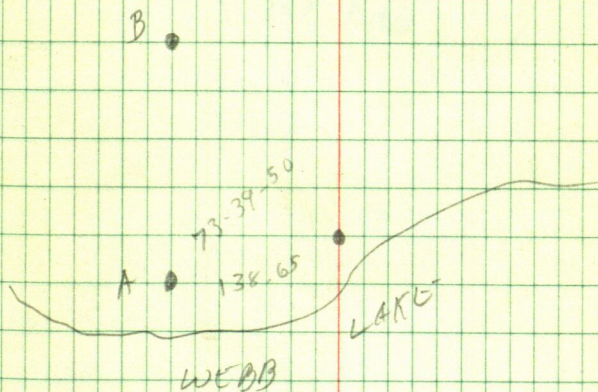
278-25	148	HOUSE
281-31	118	"
292-15	126	"

313-20	137	SHED
316-42	130	"
319-11	135	"

352-05	128	SHED
357-36	126	"
358-48	140	"

268-09	166	SHORE
260-20	137	"
251-07	96	"
239-44	65	"

23-39-37		
147-17-40	73 39-50	PIPE



128

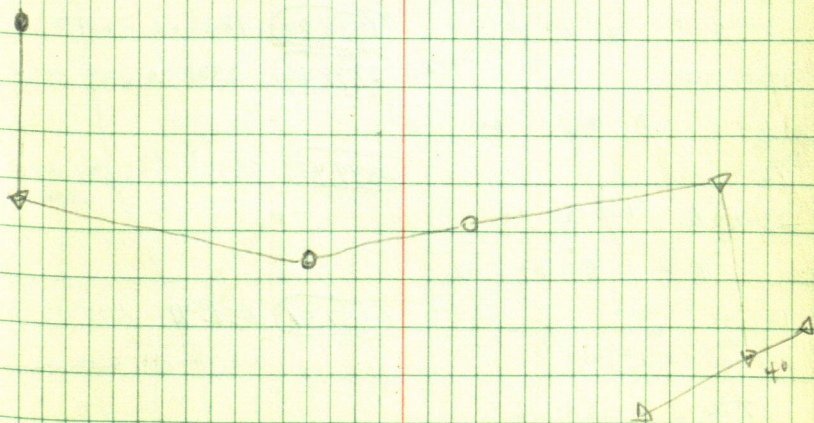
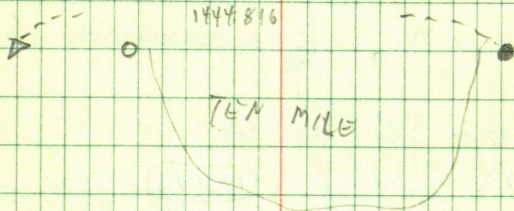
BYRON HOFFMAN

118-41

SEE GR 305

HP 3800

1444816



130

ED DESSERT

35-138-40

T @ 1 BS SE COR SEC

SE COR

(33.28)

34.39

255.24.20

HWY CONT. MON

(484.01)

484.03

270.31.20

T @ HWY MON BS SE COR SEC

100-36-55

200-54

100-27

36-03-40

72-07-20

36-03-40

T @ 3 ~~HWY~~ BS SW COR SEC

157-06-25

314-12-10

HWY MON

157-06-05

(1031.42)

1031.98

268-06-40

T @ 2 SW COR SEC

(3986.93)

3986.96

269-47-30

154-05-25

308-10-50

T @ SW COR SEC BS 3

154-05-25

308-10-50

T @ 4 BS 5

80-0-35

80-0-30

(1838.89)

1839.22

268-54-40

SW COR 160-01-00

(2378.66)

2378.79

269-24-20

T @ 5 BS 6

125-50-50

(2844.45)

2844.45

269-57-30

④ 251-41-40

125-50-50

T @ 6 BS 2

109-34

(337.50)

338.91

275-13

⑤ 218-08

109-34

2844.46

270-02

T @ A BS 6

CENT

SEC 268-24-40

1003.68

90-10

132

ED DESSERT

 $\pi @ 2 BS 6$

122-40

Hwy
MON 245-26

122-40

2883.94 270.00

74-36

⑪ 149-12-10

74-36-05

2048.34 270.00

⑦ 28-44-30

1303.3412 1303.35 264-47-20

57-29-05

28-44-33

~~200.40~~ $\pi @ 2 BS 7$

112-20-26

② 224-40-40

112-20-20

 $\pi @ 7 BS 2$

130-50-30

⑧ 261-40-40

130-50-20

 $\pi @ 8 BS 7$

173-09-50

(1285.54) 264-51-40

⑨ 346-19-40

173-09-50

(1189.53) 1189.59 264-25-20

 $\pi @ 9 BS 10$

104-50-40

⑩ 209-41-40

104-50-50

 $\pi @ 10 BS N/4$

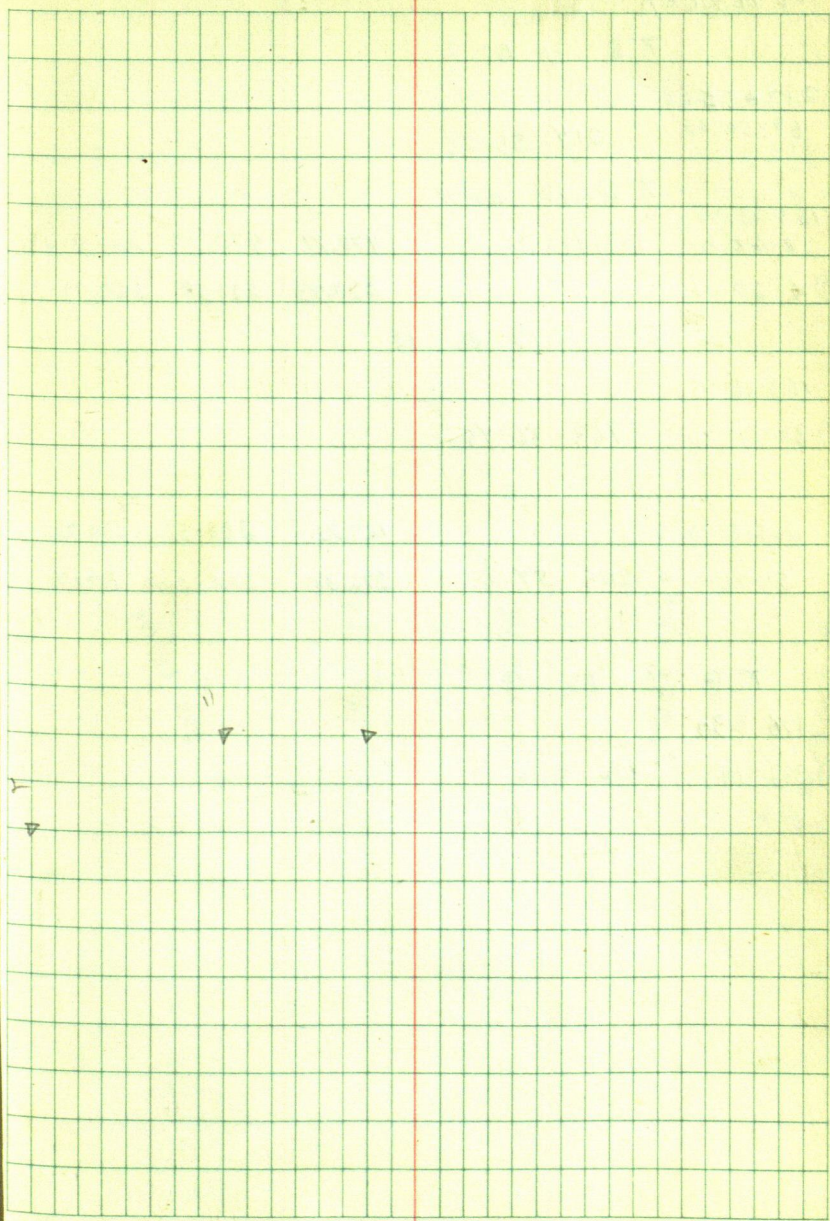
36-38-40

(215.53) 268-46-20 215.58

⑪ 73-17-20

36-38-40

(1153.670) 269-6-20 1153.70



134

ED DESSEET

T @ 11 BS 2

214-55-20

69-50-50

360

427

214-55-25

T @ 12 BS 11

183-13-45

~~6-22-10~~

183-13-35

470.71

470.79

271-05-20

(13) 6-27-10

220.73

221.18

266-19-30

T @ 13 BS 12

163-36-45

(14) 327-13-30

163-36-45

205-54-20

129.72

262-53

130.73

51-48-10

205-54-05

276.38

264-6-40

277.90

T @ 6 BS 2

176-9-30

(A) 353-19

176-9-30

58-55-112
 212

183-13-35

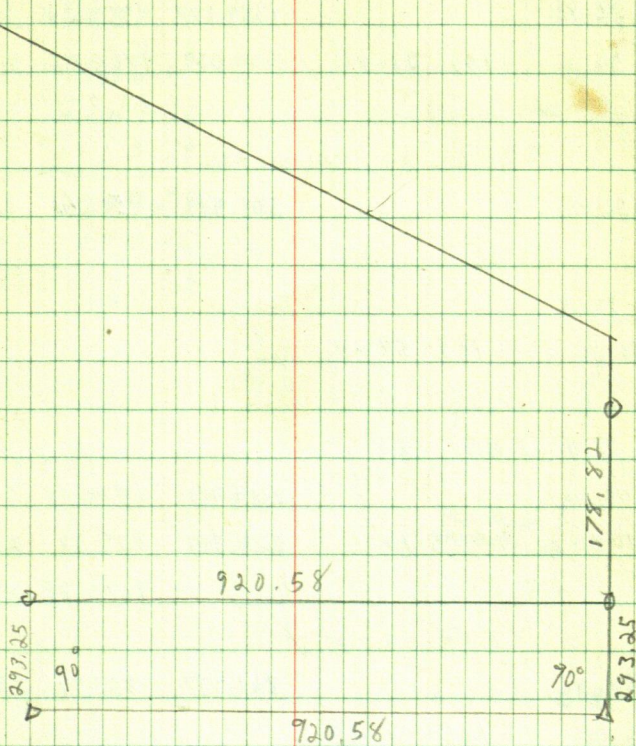
167-36-45

205-54-05

FENCE POST

136

JIM RYTE



138

FRED MARTIN

SEC 26-140-31

T @ OLD 01-10 NAIL BS NC COR SEC

177-26-40

1359.677 1359.69 269-45

① 354-53-20 177-26-40 1800.059 1800.06 269-55-40

T @ 1 BS 01-10 NAIL

359-56-40

501.949 502.61 92-56-20

EK

185-54-35

11-48-40

185-54-20

T @ 2 BS 3

94-05-20

3319.981 2320.24 270-51-20

① 188-10-20 94-05-10 829.515 829.93 271-48-40

③ 1610.78 270-34

T @ 3 BS 4

185-31-25

861.497 861.70 268-45-20

② 11-2-40 185-31-20

2331.14

2320.24

10.90

1.2

2362

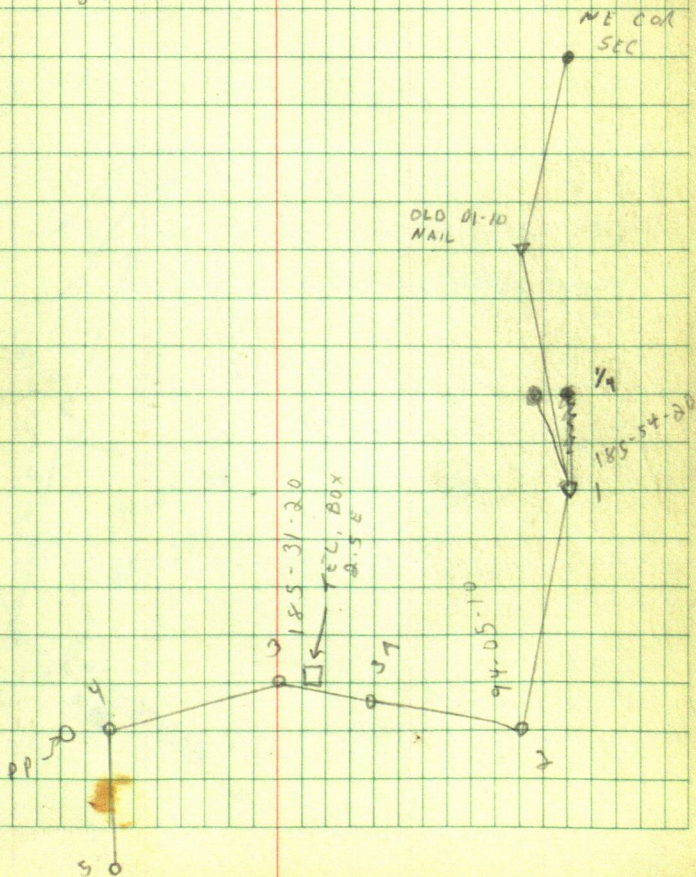
2320.24

1610.78

709.46

649.46

6000



140

ED DESSERT

35 -138-40

111-04

222-09

182-36

365-11

111-04-30

182-35-30

0-59

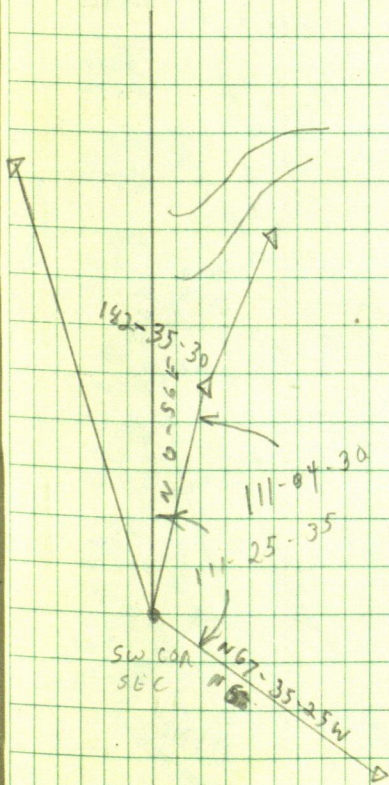
67-35-25

68-34-23

179-59-60

68-34-25

111-25-35



142

ED DESSERT

29-31
59-02

29-31

250.
3.57
246.43164-03
328-07

164-03-30

220.
8.54
211.41193-44
27-26

193-43

140
2.11
132.89187-30
15-01

187-30-30

110
3.15
106.85107-39
215-14
79

107-39-30

400
43.28
376.72140-39
281-49

140-39-30

160
3.60
156.40150-16
300-30

150-16-30

290
3.57
286.43183-06
6-12

183-06

210
4.11
205.8996-20
192-41

96-20-30

230
5.25
224.75215-50
71-39
310
431

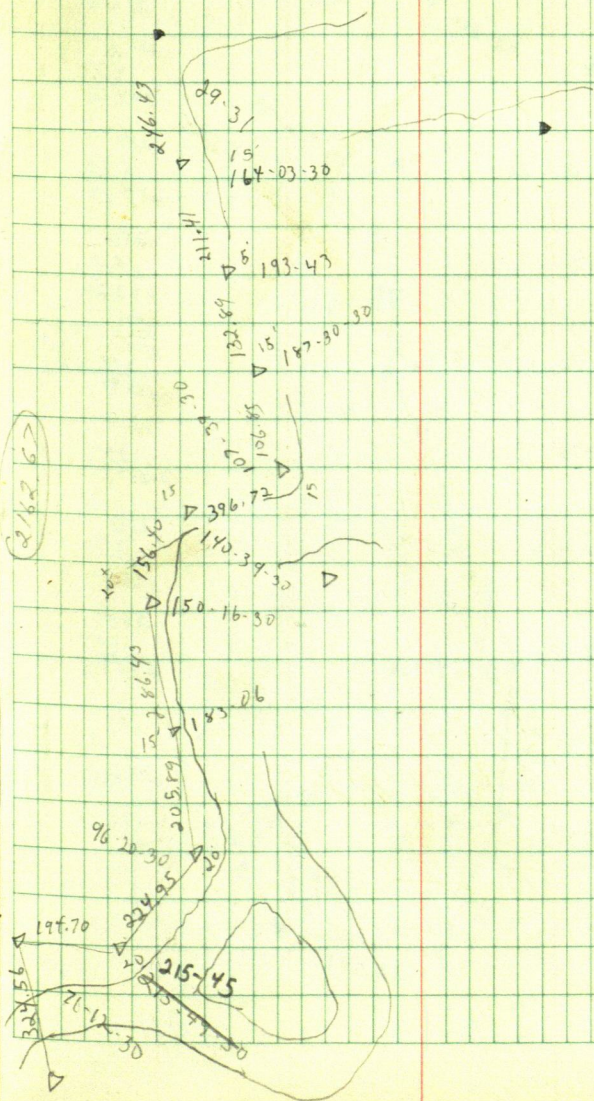
215-49-30

215-45

200
5.30
194.7071-12
142-25

71-12-30

315
9.56
324.56



144

87-58
175-57

87-58-30

210
274

207.26

98-57
197-55

98-57-30

270
9.68

260.32

93-50
187-40

93-50

200
272

197.23

136-26
222-51

136-25-50

280
6.28

273.72

135-07
270-14

135-07

250
6.71

243.29

166-47
333-34

166-47

280 50
220 1.5
6.00 48.5
605.94115-22
230-45

115-22-30

230
1.02

228.97

194-05
28-09

194-04-30

170
4.22

165.27

108-24
216-48

108-24

280
1.93

278.07

203-53
47-46

203-53

360
7.35

352.65

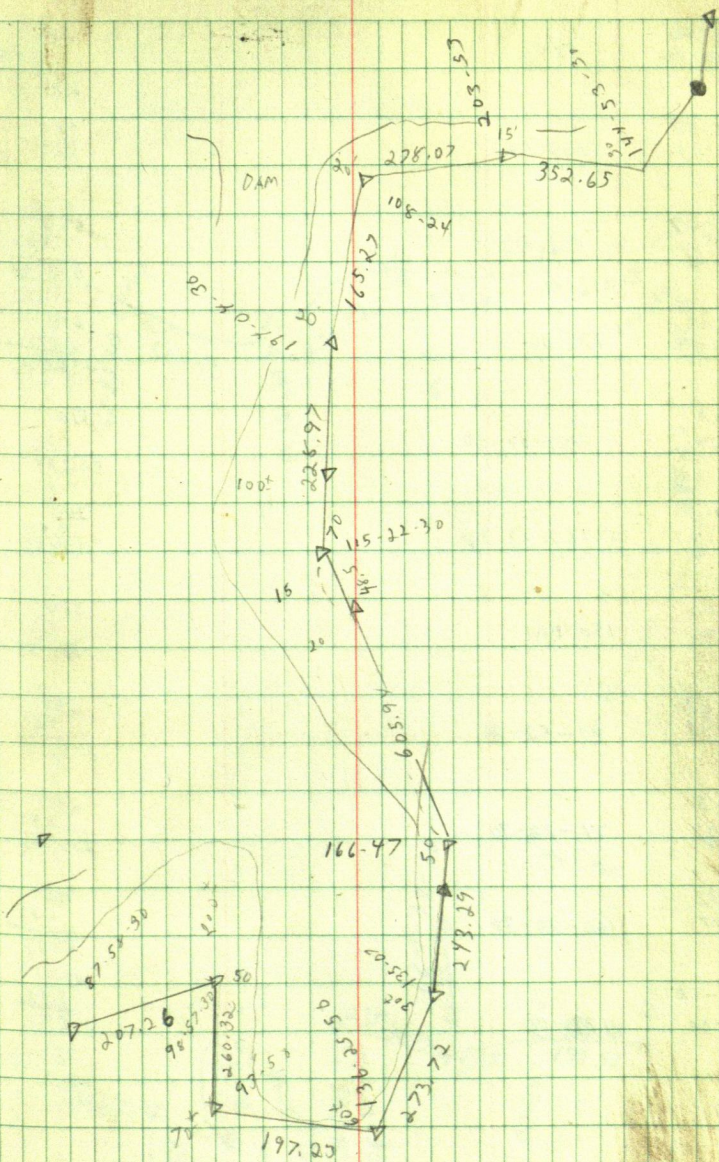
144-54
284-47

144-53-30

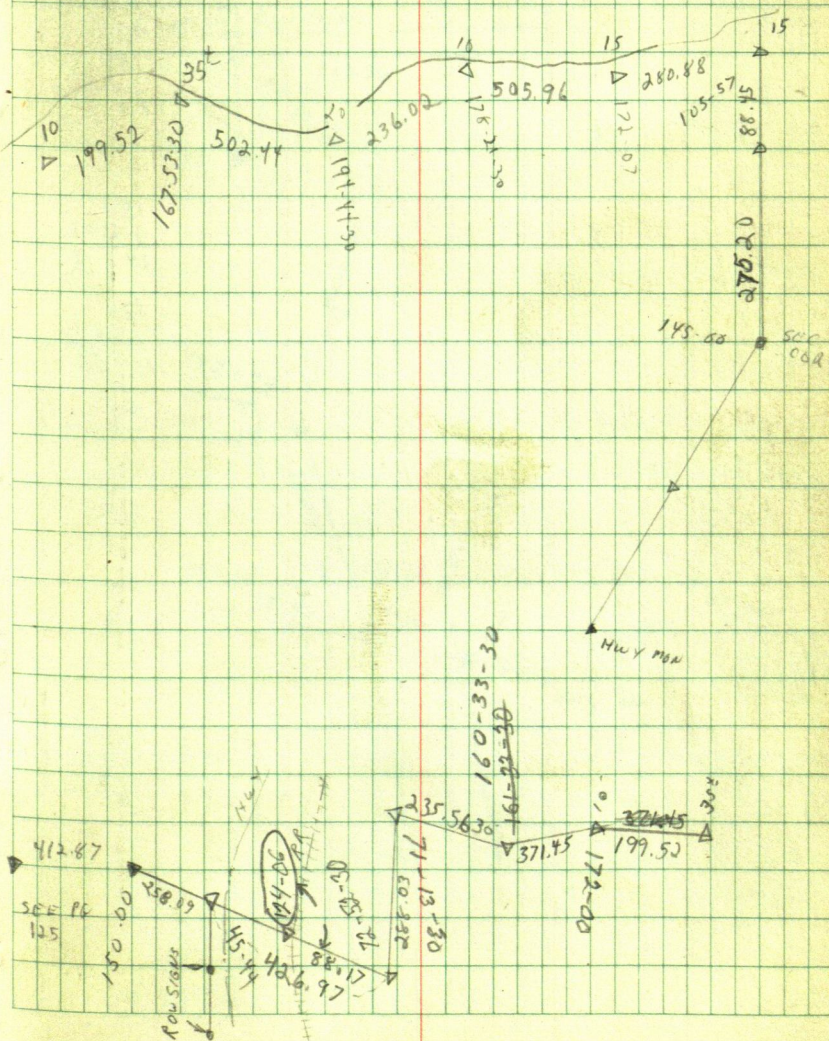
298

152-07
304-15

152-07-30



145-60 290-00	145	280 4.80 <u>275.20</u>
105-57 211-54	105-57	90.0 290 1.55 9.02 <u>88.45</u> 280.84
172-07 344-14	172-07	510 9.04 <u>505.96</u>
176-21 356-43	176-21-30	240 3.98 <u>236.02</u>
194-45 29-29	194-44-30	510 7.56 <u>502.44</u>
167-53 335-47	167-53-30	200 0.48 <u>199.52</u>
150-00 300-00	150-00	380 8.55 <u>371.45</u>
72-52 145-45	72-52-30	240 9.04 <u>235.56</u>
71-13 142-27	71-13-30	290 1.97 <u>288.03</u>
160-33 321-07	160-33-30	90 1.83 <u>88.17</u>
172-00 344-00	172-00	430 3.03 <u>426.97</u> 280 1.91 <u>258.09</u>



63009

590
8.77

583.27

94-10
188-21

94-10-30

~~890~~
- 9.51

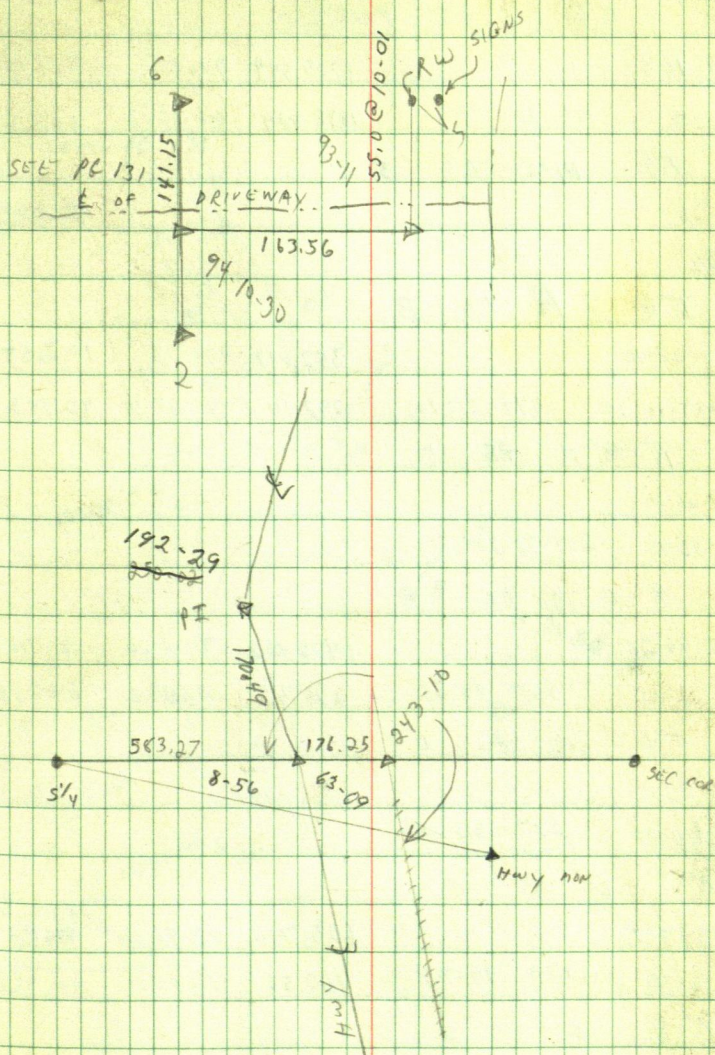
170.49

180
3.75
176.25

150
8.85
141.15

170
6.44
163.56

60
5



$\pi @$ 5 BS PIPE

109-06-50

1709.584

90-13

521.086 M

4 218-34

109-17

1838.829

88-55-10

560.526 M

$\pi @$ PIPE BS 5

24-26

~~20.585~~

A 48-52

$\pi @$ A BS B

114-38-10

352.811

91-25

107.570

PIPE 249-16-20

144-38-10

297.14

91-05-40

90.585

$\pi @$ B BS C

204-26-20

A 48-52-40

204-26-20

$\pi @$ C BS D

237-06-25

406.022

91-12-20

123.783

B 114-12-50

237-06-25

278.45

90-41-30

84.878

³⁶⁰
474

$\pi @$ D BS E

279-33-15

C 199-06-10

279-33-05

³⁶⁰

559

$\pi @$ E BS F

173-19-15

605.712

88-45-20

184.665

~~180.856~~

D 346-34

173-19-30

160.56

88-29-10

48.956

$\pi @$ F BS G

166-47-05

E 333-34-20 166-47-10

$\pi @$ G BS H

135-07-50

273.545

88-05-30

83.423

276-15-40

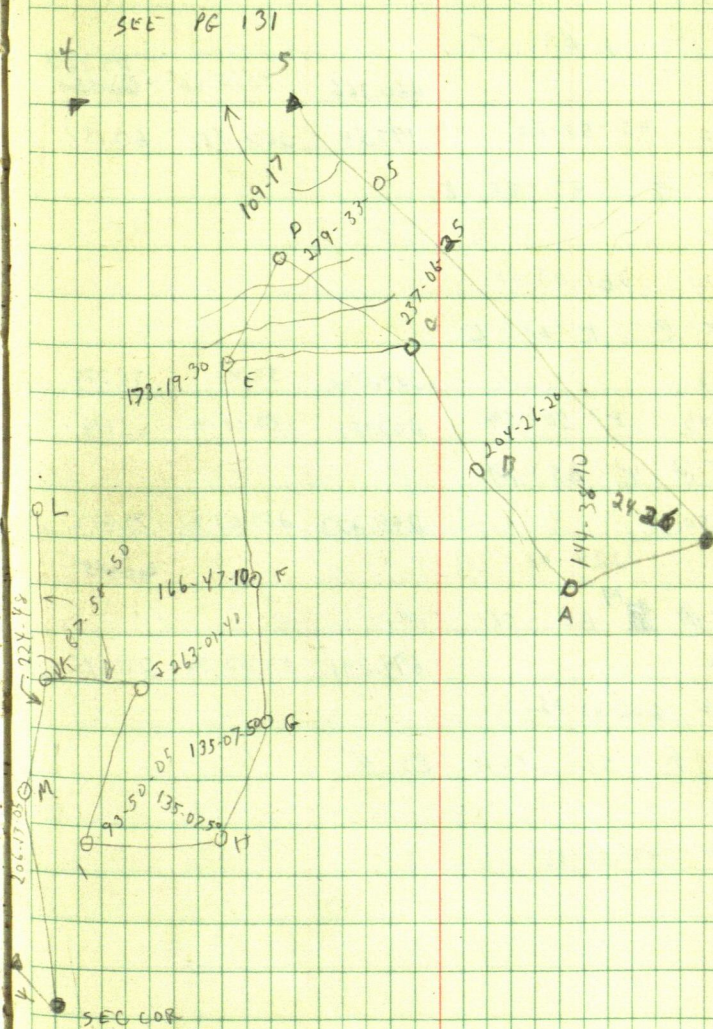
135-07-50

88-30-40

74.092

F

243.001



$\pi @ H BS I$

136.24-50

G 272.49-40

136.24-50

$\pi @ I BS J$

93.50

260.366

90-10-20

29.360
~~60.151~~

H 187.40-40

93-50-05

197.54

267.51

60.151

$\pi @ J BS K$

261.03-40

I 162.07-20

261.03-40

$\pi @ K BS L$

87.58-50

324.052

90-43

98.779

J 174.57-40

87.58-50

207.181

89.58-40

63.149

$\pi @ K BS M$

224.47-50

248.273

269-03-40

75.684

J 89-36

224-48

~~211.645~~

$\pi @ M BS SEC COR$

206-13-10

694.291

89-07-30

211.645

K 52.26-10

206-13-05

$\pi @ SEC COR BS 4$

42.58-25

M 85-57-10

42.58-35

$\pi @$ 1 BS 2

105-09-10

(A) 210-18-20 105-09-10

$\pi @$ 2 BS 3

70-0-25

(269.892) 91-05 269.94

(1A) 180-01 90-0-30

(317.355) 267-53-30 317.57

$\pi @$ 3 BS 4A

133-00

(517.203) 88-47 517.32

(2) 265-59-50 132-59-55

$\pi @$ 4 BS 4A

(152.421) 88-24-20 152.48

$\pi @$ 5 BS 2

90-1-20

(6) 180-2-46 90-1-20

$\pi @$ 6A BS 5

$\pi @$ 6A BS 6

(389.786) 269-15 389.79

32-59-50

(609.788) 272-14 610.25

(7) 65-59-40 32-59-50

(425.148) 270-44-10 425.18

$\pi @$ 6 BS 5

176-18-50

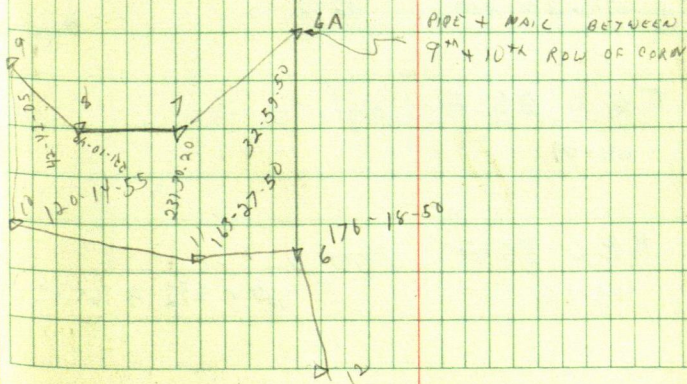
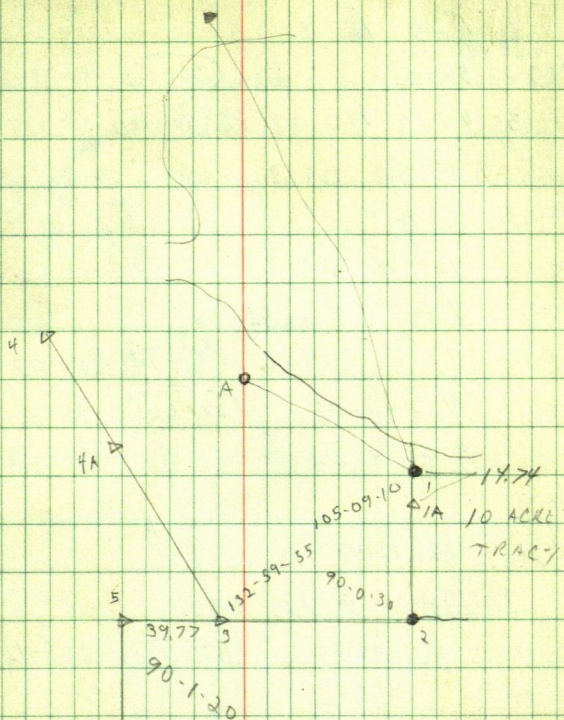
(12) 352-37-40 176-18-50

(337.900) 274-12 338.81

$\pi @$ 6 BS 11

87-54-30

(5) 175-49 87-54-30



$\pi @$ 11 BS 6

163-27-50

(364.60)

88-39-40

364.70

(10)

326-55-40

163-27-50

(408.88)

266-33-30

409.01

$\pi @$ 10 BS 9

120-14-55

(11)

240-29-50

120-14-55

$\pi @$ 9 BS 8

42-42-10

(329.74)

89-27

329.74

(10)

85-24-10

42-42-05

(277.626)

90-34

277.64

$\pi @$ 8 BS 7

221-10-35

9 82-21-20

221-10-40

$\pi @$ 7 BS 6A

231-30-10

231-30-20

(309.796)

264-42

309.80

(8)

103-0-40

360
463

$\pi @$ B BS A

174-23-30

348-47

174-23-30

Turn Left

248.90

$\pi @$ C BS F

sight B

68-09

136-18

68-09

$\pi @$ C BS F

sight D

165-56

331-52

165-56

160 + 5.42 \Rightarrow 165.42

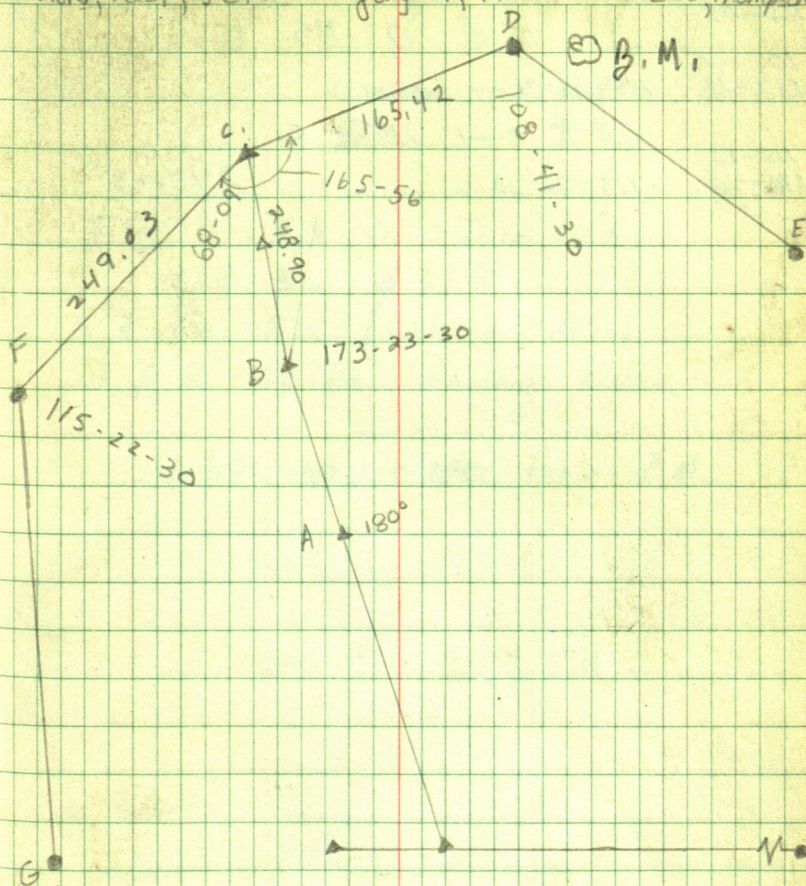
(Frazee)

157

Rory, Paul, Jeff

July 1, '77

Dessert, Thompson



K @ D B S E

~~111-35~~

K @ D B S E

108-42

217-23

108-41-30

K @ F B S C

115-22

230-45

115-22-30

249.03

Bench mark July 1, '77 DOSSERT, Thompson

Water — 12.85
B.M. — 4.45

T @ D BS C Turn left

138-36 @ 17.8

3 ft Dia. (White Oak)

R R spike facing river

11.60 to Water from B.M.

Sarah T. King
Boy River Rd.

Lot 1 Sec 13 Twp 141 Rge 28

995644
 995617
1891261
 9956305

29.84
 6
 993800
 993748
1777568
 990

537.6
 6

90° 13'
 51.1
120

171.1
250
 421.1 N

993800
 993748
1887568
 993784
 1887568

371

110

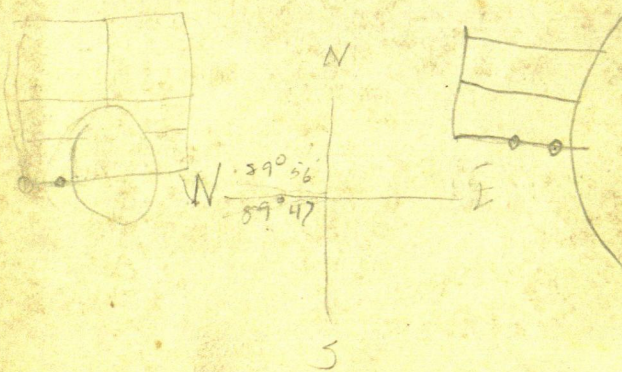
100.3
 87
 12

359.60
111.04
 248.56

269.58
 249.24
 34

89
 20
 9
 1

S 100 of N 1000 - 144 H sec 24



13244-
1563
1548.85

2724

358
70
120

147.5

7795

14.4

275.8

2355

2980

130

2065

15065

134005

133912

8904

93

20

41

11

229.9

880

190

238

2028

73

8727

83

1166

8800

21

173

365

83

36

166

72

220.65

7

300

104

2095

109.65

10669

300

106

289.5

9

290.5

168° 77'

84° 38½'