

170.3
231.0

21.8
60.
80.

161.8



DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1 1/2 TO 1.

FOR SINGLE TRACK EMBANKMENT.

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

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

MADE IN GERMANY.

R.

75° 35'

1040 23' Lat Lake Hoe.

from 14.15 feet.

NE cor 89° 33' Trig. cor 172.1

in + h. 441.1

1189.0

1630.1

65.1

2289.1

132.3

396

3578

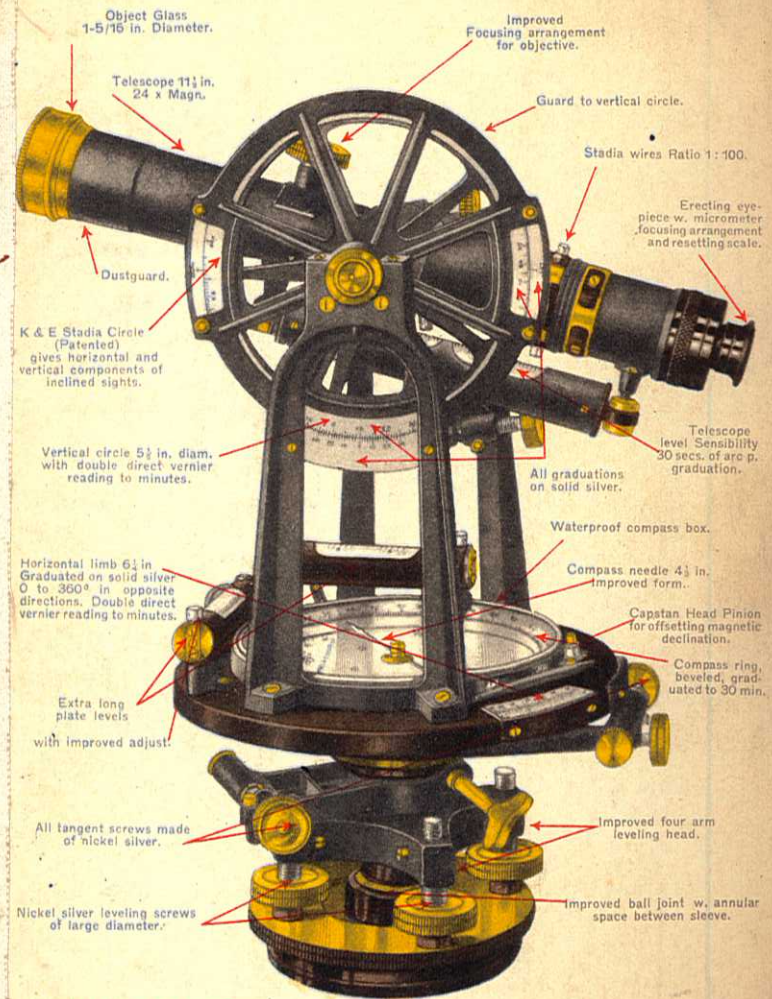
57.9

0.6 from 22 cor to WL in like 1361

or 701 feet from stk at lake.

Across Willard's pond 700

EXTRA FINE ENGINEERS' TRANSIT
No. 5060 S
KEUFFEL & ESSER CO., N.Y.



- Object Glass 1-5/16 in. Diameter.
- Improved Focusing arrangement for objective.
- Telescope 11 1/2 in. 24 x Magn.
- Guard to vertical circle.
- Stadia wires Ratio 1:100.
- Erecting eye-piece w. micrometer focusing arrangement and resetting scale.
- Dustguard.
- K & E Stadia Circle (Patented) gives horizontal and vertical components of inclined sights.
- Telescope level Sensibility 30 secs. of arc p. graduation.
- Vertical circle 5 1/2 in. diam. with double direct vernier reading to minutes.
- All graduations on solid silver.
- Waterproof compass box.
- Horizontal limb 6 1/2 in. Graduated on solid silver 0 to 360° in opposite directions. Double direct vernier reading to minutes.
- Compass needle 4 1/2 in. Improved form.
- Capstan Head Pinion for offsetting magnetic declination.
- Compass ring, beveled, graduated to 30 min.
- Extra long plate levels with improved adjust.
- Improved four arm leveling head.
- All tangent screws made of nickel silver.
- Nickel silver leveling screws of large diameter.
- Improved ball joint w. annular space between sleeve.

ALSO MADE WITH
INTERNAL FOCUSING TELESCOPE
PRACTICALLY DUST AND MOISTURE PROOF.

W. J. Spain, Jr.

KEUFFEL & ESSER CO.

DRAWING MATERIALS

AND

SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.

FOR SINGLE TRACK EXCAVATION.

"Copyright, 1895, by Keuffel & Esser Co."

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

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

For Keith's Railroad Curve Tables see end of book.

4 3 2 1

G
F
E
D
C
B
A

2.45
1.82
2.0
3.43
2.35

3 2 1

100

263.4
119.6
2.19

Page	Index	Sec.	Town.	Range.
3	^{Johnson} End of trail	14	140	29.
22	Britz & Gonsman	15	139	30
23	Ray Cummings	10	140	29
25	Manders	3	140	28
28	Jordans.	34	141	28.
29	Unorg. sch.	34	141	28
31	Blair	34	141	28
32-37	Rogers ^{Cass} _{Co.}	29	136	32
39	Mack	8	141	29
40	Lathrop ^{Jensen} Long Beach Ten Mile (140-31)			
41	Quinn*	22	142	30
42	Fleisher	Outlot	B. V. Hackensack.	
43	Quinn	22	142	30
44	Lembke	7	137	28
45	Heath	7	137	28
46	Shear	17	140	28
47	F.M. Steiner	489	140	26
49	Halvorson	Brennan's Add.	H.K. ^{Smiley} Schroder	
50	Cook-Emery	16	141	29
51	L.G. Peterson	12	140	29
52	Bockus	Cemetery.		
53	Mickelson	23	141	28
54	Fox, Town, etc.	15	140	29

Continued on Next Page.

1. Walker Airport

N. 10° 28' W #1 Runway

N. 15° 29' E. #2 Runway

Index. Continued.

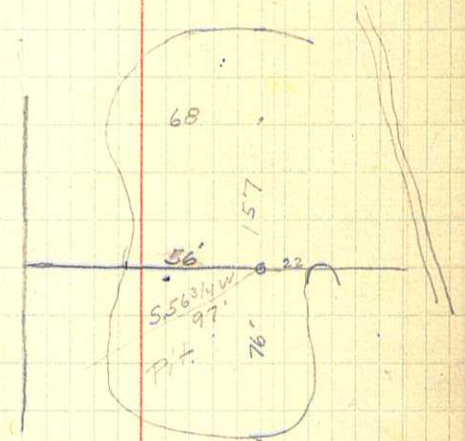
Page 58 Govt Lot 3 Sec 8-140-31, G.D. Thomas.

- 59. NE/SE Sec. 5-140-28 Miles Dunne.
- 61. Govt Lot 2. 312-140-29 Lindblom.
- 62. " " 3. Sec. 17-140-28 E.A. Merrick.
- 63. " " 4. SW/SE Sec 25-141-31 Jensen.
- 64. Govt Lot 2. Sec 34-141-28 (Milkplant L. Jordan) Ed Johnson.
- 65. Reserve B. Vil. Hk. C. Fleisher.
- 66. Govt Lot 3 Sec 3. 141-29. Emil Anderson.
- 67. " " 2. Sec. 30-140-28. Neal Bliss.
- 68. " " 1. Sec. 30-140-28. Ecker - Norman.
- 69. " " 3. Sec. 8-140-28 H. Thorson.

72. Govt Lot 4-18-140-29 Peterson.

77 Cafe Langville (Outlot C).
78-79 Ferd Deisch 3-15-140-28.

2116.2 Int \angle T.H. #34 mag. N. 2° 30' W.
18+25.6 \times 21° 24' with tangent north of club.
 \times Int #1 + #2 26° 16 1/2' - 1677.2'
903.5' \times N.E. to 460. 12° 45'
#2-S 16+80 wire fence
#2-N. 7+00 — near club house.



Sta 4-25 + 89.6' + 67' from \square top.
468 + 80' Lath.
#2 - 194' from blue tops.

2

457 61.2

62.0

58 62.6

63.0

59 63.2

63.3

460 63.2

62.8

1 62.3

61.6

2 60.7

59.6

3 58.3

56.9

4 55.2

53.6

5 51.9

B.M. E. 1450.87

Spk. in root 8" Red Oak 60' Lt.

Sta 465+50

6 48.6

47.0

7 45.45

44.0

8 42.6

41.3

9 40.05

38.9

470 37.8

36.8

1 35.9

35.0

2 34.2

33.4

3 32.5

31.4

4 30.4

29.1

5 27.8

26.4

6 23.2

7 20.0

8 16.8

9 13.6

B.M. 479+50

Spk. in root 12" N.P. 60' Lt.

480 10.4

1

N. 15° 29' E.

26° 17'

N 10° 48' W

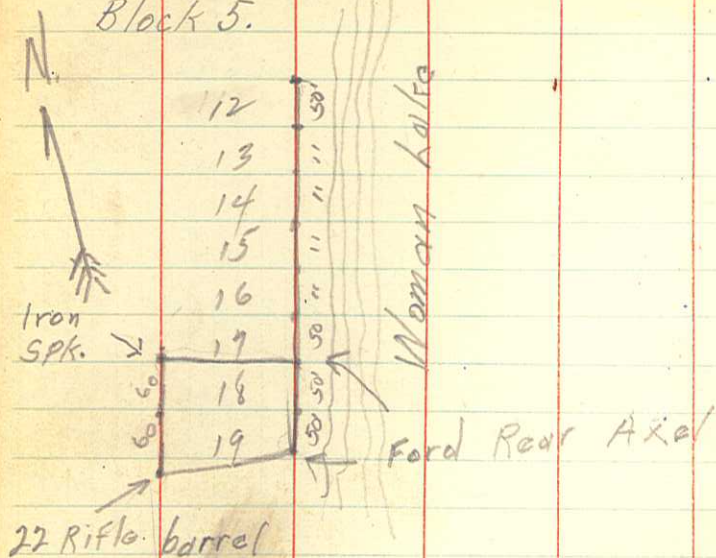
15° 29'
12° 45'
N 28° 14' E

N. 15° 29' E.

10° 45'

26° 14'

N 26° 30' E Mag.
 3. End of The Trail.
 Lots 18 & 19.
 Block 5.



Survey for Miss E.M. Johnson.

Oct. 27, 1936

Mr. Stanton, axe & chain.

W.J. Spain, Jr. Transit.

We found the SE corner stk of Lot 11, Block 5, & the SE corner stk of Lot 12, Block 5. (The SE. cor. stk of 11 is the NE cor. stk of Lot 12, a stk in common.)

Continuing the line (Mag. Br. N 26° 30' E) measuring 50' lots, we placed the NE & SE corner stakes of lots 18 & 19 Block 5, End of The Trail.

From the SE cor. stk of lot 18 I turned an angle of 90° & missed the SW cor. of lot 19 by 20' approximately. A 90° angle from the NE cor of lot 18 hits the NW cor of lot 18 exactly. (The line on the south of lot 19 does not make a 90° L according to the original Plat, but is greater.)

Measuring from the NW cor of lot 18 southward 120' we found the original SW stk of lot 19.

All corners are marked by iron stakes. I hereby certify the above to be correct to the best of my knowledge & belief. W.J. Spain, Jr.

21

393:0

13

Water line Aunt Polly. 5/18/36

Sta	+S	H.I	-S	elev	excav.
0+00	at surface + 6 to cover pipe.	5.00'		5.00	.5'
0+25			3.70		1.8
0+50			3.48		2.02
0+75			4.05		1.45
1+00			3.80		1.7
1+25			2.50		3.0
1+50			1.90		3.6
1+72			1.80		3.7
1+90			3.27		2.23
2+00			4.09		1.41
2+20			3.85		1.65
2+35			2.48		3.02
2+50			1.70		3.8
2+64			2.65		2.85
2+75			3.38		2.12
2+90			4.50		1.0
2+96			5.00		.5

7

+S	H.1	-S	(Elev	Obj
			1431.4	473+50
7.95	1439.35			
	1439.3			
	5.8	1433.5	17-1	
	4.7	1434.6	Top 17-1	
	5.9	1433.4	17-1 100'L	
	9.3	30.0	18-1	
	9.2	30.1	18-1 100'L	
	11.0	28.3	19-1	
	12.1	27.2	20-1	
	8.6	30.7	1-2N	
	8.7	30.6	100'R	
	9.0	30.3	200'R	
	9.8	29.5	300'R	
	11.0	28.3	2-2N	
	11.7	27.6	100'R	
	11.0	28.3	200'R	
	10.8	28.5	300'R	
	12.2	27.1	3-2N	
	10.9	1428.4	3-2N Top	
	12.6	26.7	100'R	
	12.2	27.1	200'R	
	11.7	27.6	300'R	
	5.5	33.8	0-2S	
	5.6	33.7	100'E	

8

1439.3

4.5 34.8

5.0 34.3

6.0 33.3

3.0 36.3

3.8 35.5

3.6 35.7

6.5 32.8

2.2 37.1

2.5 36.8

2.8 36.5

1. 1428.4

1.9 1436.3

2.1 28.2

3.5 26.8

3.5 26.8

3.3 27.0

4.7 25.6

4.0 26.3

2.6 27.7

4.8 25.5

5.2 25.1

6.5 23.8

5.6 24.7

6.0 24.3

5.5 24.8

Obi

0-2N

200 E

266 E

300 F

16.1

16.1

100 E

200

300

1-2 S

100 W

147 W fence

T.P 3-2N

3-2N

100 W

4-2N

100 W

145 W

100 E

2

3

5-2N

100 W

136

144 W

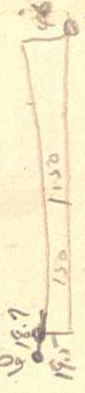
100 E

200 E

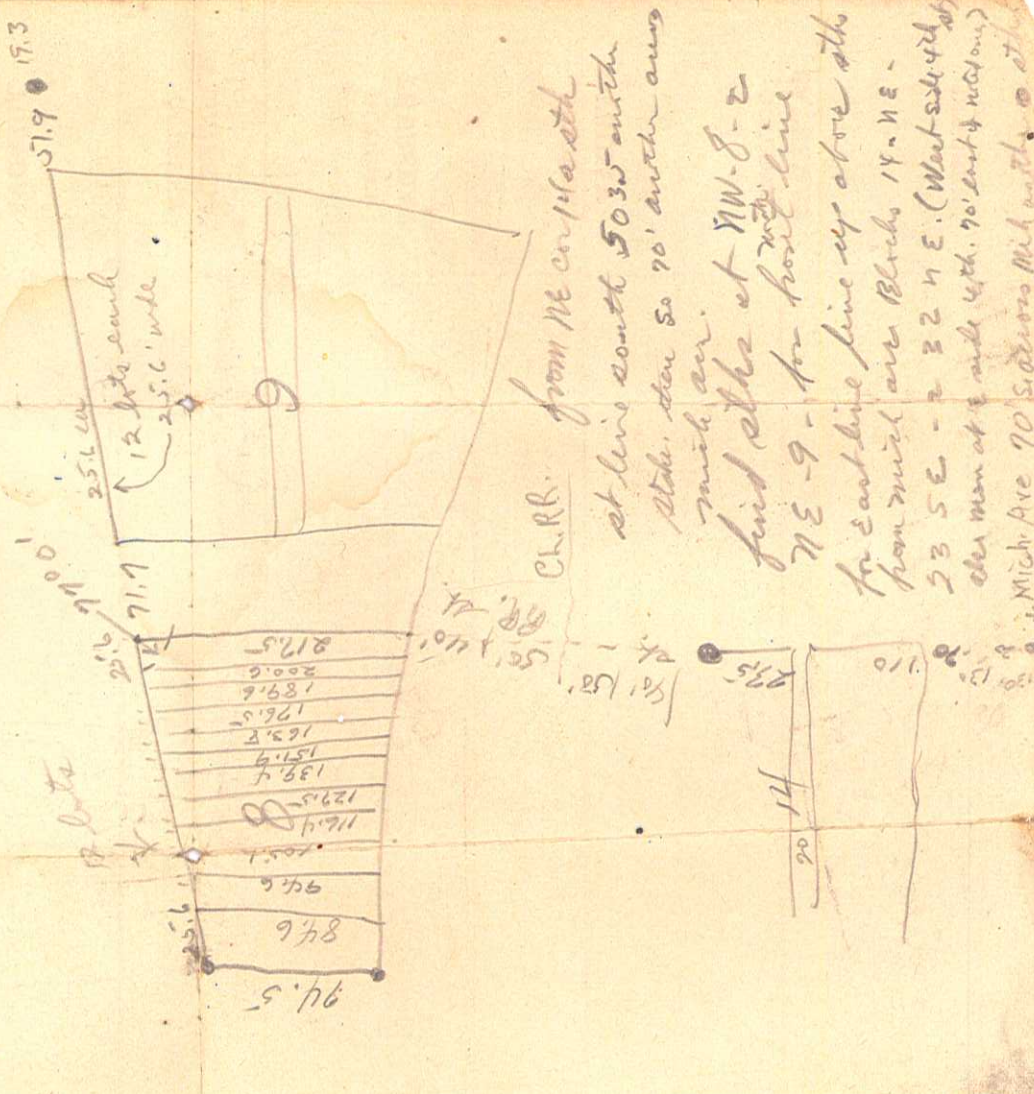
273

Patrin - Robarge ↑ N.

Block 7 - 46' wide on east end.
19.5 " " West "
300' long - 2-150' pieces



Hollis Bailey



Ch. RR. from NE cor 1/4 sec 14' at line south 50.35' with 1/4 sec. then so 90' another 1/4 sec. 70' wide.

find other at NW-S-E 7E-9 - for front line for east line line up above other from which area Blocks 14-NE - 23 SE - 2 32 NE. (West side 4th) other man at 1/4 mile upth. 70' east 4 sections) Mich. Ave 70' S. 100' W. 1/4 sec. 14' at'

9

143013

8.6 21.7 6-2N

11.3 19.0 100°W

12.7 17.6 145°W

9.0 22.3 100°E

9.1 21.2 200°E

8.5 21.8 253°

7.6 1422.7 6-2N

2.55 1425.3

9.8 15.5 7-2N

11.0 14.3 100°W

13.0 12.3 144°W

8.2 17.1 100°E

5.6 19.7 2°E

4.5 20.8 225°E

37.1 1-25

6.0 43.1

5.2 37.9 2-25

4.8 38.3 100°W

4.4 38.7 145°W

4.8 38.3 15-1

5.5 37.6 100°E

7.0 36.1 200°E

10.5 32.6 300

12.6 30.5 3+75

10

43.1 4.1 39.0 3-2S

4.0 39.1 100W

✓ 5.1 38.0 148W 11.000
of 111

3.1 40.0 14-1

2.9 40.2 100E

6.3 36.8 200E

11.1 32.0 300E

2.2 40.9 13-1

1.7 41.4 100E

✓ 4.7 38.4 200E

11.6 31.5 300E

2.3 40.8 12-1

7.0 36.1 100-E

9.7 33.4 200-E ✓

12.8 30.3 11-1

11.8 31.3 Top
11-11.7 41.4 100W
12-1

3.7 39.4 4-2S

5.5 37.6 40W

17.9 35.2 50W

✓ 12.3 30.8 100W ✓

3.4 39.7 5-2S

4.8 38.3 42W

2.3 40.8 100E ✓

11

43.1 0.9 42.2 6-2S

2.4 40.7 58'W

2.5 40.6 100'E

3.1 40.0 171'E

✓ 43.1 6.4 36.7 200

10.1 53.2 10.0 43.2 7-2S

10.1 43.1 50W

10.2 43.0 100W

10.8 42.4 142'W ✓

11.5 41.7 100'E

12.3 40.9 158'E ✓

10.5 42.7 6750-2S ✓

11.7 41.5 68'W

72'W

9.8 43.4 7123-2S

7.5 45.7 100'W

11.2 41.9 100'E

12.7 40.5 158'E ✓

1.7 51.5 8-2S

0.7 52.5 T.P. 20

2.8 50.4 100'W ✓

4.3 48.9 31'E

8.1 45.1 35'E

10.5 42.7 100'E

✓ 12.3 40.9 175'E ✓

12

53.2 4.7 48.5 8+50 ✓

1.4 51.8 80'W

3.8 49.4 146W

4.0 49.2 28'E

8.2 45.0 30'E ✓

10.1 43.1 100'E

12.0 41.2 176'E ✓

3.9 49.3 9-25

4.4 48.8 100'W

3.1 50.1 145W ✓

3.3 49.9 43'E

7.6 45.6 47'E

8.4 44.8 100'E

11.9 41.3 190'E ✓

2.9 50.3^{Top} 9-25

8.7 59.0 ✓

4.1 54.9 10-25 ✓

4.2 54.8 100'W

-1.2 61.0 146W

2.5 56.5 9+70

1.9 57.1 40'E

12.3 46.7 42'E

5.6 53.4 10+30

59.0	9.5	49.5	10+30' 100'E
	12.8	46.2	10+30' 168'E
	10.4	48.6	140'E
	6.7	52.3	100'E ✓ 10-25
	12.5	46.5	167'E ✓
	3.1	55.9	100'W 10+30 ✓
	-1.0	60.0	146'W 10+30 ✓
	1.4	57.6	11-25
	0.3	58.7	Top 11-25 T.P.
	0.9	58.1	100'W
	10.4	58.6	144'W
	7.8	51.2	125'E
	14.0	45.0	180'E
	17.0	42.0	264'E
10.2 ✓	68.9 ✓		
✓	9.4	59.5	11+50-25
✓	7.8	61.1	100'W
	7.2	61.7	144'W
	13.1	55.8	100'E
	6.9	62.0	12-25 ✓
	4.7	64.2	100'W
	4.8	64.1	144'W
	7.4	61.5	Top 81+25 460+50
	11.6	57.3	100'E 12-25
	14.4	54.5	150'E ✓

440
950
460+5

14

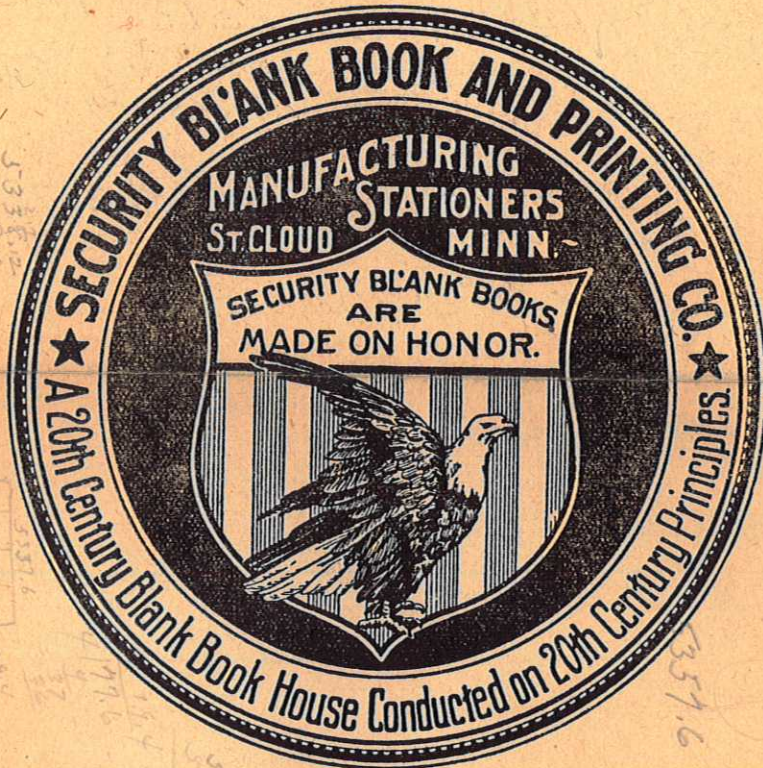
68.9	4.1	64.8	13-2S ✓
	3.5	65.4	144W
	5.1	63.8	26E
	9.3	59.6	65E
	9.9	59.0	100E
	14.2	54.7	150E ✓
	4.1	64.8	14-2S
	1.8	67.1	55W
	3.6	65.3	143W
	9.9	59.0	100E
	10.4	58.5	15-2S
	2.7	66.2	80W
	3.3	65.6	142W ✓
	13.7	55.2	70E ✓
	9.1	59.8	15-2S ✓
5.0	64.8 ✓		
	9.8	55.0	16-2S ✓
	8.5	56.3	140W
	-10.2	65.0	142W ✓
	13.6	51.2	75E ✓
	13.7	51.1	16+80
	10.3	54.5	100W
	6.6	58.2	143W ✓

15

H.I.

9.7	41.0	31.3	Top 11-1
✓		1.2	39.8 100'W
0.2	31.5		
		4.7	26.8 11-1 100'E
		1.9	29.6 200 E
		4.5	27.0 273 E ✓
		7.9	23.6 10-1 ✓
		6.7	24.8 Top 10-1
		3.4	28.1 10-1 50-W
		3.4	28.1 90-W ✓
		13.5	18.0 50-E ✓
		13.1	19.4 7-1 ✓
		12.1	19.4 Top 7-1
		15.1	16.4 70W ✓
			200W
		12.1	19.4 8-1 100W ✓
		-0.6	32.1 8-1 156W ✓
		2.9	28.6 100'W 9-1 ✓
			19.4 Top 7-1
0.6	20.0	5.7	14.3 7-1 100E ✓
		8.7	11.3 7-1 65E ✓
		5.0	15.0.0 98 Wide 7+90 ✓
		11.9	8.1 8-1 100'E ✓
		15.5	4.5 184E ✓
		14.7	5.3 8+10 ✓

TRADE MARK



OF QUALITY

Handwritten notes:
53382
194
4753188 (15291)
53382
53376
1976
53376
194
453388 (2)

Handwritten notes:
22286
13374
5842
5497
1180M

From John W to corner ⁹⁻¹⁰ 14-15 - 140-29
at Stanley in 1940' to MC.
 $\frac{1}{4}$ line A thru C sec 15 runs
N $1^{\circ} 30' E$ Plat 1926 By J.M. Greene,
W of $\frac{1}{4}$ cor to NW cor is 2678.8'
Br of line is S $89^{\circ} 49' W$.

$2\frac{1}{4} \times 4'$ IM. 1354.47' W on old Highway L. to H.
just W of Present S. av. #5 & S of old road is
 $2\frac{1}{4} \times 4'$ mon. From IM at John to IM near
fork of road is 961.54' Sec. 11 - 140-29.

16

20.00	11.1	8.9	9-1
	16.5	3.5	50'E ✓
	± 20.0	00.00	Little Box ✓ 100'E to fence
		19.4	7-1 ✓

3.6

23.0

8.1	14.9	7-1 ✓
5.4	17.6	5-1 ✓
5.8	17.2	85'W ✓
7.8	15.2	100'E ✓
11.1	11.9	152' ✓
1.6	21.4	6+20 ✓
5.4	17.6	100'E ✓
2.2	20.8	6-1 ✓
.8	22.2	100'W ✓
6.4	16.6	100'E ✓
10.6	12.4	5-1 ✓
9.6	13.4	Top ✓
12.8	10.2	115'E ✓
4.0	19.00	80'W ✓

0.0

13.4

7.1	6.3	4-1 ✓
10.0	3.4	92'E ✓
2.8	10.6	80'W ✓
0.3	13.1	100'W ✓
12.3	1.1	8-1 ✓
11.2	2.2	Top ✓
12.0	1.4	73'E ✓
11.0	2.4	100'W ✓

17

	13.4	3.5	9.9	3-1 200W ✓
✓	5.1	7.3	2.2	3-1 Top
		9.9	97.4	2-1
		8.8	98.5	50E ✓
		7.8	99.5	100W ✓
		3.7	3.6	200W ✓
		7.2	0.1	1-1 ✓
		8.3	99.0	25E
		6.3	1.0	100W
		2.0	5.3	150W
		3.0	6.6	200W ✓
		2.3	5.0	200W ✓
		5.2	8.5	300W ✓
		7.4	99.9	5-100W
		0.8	6.5	T.P
11.45	17.95			
		1.7	16.3	T.P
11.45	27.7			
		0.6	27.54	
11.6	39.14	0.1	39.04	
9.3	48.34			
		1.95	46.39	
12.3	58.69			
		5.93	52.76	
8.5	61.26			
		1.4	59.86	

15-25
59.8

West	Runway #2	Cross Sections	Con. Grade	East
13.0	4.0	7-15.5-17.2		18.0
18.0	4.0	6-21.7	19.7	27.0
24.0	3.0	5-25.5	22.2	24.3
26.7	2.0	4-26.8	24.7	25.6
28.0	1.5	3-27.1	27.2	26.6
28.0	2.2	2-28.3	29.7	27.7
30.0	2.2	1-30.7	32.2	30.4
32.3	2.0	0-33.8	34.7	34.3
36.2	1.3	1-37.1	35.7	37.2
38.2	2.6	2-37.9	36.7	39.3
38.0	2.5	3-39.0	37.7	40.4
31.0	1.3	4-39.4	38.7	40.8
	-	5-39.7	39.7	41.0
	2.3	6-42.2	42.2	40.5
	3.0	7-43.2	43.45	40.8
43.0	45.0	+50-42.7	43.45	41.3
49.5	9.5	8-43.2	44.7	41.2
50.0	50.0	+30-43.4	45.37	42.0
58.0	55.0	9-51.5	47.2	43.1
59.0	58.0	+50-48.5	48.45	44.2
64.0	62.0	10-49.3	49.7	49.0
65.4	13.5	+70-56.5	51.28	52.3
66.0	10.0	11-54.9	52.2	51.0
66.0	13.5	+30-53.4	52.87	51.2
64.0	17.0	12-57.6	54.7	54.0
59.0	11.3	+50-59.5	55.95	56.0
		13-62.0	57.2	57.0
		14-64.8	59.7	58.0
		15-64.8	62.2	53.0
		16-58.5	64.7	50.0
		+80-51.1	60.2	47.0

19

East Runway #1 West

Cross Sections

East	Runway #1	West
	0	1401
1	3.0	3.5
2	6.0	6.0
3	7.5	8.5
4	8.0	11.0
5	7.5	13.5
6	6.0	16
7	4.0	18.5
8	6.0 13.5 16.0	21
9	23.0	23.5
10	17.0	26
11	12.0	28.2
12	10.3	30.4
13	8.5	32.6
14	5.3	34.6
15	3.5	
+90		

+25

+50

+30

+80

+10

13190

20

End Areas

Runway No. 2

	Cut	Fill		Cut	Fill
	yds	yds		yds	yds
7	12	500	360	667	
6	348	64	1008	1867	
5	660	—	1160	2148	
4	500	—	592	1096	
3	92	120			
2	—	416			
1	—	140			
0	—	184			
1	265	12	637	1180	
2	372	—	800	1481	
3	428	—	602	1115	
4	174	584	266	493	
5	92	320			
6	—	348			
7	+50	236			
8	+30	564	480	622	
9	+50	468	660	611	
10	+70	440			
11	+30	220			
12	+50	760	1312	729	
13		552	812	451	
14		28	760	985	
15		260	1192	1104	
16		500	1712	1585	
17		408	1948	3688	
18		692			
19		292			
20		1020			
21		12			
22		928	1500	2778	
23		60			
24		572	632	1170	
25		60			
26		1488	230	407	
27		160			
28		1728			
29		2288			

24177

Fill	
yds	
564	1044
536	993
556	1027
324	600
196	363

904	1674
668	1237
584	540
800	741
1032	573
808	748
992	918
864	1440
392	218
252	140
632	819
700	648
304	282
72	133
220	407
1648	3052
3216	5956
4016	7436

Fill 30989
 Cut 24177
 Borrow 6812

30000
 25000

21

End Areas

Runway	Cut	Fill	Cut	yds
15+90	0	—	162	270
15	162	—	762	1552
13+90	1600	—	1944	3240
13	1344	—	3136	5806
12	1792	—	2572	4762
11	780	48	972	1800
10	192	808	300	556
9	108	2668		
8+10	—	2464		
7+90	—	1376		
7+30	—	800		
7	—	248		
6+50	48	84	1048	485
6+25	1000	—	1920	889
6	920	—		
5	36	176		
4	2	880		
3	—	1468		
2	—	1500		
1	—	892		
0	—	324		

19580

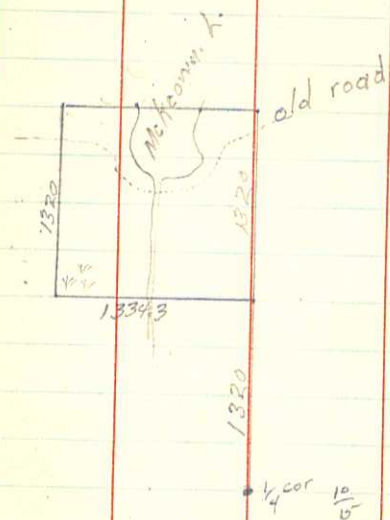
Fill

856	
3476	1585
	6436
5132	8554
3840	1422
2176	2418
1048	582
332	308
1056	1956
2348	4348
2968	5496
2392	4430
1216	2252

Fill	39789	40000
Cut	19580	20000
Borrow	20209	

22

Survey of Lot 5 Sec 15 139-30
for Gossman & Britz Aug. 10, 1936
Instrument W. J. Spain Jr., Chain, W.A.
Spain, Axeman, Wm Russell.



Survey Govt. lot 6 Sec. 10. 140-29.
Starting at the $\frac{1}{4}$ cor $\frac{10}{5}$ we run $N 8^{\circ} W$
2640' to the approx. center Sec. 10,
marking the $\frac{1}{2}$ cor at 1320'.

From the $\frac{1}{2}$ cor we run West 90° int.
1334.3' due to the so. side of 10
being long (5357.6' by Greene 1926)
Then $N 8^{\frac{1}{4}} W$ (int. $89^{\circ} 45'$) 1320'
Then $N 81^{\circ} W$ (int. $89^{\circ} 45'$) 638' to E
side of McKormick. (435' across lake).

We hit 9' south of the NE cor.
Ray Cummins 3/27/38.

$$\begin{array}{r} 638 \\ 435 \\ \hline 1073 \end{array}$$

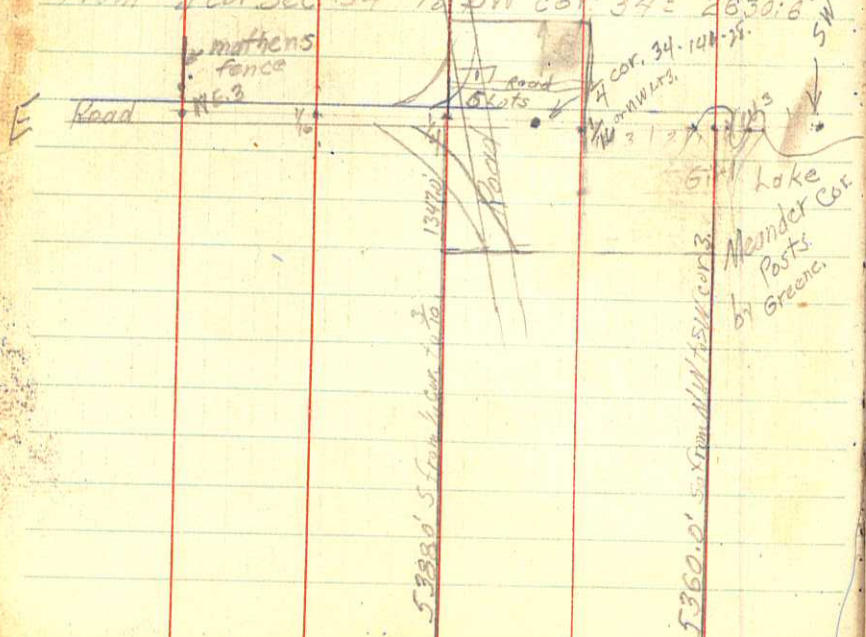
$$\begin{array}{r} 1320 \\ 1073 \\ \hline 247 \end{array}$$

Ties 1/16 (old. Temp cor)

25

1347.0' from NE cor sec 3 to
 1/16 cor in road.
 1247.0' to 1/4 cor. which is 41' E from
 shoulder of 9th grade = 29.6' N from
 Tel. pole. line placed 1/2" p.p. for
 SE of Barrus use of 56.2' from N line
 with FS Marker. Thence N 91° 4'
 to 1/4 cor of 34-141-28
 11.42.3 to MC of 84
 120.9' E from end of MC to 1/4 cor of 34
 to NW cor sec 3-140-28
 2202' from 1/16 cor 3 center tower
 to SW cor 34

From 1/4 cor sec 34 to SW cor 34 = 2830.6'



Sec. 3 1/22/38

Survey Govt Lot 3 140-28.
 Sat. Jan 22. Get Ben F. Clark to
 go with Ben Aultman & myself &
 show us the N.E. cor. sec. 3. in
 road opposite Mathews fence.
 Also shows us 1/4 cor near old
 grade and the NW cor. in
 Girl Lake east of the SW
 cor. of sec. 34-T141-R28W.
 on the correction line.

George Englehart comes along
 and shows us the 1/4 cor. of sec 3
 and the 1/16 cor to the east as
 he had tied it in by two stks,
 one on each side of the road
 equidistant from the iron mon.
 in road center (found 3/25/38)

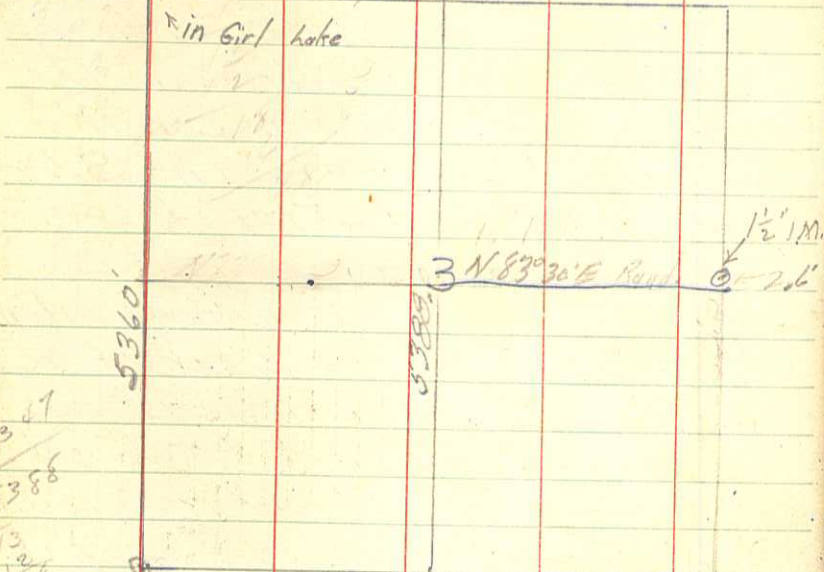
All points in the N side of
 sec. 3 being buried in the
 frozen ground, we established
 temporary ones by measure-
 ment.

24th Starting at the center of the
 road N from Mathews fence and
 measuring W down the road to
 the 1/16 cor we get 1347.0', to

Next Page

26

5388. Clear & coal.
 3960
 1428
 5388.0'



13 47
 4 5388
 13 28
 1/2 28

Cart & truck offset 56.05
 on Cooper then go & continue E
 900' on ice & jag back then
 197.2 East & hit 2.6 south of
 1/4 cor bet 7/8

5360
 50
 5416
 5280
 136

The 1/4 cor. near grade 2694.0'
 To NW cor. lot 3 sec. 3. near tavern
 4041.0' point marked by two
 poplar trees blazed & chalked,
 giving directions & distances in feet
 To the NW cor. Sec. 3 (in lake) 5388.0'
 or 120.7' East from M.E. (2nd W from
 B4 on town line.)

29th. Using a Gurley Compass we start at
 the 1/4 cor. & run S 5° E and hit the
 north line of Sec. 10 at 34.5' 2 feet W.
 west of the 1/4 cor. post set by B.F.
 Clark when he subdivided Sec. 10
 in 1917. From 1/4 cor. at grade
 to 1/4 cor. between 3 & 10 5388.0'
 Starting at the NW cor. sec 3,
 in Lake we run S 5° E on a
 random line and at 5360.0 feet
 we hit the Sa line of Sec 4
 82 feet west of the cor. common
 to Sections 3-4-9-10, an Iron Man
 set by B.F. Clark in 1917.

Starting at the SE cor. lot 3 we
 run N 85° W 2767.7 feet, and hit the
 West line of Sec 3. 5873 feet W
 of 1/6 cor. (should have run N 85° E.)

$$\begin{array}{r} 660 \\ -165 \\ \hline 495 \end{array}$$

$$\begin{array}{r} 1346 \\ -672.5 \\ \hline 673.5 \end{array}$$

Starting 330' South from the NW cor. of lot 3, we run $N 85^{\circ} E$ 1346' to the east line of said lot and hit 32' so. of our 330' mark. We corrected the cor. on the N line of Sec. 3 by continuing the line to the cor. from two points set on the line by J. M. Greene.

We then corrected our measurements to the So.

We next laid out the lots according to Ralph Manders directions, giving a 1 rod road along the east line, and making the north tier of lots $330 \times 330'$, throwing the excess in the most westerly lot. Then a 1 rod road way east and west, thence one lot 330' so. and 495' N.

being a tract of land — 'x' — comprising
the four tracts described in Book — Secs
page — , —
and containing — acres more or less

290' 28'
56'

N

204.5
179.5
25.0

290'

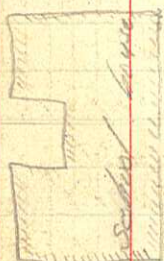
Church Property

to center sec.

Alley 150'

Stone Mon. 1/2 cor

School Property



School Property

25' Alley

see Garrison

179.5
25
204.5

48'

150

48'

Made 25' Alley by going 350' back E 150' from 400' etc.

3/9-10/38.

Lars Jordan
W.J.S.

Survey for Jordans - Sec 34-141-28.

Starting at the N.W. cor. (stone bound) we run S82°W 56' to a pt. here after called pt of beg. thence W along $\frac{1}{4}$ line 290' ± to the Alley E of Block I Longville. thence N at 90° 150' to a pt. thence E at 90° a dist. of 290' to a pt. thence S. 82° E 150' to pt of beg. enclosing approx. 1 Acre. (Church lot.)

Starting at the stone mon. we run West along the $\frac{1}{4}$ line a dist. of 204.5' to a point, thence S. 25' to a point ~~here~~ ^{thence} after called pt of beginning, thence run so 400' to a point, thence E 150' to a point, thence N. 400' to a pt. thence W 150' to pt of beg. We then divided this tract into 6 lots making the 1st and 2nd N 100' wide by 150'. the next 4 lots having 50' fronts. Correction deed will call for 179.5' instead of 204.5' & state this makes allowance for 25' alley.

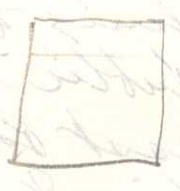
all that part of Lot 3-34-141-28
 described as follows: Commencing at the center
 of Sec 34 marked by an iron key pin bet, running
 thence east on $\frac{1}{4}$ line 120.8' & pt, thence south 30'
 to a pt, on east boundary line of J. R. Souville Rd
 being pt of key. & thence hereafter conveyed & also
 being NW cor of the present school site of Souville
 Public School as described in 54 Deeds 548, running thence
 east parallel to said $\frac{1}{4}$ line & along north boundary
 line of said school site, 420.7' & 5 pt, thence North
 20' to a pt. thence W parallel to said $\frac{1}{4}$ line to a pt
 on the east boundary line of said J. R. Souville
 road, thence southerly along said east boundary
 line of said road to the pt. of key.

~~20
 75
 540
 22
 78
 160
 141~~

120.8' 1/4 line
 420.7' 5 pt
 20'
 78'
 160'
 141'

Starting at the $\frac{1}{16}$ cor, a stone ^{mon.} ~~mon.~~ run
 west along the $\frac{1}{4}$ line of sec 34-141-28 a dist of 204.5
 feet to a pt. thence south 225' to a pt. hereinafter
 called pt of beg. thence so. 50' to a pt, thence East
 150' to a pt, thence ~~East~~ ^{North} 150' to a pt thence west
 150' to pt of beg.

etc for all 50' lots west to 275' so.
 all being in lot 3-144-28



In Bruce Hart.

Starting at the $\frac{1}{16}$ cor, a stone mon. run W
 along the $\frac{1}{4}$ line of sec 34-141-28 a dist of
 204.5' to a pt. thence south 25' to a pt, hereinafter
 called pt of beg. thence run so. 100' to a pt, thence
 East 150' to a pt, thence N 100' to a pt, thence west
 150' to a pt of beg.

Being in lot 3-34-141-28
 same for

Starting etc. 204.5 to pt. thence so 125' to pt. called
 pt of beg. thence so 100', E 120', N 100', thence W
 150' to pt of beg.

204.5	179.5
25.0	25.0
179.5	204.5

Run 179.5' to a pt, thence so. 25'
 hereinafter called pt of beg. thence
 south 100' to pt, 150' E, 100' N & 100' W to
 pt of beg. (This allows 25' for alley between
 the school grounds & this tract.) See
 Fred Jordan.

25' x 400'
 10000 WA4

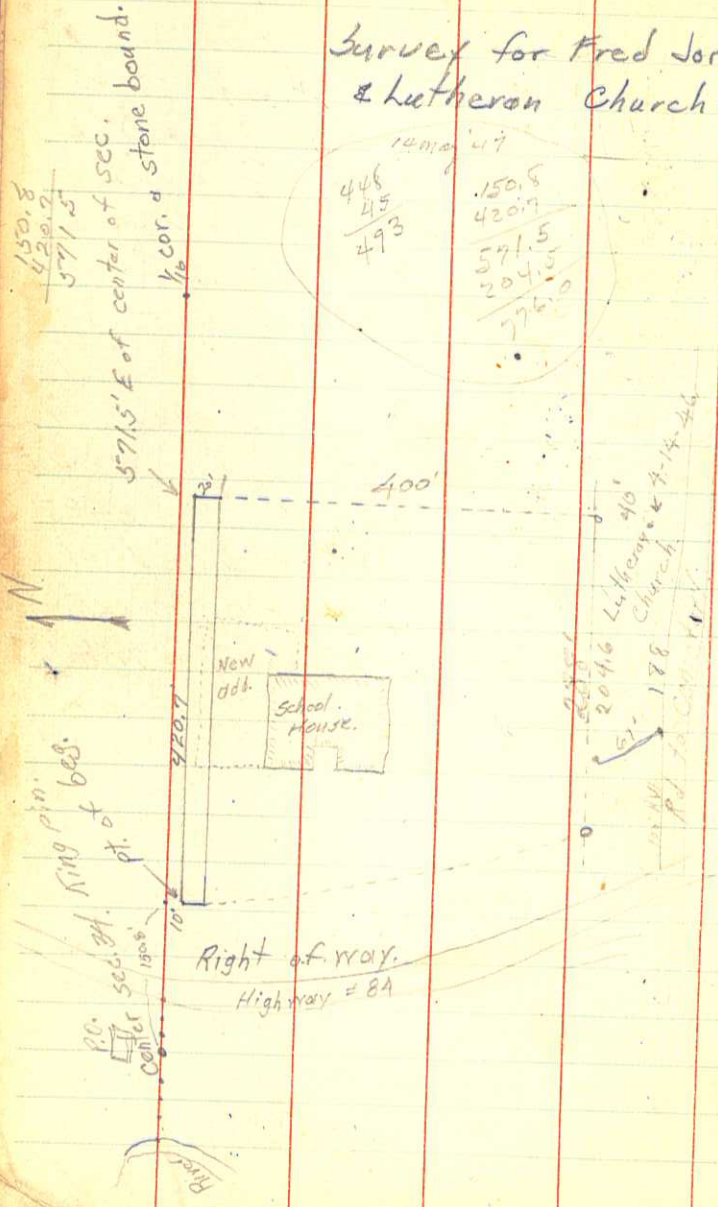
Combine Zappas prop'ty to desc.
 Try " Hart " " " "

571.51
 204.51
 775.0

781³ C sec. 5
Stone bound. 4/1/38

22.4 dist E.

Survey for Fred Jordan
& Lutheran Church.

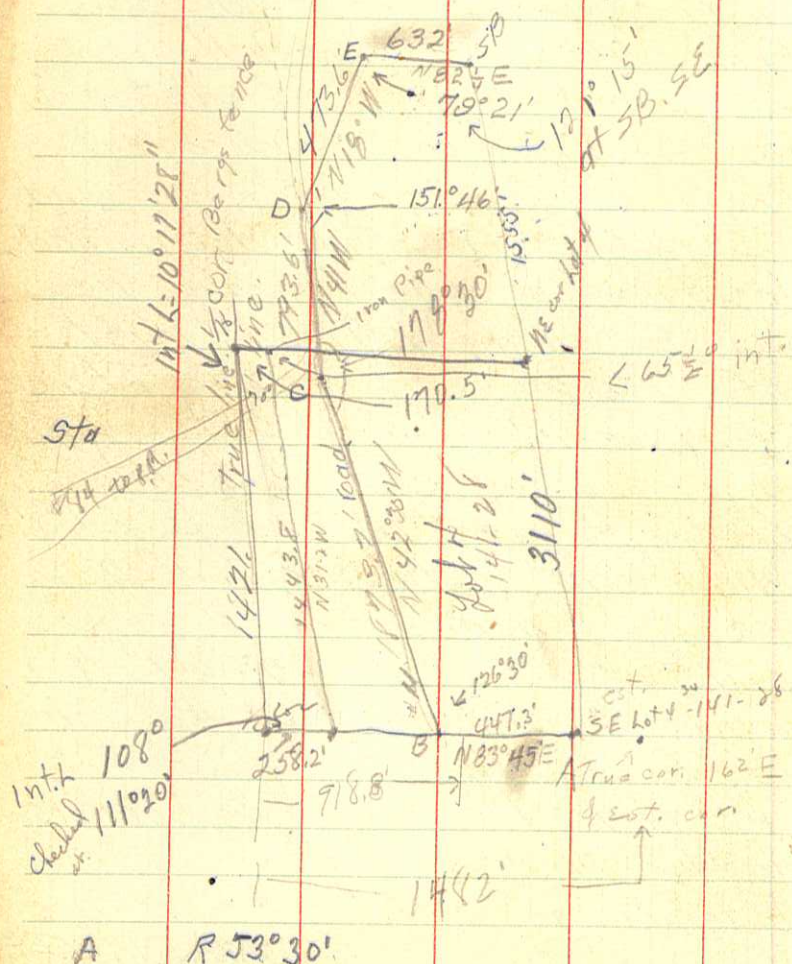


Place iron Mon. done 4/12/38. 3/14-15/38.

Survey for Unorg. Sch. Dist.
Longville school ground
addition and locating corners
of new building.

Not finding the Iron King pin
for the Center of the sec.,
from which all Longville is
measured from, we determined
its location by measurement
from the 1/4 cor. a stone bound.
Starting from the determined
location of the kingpin we
run E on the 1/4 line a dist.
of 150.8' to a point. Thence
South 10' to a point
herein after called point of
beginning, thence E parallel
with the 1/4 line 420.7' to a
point, thence So. 20' to a
point, thence W 420.7' to a
point, thence N 20' to point
of beginning. (A 20' strip E&W.)
We then located the corners
of the new addition in
accordance with the plans
submitted by Pesek & Shifflet
the Architects. We also took some
elevation shots for the corners of Bldg.

30 Brs. $\frac{1}{16}$ cor 34-141-28. (Road N42°W.)
 old grade
 ST A. N 83 $\frac{3}{4}$ ° E 447.3' Calc. Br.
 N 42 $\frac{1}{2}$ ° W L^B 126° 30' - 1873.7' + N 42° 45' W
 N 41° W L^C 178° 30' - 1993.6' N 41° 15' W
 N 12° W L^D 151° 41' - 493.6' N 13° 01' W
 N 82 $\frac{3}{4}$ ° E L^E 99° 21' - 632' N 83° 22' E



Station	Dist.	Br.
A	447.3'	N 83° 45' E

126 30
 29 30
 30 30

2 3110
 1 555

E	100° 39' R	493.6'
D	28° 34' R	1993.6'
C	1° 30' R	N 41° W
B	53° 30' R	1873.7'
A	447.3'	N 83° 45' E

A R 53° 30'

31

From S.B. 689.3 to 1st offset.
845.3 cemetery. 870.8 back on line

991' leave cemetery. 1200' hit

river, 1288 intersect fence, 1300'

Leave river, follow bank at bend.

strike river 1375' leave at 1400

at 1500' set approx. N.E. cor. lot 4.

corrected to 13' 55" & 6' W.

Ingudona road at 3110.

N line J. Tabak's prop is 727' 2

* 143.8' from $\frac{1}{4}$ Berg's fence to

#84. From Tabak's fence cor

460.5 W to $\frac{1}{2}$ cor. 125' across

Triangle 61' from S.A. 844 iron pipe

on Tandan line. 231.5' W from 84 to

$\frac{1}{16}$ cor. 400' SE to 84.

5/30/31. (171' between man at Berg's fence)

740' from NE cor. lot 4 to

Ing. - Long. Road center.

176' across to # 84 &

#84 to NW cor lot 4 260' that 1726'

615' from & Ing. - Long. Road to SE cor.

614.3' from & road W to Brushed line

872.5' from & " W to $\frac{1}{4}$ cor 34.

258' from Brushed line to $\frac{1}{2}$ cor 34.

85 p.m. 1620' length of creek across lot 4

48' from 4 3.140-21 W 4 & Wabed 100', old grade.

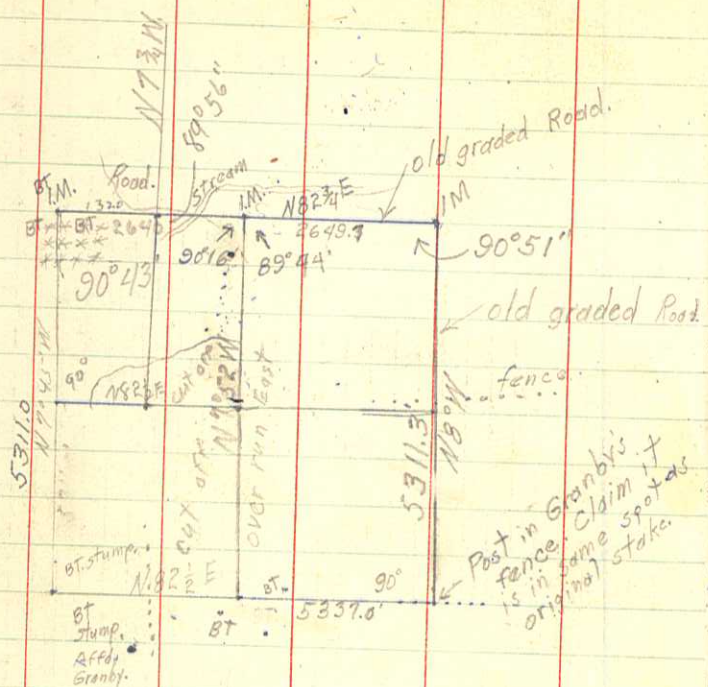
1952

Survey Govt lot 4 Sec. 34 T141 R28N.
Ben F. Clark shows me the
N.E. cor. Sec. 3 140-28, the $\frac{1}{4}$ cor
5. $\frac{34}{5}$ T $\frac{141}{140}$ and the SW cor. Sec. 34.
Ben Feltman and I measure the dist. from
SW 34 to the $\frac{1}{4}$ cor. & get 2630.6'
measuring an equal dist. E from the $\frac{1}{4}$
cor. we fall 325' short of the S.E. cor
34 according to the original Govt
survey notes. Therefore I establish
the SE cor 34 by U.S. Govt notes
which call for 646.8' W from closing
cor. 53 T140- R28 and standard cor 534
T141 R28, dividing the dist between
the SE cor & the $\frac{1}{4}$ cor to find the $\frac{1}{16}$
cor. or the SE cor lot 4.

Starting at the $\frac{1}{16}$ cor East of the
Longville schoolhouse, a stone bound,
I sighted on the $\frac{1}{4}$ cor, a King pin,
turned L 121° 15' running S 39° E
3110.0 feet to the Ingudona Road
& on the 10th Standard Parallel.

We hit E of the $\frac{1}{16}$ cor 12'.
made corrections, set $\frac{1}{16}$ cor (NE lot 4)
& SE cor. 4

32. Sec. 29 T136N R32W.



Survey E²/NW⁴ 529 T136N R32W.

Leave North Star 4 P.M. Sunday April 24, 1938. Speedometer reading 8134. Arrive Granby's 10 P.M. arrange to stay there. Thorvald of Granby goes with me & shows me the NW, $\frac{1}{4}$, & NE cor. 1 Ms placed by Horst in 1918. We find BTs at NW cor. Then we go to SE cor & $\frac{1}{4}$ cor $\frac{29}{32}$ & find two witness trees as called for in the Govt. notes:

- (1/4) Y. Pine 10" 538E 115L or 75.9'
- Y . . . 12 N82E 260L or 171.77' near.

At the SW cor a Y Pine stump badly burned is all that remains of the BT called for us: Y. Pine 22" 518 1/2 E 170L = 112.2' Thorvald & Ole Granby swear that is the original BT. The other BT a B. Pine 10" N12 1/2 E 365L = 241.07' is gone, a charred stump left; log rotted.

We could not find the $\frac{1}{4}$ cor B.T. for $\frac{29}{32}$, a Y Pine 12" N3 1/4 W 12.4L = 8.23'.

At the SE cor, we find the SW & NW BTs gone - plowed field. The S.E. BT a B. Pine 10" 536E 312L = 205.95' a stump only, logged off about 13 yrs ago. We find a badly rotted B. Pine stump, Blazed, & lying.

Next Page

33.

On SW cor. Temp stk
 Turn $S18\frac{1}{2}^{\circ}E$ Miss BT 20.5' E
 offset W. 20.5' go so. to
 conform with list of Br. & BT.

^{near} Where the NE BT should be, which calls
 for B. Pine $8''N29^{\circ}E$ 202L = 133.32'

At the $\frac{1}{4}$ cor. $\frac{29}{32}$ we find the two BTs
 as called for, both blazed & scribed, thus:
 Y. Pine $10''S38^{\circ}E$ 115L = 75.9'
 Y. Pine $12''N32^{\circ}E$ 260L = 171.77'

$\frac{1}{2}$ We set a pole at the SE cor, the
 $\frac{1}{4}$ cor $\frac{20}{29}$ and set up over the NE cor.

Br. of line NE cor to $\frac{1}{4}$ cor. is $N82\frac{3}{4}^{\circ}E$
 Br. of E line 29 is $N8^{\circ}W$. int. L = $90^{\circ}51'$

Brushed E line & set pole at NE cor.
 set up at $\frac{1}{4}$ cor. $\frac{20}{29}$ sighted NE cor &
 continued line to NW cor, which we hit
 in swamp. An iron Mon. set by Horst in 1918.

We found his BTs down & rotted but with
 the blaze marks still visible.

$\frac{1}{4}$ Starting at the NW cor. S29 we run S on
 Br. $N7^{\circ}45'W$. In swamp we miss by $8''$ an
 old tam cut off about 3 feet up and
 blazed on the North and South sides.

On the high ground our line
 just misses a yellow Jack pine
 that has been blazed on four
 sides and is near the $\frac{1}{4}$ cor location.

Rained M = P.M. to 4 P.M. Wrote up
 notes. Got Govt notes & studied them.

Next Page.

34

Hub on E	ran line	at 70°	W. E.
hub at	1505'		
hub at	2368.		
hub at	2839		
hub at	4157.		

hub 4320'

466. We ran out the W line going So.
 intersect old river bed West of
 BT. V. Pic. 92" S18 $\frac{1}{2}$ E 170L. miss SW cor. 1.0' 1.5'
 Start at SE cor. 29 run W at 90°
 or N82 $\frac{1}{2}$ W and hit about 30' So
 of our temp SW cor on random line.
 429 Taping from SE cor North at
 394' enter bottoms, 2110' leave old
 bottoms as best we can estimate from
 contour of ground and stumps. AT
 2640 set temp 1/4 cor. stk. AT 3680 \pm
 we enter swampy low grounds.
 AT 5311.3' 1M. NE cor. 29. Going W on N line
 at 2649.7' to 1M. 1/4 cor. West 110° to
 old creek bed. 1324.65' Temp 1/4 cor.
 at 1698 from 1/4 cor (or 4347.3' from NE enter
 Tom. Spruce swamp.) 2640' to NW cor.
 South from NW cor. leave swamp at
 1850'. set Temp 1/4 cor at 2640'
 enter wire grass swamp at 2860
 leave swamp at 3170, enter bottoms
 at 4876'. at 5368' old creek bed.
 at 5396' intersect our random
 line on south side of sec.
 East on random line leave bottoms at 500 \pm
 enter bottoms 900 \pm . Leave .. 1100-1115

Prindle on 1/4 line N-S.

next page

Center line	So.
hub at 350'	
" " 1340.7	
" " 1795.4	
" " 22 15.	
" " 41 50	
" " 5.0 55.	

At 1298 cross fence. at 1536' enter bottoms. 1915' enter stream in ditch, 15' across. at 1992' old creek bed 16-18' across. At 2255 leave bottoms. At 2640 set temp. $\frac{1}{4}$ cor. which is 36.5' so. of est. cor. as called for in U.S. Govt. notes as per B.T. at 3000' enter field at 4000' leave field. Double fence 12' apart at 4010'. at 4312 cross road. enter marsh at 4569 (old edge according to de Gandy, now 415' field) wet slough at 4738. Leave slough 4998. Hit S.E. cor. 29 at 5337. $\frac{1}{4}$ cor. Start Prindle E on picket line from $\frac{1}{4}$ cor. $\frac{30}{29}$ at N82 $\frac{1}{2}$ E. We set $\frac{1}{4}$ cor. by proportionate measure, which checks with Govt. notes as being 132' N of marsh. We get 165' N of marsh which is wet (spring - Govt. survey in Nov.) Set S.W. cor. from our random line measurements & from U.S. B.T. which checks S18E 112.5'. At 240.5' N12 $\frac{1}{2}$ E we find two stumps burned and rotted and the rotted pieces of log lying on ground. We could not find any sign of a blaze.

next Page

~~2655
1970
200~~

New BTs for
Center S. 29.

- Dead Jack Pine 20"
- N45W 30' Poplar 8'
- 1M. 27' • N82E 27'
- J. Pine stump 17"
- S30°W.

BTs for $\frac{1}{4}$ $\frac{28}{29}$ S

J. Pine 9" N45E 60' ±
Poplar 5" S55E 35' ± rest.

From SW cor. We set a new BT:

Jack Pine 10" S22E 120'

U.S. Govt BT is N45W 18' from. none.

Correcting our temp & stk $\frac{29}{32}$. we moved it 15' North and 15' E. This conforms with the NE. BT. which still stands; a Y. Pine 10" N82E 171.9'. It has been dead some 20 years and has the top blown off about 25' up.

Run out picket line with Transit; Br. N6 $\frac{3}{4}$ °W. from $\frac{1}{4}$ cor. $\frac{20}{29}$ intersect E-W $\frac{1}{4}$ line at feet.

$\frac{3}{4}$ E-W $\frac{1}{4}$ line int intersects N-S line at 2606' E from $\frac{1}{4}$ cor. $\frac{30}{29}$.

Taping South on $\frac{1}{4}$ line at 200' enter Jack pines, Cross road at $\frac{1189-1200^s$; set $\frac{1}{4}$ cor at 1327.7'; enter slashings at 1970'. enter bottoms at 2280 intersect E-W line at 2667'.

leave bottoms at 3360'; enter bottoms. at 4255' cross old creek bed at 4710. N25°. Cross same creek 60° at 4850-95. leave bottoms at 5000' fence at 5318'. at 5340. hit so. line 41' W of $\frac{1}{4}$ cor $\frac{29}{32}$.

Next Page.

37

Taping

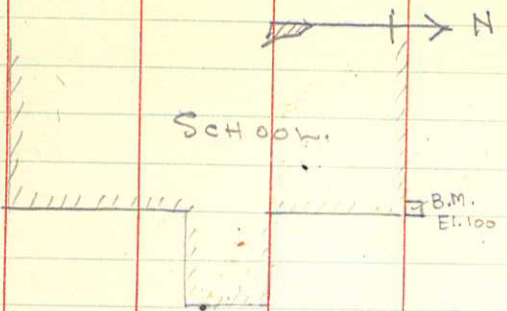
Taping east from $\frac{1}{4}$ cor $\frac{30}{29}$
 higher ground at 300' set
 Temp $\frac{1}{16}$ stk at 1324' crossed
 fence at 2043' again at
 2147' enter bottoms at 2222'
 cross ditch at 2400' intersect
 N-S $\frac{1}{4}$ line at 2606'

Figured our corrections
 & set iron monuments at
 the $\frac{1}{4}$ $\frac{30}{29}$, SW cor. $\frac{1}{4}$ $\frac{29}{32}$,
 S.E. cor. $\frac{1}{4}$ $\frac{28}{29}$ and center of Sec.

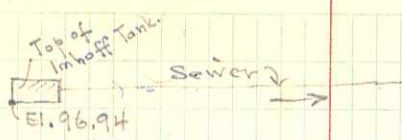
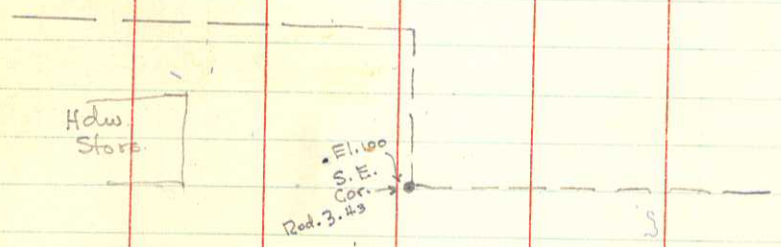
34

Federal Dam School Aug 13, 1938

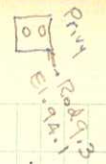
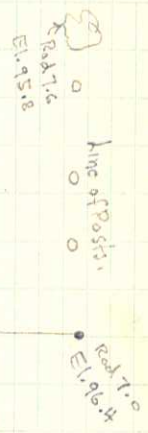
WS S.
WER
Cloudy.



STA	B.S.	H.I.	F.S.	ELEV.
	3.43	<u>103.43</u>		100
			6.49	96.94



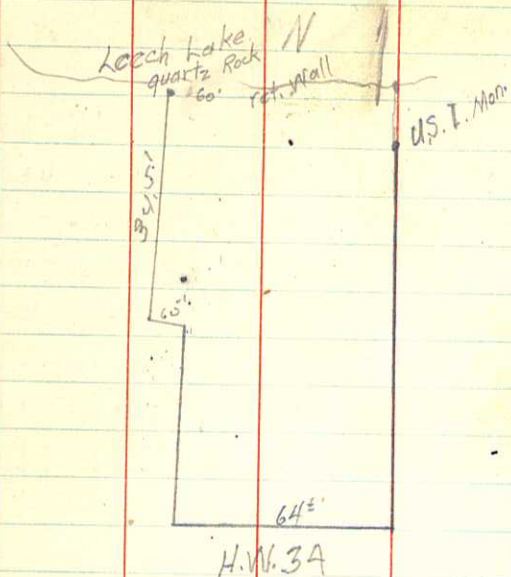
Assumed B.M.
SE. Cor. T/Imhoff Tank



39 Sta

+5

1089 to Leech
743 to Hardin Rd.



49

33

92

Var. 7°30'

N 35°

S. B.

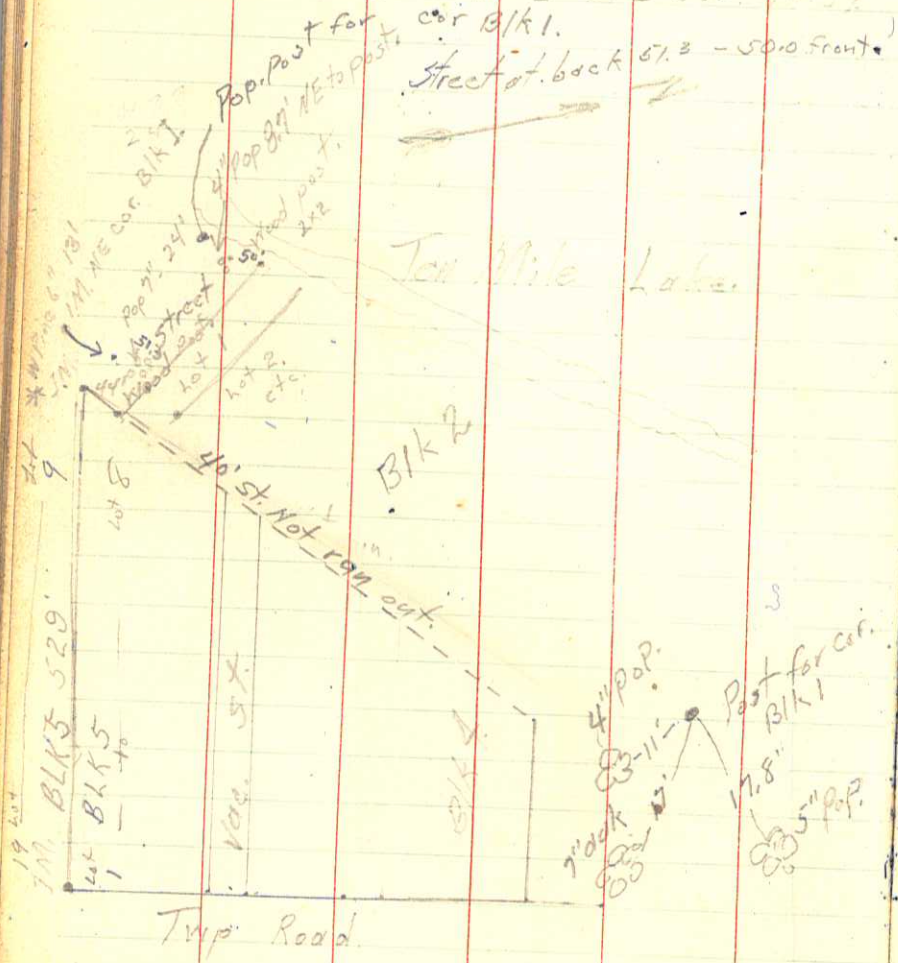
E. M.

Survey of Govt Lot 1 Sec. 8 141-29.

Start at U.S. Indian Resurvey 1918 No. 58-9
run so N to H.W. 34 as at Res. const.
thence West along said H.W. ^{opp.} 65' to a pt
thence N 5° 45' E 430' to a pt, thence
N 77° W ^{int. angle} 6.5' to a pt, thence N 4° 30' W
345' to a quartz rock cemented into
the top of the retaining wall, thence
in an easterly direction 60' along the
shore line of Leech Lake to pt of
beginning. All in Govt Lot 1 sec. 8.
T 141 N R 29 N. ^{107° 15'}

40 \div 24' NE to Pop
 13' SW to 6" W. Pine

Sun. stat sh. wld & try to continue
 East line of blk 2. we ran N 29 $\frac{1}{2}$ ° E
 & hit an Iron man, with a wood st. h.
 mld 22 on its SW face. this is the
 NE cor. Blk 1. SE cor. of st.



Ten Mile Lake

W.J.S.
 V.H.K. 7/10/30.

Survey of part of Long Beach.
 Starting at an Iron man, at the division
 line of Block 5, on the east side
 Backsight of an Iron man at the NE cor.
 Blk 5, turn 90° W & ran a random line
 245.6 feet to offset 11.5" so for a
 maple tree, on W 49 $\frac{1}{2}$ ° feet, N 11.5"
 or line 529' to division of Blk 5 at
 Lake Street

Survey of Part of Long Beach
 Nov. 15, 1941. W.B.S. - W.J.S. Sunshine.
 We re-ran the south side of
 Block 2, and measured over
 50' to set the NW cor. of lot 22
 Blk 1 which is also the NW cor. Blk 1.
 Then from the NE cor. lot 22 Blk 1
 I turned an angle parallel with
 the So. side Block 2, & measured 175'
 to the intersection of our 50' front
 line. B.T.s for Nor West cor lot 22
 & Block 1: 11' 3" E 4" Pop. 17' E 7"
 Oak, NE 17.8' 5" Poplar
 for Jensen - Egelund.

Start SE cor lot 19 5 Long Beach
 thence So. 45°; thence East to the east
 side of road as pt of ~~pt~~; thence East
 267'; thence N ⁶⁴⁰⁵ & Nely on a line 267'
 East of said road to a pt 267' East of the
 road & opp & east of the NE cor of the Nelson
 property; thence W 267' to east side of road
 thence S Wly & so on east side of road
 to pt of beg

4/1/6

George Vaufer
 4648 Torrence Ave
 Hammond, Indiana.



267
 267
 267

89.56
 41.1
 26.26
 26.10
 92.22
 26.10
 26.10
 26.10

693.
 120.7
 572.3

Hackensack, Minn Nov 25th, 1941.

Dear Mr. Spain:-

I have no report from you on the Surveying you done for Mr. Egeland. Did you establish the corners? if so let me have your bill and I will send it in to Mr. Egeland for payment.

I also have to make report to the buyer of the two lots so as to bring the transaction to a close. May I hear from you.

Sincerely yours

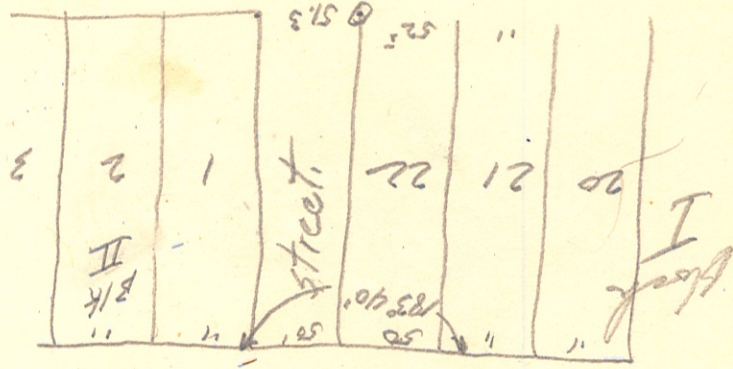
H. W. Jensen
Hackensack, Minn.

% CAMP IOWA.

%

street between Blocks

1 & 2 is 58' at lake shore
& 51.3' at back. 1 M. at



1306
50
806

194
835
470
365
1552
161998

Mr. Bill Spain

Hackensack

New

LONGV
SEP 2
SEP
MINT

Mr. Spurr. Sept 2-46.

Sorry you didn't
get finished, but please
let me it & finish with
Spring as on and
waiting now. & the
trips about here seem
to help.

Yours Truly,
Mrs Raymond.

W.C.F.

80 ft Along ~~Main~~ Ave
on south side of Lot 19

186 ft on west side

862 on North

2022 Along N.P. R.R. R/W

$$\begin{array}{r} 862 \\ 80 \overline{) 21673} \\ \underline{2160} \\ 73 \end{array}$$

$$\begin{array}{r} 206 \\ 80 \overline{) 1648} \\ \underline{1600} \\ 48 \\ \underline{40} \\ 8 \end{array}$$

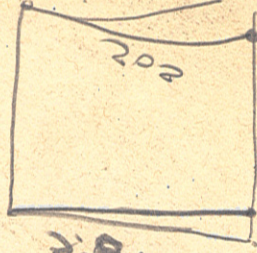
$$190 \times 85 =$$

$$16200 = 37 \text{ Acres}$$

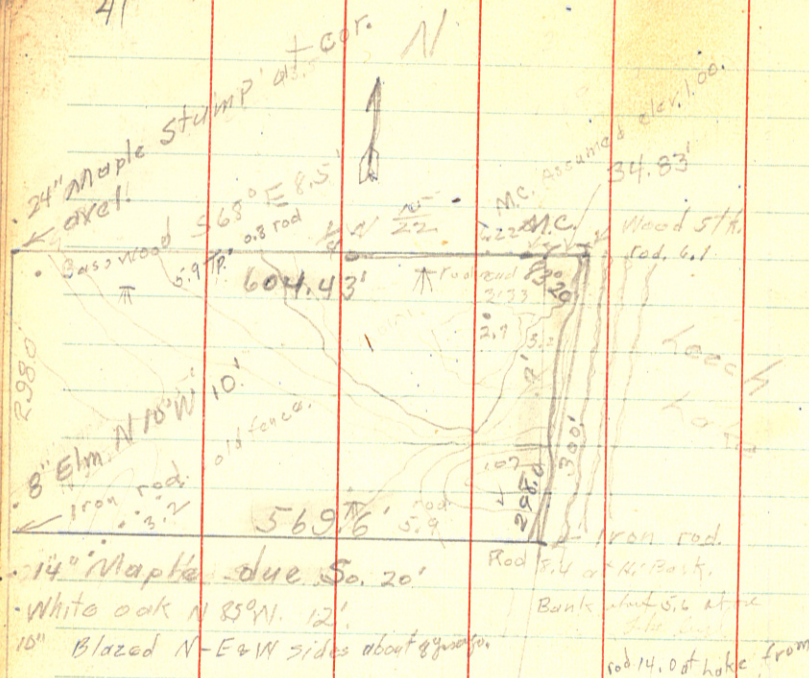
$$43,560$$

$$\frac{16}{43}$$

802



802

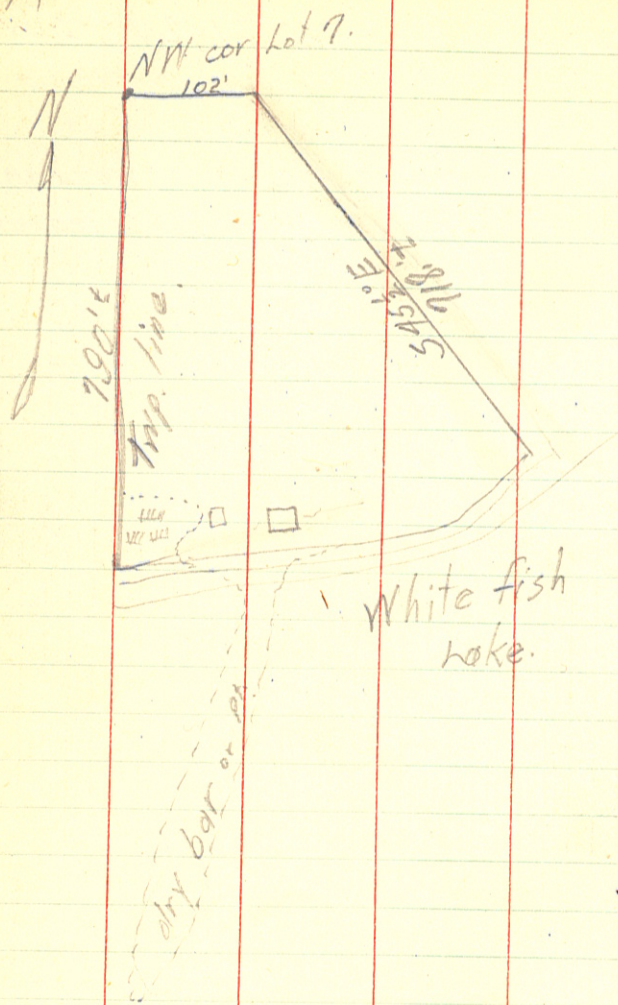


Sta.	B.S.	H.I.	F.S.	elev
Iron Mon	3.33	103.33		51.10
Woodst. No. 6.1				99.23
	4.32			99.01
elm.	6.22			99.10
	3.3			100
	2.7			100+
	3.28			100-
T.P.	0.8			102.53
T.P.	5.9			
South line				
T.P. at fence	6.85			102.6 at bank.
	4.5			105.1 at corner field
				107.8 at fence T.P.
				109.0 at SW cor.

Survey of part of Lot 1
 Sec. 22 T142N R30W.
 Start at Gen. Land Office Survey
 M.C. stk. marked $\frac{515}{522}$ (1910) the
 north line bears $N 83 \frac{3}{4}^{\circ} E$, run
 west 94.35' hit $\frac{1}{4}$ stk mkd $\frac{515}{522}$ continue
 west a total distance of 569.6' to apt
 (placed 28' avel) thence $90^{\circ} 298'$
 to a pt. (iron rod) thence East
 569.6' to stk on lake shore,
 thence $N 50^{\circ} 30' E$ along lake shore
 300' to a point 34.83' East of
 pt of beginning, thence W
 34.83' to pt. of beginning.

This encloses an area of
 approximately 4 Acres. All
 in Lot 1 S. 22 T142N R30W.
 Sept. 19, 1938.

44



Err. Lumbke
W.J.S. cloudy

snow

Survey of part of Gov't Lot
7 Sec. 7 T139 R28.

Starting at the NW cor. Lot 7
run E 102.±' along north line
of said lot, thence S 45° 30' E
718.±' to a point on the shore
of White fish lake, thence in
a South Westerly direction along
shore (approx. 700') to the west
line of Lot 7 or Twp line, thence
N along Twp line 790±' to pt. beg.
Approximately 7 Acres. more or less

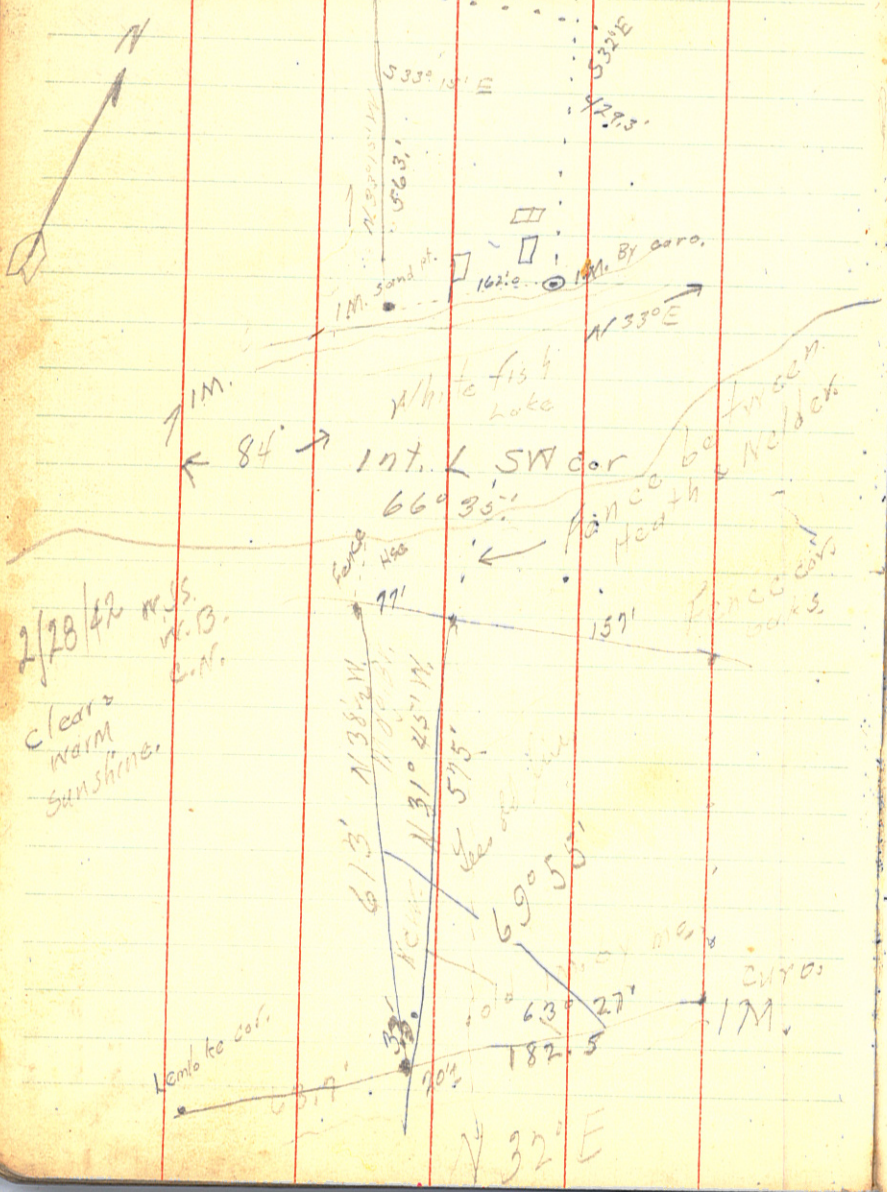
45.

343.5

S 33° 15' E Br of W. line.

NW cor Heath
Nelder
Fence Post
157.0'

343.5'



2/28/42
clear warm
sunshine

clear W.S. 4/3/39
sunshine Lee Heath

Survey of Part of Govt lot 7 sec. 2
T. 139 N R. 28 W. 5th Prin. Mer. Minn.
We start at the NW cor. of Lot 7
(by intersection of fence line and road)
and measure 343.5' East along
north line Lot 7 to cor. fence
post between the Heath & Nelder
property (pt of beg.) Thence E 157.0'
to clump oaks, at fence intersection
thence southerly 429.3' along fence
to ^(S 32° E) 1. M. at shore, by curv, thence
S westerly along shore 162.0' to a
point, thence N 33° 15' W 563'
to point of beginning. This
includes approx. 1/2 A. previously
decided to Heath & surveyed by Caro.
(Approximately 2 Acres)

2/28/42 Additional survey for Heath.
Starting at the NW cor. of Lot 7 we ran
east on the N line of said lot approx.
266.5' to a point, thence East along said
N line 77' to a point, fence between Heath
& Nelder, thence S 31° 45' E 575' ±
to a pt. on shore White fish lake, thence
S westerly along said shore line 20' to a pt.,
thence N 33° 30' W 613' ± to pt of beg.
9/20 pd 6° 3/7/42.
Bal. 2.00 pd.

LOUIS KNUDSEN
CIVIL ENGINEER
BRAINERD, MINNESOTA

12/10/38

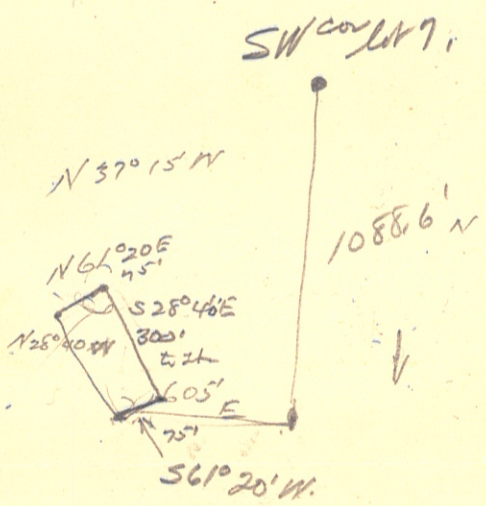
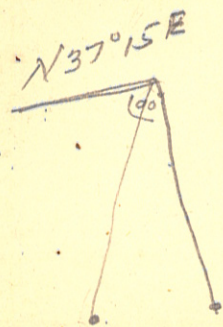
Mr W. J. Spain Jr.

Hackensack Minn.

Dear Mr Spain -

If you will come in Saturday 12/17 at
the morning I will be here and if I have anything
that will help you I will be glad for you to have it.

Yours truly
Louis Knudsen



NW cor. Sec 7, 137 R2E
 12" J.P.
 561' 20" N
 5-21-21
 558' 30" E
 10" J.P.
 1 M. 2 X 10"

By Curro.

DRIVINGER, MINNESOTA
 CIVIL ENGINEER
 LOUIS KJINDSEEN

7E4

179 60
78 06
101 54

179
101

Swift Jenkins

Dec 7 1862

101 54

Swift Jenkins

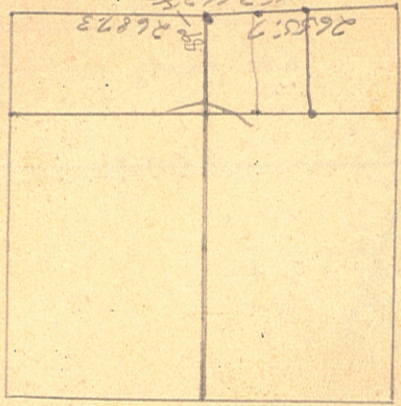
over for me
Wm W. Davis

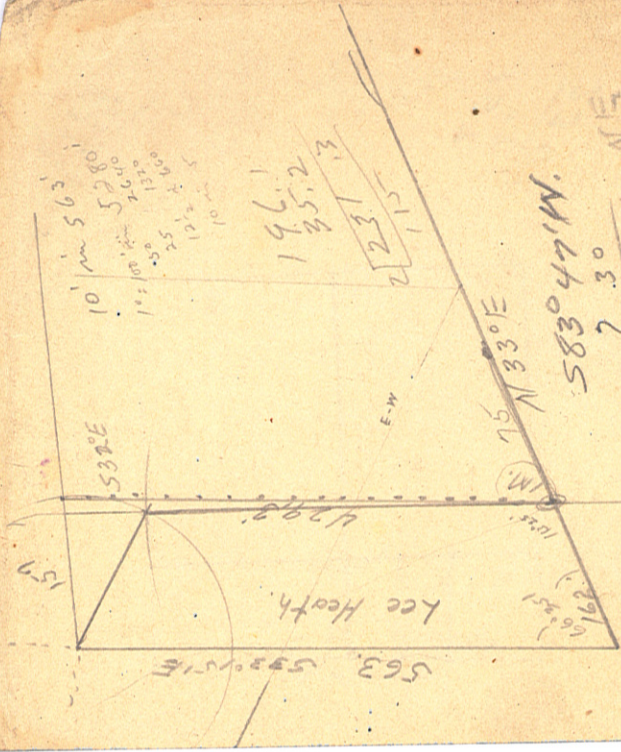
506.5 T190N R281W

5.3 km
5.2 km
5.1 km

26873
26503
26351

26351
26503
26873





10' in 563
 100' 5280
 2500
 1320
 1400
 35
 12 1/2
 10

196.1
 35.2
 23.1
 1.15

75 N 33° E
 583° 47' W
 7 30

576° 17' W or NE

N 0° 35' E
 83 47
 83 20
 13 68
 14

465
 11



3840
287

15880
6720
1680

241080

195
591015

LOUIS KNUDSEN
CIVIL ENGINEER
BRAINERD, MINN.

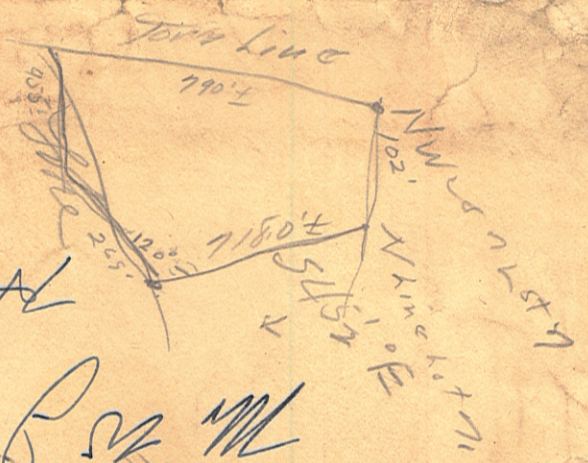
BRAINERD, MINN.
DEC 10
6-PM.
1908



Mr W. J. Spear Jr.

Rockwood

Wm





St. Paul Corrugating Co.

ST. PAUL, MINN.
Sheet Metal Products

IF YOU NEED THESE
YOU NEED US

Culverts

"Gohi" (C. B. Pure Iron)
"Inland" (Pure Iron)
"Licking Valley"

(Copper Iron)
"Kentucky" (Copper Steel)

Corrugated Cattle Passes

Corrugated Well Curbing

Anti-Washout Strip

Road Strips

Ridge Roll

Ship Shingles

Metal Valleys

Leaves Trough

Conductor Pipe

Fittings

Butters

Building Corners

Metal Lath

Corner Beads

Metal Roofings (All Styles)

Metal Sidings

"Gohi" C. B. Pure Iron
Sheets

"Copper Alloy" Steel Sheets

Galvanized Sheets

Black Sheets

Portable Steel Buildings

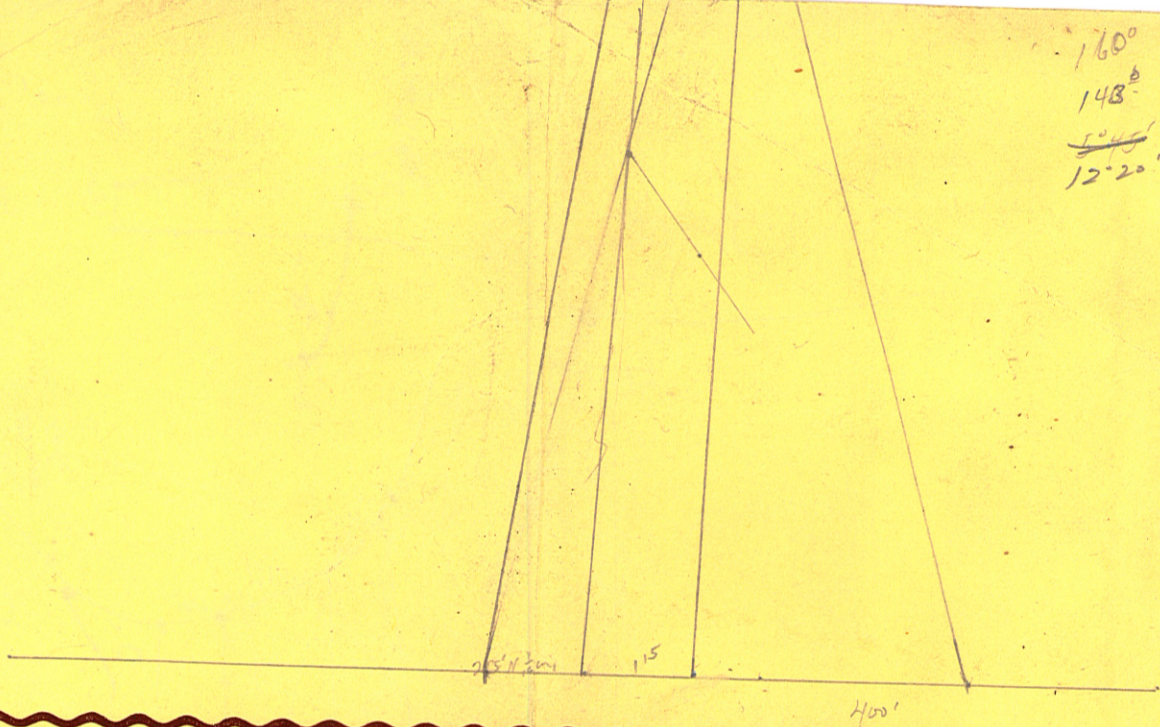
Weights

Ventilators

Metal Ceilings

Galvanizing (Hot Dip)

Metal Roof Decking



LAWRENCE A. KOCH

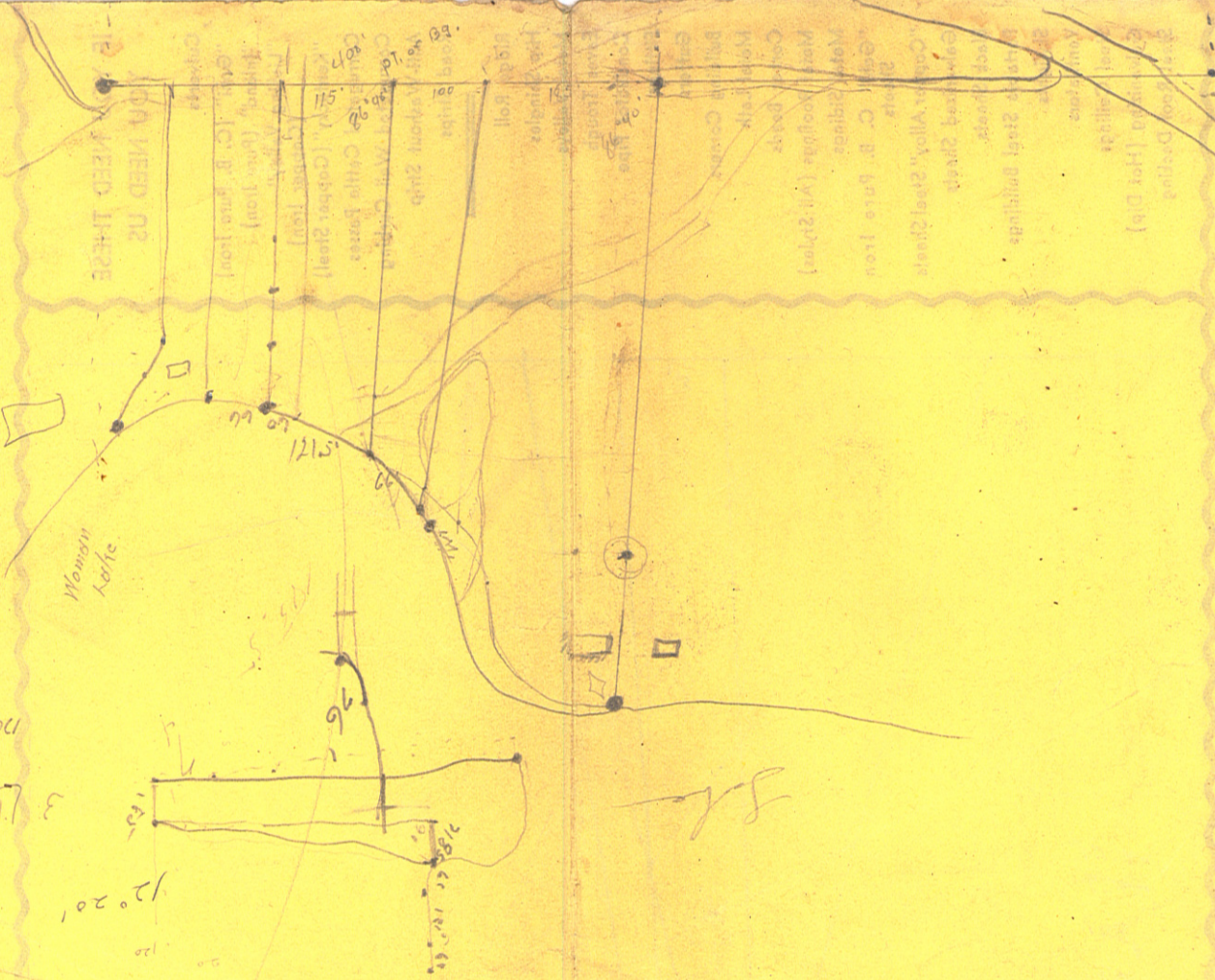
Sales Representative

Handwritten signature

Survey 300' 100' and 100' 100' and 100' 100'

LAWRENCE V. KOCH

21st February 1911



Handwritten initials 'SK'

120' 20'

3

$40^{\circ} 12'$
 $86^{\circ} 23'$
 $1200.35'$
 $40^{\circ} 11' 40''$
 $170^{\circ} 20'$

Sheet West of 100'

ST. PAUL, MINN.

St. Paul Corporation

DO NOT WRITE HERE

THUNDER LAKE PROPERTY OWNED BY F. M. STEINER

Lots 6, 7, 8, and the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 4, Block 140, Range 26. ^{TOWN}

Lot 1, or the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 9 - Block 140 - Range 26. ^{TOWN}

S $\frac{1}{2}$ of NE $\frac{1}{4}$ - Lots 1 and 2 - E $\frac{1}{2}$ of NW $\frac{1}{4}$ (or Lot 3) all in Section 4, Block 140, Range 26. ^{TOWN}

July 2, 1936

7 M. Steiner

Acres

Lot 1 Sec 4-140-26 39.12

Lot 2 " " " 39.47

SW 1/4 Sec 4-140-26 40.00

SE 1/4 " " " 40.00

Lot 3 " " " 39.62

SE 1/4 NW 4 " " " 40.00

Lot 6 " " " 46.35

NE 1/4 SE 4 " " " 40.00

Lot 7 " " " 59.00

Lot 8 " " " 39.15

Lot 1 Sec 9 140-26 25.50

1320
2040
3960

order post
set up at 17th & 19th plumb

to MP. 3-4-9-10, 11 16

Some N to Road for P. Thence W

To near C Thence 20 to M.P. 18.

$\frac{13.2}{3} = 16.5$

From cor ³⁴ 9.10 30th ch went to
Thunder Lake.

from same cor to between 9-10 go

10.00 ch. to Lake.

11.7 ch from mc. 9-10 west to east end

N 45 W for 5 ch. also 6.30 chains

East from line or mc. 16 ft 9-10

to sharp bend to S.E. or S.W.E.

$\frac{1}{4}$ cor $\frac{3}{4}$ oak 6" N 30 W 17 ft.
" 6" S 40 E 23

NE cor 4 (Bth oak 14) 79.5 of per $\frac{3}{4}$ to chainy $\frac{3}{4}$

dist. S. side 4³⁰ ch. (in lake)

" N cor. 4 to Rice Lake. (Not given)

Find old barnsd oak & Birch clump
CCC line for S. side 4 is 90' North by

measurement from M.P. 16 of lake. J. W. 1950
R 130' $\frac{3}{4}$ W to old lake shore. shown J. W. 1950

To Mrs & Thence 20 to

15.71
12.632

34 12 30

3 252

36.5
39.0

246

41.50

53.00

11.50

75

3.99

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

9.9

Send F.M. a
Receipt of notes for
his Survey.

40
37.50
3.00

750

875

1.25

1.50

3

9.000

9.000

9.000

9.000

9.000

9.000

9.000

500 F.M. a

8.75 W.M.C.

48.75

83.75

68.75

170

170

170

170

170

170

170

170

170

170

15.71
12.632

At Gus Andersons we find his east fence 110' east of the line between lots 5 & 6.

1080' from $\frac{1}{4}$ cor $\frac{3}{5}$ to #120

April 20, 1940. Jr Wheeler & I ran out the W. line of Sec 4, at 1080' from $\frac{1}{4}$ cor $\frac{3}{5}$ we hit Thunder lake at 2640' the cor. to $\frac{5\frac{1}{4}}{8\frac{1}{9}}$, then sighting east to the flag I set at the cor. $\frac{4\frac{3}{10}}$ Br. N85°E & 93°20' W. with West line, we ran 1320' or $\frac{1}{4}$ dist across the so. side sec. 4 & turned R 89° $\left[\begin{matrix} \text{for the N } \frac{1}{4} \text{ line, line} \\ \text{cuts G Andersons east cabin just} \\ \text{right or east of center, misses large} \\ \text{11" oak by about 16" to West.} \end{matrix} \right.$

True angle to turn from $\frac{5\frac{1}{4}}$ cor. on lake is 86°47'20" which is 2°12'40" less than the 89° I turned & hit center of cabin. (Gus loses his east cabin.)

Move point at lake shore 52.8' West & at cabin 53' West.)

By Bill Robinson's figures the correct angle should be 86°46'59"

just touch the SW cor. of Gus Anderson's house. Then from the $\frac{1}{4}$ cor $\frac{3}{5}$ we ran N82°30'E and hit the $\frac{1}{4}$ random line at 1277.1'

As the section narrows on the South side our distance is 47.25 feet short To make 1324.25', the distance across the north side of lot 5. By measurement our random lines intersect 47.25 feet West and 36 feet north of the NE corner of lot 5.

By measurement of the meander of Thunder lake we find two Nor. Pine stumps whose size and location agree with those called for in the original notes #12: Nor. Pine 20" N56E 10 lks
Nor. Pine 12" N78W 11 lks.

From these stumps we measure the 699.6' North to the corner to $\frac{3\frac{1}{4}}{9\frac{1}{10}}$ which we mark by an Iron Mon. 1 $\frac{1}{2}$ " x 16" This location was checked by measurement West along the south side of sec. 4 to the lake which calls for 1980 feet. We check within a few feet. 2018'

49

371 Peors

N 3° 25' E.

31.25' from NW cor.
22.7' S.W. from80' Whipple Ave
204284' to $\frac{1}{4}$ Line East.
44' for lot 1.
120' for 2, 3, 4 & 5.
x 140' deep.

Center sec. 19.

Byron, 1.5 mi. Art. E. 1836

19 April '46 clear winds
Re ran opposite page
& then reran Block 3
Brennans Addn except
lots 8, 9, 10, 18, 19 & 20.

con. G. L. & W. H. Co.

1 M. 1 1/2" x 16"

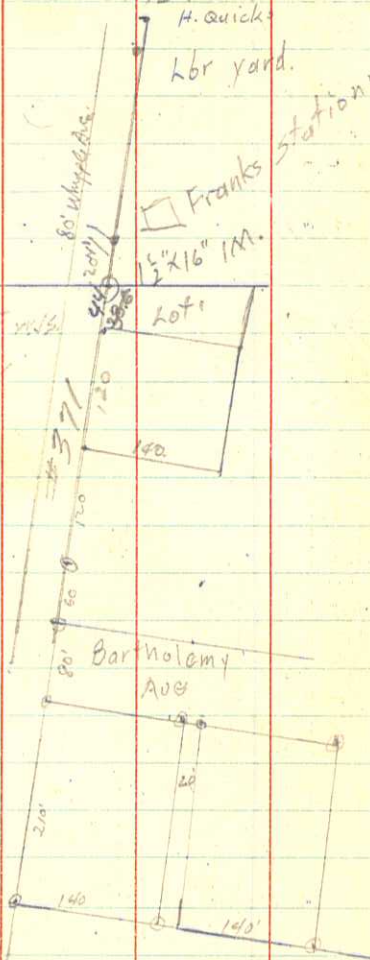
H. Quick

Lbr yard.

Franks station

1 1/2" x 16" IM.

Lot 1



Sunshine

T. Loughton
W.J.S.Survey of lots 2-3-4-5 BLK 2 Brennans
Addition.

We found an original iron monument at Frank's Service station corner also the 'Block corner at the old lumber yard', and Howard Quick showed us an original stake on his property. These stakes all are in line on the East side of 2nd St. Orig. Plat Village of Hackensack. (Now State Highway 371).

From 1 M. at Franks we measured 80' for Whipple Ave, and 204' for Block 4 Orig Plat, ^(Point in common) to intersection with East & West $\frac{1}{4}$ line. Thence SW along same line 38.6' for lot 1 Block 2, Brennans Addition, then 120' for the four 30 foot front lots, Thence 90° South & eastward 140' to Halvorsons SE cor. Thence 90°, 120' NW to a pt, Thence 90° left 140' to SW. cor. lot 1 or stk between lots 1 & 2.

Roy Ford.

WJS.

Clyde Cook

V.D.

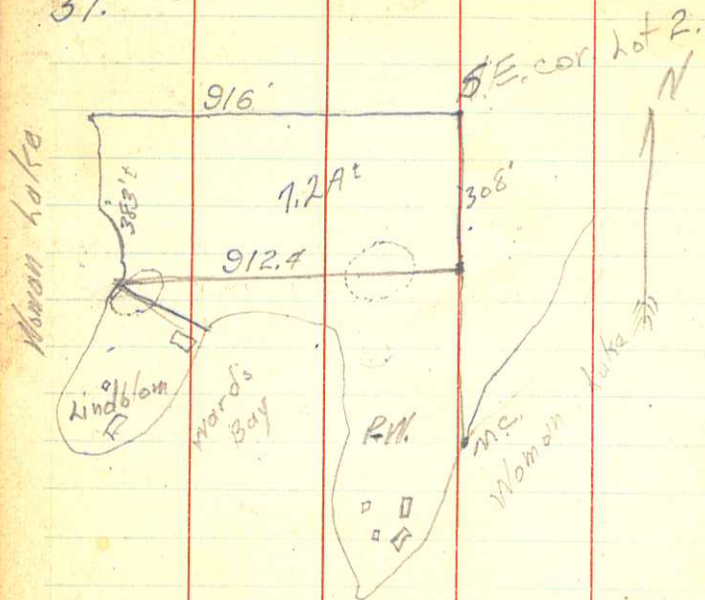
cloudy 4/6/39

Survey of part of NW¹/₄ NW⁴

Sec. 16 T141N R29W.

Starting from the SW cor of the NW¹/₄ NW⁴, a govt brass capped mon. Gen. Land Office survey 1918 we measure 670.65' N along Forestry road to a point. Then from SE cor. of same 40. we measured 670.65' for the NE cor of Cook's 5⁰ 15 Acres of above 40. From pt in road we run N82°30'E ^(Mag.) and hit 90.75' so. of NE cor. Cal. $\alpha = 5^{\circ}19'$ Br. N76°30'E (Mag.)

51.



Loyd G Peterson
308 National Bldg
Minneapolis, Minn.

Cloudy

Keith Crist
W.S. Sjr. - Sr. W. - H.M.A.

Survey of part of Govt Lot 3 S12,
140-29 for M. Wertz & F. Peterson.

Starting at the NW cor
of A.E. Lindblom's property we
ran N 83° E a distance of 912.4
feet to the N-S $\frac{1}{4}$ line established
by H.E. Rice & myself; thence
N along said $\frac{1}{4}$ line a distance
of 308 feet to the SE corner
of Govt Lot 2; thence West
a distance of 916 feet along
the south line of said Govt
Lot 2 to the shore of
Woman Lake. Thence 383' along shore to pt. dog.

We established the SE cor
of Govt Lot 2 by measuring
1320 feet south along said
 $\frac{1}{4}$ line from the $\frac{1}{4}$ post. between
Sec 1 & Sec 12.

This encloses a tract of approx-
imately 7.2 Acres all in Govt
Lot 3 Sec 12 T140N R29W.

We placed stakes at 1915' along shore
& 154' on $\frac{1}{4}$ line to divide tract.

$$\begin{array}{r} 199 \ 25 \\ 138 \\ \hline 61 \ 25 \end{array}$$

$$\begin{array}{r} 265 \\ 176 \\ \hline 89 \end{array}$$

PHONE-GENEVA 3540



1000 on cart 500 gal.

THE CONSOLIDATED EXPANDED METAL COMPANIES

2531 ARTHINGTON STREET
CHICAGO, ILL.

LOYD G. PETERSON
SALES REPRESENTATIVE

308 NATIONAL BUILDING
MINNEAPOLIS, MINN.

52. $29^{\circ} 8'$ at cabin. $700' \approx 118$

$67^{\circ} 5'$ at Lake Mendocino. $715' \approx 118$

$94^{\circ} 13'$ at $1215'$ then $27^{\circ} 4' R. 520'$

$140'$ to $130'$ to m.c. near

sunshine.

H.M.A.
B. Mowatt.
W.J.S.

Survey of part of Backus Cemetery

53



cloudy. Short flurries
sunshine.

H.M.A. 10-30-35
W.J.S. 11-3-35

Survey of part of Govt lot 9.

Sec. 23. T141N R28W.

We set up over the $\frac{1}{4}$ cor. mon. between sec 14-23 as placed by the Gen. Land Office Resurvey of 1918, and got our true east-west line by sighting on the two M.C.s. on the west & east shores of Kego lake. These M.C.s also set by Gen. Land O. survey of 1918.

From the M.C. in lot 9 we ran west a distance of 250', thence turned to the south (CR deflection 67° 5', approximately parallel with the shore of Kego lake a distance of 700.0' to a point, thence turn R 27° 8' and run 518' to a point, thence east parallel with the N line of lot 9 approximately 150' to Kego lake.

This encloses 7 Acres more or less all in Govt lot 9 Sec 23, T141N R28W.

54

Turn at 11 to lot 1

306.5

(99° 42' L) N 7° 30' W. Mag. Br.
 Dells NE to NW cor. 50° 12' L from Me. to

road cutting off swamp.

109° L from Me. Ties for N.A.S.

to 307.5' from S.E. Pile = 1 duck

NW cor. Plot. Horseshoe N 6 1/2° E or 6.25'

198.2' bet 1 & 2 (24° 31' 1st facing)

LL 196° from 4 S.W. corner of Lot 5. Take

at 8 187° 25' L for 100' (Dells) Lot 3 304' at

164° Lot 4 to 11 tie 399.3' at 344

Lot 12 is 170.4' to creek

At 8-9 on back

int L 93° 26' Lot 6-7-8

at 7-8

267.5'

At back 6-7 int L

87° 41' to back 5-6

bet. 7-8 is 85° 19'

from front 4-5 from

3-4 to back 4-5

87° 37'

Greene

Horseshoe

206.2'

50° 12'

208.5'

221' on back

Lot 1

Lot 2

Lot 3

Lot 4

Lot 5

Lot 6

Lot 7

Lot 8

Lot 9

Lot 10

Lot 11

Lot 12

4 days.

Sunshine
Partly cloudyW.J.S. Jr. 12/4/39
Geo Town 16

Survey for platting parts of
 Govt lots 5 & 6 Sec. 15 T140N R29W

Starting at the M.C. between
 Govt lots 1 & 5 as established by
 John Greene in 1926 and getting

the east line of Govt lot 5
 according to Greene we turned

left 50° 12' and ran 208.5 feet
 to S.A.R. 5. then from the

same M.C. we turned left
 138° for 250' lot 1. then turn

L 199° 25' go 250' for lot 2; thence

turn L 188° 31' a distance of 400',
 300' for (Dells) Lot 3 & 100' for lot

4. thence turn left 196° and set
 stakes every 100' for lots 5, 6-7 & 8

Thence turn left 187° 25' for lots
 10 & 11 frontage of 100' each. then turn

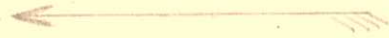
left 164° for lot 12 which has
 a frontage of 170.4' to Bay River.

We next laid out the so. line
 of lot 3. giving it 304' at

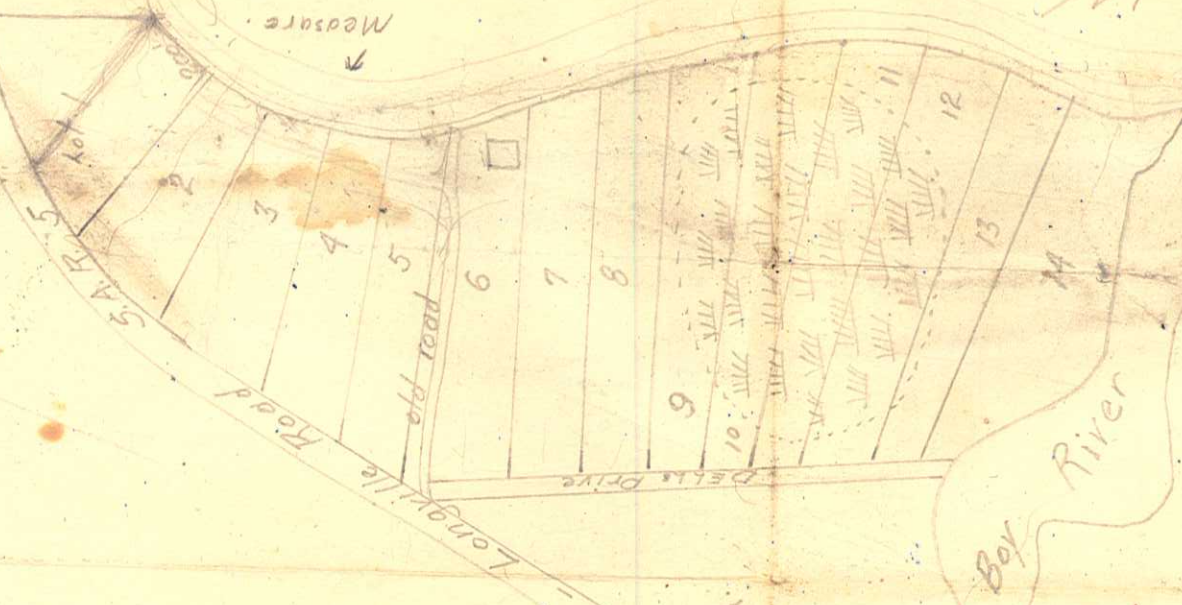
the back along S.A.R. 5 angle of
 87° 37' from front or east, to so. line,

which is 399.3' from S.A.R. 5 to lake.
 We then marked off 200' on so. line

N



Woman's Cove



or add Lots 9 to 12 inc. to
 Outlet A, or make outlet B,
 & have 10 Lots or more
 depending upon the width
 of the lots.

W. J. S. J.

WILD LANDS EXPLORED
TIMBER ESTIMATED
TITLES PERFECTED

REGISTERED
CIVIL ENGINEER
LAND SURVEYOR

JOHN W. CURO
SPECIALIST
IN DIFFICULT SURVEY PROBLEMS
JENKINS, MINN.

298.
2/28962
54
180

Sec 15-140-29

57.

We measured from the M.C. at Woman
lake west to S.A.R. 5 & got 607.7' with
133.3' along road, 514.4' between so called
lots $\frac{1}{5}$; 124.7' along road back of 4;
460.5' between $\frac{3}{4}$; 363.5' along road
back of 3; 312.0' between $\frac{2}{3}$;
287.5' back 2' along road; 236.3'
between $\frac{1}{2}$; and 620.9' along
road from $\frac{1}{2}$ to N-5 line between
Gov't lots 4 & 5 at Woman Lake Lodge.

66
60

1265

1215

2475

66

3135

POT. 49 + 81.8.

40' E from 11 P

8" Poplar 38.5
8" Birch 37.1
8" " 40.6

21.12
 17.08
 39.20



93° 20' or 93½°

6.50
 39.00
 39.00
 42

2640
 429
 3069
 3211
 5280

5280
 3069
 2211

But line N 85° E
 But W 1/2 line in 4 N 5½ W

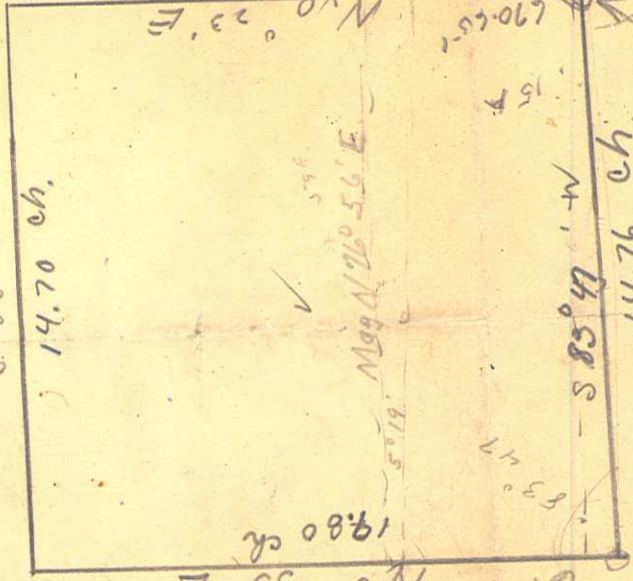
2840
 1080
 1560

N. SEC 16 141-29.

NW/4 NW. Cliff Emer.

S 85° 58' W

14.70 ch.



N 0° 23' E
19.23

Magn 170 56 E

N 90° 65' W

15.7

S 85° 49' W

14.76 ch.

N 0° 35' E
19.80 ch.

N 90° 65' W

(1918-1921.)

Berry
Cappell
Harrington - NW 1/4 Sec 16
1918.

1329
1916
1416

43
1496

66

4856

4556

1416

946

6706

630

Handwritten calculations and notes, including '14.76 ch.' and '1918'.



St. Paul Corrugating Co.

ST. PAUL, MINN.
Sheet Metal Products

IF YOU NEED THESE
YOU NEED US

Culverts

- "Gohi" (C. B. Pure Iron)
- "Inland" (Pure Iron)
- "Licking Valley"
- (Copper Iron)
- "Kentucky" (Copper Steel)
- Corrugated Cattle Passes
- Corrugated Wall Curbing
- Anti-Washout Strip
- Road Strips

Ridge Roll

- Hip Shingles
- Metal Valleys
- Eaves Trough
- Conductor Pipe
- Fittings
- Gutters
- Building Corners
- Metal Lath
- Corner Beads
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- "Gohi" C. B. Pure Iron Sheets
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- Galvanized Sheets
- Black Sheets
- Portable Steel Buildings
- Skylights
- Ventilators
- Steel Ceilings
- Galvanizing (Hot Dip)
- Steel Roof Decking

Handwritten notes and calculations on the back of the page:

$$\begin{array}{r} P322 \\ 31 \\ \hline 322 \\ 322 \\ \hline 644 \end{array}$$

$$\begin{array}{r} 10322 \\ 9982 \\ \hline 324 \end{array}$$

$$\begin{array}{r} 8161 \\ 7372 \\ \hline 15533 \end{array}$$

$$\begin{array}{r} 179 \\ 126 \\ \hline 305 \end{array}$$

$$\begin{array}{r} 250 \\ 406 \\ \hline 656 \end{array}$$

$$\begin{array}{r} 147 \\ 438 \\ \hline 585 \end{array}$$

$$\begin{array}{r} 1337.55 \\ 152 \\ \hline 1485.55 \end{array}$$

$$\begin{array}{r} 260 \\ 1475 \\ \hline 1735 \end{array}$$

$$\begin{array}{r} 3978 \\ 1475 \\ \hline 5453 \end{array}$$

$$\begin{array}{r} 250 \\ 126 \\ \hline 376 \end{array}$$

$$\begin{array}{r} 1337.55 \\ 152 \\ \hline 1485.55 \end{array}$$

$$\begin{array}{r} 5126 \\ 126 \\ \hline 5252 \end{array}$$

LAWRENCE A. KOCH

Sales Representative

PHONES: RIVERVIEW 3703, 3704, 3705, and NESTOR 2255

58. BTs for SW cor, Lake View

4" Birch N 80° W 1.6" School.

6" Poplar S 12° W 5.7"

Poplar 6"
Birch 4"

165'



165' or 10 rods

Ten Mile Lake.

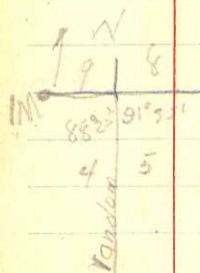
AM. Rain. cloudy 6/27/40

Sunshine PM.

W. J. S. T.
G. D. Thomas
R. Plantz.

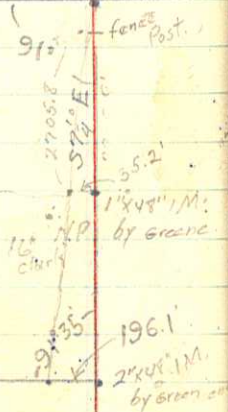
Survey of metes & bound
description: Beginning at a point
40' due NW of the NW corner of
the Lake View school house for
G. D. Thomas, dead description 1 Acre
of land on which the so called
Lake View school is situated in
Lot 3, sec 8 - 140-31; commencing
at a point 40' due NW from the
NW corner of the school building
known as L.V.S., thence running
due east to the high water mark
of Ten Mile Lake, thence following
the high water mark southward to
a point on the high water mark
10 rods so. of the point of beg.,
thence ^{due} north 10 rods to point
of beginning.

59 91°35' L to old picket,
 88°25' R to I.M. from random line.
 1 M. from which 16" N.P. 105' S5°E
 16" N.P. 9' N85°W.
 14" N.P. 15' S 0°E
 8" N.P. 60' N 50°E
 14" N.P. 35' S 45°W.
 Kinkle road. I.M.



270
 265
 273

89°7' L at E. cor
 22.3' offset W. at side lake
 near 1/2 cor. set back by Scotts.



7/3/40 sunshine Friday May 19
 Spain Kriebs, Englehart Kinkle

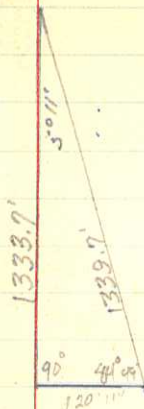
Survey of NE 1/4 SE 1/4 Sec 5
 T140N R28W for Miles Dunne.
 Geo. Englehart & Clarence Kinkle show us
 the closing corner to sec. 4 & 5 buried
 in the road near Kinkles house,
 from which 5" N.P. N10°E 25.4'
 6" fence post S2°W 26'

Starting at the above I.M. we
 offset 20' East, then turned 91° L & ran
 so on S74°E across Kinkles field, when
 we set back the 20' west. Continuing
 so at 2705.8 feet we hit (between Ben
 Clarks & John Greene 1/4 cor sec 4)
 from which 16" N.P. S50 1/2° W 22' ± (actimate)

Monday we taped to the 1/2 cor 4
 & got rained out. We found an I.M.
 1" x 48' by Greene from which above N.P. is S55°W
 60'. Our random line is 35.2 west of I.M.
 at right angle & 18.5' North from fence cor.
 or at 2684.3' so. from sec cor 4-5. At 3960
 we set a stk. at 5200. At 5393 we hit the E-W
 line on So. side of Sec. 196.1 west of cor
 574
 299. Wed. V.H.M. C.K. & I start at cor 299 go west
 rained out at noon. Thurs Art Thompson.
 C.K. & I continue West 1462.5 feet thru old
 line to stk by Greene, turn N at old
 pickets.

2657.4
2573.1
84.3

5
5280



1320
1257.1
2573.1
1333.7
1408.0
5314.8
5280.0
34.8 long.

offset 29' 1" E near
Murphy's gate & continue
$$2 \overline{) 5314.8}$$

E-W $\frac{1}{2}$ line intersect E $\frac{1}{4}$ line
at 2657.4' or 84.3' N.
of offset near J. Pine
by measurement. This
point is 22' so. of where
Greene's E-W $\frac{1}{2}$ line intersects
at a 6" N.P. at lakeshore.
We put in a small
birch plug at shore
line on E $\frac{1}{4}$ line.

Offset 22.3' W at Suede Lake.
set back by Scotts.

Mon. July 15, W.H.K., C.K. & I continue
N. At 2573.1 feet hit Broadwater Bay
and turn 90° E 1320' feet to triangulate
fordist. across bay. Turn 84° 49' int. h.
dist across bay = (1339.7') true (1333.7')

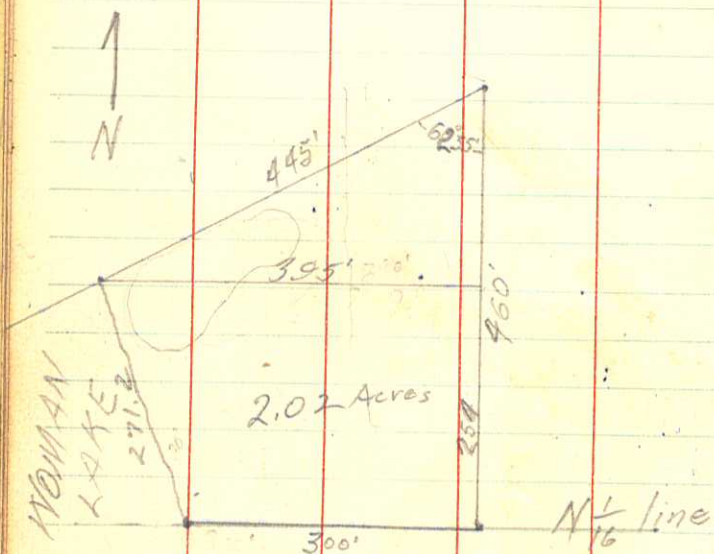
Near Murphy's gate we offset
29' 1" E & continue north along the
road to avoid brushings. Intersect
Town line near Girl lake and cannot
find the $\frac{1}{2}$ cor post, nor the $\frac{1}{4}$ post
which is in the river. No M.P.s set
either. Vaughn & Clarence measure
from cor Sec ⁵⁴/₅ west 1462.5 feet to
 $\frac{1}{2}$ cor by Greene, & then N on our
random line setting stks every
1320 feet. At 2573.1' offset ^{for triangulation} N 20' 11" E
for Broadwater Bay. Dist across Bay = 1333.7'
from Δ 84.3' offset. 29. E & go N 1
1408.0' to 2nd stk on 10th std. Parallel.
7.4' between stks on to random line
at Town line, on 10th std' 11.

E $\frac{1}{4}$ line is 5314.8' or 34.8 long. (see left
hand page)
Tues. We cut out Greene's E-W $\frac{1}{2}$ line
from $\frac{1}{4}$ cor $\frac{4}{5}$ West to lake.

61

lot 2, Sec 12 T140N R29W

From stamp - 300'
 N 46° W N 7 1/2° W
 SW 445' to lake L 62° 35' S 52° W
 Along shore 267' SEward



W.J.S.
 M. Stogel
 Byron Spain.

Survey of part of Govt lot 2
 sec 12 T140N R29W.
 Starting at the M.C. on
 Woman lake for the line
 between lots 2 & 3 we ran
 east along said line a dist of
 300 feet to a point, thence
 North parallel with the N-S
 1/4 line a distance of 254 feet
 to a point, thence West
~~approximately~~ 395 feet parallel
 with the line between Govt
 lots 2 & 3 to the shore of
 Woman lake, thence in a
 south easterly direction along
 the shore of said lake approx
 267' to the point of beginning.
 This included a tract of
 approximately 2 Acres all in
 Govt lot 2 sec 12 T140N R29W.
 5th Prin. Mer Minn. 7/27/40

62

Sunshine 8-14-40.

E.A. Merrick

W.B. Spafford

Vol. 15

Survey of Part of Govt lot
3 Sec. 17, T140N R28W.

Starting at the SW cor
govt lot 3 we ran N along
East line of said lot a
distance of 440' to Hwy
84, thence in a south westerly
direction along said road
a distance of 574' to the
south line of said lot 3,
thence east along the So
line of said lot, a distance
of 364' to point of beginning
This encloses a tract
of 1.85 Acres more or less.

at 2279.3' Head

5'9" 501 at 41670

Head 57' North

at 5346.6' Head 9

More 1/2 center

33.3' East & 112' N.

More 1/6 cor. 164 East

or 168.75' N.

Center Sec. 12 NE 1/4

1/4 5' N. 7' E. in sec

line between the 2 roads.

769' W from N 1/6 cor. 73

2737' to 5' corner line & 69' E to

1/6 cor on 1/6

lot 8
SEC. 23 139-30
IND. Walker



C. J. ELSENPETER
WALKER, MINN.

HARTFORD FIRE INSURANCE COMPANY AGENCY

Copeterson Lot 2 sec 18
Swine
NE/1/4

Flacksbarth

E 40 A₂ lot 4.

110' on Lake in Part of h.t. 4



HARTFORD FIRE INSURANCE COMPANY AGENT

WALKER, MINN.

C. J. EISENPIETER



63

172 T

59

23.4 Turn

R 57° from N.C. facing W.

(part of) 250' along shore
(245') (230') east 1/2 mile to sec 25.

238" along top road to S line

218' west along S line to MC. 1/2 Lake.

229' along shore 1/8 mile.

34.8 between MC & 1/4 post.

192.3 along 1/2 line

88.2 East 1/2 line to road

218.0

34.8

183.2

250

245.2

181.7

156.5

9-12-40.

Spain
Jensen
Christy
Sunshine

Survey of parts of East lot 4
& SW 1/4 SE 1/4 Sec. 25 T141N R31W.
5th Prin Mer Minn.

Beginning at the N.C. post, set by
Greene, on the south line of sec. 25
we measured NW along the shore of
Ten Mile Lake a distance of 229' to a
point, thence east 156.8' to N-S 1/4 line sec 25
continuing east 88.2' to trap road, thence
238'± southward along said road to the
south line of said sec., thence west
along said S line 183.2' to 1/4 cor. post
& continuing west in East lot 4 on same said
S line 34.8' to MC. or point of beginning.

This lays out a tract of app. 1 1/4 Acres
part in East lot 4 and part in the SW 1/4
SE 1/4, sec. 25.

354
354
38.94

W

W

6



2.5

Christie
40

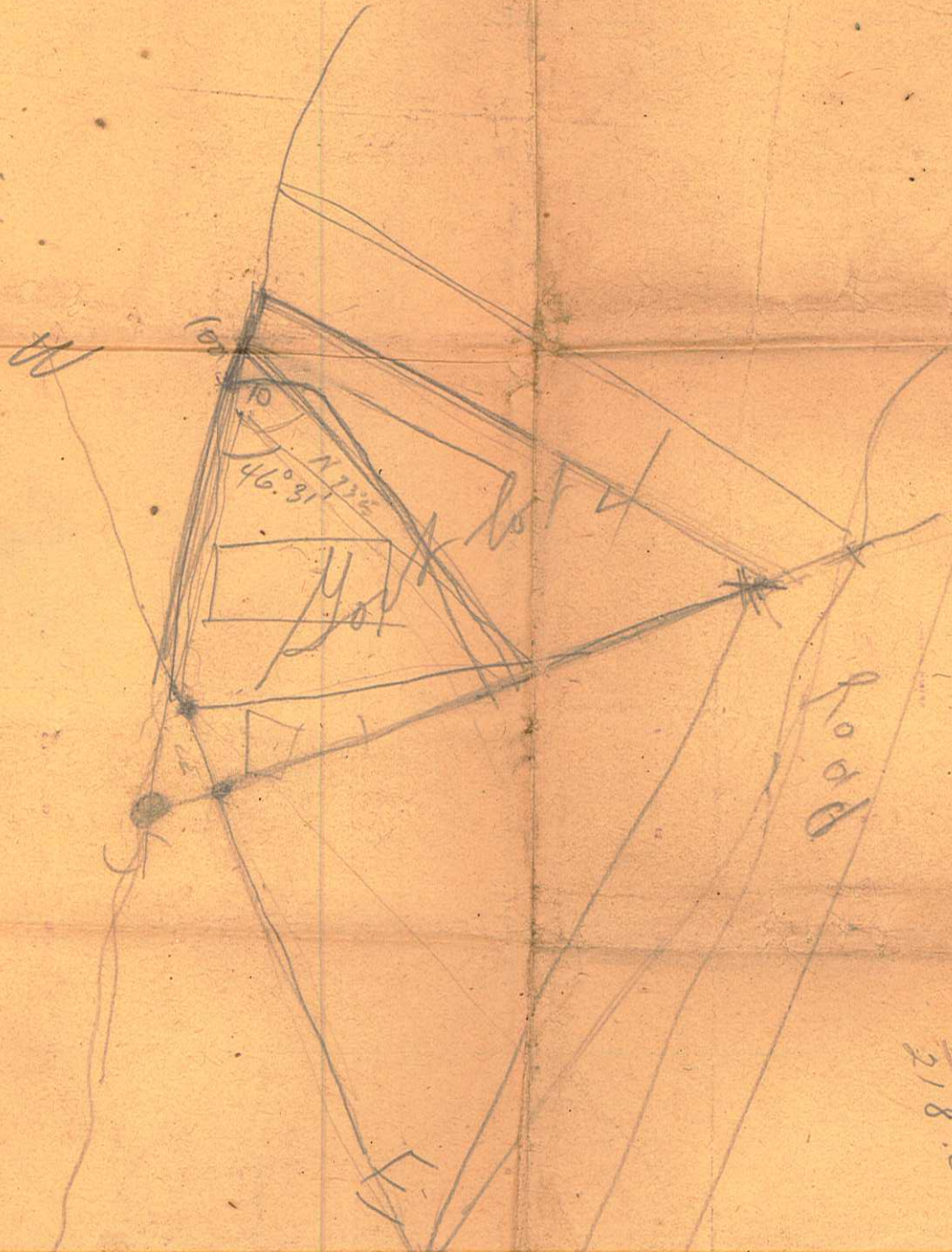
Christie
40



Steel Post

W

Commencing at corner post on Lake shore of 10
 miles to be at the southeastern corner of said lot (4)
 thence running in a general north westerly direction
 along said lake shore, a distance of approximately
 250 feet; thence easterly to the eastern line of said lot (4)
 4; thence south to place of beginning;



$$\begin{array}{r} 183 \frac{1}{2} \\ 32.8 \\ \hline 216.0 \end{array}$$

$$\begin{array}{r} 183 \frac{1}{2} \\ 34 \frac{1}{2} \\ \hline 218.0 \end{array}$$

$$\begin{array}{r} 160.3 \\ 150 \\ \hline 210.3 \end{array}$$

$$\begin{array}{r} 1320 \\ 11880 \\ \hline 130680 \end{array}$$

$$\begin{array}{r} 43560 \\ 130680 \\ \hline 174240 \end{array}$$

64

381' N to $\frac{1}{2}$ SAR #5.
 1200' along SAR #5, NW pt. beg.
 N $39^{\circ} 30' E$ 150'
 N $49^{\circ} W$ along #5 290'
 N $39^{\circ} 30' E$ 150'
 S $49^{\circ} E$ || #5 290' to pt. thence
 S $39^{\frac{1}{2}} W$ 150' to pt. beg.



2900

1200

290

43

1200

290

910

1200

1200

W.J.S.

Orr Johnson

Ed Johnson

10-8-90.

Sunshine

Survey of part of Govt lot
 2 Sec. 34 T141N R28W.

Starting at the center of
 sec. 34 we ran N along N-S
 $\frac{1}{4}$ line 381' to SAR #5, thence
 NW N $49^{\circ} W$ along road 1200'
 to pt of beginning, thence
 290' along road, thence N $39^{\circ} E$
 150' to point, thence SE
 || #5 290' to pt, thence
 S $39^{\frac{1}{2}} W$ 150' to pt of beginning.
 Encloses approximately 1 A.

23 April '46

Sunshine

Ed Johnson

W.J.S. Pug. No.

St. at King pin run N along N-S $\frac{1}{4}$
 line 534-141-28 \pm 381' to intersect
 SAR #5, thence N-NW 910' along
 said road to a of pt of beg. thence
 continue along said rd 290' to a pt,
 thence N $39^{\circ} 30' E$ 150' to a pt,
 thence S $49^{\circ} E$ || SAR #5 290' to a pt,
 thence S $39^{\circ} 30' W$ 150' to pt of beg.

5

Approx. 1 A.

65

25' from lake to RR way

22' North along rt. way.

45' around 11 Murray

100' Nord 11 Front

344' along road

SW 100.5' to lake

620' 55' long lake shore to pt. beg.

544 $\frac{3}{4}$ ° W. P. 42.

South



W.

4/19/41

Sunshine

Cloudy

Buck Fredricks

W. J. S. Jr.

Survey of part of Reserve B

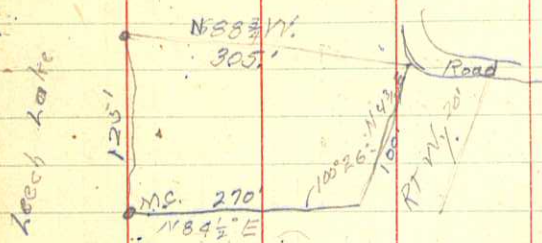
Orig. plat vil Hackensack

We started at the N side of Lake Ave. at the corner of the post office and the H. K. Hore Home co. buildings and ran to the lake setting an I.M. for a M.C. thence back east 25' to the right of way of the M & I RR Co. thence northward along said rt. way 221' to a point, thence westerly 85' parallel with Murray Ave., thence northward parallel with First Street 100' to the road way to Hammonds Addn; thence westerly along said road approximately 344' to a point, thence 544 $\frac{3}{4}$ ° W 100.5' to Birch lake, thence south easterly along said shore approximately 620' to point of beginning.

Also starting at intersection of RR rt.-way and Lake Ave run Northward along said rt.-way 221' to a point, herein after called pt of beginning, thence ^{continue} approximately 100' along rt.-way to road way to Hammonds Addn, thence ^{parallel with Murray Ave.} westerly along said road 80' to a pt, thence southerly parallel with First Street 100' to a pt. thence easterly 85' to pt of beginning.

66

E 270' to Sunshine P & H R^{Co. 117}
 N 4 $\frac{3}{4}$ ° E 100' to a point
 N 88 $\frac{3}{4}$ ° W 305' to Lake.
 SE along lake shore 125'



Sunshine

E Anderson
 ACS G.
 W. J. Spain Jr.

April 28, 1941

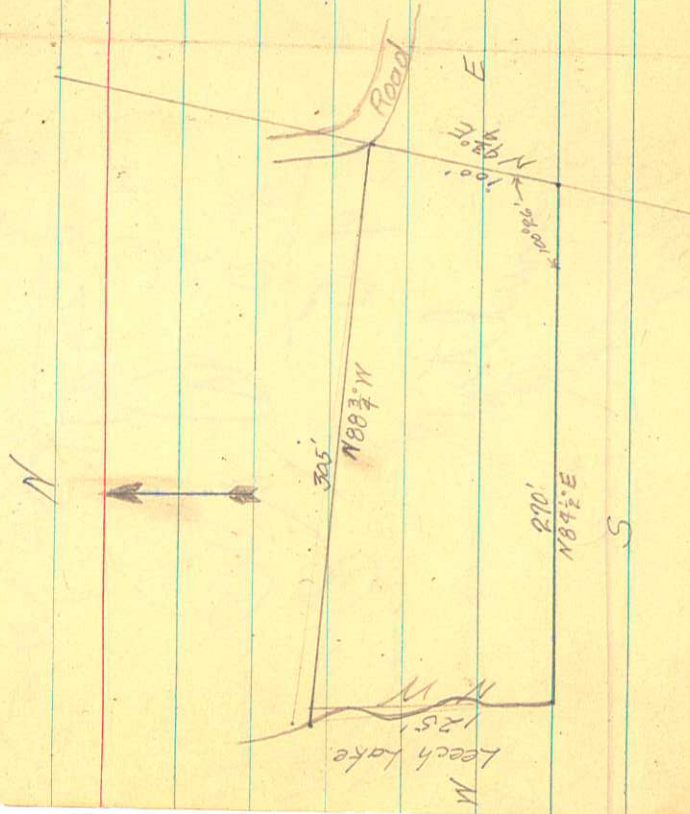
Survey of Part of Govt Lot 3 Sec 3. 141-29
 Starting at the M.C.A. for the SW cor
 Govt lot 3 run E along the south line of
 said lot approximately 270' to the right of Map
 of the Sunshine Co-op. pur & It co, thence
 N 4 $\frac{3}{4}$ ° E along said right away a distance
 of 100' to a point, thence N 88 $\frac{3}{4}$ ° W
 a distance of approximately 305' to
 the shore of Leech Lake, thence South
 easterly along said shore 125' to
 point of beginning.

This encloses a tract of $\frac{3}{4}$ Acres more
 or less all in Govt lot 3 sec. 3. T141N. R22W.

Emil Anderson.

Part of Gov't Lot 3.

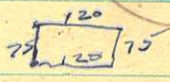
Sec. 3, T14N R29W.



magabam

$$\begin{array}{r} 3 \\ 1623 \\ \hline 18 \end{array}$$

$$\begin{array}{r} 3 \\ 46 \\ \hline \end{array}$$



$$\begin{array}{r} 420 \\ 250 \\ \hline 170 \end{array}$$

$$\begin{array}{r} 87 \\ 44 \\ \hline 1 \end{array}$$

$$\begin{array}{r} 48 \\ \hline \end{array}$$

mult

add mult

$$\begin{array}{r} 2 \\ 13 \\ 4 \\ 53 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 146 \\ 50 \\ \hline 395 \end{array}$$

mult

mult

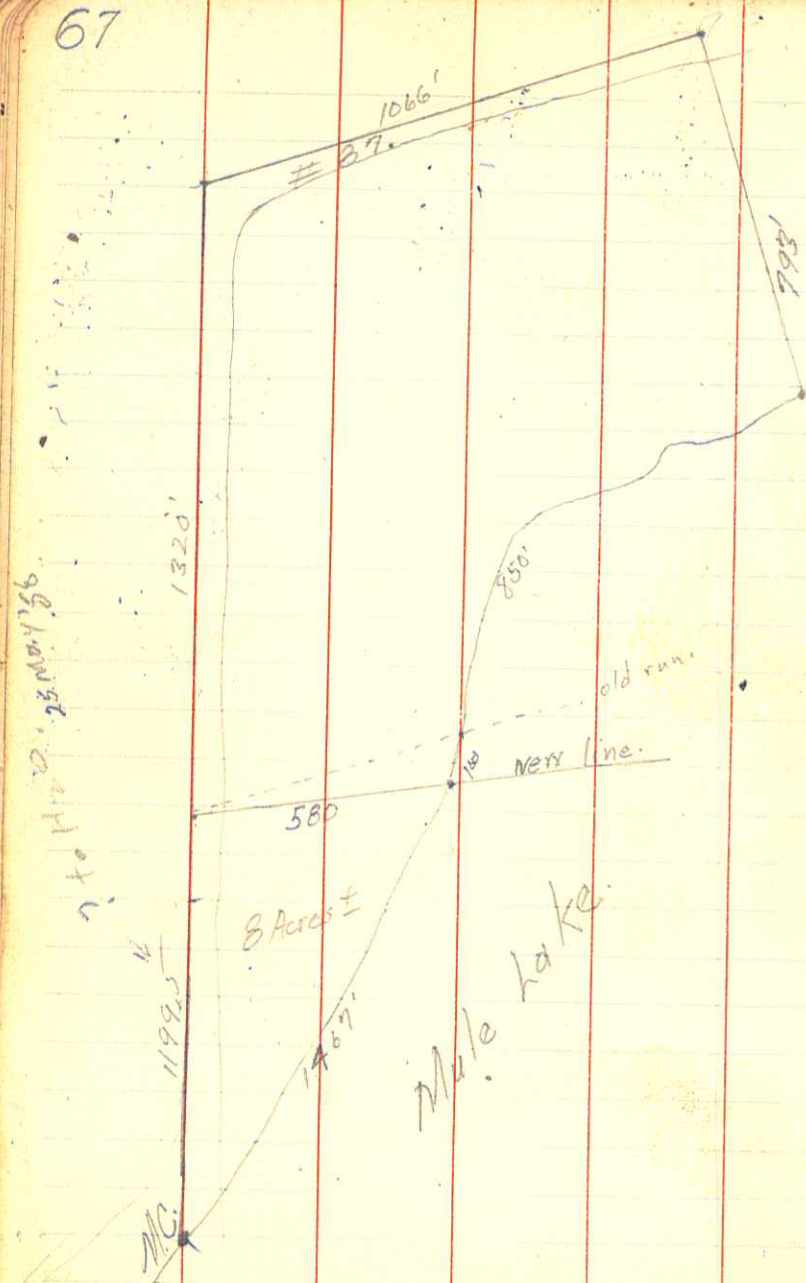
$$\begin{array}{r} 100 \\ 2330 \\ \hline 430 \end{array}$$

$$\begin{array}{r} 46 \\ 16 \\ \hline 62 \end{array}$$

mult

$$\begin{array}{r} 27 \\ 16\frac{2}{3} \\ \hline \end{array}$$

$$\begin{array}{r} 27 \\ 8 \\ \hline 35 \end{array}$$



Sunshine

Neal Bliss.
Byron Spain.
M. J. S. Jr.
M. J. S. Jr.

Survey of Gov't lot 2 Sec 30.

T140N R28W to divide the property.
We started at the M.C. on the
range line between Wabedo &
Woodrow trps, on the NW shore
Mule lake, said M.C. being
SW cor. Gov't lot 2. We checked
E.B. Horst's survey of 1917
and then from the NW cor.
Sec. 30 measured south along
west line lot 2, 1320' to a pt,
thence N $76\frac{3}{4}^{\circ}$ E a distance
of 580'± to mule lake, thence
SW along shore 1467'± to
point of beg.

39.31 ch from MC, to Sec. Cor. - Plat. # 2599.46'

2594.46
1340.00

1254.46

(587' E 6.5' N.P.
590' N 9' N.P.
B.P. 0.19? Mc. 590.170.2E)

St. MC, 1199.5' N along 89'
Thence End of N. 1/2 Sec. 30 5.877' to
shore Mule lake, thence SW
along 1567 to 7. pt. beg.
1467.

2386
1320

1066

West side B. 165' W

106° 41' int L

facing sec. turn left.

North side of 89' pt

N 67° E

2386' from 89' to 89' 1/2

1193' to N. cor. of 89' pt

should be read from sec. cor. E.

BT for MC, on
east line of cart

at Mule lake.

N.P. 15" N 60° 34' W 8 1/2

1064'
1940'

970'

1931' S of N.P. cor

cont Lot 3 to MC.

850' along shore SW

To div. st. to make 1790'

add 9° 40' to L from road.

N 77° 0' E 590' to lake

7086
604

6482

68

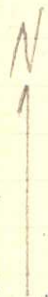
N line runs N 67° E to M.C. li

106° 41'

from 1/4 cor. E to Lake 296' M.C. line

530' along shore of Mule lake

357' N-S line



1.5 A ±

N-S line

357

1.5 A ±

N 67° E
296'

530'

Mule lake

M.C.

804-64000 Mule Flom

Mrs. Emil K. Kier

Aug 2, 1941

Clear. Hot

W. J. S.

H. M. Stovall

G. Norman

Survey of part of Gort. lot

1 Sec. 30 T140N R 28W.

We set up over the 1/4 cor., an I.M. set by Greene & Horst and ran N 67° E along the section line 296' to the M.C. on the west shore of Mule lake, also set by Greene & Horst. Then from the 1/4 cor. we turned 106° 41' & ran 56 1/2° E, parallel with the west section line, which is also the town line, 357' ± to the shore of Mule lake, then we measured 530' in a south westerly direction along the shore of said lake, between the M.C. & the intersection of the N-S 1/4 line and the said shore of Mule lake.

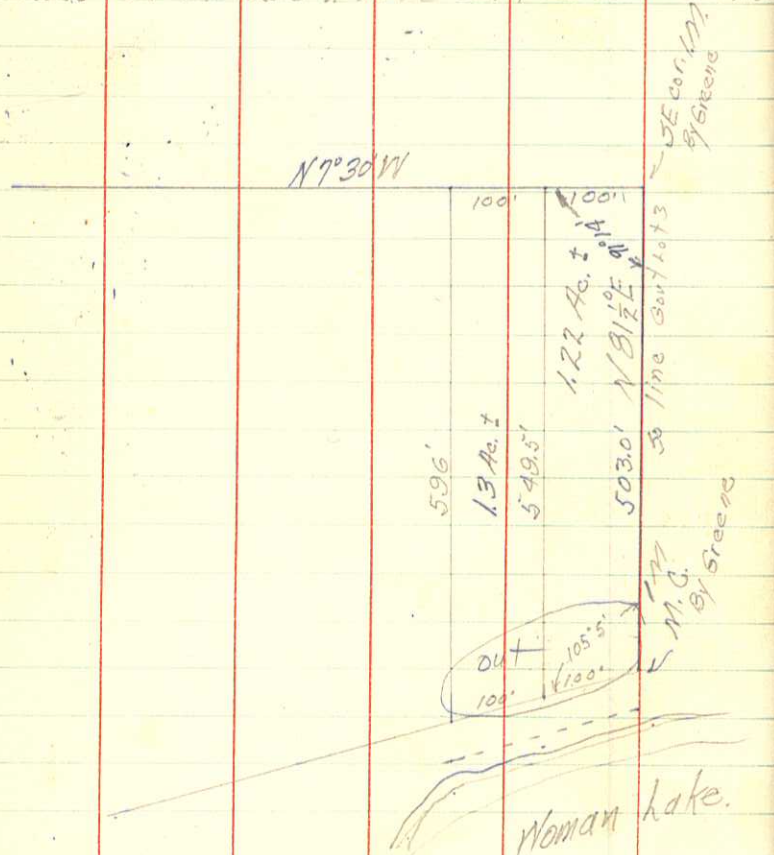
69

549.5' middle line.

105° 5' between So line & lake

So. line runs $N 81\frac{1}{2}^{\circ} E$ 503.0'Stake on shore @ 33 $\frac{1}{2}$ '

Line on N 200' n of SE cor. 596' to lake.



1st piece - South 100' of Gort Lot 3

2nd piece - North 100' of South 200 feet
giving about 104' shore line10/4/41 1-6 PM
10/11/41 17:30 41 3-4 PM
9-12 PM

Cloudy.

Sunshine - Warm

H. Thorson

W. Spaulding

Survey of part of Gort Lot 3 Sec. 3

T. 140N. R. 28W.

We ran out 2 pieces of 100' shore line each & then I found the deed (given) read "the south 100' of Lot 3"

We reran the east line (by Greene) starting at the S.E. cor. of Gort Lot 3 and miss the N.E. cor.

by 1.33^{West} feet. Correcting over I set $0^{\circ} 3' 45''$ to the east & measured two 100' tracts. Then setting up over each in turn I turned $91^{\circ} 14'$ to parallel the south line and ran to the lake setting $1\frac{1}{4}'' \times 40''$ well pipe at each corner.

clear-warm

W.J.S.
C.O.P. - Jack
W.B.S. Bob

Survey of Govt Lot 4

Sec. 18 T140N R29W. (11/30/41) 12/1/41

We checked up on the corners set by previous surveys and looked for the bearing trees for MC #100 on the N section line, the $\frac{1}{4}$ between $\frac{17}{18}$, an I.M. (MC #100: ^{we found} a square post)

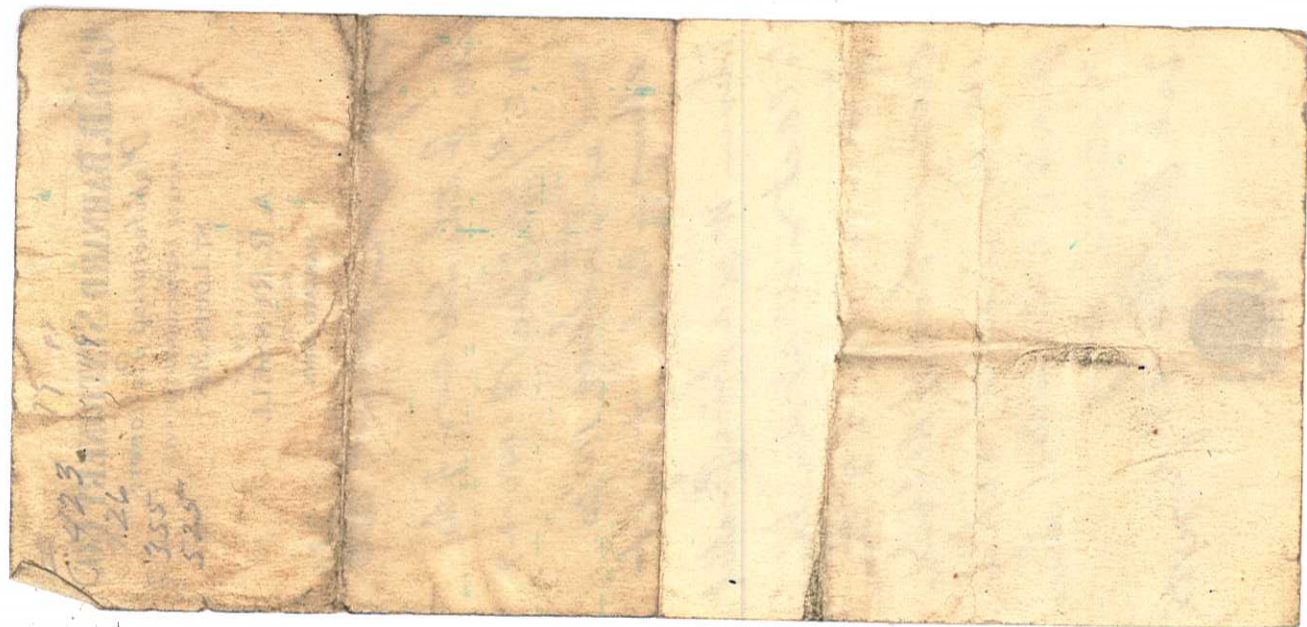
We measured from the Fox Farm Road east along S.A.R. 5 1320' & set a point for Petersons E 40 Acres of Lot 4.

12/9/41 - We measured from the $\frac{1}{4}$ cor $\frac{1}{8}$ west to the town line & set points at 1320, & 2640' Carls SE & SW corners. 3960 to W side FER. 2954 from center sec 18 to town line. From center we ran N7E-W 2668' & set a point, looked for $\frac{1}{4}$ cor between $\frac{2}{3}$ but could not find it.

1/24/42 Cle Warm. C.O.P., Bob, Jack, W.B. W.J.S.

Byron & I set a point in I.M. on East shore of Kid Lake, M.C. between sec 6 & $\frac{8}{17}$. We set up over I.M. between $\frac{8}{17}$ & $\frac{2}{3}$ sighted across lake & plunged continuing west along N sec line of 18 crossed our N-5 $\frac{1}{4}$ line at feet.

continued next page.



GEO. D. BARNARD STATIONERY CO.

Manufacturing Stationers

LACLEDE AND VANDEVENTER AVES.

ST. LOUIS, MO.

REPRESENTED BY

A. R. RUSSELL

BOX 322

MANKATO, MINN.

330'
Big at a point ~~330~~

So. of the SW cor of the

N E $\frac{1}{4}$ / 7 W $\frac{1}{4}$ Sec 18-140-29

and extending 110' 30

along $\frac{1}{2}$ th line to a pt.

thence W on a line parallel

to east & west sec line.

of sec 18-140-29, thence

along shore of Nelt Lake

110 thence east water

parallel to E-W sec. line

to place of Big

bed Run ~~47~~ 47 ~~707~~ 185



4 J Pine 6 165 E 14 links = 924
J Pine 7 163 W 10 " = 666
1/8 1817 = 140 - 29.

Rev: 197

423 page 208

Found 12 Sept 1919

Box at N.S. E. of Dec. 16-1403
old but set in center of road

247'4" South of Puckin line

Nov 51 July 1919. Long 4 W 70

to near West to Puckin line

Puckin line intersect same as

1744 H E. Put in at the line

between Dec 17/16 at 397' found
1/4 in.

My $\frac{1}{16}$ Sta for Mc. = 100 sec $\frac{2}{16}$

12" Pop. 5 4.5" Birch 4" N 15E 6.1"

Govt B.T. 18" W Pine 525E 75h. = 49.5'

set our stk accordingly which is
11.5' south of our line.

from F.F.R. turned $69^{\circ}30'$ East to
south down road set sta. measured
correction of 2.38' & set pt for

N $\frac{1}{16}$ line. Carl blazed tree line E-W.
50.3' set pt & blazed line W
towards lake, set pt 11.5' south on rd.

C.O.P. Jack. W.B.S.

Rus.P. Bob. W.B.S. $\frac{1}{2}$ day

1/25/42 Cle Worn. Wind sunny N late P.M.

We continued west crossing the
Fox Farm road near an old white oak,
which Nave Morris used as a B.T.
for $\frac{1}{16}$ line about 23 yrs ago. Hit
Webb Lake & looked for Govt B.T.
W Pine 18" 525E 75h. or 49.5'. We found
an old W Pine lying down & showed
sign of decay, but rotted & burned
about 55' S.E. from my M.C.
Also sighting across Webb Lake
we hit close to $\frac{1}{2}$ of trap road.

4/6/42 C.O.P. & myself clear & cool.

We split the Town line road & set up
over the 1.M. for M.C. # 99 & continue N.

At 97.22' we set stake for $\frac{1}{2}$ car $\frac{18}{140-29}$
& continue N $7^{\circ}10'$ across Webb Lake
2747' to our line for N see line.

Thence east on 3rd line 521.0' to
Birch stake set for M.C. 100 which is
62.0' N of an old 4" square oak stk.
near a White Pine stump (Govt notes call for
34ch 220 B.T. 49.5' 525E) our

line & Birch stk is 62' N of stump or
roots. We continue east 1157' to a
hub on bank east of Fox Farm Road.

Next Page

N 82° E

50 C to 50 r. in ter section
N 5 1/4 line w. So. line of fort
3 sec 34-141-2E
33 3/2 M

1.4
1.15
2.1

274 x 215 = 1.3A

245 x 180 = 44
180
17600
245
44100

303
240
548 (274)

340

1500
430
215

K 117° 35' N 185° E King

125' Not Mead. to sec. 18.8.1
back 990' go south 9.38 to N. car

2747.20
2917.20
2958

4 1/2 sec 6.25'
12.5'
3.125'

N 1/2 sec 1/4

50 Acres

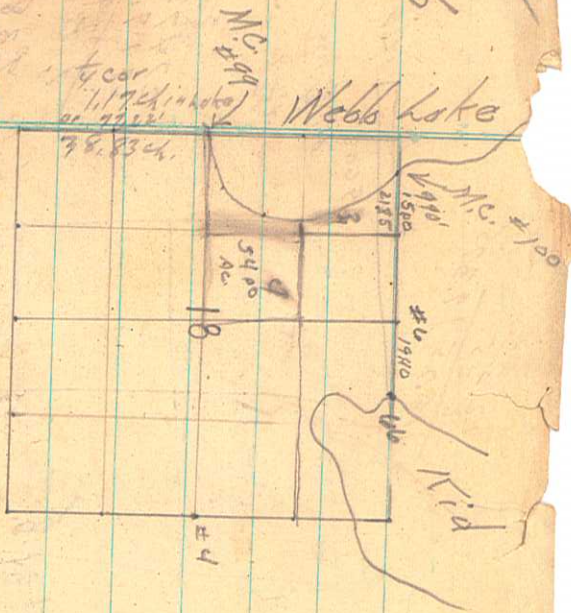
12.25
18.75
4.975

39608

12.5'

$$\begin{array}{r} 79 \\ 24 \\ \hline 450 \\ 250 \\ \hline 700 \\ 11.50 \\ \hline 711.50 \end{array}$$

$$\begin{array}{r} 36 \\ 1500 \\ \hline 33000 \\ 21 \\ \hline 990.00 \end{array}$$



#66. Tam, 9" 51
" 14" A. 5M

#99 Aspen 10" 523M 51
Birch 8" 546E E 34

#100 W. Pine 16" 525E 75

#4 Tam 6" N 80E 9
" 4" 555W 8

#6 Maple 6" 524W 2
" 9" N 25W 1

2668' to Peg
N. of Road (left) co
2706' + 4 SAR
going so on 1/4

2954 W to 75
line

72

40

9 Aug '58. clear & hot. Don, Peter
C&S
WJST

Survey for Parts of Govt Lot
4. & SW^{1/4} NE^{1/4} Sec 18-140-29
8/9/58. Don, Peter & I fail to
find Jack Peterson's corners,
so we set ¹⁴⁰⁻²⁹ 13 1/8' in Webb Lake
77²²' N of M.C. align with M.C.
north of Nordells & run random
line E. From meander line run
E 195' to pt. N of 90° 101³'
to pt. & onto lake 420 at 215'
SW^{1/4} along meander line 224'
to ft. of sec. 1/2 Act.

Continue E on 1/4 line &
Chain from $\frac{1}{2}$ Fox Farm Road E
1600' or 1612' from the north shoulder
set hub, then pickets E. from
1612' pt. Turn N at 90° run 250' ^{1/4}
set pt. for So. 250' E of hub.
2 1/2 Act. Finished 1900.

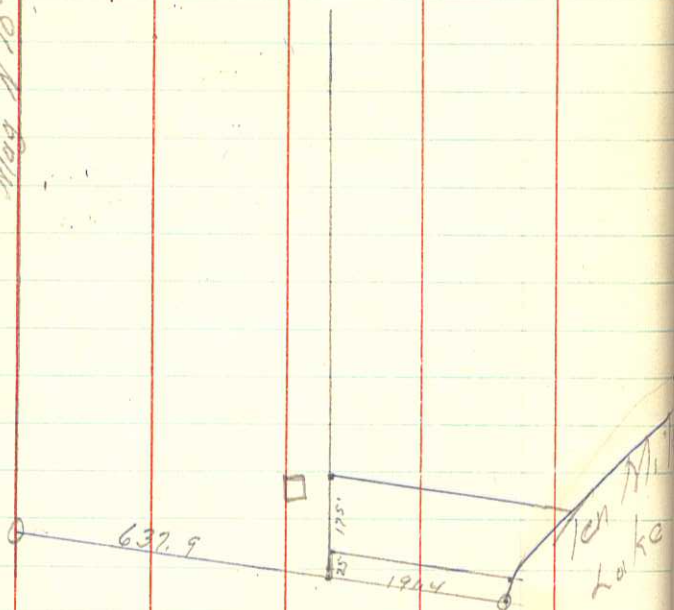
Then we measure from our N. sec.
line along road ²⁶⁷⁰ 2470' to N shoulder
of Woman Lake road (SAR. # 5 or 11)
4/4 Act C.O.P. - W.J. Sr. clear & cool.

We find on 1/4 line on west shore
of Webb & its BT. (O.B. line 12" 525W)
set a flag there & set up on our
MC = 100 & find our line is too
far North. We correct & find this
fits the BT for MC = 100

We then correct along the N^{1/2}
line & set points for the
SE cor. sec. 10 3 & also 330' So
for Flackbartha NE cor & 110' So
for " SE cor. Carl &
Fred satisfied with blazed
lines starting off from road.
E line of part of Govt Lot 4 W of
Fox Farm Road is 1304' E-W 1/4
line N to North line Lot 4.

NW cor L. 1.

Mag. N 10° 45' W.



Aug. (2-9) 1942.

Part of

Cl & Warm
W.B. 5-11-5.

Survey of A Govt 1 sec. 34

T141 N R31 W.

We started at the SW. cor. lot 1 & opened the west line to the NW cor. an angle of $98^{\circ}39'$ to the MC at Ten Mile Lake (so. line lot 1)

Dividing line for W $\frac{1}{2}$ & E $\frac{1}{2}$ lot 1 is 637.9'. East from SW cor lot 1. From dividing post to MC is 191.4'. From SW cor E $\frac{1}{2}$ lot 1 we turned left $98^{\circ}39'$ & ran north setting points at 25' and 200' from these points we ran eastward parallel with the south line lot 1 to shore Ten Mile Lake setting posts at shore line.

40
 925
 200
 400
 4000

460
 765
 1225

TO
 200
 200
 4000

1225
 200
 4000

45.5
 10
 45.5

22.75
 1820
 4100
 975

10 mile, 1/2 mile, Tattle.
 at 612' 22.75' offset
 at 775' 24.0'
 at 928' 34.12'

1225
 460
 765

928
 765

163
 765
 642
 153

26.09

15.0
 22.75
 268.25
 34.12
 11.315
 148.0
 15.0
 20.0
 11.273
 34.12
 8.1

HOME HAVEN SITE

1225

STATOT 2

Checked by
 Field Checker
 (1) Enter page number and zone first
 (2) Enter zone number and zone first
 (3) Use separate sheets for each split
 (4) Show number of pages
 (5) Section (lines)
 (6) 10' strip (Revised by field)
 (7) Show total distance to nearest
 (8) Show number of C, Y, M or four
 (9) Show number of C, Y, M or four
 (10) Show number of C, Y, M or four
 (11) Show number of C, Y, M or four
 (12) Show number of C, Y, M or four

STATE OF MINNESOTA—DEPARTMENT OF HIGHWAYS

ZONE HAUL SHEET

Pit No. _____ Date _____
 Class Mat. _____ Shift No. _____
 Course _____ Sheet No. _____ of _____
 Layer _____

TRUCK NO. _____
 GAP _____

(3) HOUR (4)

(2) ZONE NO. _____

AVE HAUL _____

MILES _____

(5) Loads

(6) C. Y. OF OR TONS

(7) C. Y. M. OF OR TON M.

Handwritten calculations on graph paper:

1335
 1354
 1385
 1323
 2670
 2608
 2770
 2705
 1304
 1304
 2/2670/1335

(8) TOTALS

- (1) Use separate sheets for each shift.
- (2) Enter zone number and zone haul.
- (3) Enter hour over vertical hour line.
- (4) Show load delivered to nearest 15 Min. (Represented by light vertical lines.)
- (5) Show number of loads.
- (6) Show number of C. Y. or tons.
- (7) Show number C. Y. M. or T. M. after calculation.
- (8) Show number loads, number C. Y. or tons, and number C. Y. M. or Ton M.

Field Checker _____

STATE OF MINNESOTA—DEPARTMENT OF HIGHWAYS

ZONE HAUL SHEET

Date _____ of _____
 (1) Shift No. _____ Sheet _____

S. P. _____
 Contractor _____

TRUCK NO.	CAP.	(2) ZONES	(3) HOUR (4)	LOADS	HOURS (6)	C. Y. TONS (7)	C. Y. M. OF TON M. (8)			
394/6 39		2255 1736 399.1	56 43 99	2 16 18	8.0 64.5 72.5	60 69 129	241.8 278.3 520.1			
			93 35 108	47 80	1897 322.6	13 83	52.5 334.4			
			93 41 134	127 3 11 14	512.3 12.2 44.4 56.6	6 27	24.2 108.8			
			56 27 23 4 110	119 79 18 97	479.8 3188 72.6 391.4	3 14 97	12.2 44.4 391.5			
			42 66 108	44 75 3 122	1775 3023 12.0 497.8	3 3	12.2 6511.6 164.0 6675.6			
			Total				6679.8			
			estimate calls for				6679 cu. yds			
			Total				6679.8			
			Placed last yr				6679.8			
			or 0.8yd over run							
ZONE (9) TOTALS										

(1) Use separate sheets for each shift.
 (2) Enter zone number and zone haul.
 (3) Enter hour over vertical hour line.
 (4) Show load delivered to nearest 15 Min. (Represented by light vertical lines). Draw black vertical line at time zone is completed.
 (5) Show number of hours worked.
 (6) Show number of loads.
 (7) Show number of C. Y. or tons.
 (8) Show number C. Y. M. or T. M. after calculation.
 (9) Show number loads, number C. Y. or tons, and number C. Y. M. or Ton M.

Checked By _____

RESORTMEN'S IMPROVED

NAMES	CASH	CHARGE	EXPLANATION	BOATS
Sue 26-29-35				
John Wiley 12-2				
Randy 2-8				
Riley Ford	50	150	27	
TOTALS FOR TODAY				
ADD TOTALS FOR YEAR THRU YESTERDAY				
GRAND TOTAL FOR YEAR THRU TODAY				

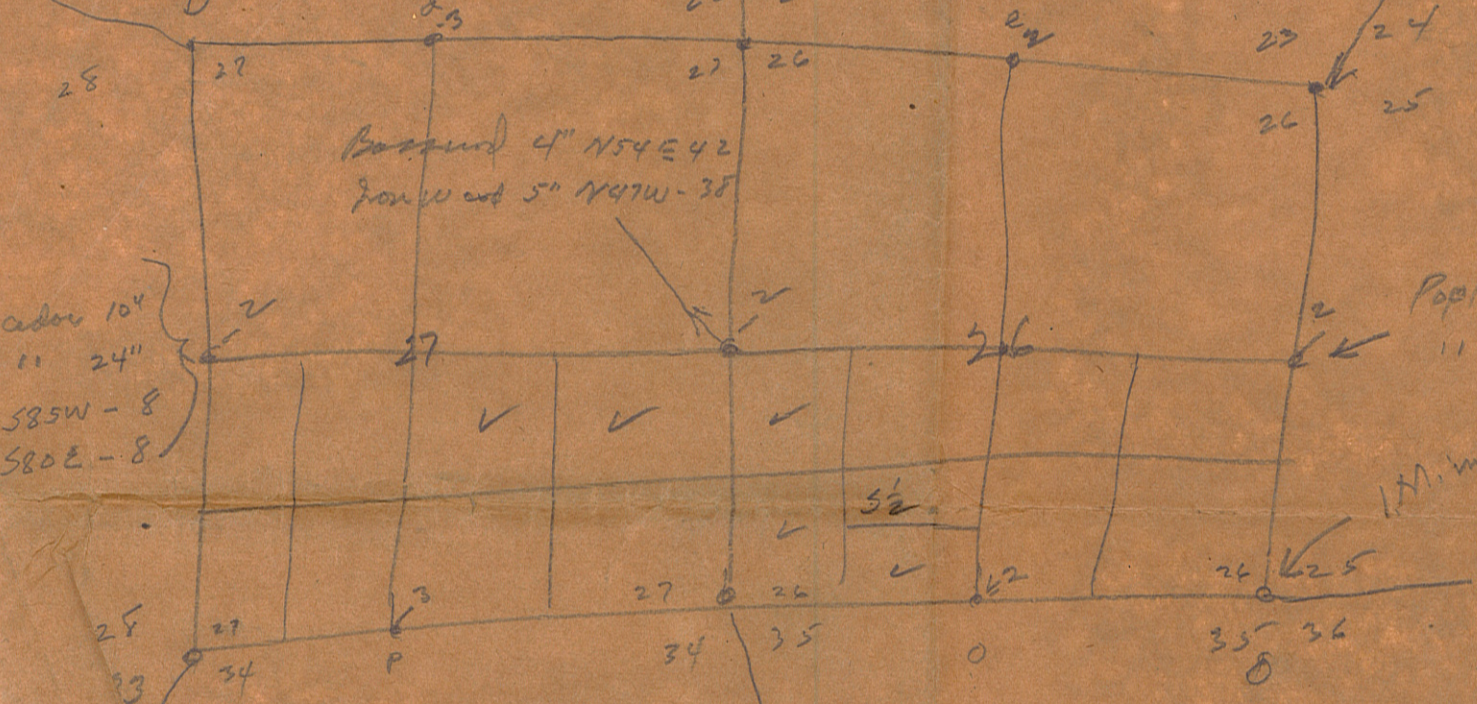
DAILY DISBURSEMENT

TO WHOM PAID	CHECK NUMBER	AMOUNT PAID BY CHECK	AMOUNT PAID BY CASH
7/1/50			
5/1/50			
3/1/50			
12/1/50			
7/1/50			
TOTALS			

Cedar 5-545E-9
 Spruce 8-533W-36
 Tam 4-N8W-29
 21 tam 8-N42E-27

Tam 7" N10W-21
 " 6" N87E 8
 " 5" S45W 7
 " 4" S35E 16

Cedar 6" N89W 30L
 " 8" N50E 27L



Basswood 4" N54E-42
 Ironwood 5" N47W-38

Poplar 6" S32W 30-1/2
 " 7" N20E 41-1/2

cedar 10"
 " 24"
 S85W-8
 S80E-8

Q
 10-555E 7
 8 N72E 27
 9 S33W 33
 " N58W 16

P
 poplar 18 N10E 65
 " 7 N45W 60
 " 6 S55W 50

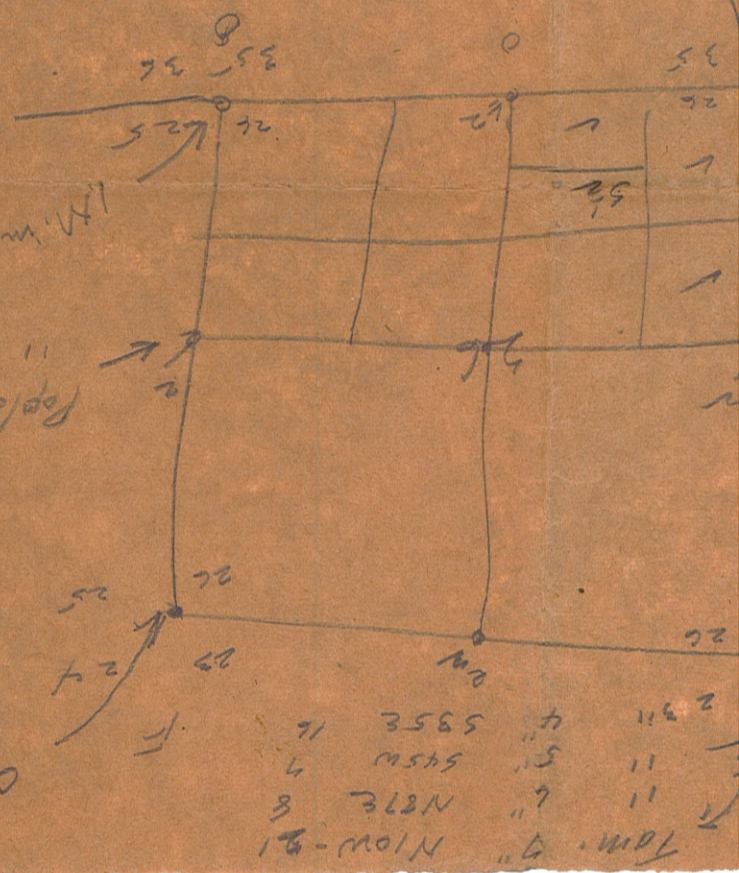
1/2 mi road

SEC 26-27
142-28

Cedar 6" N85W 30L
" 8" N50E 27L

Poplar 6" S32W 30.5L
" 7" N20E 41.5L

1/4 M. wood



Poplar 18" N10E 65
" 7" N45W 60
" 6" S55W 50

1794
357.3

71.5 ch.
66

2079
160 526 35.3

12.367
2 per yr.

2089
4719

60
20
14

100 2640
4630 2640

1320
2315

1794
357.3

566
335

1900
4630

23

1320
2315

160 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

100 2640
4630 2640

1794
357.3

566
335

1794
357.3

566
335

1794
357.3

566
335

1794
357.3

566
335

1794
357.3

566
335

1794
357.3

566
335

2079
4630

89 = 50.7
38.3

2079
4630

89 = 50.7
38.3

2079
4630

89 = 50.7
38.3

2079
4630

89 = 50.7
38.3

2079
4630

89 = 50.7
38.3

2079
4630

89 = 50.7
38.3

5301
5250

Run E line lot 5
from 5th on S line lot 5 to 1825'

5301
5250

Run E line lot 5
from 5th on S line lot 5 to 1825'

5301
5250

Run E line lot 5
from 5th on S line lot 5 to 1825'

5301
5250

Run E line lot 5
from 5th on S line lot 5 to 1825'

5301
5250

Run E line lot 5
from 5th on S line lot 5 to 1825'

5301
5250

Run E line lot 5
from 5th on S line lot 5 to 1825'

2140
449

Run 106° 35' to RT at MP = 43.

2140
449

Run 106° 35' to RT at MP = 43.

2140
449

Run 106° 35' to RT at MP = 43.

2140
449

Run 106° 35' to RT at MP = 43.

2140
449

Run 106° 35' to RT at MP = 43.

2140
449

Run 106° 35' to RT at MP = 43.

359.9 C sec to W. Pond

1575.1 to Hoze Lake

359.9 C sec to W. Pond

1575.1 to Hoze Lake

359.9 C sec to W. Pond

1575.1 to Hoze Lake

359.9 C sec to W. Pond

1575.1 to Hoze Lake

359.9 C sec to W. Pond

1575.1 to Hoze Lake

359.9 C sec to W. Pond

1575.1 to Hoze Lake

1935.0

2640
1935

1935.0

2640
1935

1935.0

2640
1935

1935.0

2640
1935

1935.0

2640
1935

1935.0

2640
1935

2744.3

1794
357.3

2744.3

1794
357.3

2744.3

1794
357.3

2744.3

1794
357.3

2744.3

1794
357.3

2744.3

1794
357.3

566
359

Run 89° SE on 2nd 12 def. L 140' 30" R

566
359

Run 89° SE on 2nd 12 def. L 140' 30" R

566
359

Run 89° SE on 2nd 12 def. L 140' 30" R

566
359

Run 89° SE on 2nd 12 def. L 140' 30" R

566
359

Run 89° SE on 2nd 12 def. L 140' 30" R

566
359

Run 89° SE on 2nd 12 def. L 140' 30" R

N 82° 30' E



1218
1320
1218

250

49° 30'

179 80
60 35

113 25'

102' - 43,360 sq ft = 1 Acre

N 82° 30' E



174
250
8700

250'

300'

21000 / 250 = 84

Area 174' = 1 A.

7 A = 1218'

19.80

19.96

574
1476

5,240 sq ft

1320
171
345.84

After.....days, return to

Thos. J. Albrecht -
905-6 St. S.E.

MINNEAPOLIS, MINN.



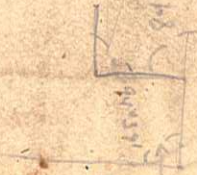
Mr. W. J. Spain Jr.,
Hackensack,
Minn

Dr. 88/13
Med shop

88° 55' 11" N
137° 36' 11" W
Dine

1135
240
1375
1320
279

137
1320
13070



Commencing at the intersection of
Highway #84, as at present constructed,
and ~~the~~ ^{the} Northwest corner of Govt lot
R Sec 15 - T 139 R 29, thence south
approximately 150' to a point 20' North
of barnyard fence, thence East to a
point 20' east of ^{corner} said barnyard fence,
thence South to a point 20' North of
granary, thence East as far as
necessary to enclose 8 Acres,
Thence North to center of said
Highway #84, thence West along
said Highway to point of beginning,
containing exactly eight (8) Acres.

905-6th St. S.E. Mpls.
8/18/43.

Dear Mr. Spain:-

Will you please
arrange to do the surveying of the
5 acres and the lake shore lot
of Boerncke's. This weekend would
be very convenient for us as we
of the Corps, Bob, is driving up
this coming Sat. forenoon.

Yours truly

Theo. J. Albrecht

905-6th St. S.E. Maple, Minn.
4-24-43.

Dear Mr. Egan :-

There is a corner stake in
at the Ponto Lake cemetery and Mr. Snodgrass, on
the Noble y farm, tells me there is a quarter stake
in sight at the N.W. corner of our place, near the
store. There will be no bush to cut as this 8 acres is at
the store. The description of the tract to be taken
out you will obtain at the store. If you have
one man besides yourself that should be enough,
if another is needed, John Garbe can help, in view,
or the boy at the store. Please get the notes at
Walker. Surveyor Green located the stakes mention
ed more than once. If it is more convenient by
the day that will be O.K. But only the 8
acres, not the whole farm. Yours truly,
Geo. J. Abrecht.

Sec 15 134-29.

N 83° 30' E Road

From N line to N 88' road

189' 25'

115' 50'

to 16' 20' E of B. F. Road
75' 50' // with west line

Thence E 16 N Lot line 100' 00'

to 17' thence N // west line

284' to E 84' thence N // out

#87 1/2 to 1/2 of Sec 8
E. 8 A. E

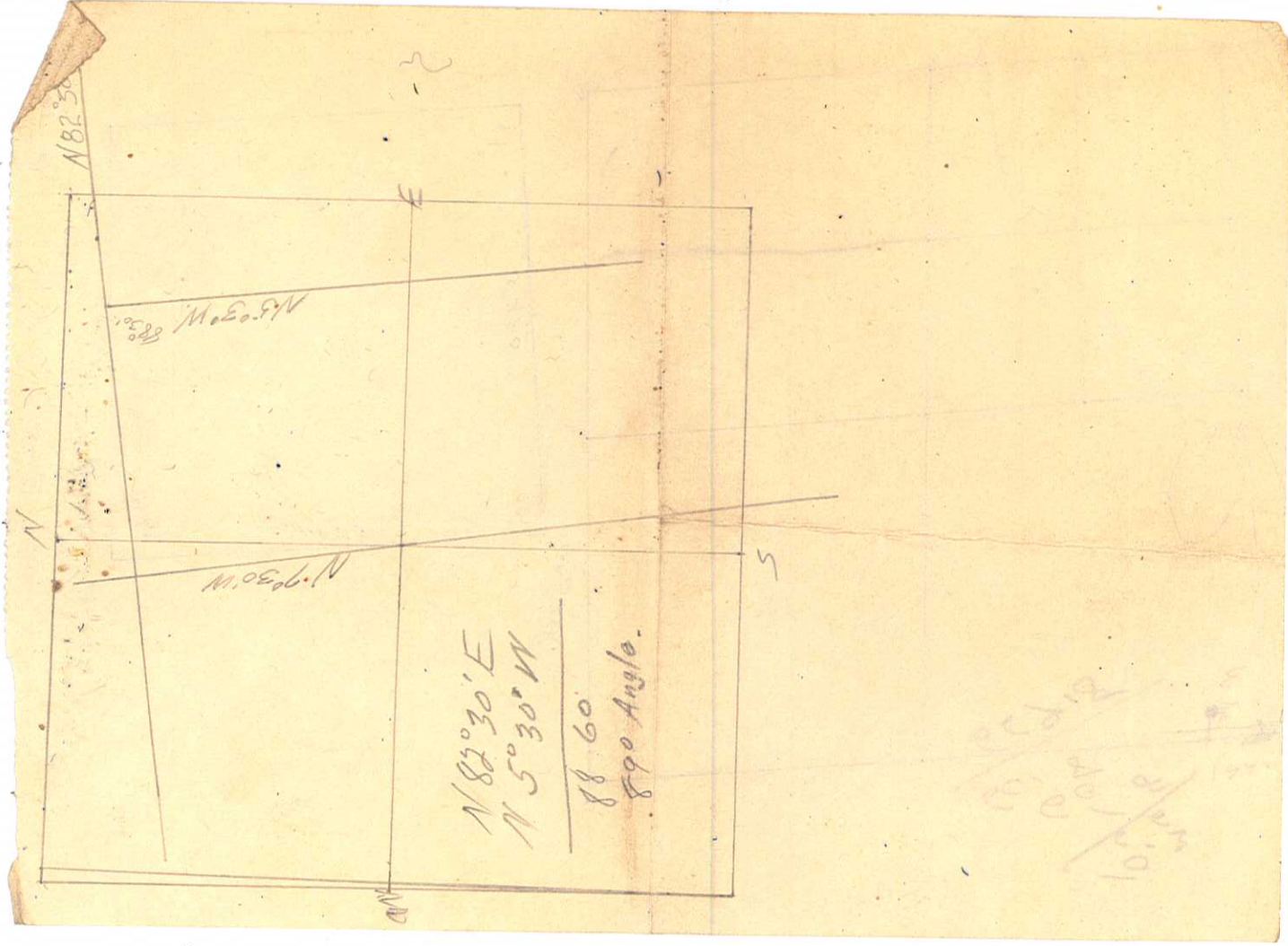
25' 00'

(Ac. 1/2)

to 1/2 1/2 Sec 22

1/2 1/2 1/2 1/2

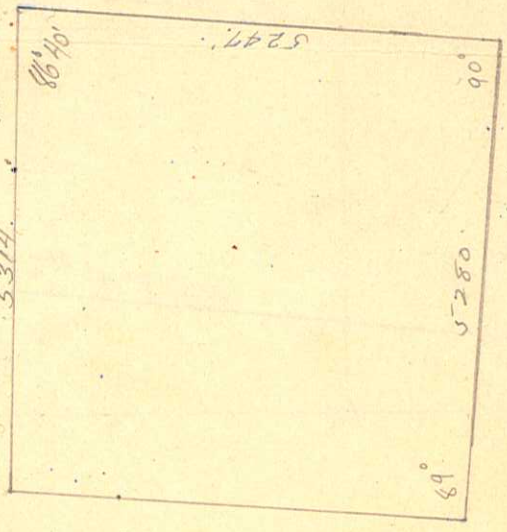
for season



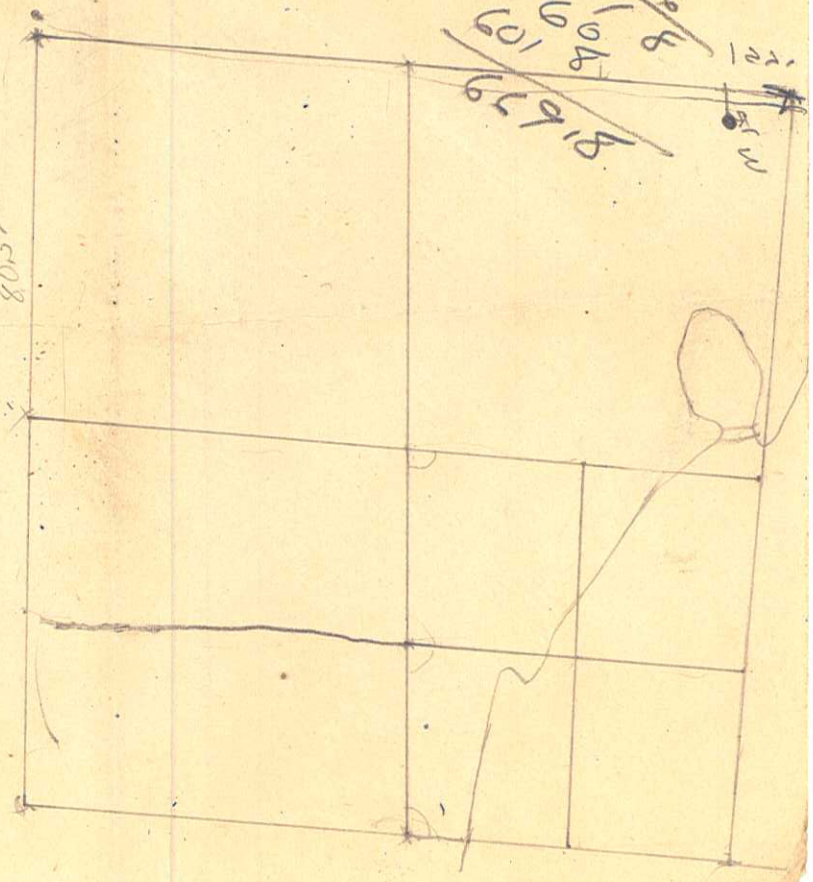
88.60
 890 Angle.

North

Road #7
5314



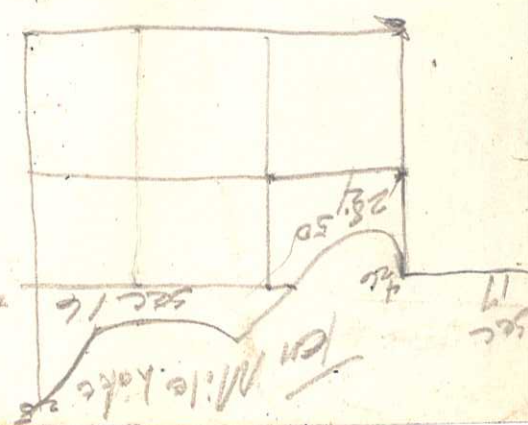
8057ch.



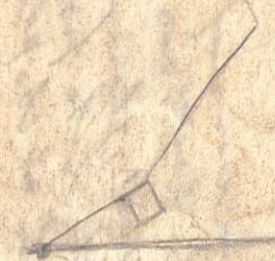
329
330
343

Last Recorded owner
Anchor property
Mc22 I Random

45.5' between stks
3" 6" 538 1/2 58"
5 Pine 6" NoE 18 links
#26 MC



#4 in lake
#26



Boat 4 Dec 16 140-31

Book 41 ends page 428

two sets 100' front reef, 1st 200
feet deep, with 700' top on
10 mile Jct. commencing 200' E

4th W line of WP 45 16-140-31

then running E 200'

then S 200' then

W 200', then N 200'

to the like frontage
at the at the plane of top.

Ten Mile

See plan - Jordan



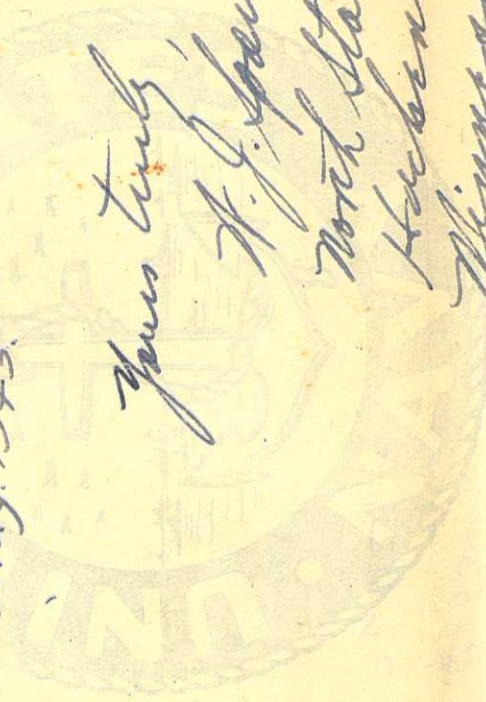
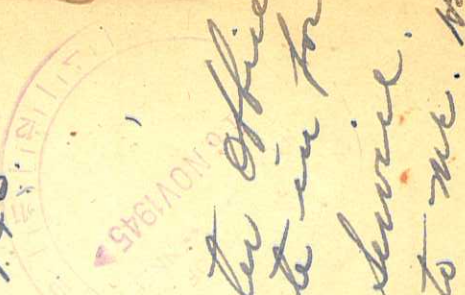
585-10 Nov. 1945
Hackensack, Minn

Chief of Naval Personnel
Navy Dept.
Washington 25, D.C.

Dear Sir: Our Separation Center Office
recommended that we write in for
a certificate of satisfactory service.
Will you please send one to me. We
in the necessary information:

William Joseph Spain, Jr. CCM(T) (CB)
757-80-18 Discharged 22 October 1945
at Minneapolis, Minn. Separation Center.
Enlisted 23 Aug. 1943.

Yours truly
W. J. Spain, Jr.
North Star Camp
Hackensack,
Minnesota.



829.1
191.4
637.7

637.9
191.4
829.3

89.00
83.13
6.42

N 1° 56' W
N 65° 24' E

89.60
63.20
26.42

66° 80'
60

67° 20' L
30.78
60

~~N 83° 18' W~~
~~N 70° 56' W~~
D

31° 18'

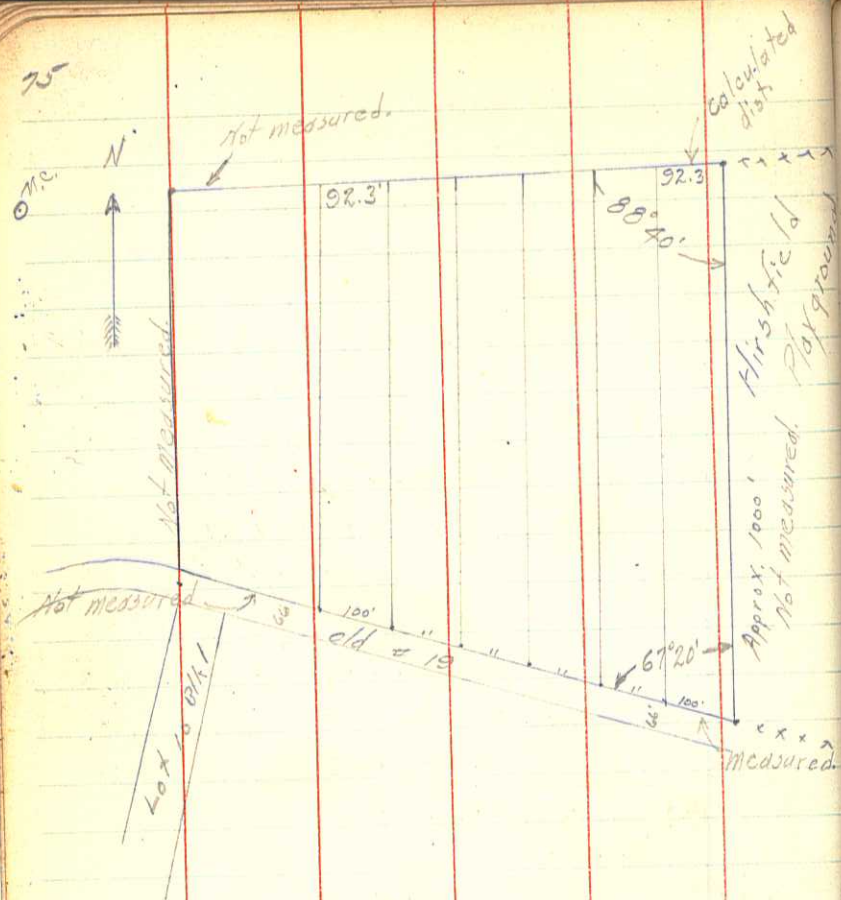
82° 78'

81022'

6042'
90° 51'

97.98
60.38
91.22
61.60
179.80

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5/22-3/43. W. S. clear warm.
W. S. Windy.

Survey of part of Gout Lot 3.

Sec. 25 T14N. R31W. (by Horst)

Starting at the N.E. cor Gout Lot 3
 We ran West to M.C. on Portage Lake,
 an Iron Mon. From this north line of
 said lot 3 I turned an angle of
 $88^{\circ}40'$ & ran southward, parallel with
 the East line of lot 3, to a point
 at the NW cor. Lot 10 of Crescent
 Beach. Then we set up at the
 SW corner of Hirshfield's play ground
 & ran Northwestward along old # 19
 setting stakes every 100'. for 600'.
 lining in with two pickets set 66'
 across # 19 from iron stakes marking
 the back of lots in "Crescent Beach."

76 Description from Records

All that part of the unplatted portion of Govt Lot 3 Sec 26-T141 R3 described as West 250' of the east 420' of that portion of Govt Lot 3 lying between the old State Highway #19 & Portage Lake.

Toby Laughton & Bob.
W. J. 3. Jr.

5 December 1945
Cloudy & Warm,

16'
Survey of part of Govt Lot 3
Sec. 26 T141N R31W.

We opened the sec. line between Sec's 25 & 26 from the M.C.'s on Ten Mile Lake to Portage Lake.

Then ran West at 90° to sec line, a distance of 170 feet, thence North parallel with sec line, setting a stake on the north side of Old #19 & another stake at the high water mark of Portage Lake, marking the east boundary of the tract.

Then we ran out on the ice & turned West 90° a distance of 250'. Thence 90° South, setting a stake on shore of Portage Lake & continuing on to the edge of Old #19.

This encloses the tract described on the opposite page.

77

82°56' LNE 529.5' to SW cor

Cafe.

Starting at the intersection of the East-West $\frac{1}{4}$ line of Sec 34 T141 R28 & the East side of # 74, run Northwesterly along said road 529.5' to a pt. hereinafter called Pt. of Beginning & thence continue along ^{rt of w} ~~road~~ $\frac{1}{4}$ line a distance of 75' to a pt. thence east, parallel with $\frac{1}{4}$ line, a distance of 120' to a point, thence in a SW cor. direction a dist. of 75' to a pt. thence West parallel with E-W $\frac{1}{4}$ line, a dist. of 120' to point of Beg. This encloses a tract all in out lot C village of Longville

.23 Acres or $\frac{1}{5}^+$

121

Also added 48' along the south side of Sec 6 corners piece 150' x 48' see page 28. $\frac{1}{6}$ Acre \pm or .165 Acre

12 Dec. 1945. mild & cloudy.

Orv. Johnson
Howard Murphy
Fred Jordan W.D.S.

Survey of part of out lot C village of Longville.

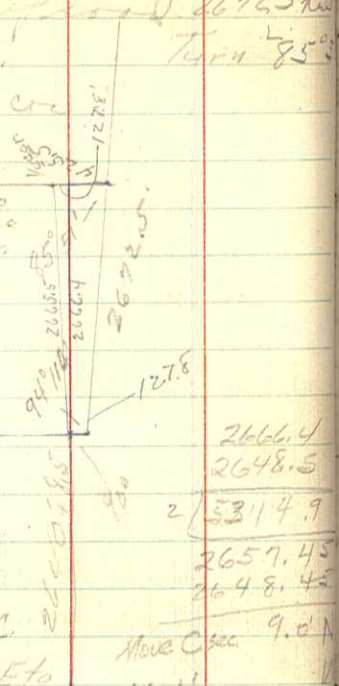
Starting at the Center of Sec. 34, we ran the E-W $\frac{1}{4}$ line to the S.B. bank of School house, setting a point at edge of 84 & measuring an angle of 82°56' with $\frac{1}{4}$ line, running Northward along = 84 529.5' to SW cor. of desired plot, then continued 75' along = 84 to NW cor. Setting up an offset point, I measured the angle 82°56' & ran East, parallel with E-W $\frac{1}{4}$ line, 120' to set the SE & NE corners. Plot contains $\frac{1}{4}$ Acre.

12/28/45. clear & warm
M. Jordan W.D.S.
F. Orton

Starting at the stone bound on the E-W $\frac{1}{4}$ line run West 56' to the SE cor. of Church property, hereinafter called point of beg. thence at 90° North 208.85' to a pt. thence East 208.85', parallel with $\frac{1}{4}$ line, to a pt. thence 90° south, 208.85' to the $\frac{1}{4}$ line, thence West along said $\frac{1}{4}$ line, 208.85' to pt. of beg.

This encloses 1 Acre, More or Less all in out lot 39 & 10, Sec 34 - 141 - 28

78
 29.8
 127.8
 12.5
 9.425.5
 26.0
 2665.5 From 90° offset to
 cor 15, 2660.4 N on Random line
 to N sec. line 120° E from
 Hit 15' N of corner on our
 line.



Govt notes call
 for 2079.0' to MC.
 we get 2081.0' in 15' N MC
 Govt notes 4356.6 from by cor E to
 Little Bay Lake. North line
 561.0 from MC to NW cor to sec in lake.
 8.5 so. from stick (measuring point) to truck's
 47.5' N from intersection N-5 & EW Random lines
 to C sec.
 Move 47.5' N from App. C sec. set up back
 sight N-5 line turn 88° 59' 15" Plunge 6.4
 go east for N line Govt lot 3. go
 West on same line 35' for true C sec.

21 Feb. 1946 - clear & warm
 M. Jordan
 O. Johnson
 W. J. Spain, Jr.
 Survey of sec 15, 140 28.

After 5 days beating corners
 by Byron, Ford & myself, in which
 we find the SW, NW $\frac{10}{15}$, NE $\frac{10}{15}$,
 & MC $\frac{15}{20}$. Today we check on
 MC at bridge & nail in roof N&W
 lodge, then use 15 sec. cor. by measure-
 ment from MC (561.0') we ran random line
 N5° N, setting approximate $\frac{1}{2}$ & $\frac{1}{4}$ cor.
 at 1320, 2620.

22 Feb. cloudy & mild. Same crew. At
 2640' turned 90° to road 127.8' then N&W
 2672.5' to N line, then int. 85° 51' &
 425.5' to W cor 15. Then started
 at W cor 15 & ran N 82° E to inter-
 sect N-5 & line.

23 Feb. clear-cool. Same crew, finished
 E-W line to approx. C sec. measured 2658.0 to intersect
 same, then ran south line of sec & measured 2081.0 to pt 15' N of MC.

24 Feb. Clear cool. Same crew. (Ford & I measured & set 15' N)
 set stake for center of sec. & moved
 stake N 47.5' set up over & turned \angle
 88° 59' 15" to hit W cor, Plunged
 & ran line E to lake set post (ash) on
 lake for NE cor Govt lot 3. Finished

1530

Natural Tangents

sec.	0'	10'	20'	30'	40'	50'	sec.	0'	10'	20'	30'	40'	50'	sec.	
0	0000	0029	0058	0087	0116	0145	89	40	8391	8441	8491	8541	8591	8642	49
1	0175	0204	0233	0262	0291	0320	88	41	8693	8744	8796	8847	8899	8952	48
2	0349	0378	0407	0437	0466	0495	87	42	9004	9057	9110	9163	9217	9271	47
3	0524	0553	0582	0612	0641	0670	86	43	9325	9380	9435	9490	9545	9601	46
4	0699	0729	0758	0787	0816	0846	85	44	9657	9713	9770	9827	9884	9942	45
5	0875	0904	0934	0963	0992	1022	84	45	1.0000	1.0058	1.0117	1.0176	1.0235	1.0295	44
6	1051	1080	1110	1139	1169	1198	83	46	1.0355	1.0416	1.0477	1.0533	1.0599	1.0661	43
7	1228	1257	1287	1317	1346	1376	82	47	1.0724	1.0786	1.0850	1.0913	1.0977	1.1041	42
8	1405	1435	1465	1495	1524	1554	81	48	1.1106	1.1171	1.1237	1.1303	1.1369	1.1436	41
9	1584	1614	1644	1673	1703	1733	80	49	1.1504	1.1571	1.1640	1.1708	1.1778	1.1847	40
10	1763	1793	1823	1853	1883	1914	79	50	1.1918	1.1988	1.2059	1.2131	1.2203	1.2276	39
11	1944	1974	2004	2035	2065	2095	78	51	1.2349	1.2423	1.2497	1.2572	1.2647	1.2723	38
12	2126	2156	2186	2217	2247	2278	77	52	1.2799	1.2876	1.2954	1.3032	1.3111	1.3190	37
13	2309	2339	2370	2401	2432	2462	76	53	1.3270	1.3351	1.3432	1.3514	1.3597	1.3680	36
14	2493	2524	2555	2586	2617	2648	75	54	1.3764	1.3848	1.3934	1.4019	1.4106	1.4193	35
15	2679	2711	2742	2773	2805	2836	74	55	1.4281	1.4370	1.4460	1.4550	1.4641	1.4733	34
16	2867	2899	2931	2962	2994	3026	73	56	1.4826	1.4919	1.5013	1.5108	1.5204	1.5301	33
17	3057	3089	3121	3153	3185	3217	72	57	1.5399	1.5497	1.5597	1.5697	1.5798	1.5900	32
18	3249	3281	3314	3346	3378	3411	71	58	1.6003	1.6107	1.6212	1.6319	1.6426	1.6534	31
19	3443	3476	3508	3541	3574	3607	70	59	1.6643	1.6753	1.6864	1.6977	1.7090	1.7205	30
20	3640	3673	3706	3739	3772	3805	69	60	1.7321	1.7437	1.7556	1.7675	1.7797	1.7917	29
21	3839	3872	3906	3939	3973	4006	68	61	1.8040	1.8165	1.8291	1.8418	1.8546	1.8676	28
22	4040	4074	4108	4142	4176	4210	67	62	1.8807	1.8940	1.9074	1.9210	1.9347	1.9486	27
23	4245	4279	4314	4348	4383	4417	66	63	1.9626	1.9768	1.9912	2.0057	2.0204	2.0353	26
24	4452	4487	4522	4557	4592	4628	65	64	2.0503	2.0655	2.0809	2.0965	2.1123	2.1283	25
25	4663	4699	4734	4770	4806	4841	64	65	2.1445	2.1609	2.1775	2.1943	2.2113	2.2286	24
26	4877	4913	4950	4986	5022	5059	63	66	2.2460	2.2637	2.2817	2.2998	2.3183	2.3369	23
27	5095	5132	5169	5206	5243	5280	62	67	2.3559	2.3750	2.3945	2.4142	2.4342	2.4545	22
28	5317	5354	5392	5430	5467	5505	61	68	2.4751	2.4960	2.5172	2.5386	2.5605	2.5826	21
29	5543	5581	5619	5658	5696	5735	60	69	2.6051	2.6279	2.6511	2.6746	2.6985	2.7228	20
30	5774	5812	5851	5890	5930	5969	59	70	2.7475	2.7725	2.7980	2.8239	2.8502	2.8770	19
31	6009	6048	6088	6128	6168	6208	58	71	2.9042	2.9319	2.9600	2.9887	3.0178	3.0475	18
32	6249	6289	6330	6371	6412	6453	57	72	3.0777	3.1084	3.1397	3.1716	3.2041	3.2371	17
33	6494	6536	6577	6619	6661	6703	56	73	3.2709	3.3052	3.3402	3.3759	3.4124	3.4495	16
34	6745	6787	6830	6873	6916	6959	55	74	3.4874	3.5261	3.5656	3.6059	3.6470	3.6891	15
35	7002	7046	7089	7133	7177	7221	54	75	3.7321	3.7760	3.8208	3.8667	3.9136	3.9617	14
36	7265	7310	7355	7400	7445	7490	53	76	4.0108	4.0611	4.1126	4.1653	4.2193	4.2747	13
37	7536	7581	7627	7673	7720	7766	52	77	4.3315	4.3897	4.4494	4.5107	4.5736	4.6382	12
38	7813	7860	7907	7954	8002	8050	51	78	4.7046	4.7729	4.8430	4.9152	4.9894	5.0658	11
39	8098	8146	8195	8243	8292	8342	50	79	5.1446	5.2257	5.3093	5.3955	5.4845	5.5764	10

sec.	60'	50'	40'	30'	20'	10'	sec.	60'	50'	40'	30'	20'	10'	sec.
80	5.6713	5.7694	5.8708	5.9758	6.0844	6.1970	9	5.6713	5.7694	5.8708	5.9758	6.0844	6.1970	9
81	6.3138	6.4348	6.5606	6.6912	6.8269	6.9682	8	6.3138	6.4348	6.5606	6.6912	6.8269	6.9682	8
82	7.1154	7.2687	7.4287	7.5958	7.7704	7.9530	7	7.1154	7.2687	7.4287	7.5958	7.7704	7.9530	7
83	8.1443	8.3450	8.5555	8.7769	9.0098	9.2553	6	8.1443	8.3450	8.5555	8.7769	9.0098	9.2553	6
84	9.5144	9.7882	10.078	10.385	10.711	11.059	5	9.5144	9.7882	10.078	10.385	10.711	11.059	5
85	11.430	11.826	12.250	12.706	13.197	13.727	4	11.430	11.826	12.250	12.706	13.197	13.727	4
86	14.300	14.924	15.605	16.350	17.169	18.075	3	14.300	14.924	15.605	16.350	17.169	18.075	3
87	19.081	20.206	21.470	22.903	24.542	26.432	2	19.081	20.206	21.470	22.903	24.542	26.432	2
88	28.636	31.242	34.368	38.189	42.964	49.104	1	28.636	31.242	34.368	38.189	42.964	49.104	1
89	57.290	68.750	85.940	114.588	171.885	343.770	0	57.290	68.750	85.940	114.588	171.885	343.770	0

Natural Cotangents

36612

Handwritten calculations showing a vertical stack of numbers: 33, 176, 3, 50, 6, 84, 7, 8, 2, 9, 4, 5, 5, 6, 6, 4, 7, 5, 6, 97.4756

Handwritten calculations showing a vertical stack of numbers: 427.6, 150., 579.6, 571.5, 6.1

from C 34 to SB at Sch. Acc
Plot Walker
782.2' (7812 Page 29) call for 776.
OK 150.8 from C to Sch. Prop.
OK 204.5 from SB to W ally
427.6 from C sec to W edge alley.