

2-A

JULY THUR. 14TH. CAVLI
WALT MUSOLF AND
SCHULTZE WITH HELLER
TRANSIT.

CONTINUE ON ROAD LINE

̄A OVER STA. #22 BACK SIGHT
ON STA. #21 S. $46^{\circ} 47'$ W.
444.9 FT.

RUN S. $63^{\circ} 21'$ E. 595.2 FT.
TO STA. 29.

(STA. 23 TO 28 INCL. ON SIDE-R.)

CENTER LINE TO ROAD
S. $56^{\circ} 30'$ W. 60 FT. CURVE
S. $0^{\circ} 14'$ FT CURVE.

S $66^{\circ} 3'$ E. 34 FT. CURVE

Q FROM STA. 22 TO 29.

AT 100 FT. Q. 9 FT. TO LEFT OF
LINE OF STA.S.

AT 200 FT. Q. ON LINE.

AT 300 FT. Q. ON LINE

2.

ROAD MEANDERS TO LEFT
AT 300 FT.

AT 400 FT. Q. 12 FT. TO LEFT

" 450 FT. Q. 15 FT. " "

ROAD MEAND. TO RIGHT
AT 450 FT.

" 500 FT. Q. 12 FT TO LEFT.

" 550 FT. Q. ON LINE.

" STA. 29 TO Q. OF ROAD
S. 40° W. 14 FT.

OVER STA. 29

RUN S. $33^{\circ} 51\frac{1}{2}'$ E. 307.95
TO STA. 30.

TIES FOR STA. 29.

6" POPLAR S. $46^{\circ} 04'$ E. 26.75 FT.

5" " N. $84^{\circ} 30'$ E. 7.3 FT.

CENTER LINE TO ROAD
FROM STA. 29 TO # 30.

AT 50 FT. Q. 16 FT. TO RIGHT

AT 100 FT. Q. 9 FT. TO RIGHT.

" 200 FT. Q. 6 FT. TO "

" 250 FT. Q. 6 FT. TO "

AND BEGINNING OF CURVE.

AT STA. #30 TO Q. OF ROAD
S. 70° W. 15 FT.

OVER STA. #30.

RUN S. $3^{\circ} 12' E$. 332.7 FT. TO
STA. #31.

(SET STAKE FOR STA. #32
AND TAKE READING FROM
STA. #30. S. $31^{\circ} 12\frac{1}{2}' E$. (NO
MEASUREMENTS TAKEN) 'WET
BOG')

TIES FOR STA. #30.

6" PUPPLE N. $63^{\circ} 08' E$. 16.06 FT.

4" BIRCH N. $3^{\circ} 53' W$. 26.55 FT.

CENTER LINE TO ROAD
FROM STA. #30 TO #31.

4.

AT. 50 FT. \angle . 4 FT. TO RIGHT.

" 100 FT. \angle . 2 FT. TO LEFT.

" 150 FT. \angle . 4 FT. TO "

" 200 FT. \angle . 2 FT. TO "

" 250 FT. \angle . 4 FT. TO RIGHT.

" 300 FT. \angle . ON LINE.

AT STA. #31 N. 50° E. 17 FT.

TO \angle .

π OVER STA. #31.

RUN S. $77^{\circ} 45'$ E. 215.25 FT.

TO STA. #32.

TIES FOR STA. #31.

7" POPLAR S. $2^{\circ} 0'$ W. 8.6 FT.

6" BIRCH N. $29^{\circ} 15'$ W. 6.4 FT.

CENTER LINE TO ROAD
FROM STA. 31 TO 32.

AT 34 FT. \angle . ON LINE.

" 100 FT. \angle 15 FT. TO RIGHT

" 150 FT. \angle . 12 FT. TO "

AT 200 FT. Q. 9 FT. TO RIGHT
BEGINNING OF SHARP
CURVE.

̄ OVER STA. # 32.

LOOKING LIKE RAIN.

RUN S. $13^{\circ} 37' E$. 427.55 FT.

TO STA. # 33.

TIES FOR STA. # 32.

7" POPLAR N. $54^{\circ} 0' E$. 6.9 FT.

6" " N. $54^{\circ} 38' W$. 12.75 FT.

CENTER LINE TO ROAD
FROM STA. # 32 TO # 33.

AT 30 FT. Q. 3 FT. TO RIGHT

" 50 FT. Q. ON LINE

" 100 FT. Q. 6 FT. TO LEFT.

" 170 FT. Q. ON LINE

" 200 FT. Q. 2 FT. TO RIGHT.

" 250 FT. Q. 3 FT. TO "

" 300 FT. Q. ON LINE.

6.
AT 350 FT. Q. 6 FT. TO LEFT.

" 400 FT. Q. 10 FT. TO "

OVER STA. # 33

RUN S. $32^{\circ} 55' \frac{1}{2}$ E. 296.0 FT.
TO STA. # 34.

JULY FRI. 15. 1949 ON ROAD.
MUSOLF AND SCHULTZE.

OVER STA. # 33.

TIES FOR STA. # 33

3" RED OAK S. $10^{\circ} 30'$ W. 10.80' FT.

6" POPLAR N. $91^{\circ} 50'$ W. 18.15' FT.

CENTER LINE TO ROAD
FROM STA. # 33 TO 34.

STA. # 33 TO Q. N. 70° E. 16 FT.

AT 50 FT. Q. 10 FT. TO LEFT

" 100 FT. Q. 2 FT. TO "

" 140 FT. Q. ON LINE

" 200 FT. Q. 9 TO RIGHT

AT 260 FT. Q. 12 FT. TO RIGHT

OVER STA. #34

TAKE READING OF HUB
ON TOWN LINE. (TOWN LINE
CHAIN STAKE NOT MARKED)
HUB S. $2^{\circ} 18\frac{1}{2}'$ E. 440.96' FT.

RUN S. $1^{\circ} 0'$ E. 512.85' FT. TO
STA. #35.

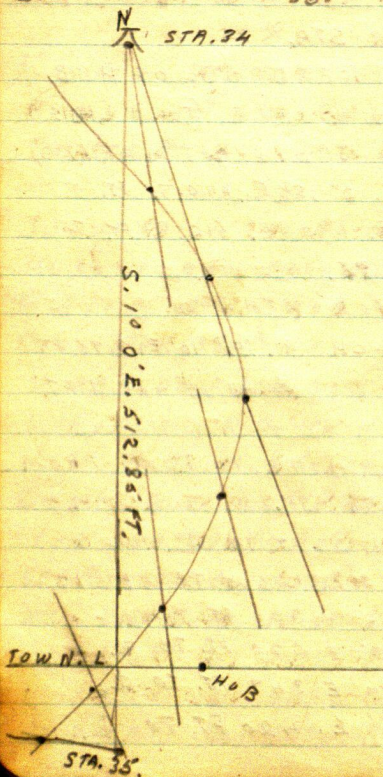
TIES FOR STA. #34.

4" BIRCH N. $51^{\circ} 10'$ E. 8.96' FT.
3" " S. 44° E. 10.9' FT.

CENTER LINE TO ROAD FROM
STA. #34 TO #35.

S. 70° W. 23 FT TO Q.
S. $4^{\circ} 33'$ E. 126.5' TO Q.
S. $8^{\circ} 22'$ E. 200 FT. TO Q.
S. $7^{\circ} 33'$ E 270 FT. TO Q.
S. $6^{\circ} 50'$ E. 349 FT. TO Q.
S. $2^{\circ} 5'$ E. 420 FT. TO Q.

MAP OF CURVE BETWEEN
STA. #34 AND #35.



OVER STA. #35

RUN S. $30^{\circ}30'W$, 437.96 FT.
TO STA. #36.

TIES FOR STA. #36.

5" RED OAK. N. $51^{\circ}26'E$, 4.8 FT.

6" BIRCH S. $1^{\circ}17'E$, 4.7 FT.

CENTER LINE TO ROAD
FROM STA. #36 TO STA. #36
AT STA. #36

N. $16^{\circ}W$. 40 FT. TO \angle .

WEST 20.5 FT. TO \angle .

AT 50 FT. \angle . 9 FT. TO R.

" 100 FT. \angle . 3 FT. TO "

" 120 FT. \angle ON LINE.

" 150 FT. \angle 3 FT. TO L.

" 200 FT. \angle 6 FT. TO L.

" 250 FT. \angle 3 FT. TO L.

" 280 FT. \angle ON LINE

" 300 FT. \angle 6 FT. TO R.

IN DEEP HOLE.

AT 350 FT. Q. 9 FT. TO R.

SHARP CURVE

AT 390 FT. Q. ON LINE.

OVER STA. #36

RUN S. $7^{\circ} 28' E$, 156 FT. TO
STA. #37.

TIES FOR STA. #36

4" W. OAK S. $64^{\circ} 14' W$. 12 FT.

8" RED OAK N. $87^{\circ} 28' E$. 48.55 ft.

QUITTING TIME.

July 17-1949

Copied to here by Harold
and Jack Curo who return
to Walker to put it on the
drawing board.

See Curo Field Book
293. Page 88.

11.
JULY MON. 18TH. 1947
MUSOLF AND SCHULTZE
ON LAKE SHORE

OVER 1200 FT. STAKE
BACK SITE N. $87^{\circ} 57' W.$
ON 900 FT. STAKE.

RUN S. $87^{\circ} 57' E.$ 75 FT. SET
HUB 1275 FT. ON BRINK OF
HILL.

RUN POINT BETWEEN
TWO LAKES TO CHANNEL
S. $32^{\circ} E.$ 170.7 FT. SET HUB
4 FT. FROM CHANNEL BANK.
CONTINUE RUN ACROSS
CHANNEL 41.9 FT. SET HUB
212.8 FT. 4 FT. FROM BANK.

200.2
31.9

T OVER HUB 1276' FT.
 CONTINUE RUN S. $82^{\circ}52'E$
 SET 1300 FT. STAKE AND
 HUB AT 1377.9 FT. AT 60
 FT. FROM LAKE.

T OVER HUB 1377.9 FT.
 RUN S. $20^{\circ}E$. 77.5' FT. SET
 HUB 4 FT. FROM CHANNEL
 BANK.

CONTINUE RUN ACROSS
 CHANNEL 32.9 FT. SET HUB
 110.3 FT. 4 FT. FROM BANK.

T OVER HUB 120.9 FT. BACK
 SIGHT ON 1200 FT. STAKE
 N. $32^{\circ}W$.

RUN N. $60^{\circ}E$. 131.1 FT. TO
 HUB. 77.5' FT. ON CH. BANK.

HUB

HUB 170.9 FT. 40 FT. FROM LAKE

HUB 77.5 FT. 38 FT. " "

JULY TUES. 19TH. 1949.
 MUSOLF AND SCHULTZE
 ON LAKE SHORE LINE.
 MORNING CLEAR AND COOL.

π OVER 1200 FT. STAKE
 TIES FOR 1200 FT.

4" BIRCH S. 38° 20' W. 17.2 FT.

6" " S. 88° 10' W. 30.2 FT.

FROM STAKE 1200 FT. TO LAKE
 S. 30° W. 8.2 FT.

π OVER HUB 1377.9 FT.

TIES FOR HUB 1377.9 FT.

5" BIRCH N. 2° E. 14.6 FT.

5" " N. 38° 48' W. 16.3 FT.

RUN N. 17° 31' E. 109.6 FT.

SET HUB 1487.5 FT.

π OVER HUB 1487.5 FT.

TO LAKE N. 80° E. 49 FT.

TIES FOR HUB 1482.5'

6" BIRCH N. $79^{\circ}40'E$. 11.15 FT.

8" " S $10^{\circ}E$. 9.9 FT.

RUN N. $25^{\circ}30'E$. 328.46 FT.

SET HUB 1815.95 FT.

AT 1554.3 FT. SET \perp STAKE
IN CUTOUT ROAD.

AT 1554.3 FT. 46 FT. TO LAKE

SET STAKES EVERY 100 FT.

AND TAKE MEAS. TO LAKE

AT 1500 LAKE 45 FT.

" 1600 " 40 FT.

" 1700 " 40 FT.

" 1800 " 44 FT.

\perp OVER HUB 1815.95 FT.

S. $70^{\circ}E$. 45 FT. TO LAKE

TIES TO HUB 1815.95 FT.

6" BIRCH S. $5^{\circ}30'E$. 6.9 FT.

6" " S. $46^{\circ}15'W$. 17.45 FT.

46.

RUN N. $6^{\circ} 2'$ E. 258.8 FT. SET
HUB
2074. 75' FT.

DIST. TO LAKE.

AT 1900 FT. 45' FT. TO LAKE.

" 2000 FT. 45' FT. TO "

STAKE 2074. 75' FT. SET
IN 16TH. LINE RUNNING
EAST.

CHAIN FROM HUB (BOLT)
IN ROAD EAST 158.9 FT. E.
TO HUB.

T OVER 158.9 FT. F. S. EAST
ACROSS LAKE.

RUN 10.5' FT. E. SET HUB (SPIKE)
N. $6^{\circ} 2'$ E. 1 INCH FROM
STAKE 2074. 75' FT.

T OVER 2074. 75' FT.
VAR. N. $6^{\circ} 20'$ E.

DISTANCE TO LAKE 38 FT.
EAST.

TIES TO STAKE 2074.75 FT.

4" BIRCH N. 21° E. 9.15' FT.

6" RED OAK S. $16^{\circ} 26'$ E. 7.25' FT.

RUN $N 4^{\circ} 40'$ W. 212.00 FT.

TO HUB 2286.75 FT.

4.45 P.M.

JULY WED. 20TH. 1949.
MUSOLF, CURO AND SCHULTZ

\overline{A} OVER 2074.75 FT.
PUT AN STAKE 2200 FT.
ABOUT 40 FT. FROM LAKE.

\overline{A} OVER 2286.75 FT.
BACK SIGHT S. 4° 40' E. ON
STAKE 2074.75 FT. AT $\frac{1}{16}$
LINE.

2286.75 FT. ABOUT 50 FT.
TO LAKE.

RUN N. 4° 33' W. 364.95 FT.
TO HUB 2651.7 FT.

STAKE 2300 FT. 75 FT TO LAKE

" 2400 FT. 100 FT. TO "

" 2500 FT. 120 FT. TO "

" 2600 FT. 130 FT. TO "

LAKE S. 55° E. 150 FT. AT

HUB 2651.7 FT.

Λ OVER HUB 2651.7 FT.

TIES TO HUB 2651.7 FT.

4" BIRCH N. $69^{\circ}30'W$. 3.8 FT.

5" " N. $50^{\circ}E$. 11.1 FT.

NOON.

RUN N. $83^{\circ}2'E$ 381.6 FT.

SET HUB 3033.3 FT.

@ 2800 FT. LAKE 40 FT TO

R. CORNER OF LAKE.

@ 2900 FT. LAKE, 40 FT TO R.

SET HUB AT 2965.6 FT. &

OF CUT ROAD.

LAKE 60 FT. R.

@ 3000 LAKE 50 FT. R.

Λ OVER 3033.3 FT.

TIES TO HUB 3033.3 FT.

5" POPLAR N. $87^{\circ}53'E$. 16.8 FT.

4" WHITE OAK. S. $6^{\circ}30'E$. 12.2 FT.

(USED UPPER PLAZE ON ^{OAK})

LAKE S. $13^{\circ}W$. 75 FT.

20.

RUN S. $47^{\circ}16'E$. 386.15' FT.
SET HUB 3419.45' FT.

4.43' P.M. QUIT FOR THE DAY.

JULY THUR. 21ST. 1949.
MUSOLF AND SCHULTZE
ON LAKE SHORE.

@ 3100 LAKE R. 50 FT.

" 3200 " " 35 "

" 3300 " " 30 "

" " STAKE ON ROCK
SPIKE TRUE LINE.

@ 3400 LAKE R. 45 FT.

T OVER HUB 3419.45' FT.

TIES TO " " "

10" POPLAR S. $20^{\circ}W$ 10.65' FT.

8" " N. $80^{\circ}09'W$ 14.95' FT.

LAKE 50 FT. R.

VAR. $6^{\circ}20'E$.

RUN S. $35^{\circ}12'E$. 203.95' FT.

SET HUB 3623.4 FT.

@ 3500 LAKE 70 FT. R.

" 3600 " 75 FT. "

⌒ OVER HUB 00 FT. E. ON
16TH. LINE, ON EAST BANK
OF LAKE.

TIES TO HUB 00 FT. E.

5" POPLAR S. $67^{\circ}45'$ E. 3.3 FT.

6" " S. $40^{\circ}22'$ W. 4.6 FT.

RUN EAST 14.9 FT. SET HUB
ON LOT LINE.

⌒ OVER HUB 3623.4 FT.

TIES TO " " "

8" POPLAR S. $13^{\circ}48'$ E. 13.9 FT.

6" BIRCH N. $46^{\circ}45'$ W. 7 FT.

HUB 3623.4 FT. LAKE 70 FT. R.

RUN S. $35^{\circ}55'$ E. 238.05 FT.

TO HUB 3861.45 FT. ON
16TH. LINE.

22.

@ 3700 FT, LAKE 60 FT. R.

" 3800 " " 40 " "

OVER HUB 3861.45 FT.

TIES TO " " "

5" POPLAR N. $57^{\circ}45'E$, 13.9 FT.

7" " S. $34^{\circ}30'E$, 23.75 FT.

LAKE 45 FT. WEST.

CHECK READING OF

STAKE LINE WITH $\frac{1}{16}$ TH.

LINE. B.S. ACROSS LAKE

ON HUB 14' 9.9 FT. E.

TURN N. $36^{\circ}03'W$, TO HUB

3823.4 FT. 12 O'CLOCK.

SHOULD READ N. $35^{\circ}55'W$.

DIFF. 9'

OVER HUB 00 FT. E.

ON $\frac{1}{16}$ TH. LINE.

RUN EAST 344.86 FT.

SET 2 POINTS.

OTTO K. NELSON, DAVE

SANBERG AND ELIC
CUTTING LINE
MUSOLF AND SCHULTZE
ON \bar{A} AND CHAINING.

\bar{A} OVER HUB 344.85 FT
RUN E. 22 FT. TO \bar{Q} ,
TO STUB ROAD
NEAR STA. 17.

② \bar{Q} OF STUB ROAD
 \bar{Q} OF MAIN ROAD 16 FT.
TO LEFT.

RUN EAST 210 FT. FROM
HUB 344.85 TO \bar{Q} OF
2ND. STUB R. SET
HUB 18.1 FT. N. OF STA.
20.

CONTINUE E. 99 FT.
SET HUB 653.85 FT.

\bar{A} OVER HUB 653.85 FT.

24.

RUN. 152.85 FT. E SET
HUB 811.70 FT. IN LOT
LINE

LAKE 40 FT. EAST.

OVER HUB 811.70 FT.
SET 2 POINTS ACROSS
LAKE EAST.

TIES TO HUB 811.70 FT.
9" BIRCH N. 67° E. 0.2 FT.
2" " N. 8° W 36.2 FT.

4.45 P.M.

CLEAR COOL AND
WINDY ALL DAY.

4051.15
248.95
4300.10

JULY FRI, 22ND, 1949.

CURRO, SCHWITZE AND
MYSELF.

ON LAKE SHORE.

\bar{A} ON HUB 3861.45 FT.

B.S. OVER LAKE WEST
ON 1-16 LINE.

RUN S. $36^{\circ} 00' E$. 189.7 FT.

SET HUB 4051.15 FT.

@ 3900 FT. LAKE 50 FT. R.

" 4000 " " 70 FT. "

\bar{A} AT HUB 4051.15 FT.

TIES TO " " "

3" BIRCH S. $65^{\circ} 10' E$. 4 FT.

4" RED OAK N. $12^{\circ} 24' W$ 11.55 FT.

RUN S. $7^{\circ} 41' E$. 248.95 FT. SET
HUB 4301 FT.

@ 4051.15 FT. LAKE 80 FT. R.

" 4100 " " 70 " "

② 4200 FT. LAKE 74 FT. R.

TAT 4301 FT.

TIES TO " " "

8" RED OAK S. $16^{\circ} 18' E$. 19.9 FT.

16" NORWAY S. $73^{\circ} 33' W$ 26.9 FT.
(SPOT 6' FT. UP).

② HUB 4301 FT. LAKE 40 FT. R.

SHORE ON STRAIGHT LINE
STAKE 4600 ON LINE 5 FT.
S. OF DRY CREEK RUNNING
N.W AND S.E.

RUN S. $30^{\circ} 30' E$. 35' 4.8 FT.

SET HUB 465' 8.8 FT.

TIES TO HUB 465' 8.8 FT.

TWIN POPLARS S. $84^{\circ} W$.

7.00 FT. ($1\frac{1}{2}$ " WOOD HUB).

LAKE 70 FT. TO R. STRAIGHT
SHORE.

NOON.

RUN S. 41° 24' E. 304.85 FT.
SET HUB 4960.65' FT.

@ 4720 FT. ENTER BOG

" 170 FT. LEAVE BOG

BOG. ROUND 200 FT. DEEP

̄ AT 4960.65' FT. HUB.

TAKE POINT OVER LAKE

S. 78° W. 170 FT. PT. 20' WIDE

N. 84° W. 170 FT. PT. 20' WIDE

N. $77^{\circ}14'$ W. 170 FT. 30 FT. FROM

MAIN LAKE.

N. 62° 30' W. 170 FT. TO N.

EDGE OF BAY.

AT 4890 FT. LEAVE BOG.

" 4800 " LAKE W. 20' FT.

NORTH END OF BAY.

@ 4890 LAKE W. 20 FT.

" 4860 " 12 FT. R.

" 4960.65' 12 FT. R.

TIES TO 4960.66 FT.

6" BIRCH S. 30° E. 10.76 FT.

RUN S. $20^{\circ} 6' 5''$ E 176.15 FT.

TO HUB 5136.8 FT.

@ 5000 FT. LAKE 15 FT. R.

" 5100 FT. " 38 FT. R.

" 5136.8 " 36 FT. R.

\bar{A} AT 5136.8 FT.

TIES TO 5136.8 FT.

8" POP. N. $59^{\circ} 43'$ E. 12.05 FT.

258.8 yds.

RUN. S. $32^{\circ} 57'$ E. (176.16) FT.

TO HUB 5395.4 FT.

@ 5200 LAKE 20 FT. R.

" 5300 " 25 FT. R.

CONT. RUN 20.8 FT. TO HUB

5466.2 FT. ON CANAL

BANK.

JULY MON 24TH.

1 P.M. JACK, WALT & I.

(WORKED ON TWO CANALS
BEFORE DINNER. SO JACK
COULD MAP THEM TO
SEND IN TO CAVLI.)

\bar{A} AT 811.70 E. ON 1-16 LINE.
RUN S. $11^{\circ} 42' E$. TO HUB A.

\bar{A} AT STAKE A.

TIES TO A.

(SPOT)

4" BIRCH N. $48^{\circ} E$. 10.3 FT. UPPER

4" " N. $68^{\circ} 42' W$. 11.8 FT.

RUN S. $5^{\circ} 24' W$. TO STAKE B.

\bar{A} AT STAKE B. 12.15 FT.

TIES TO B. 5.14" W. 10.15 FT.

5" BIRCH N. $58^{\circ} 11' E$. 6.96 FT.

6" " S. $14^{\circ} W$. 5.15 FT.

30

RUN S. 17° ^{05'} ~~18'~~ W. TO STAKE
C.

QUIT AT 3.30 AND
DROVE JACK TO WALKER
BY WAY OF LONGVILLE
GOT THERE A LITTLE
AFTER 5 O'CLOCK.

DROVE HOME FROM
WALKER IN WORST
RAIN I WAS EVER IN.

JULY TUES. 26TH, 1947
WALT AND I ON LAKE
SHORE

\bar{A} AT C.

TIES TO C.

5" BIRCH S. $77^{\circ}46'W$. 6.2 FT.
RUN S. $1^{\circ}46'W$. TO STAKE
D.

\bar{A} AT D.

TIES TO D.

4" BIRCH S. $23^{\circ}10'W$. 7.16 FT.
6" " N. $42^{\circ}W$. 9.35 FT.
RUN S. ON SAME COURSE
TO STAKE E.

\bar{A} AT E.

TIES TO E.

5" BIRCH S. $61^{\circ}10'W$. 5.6 FT.
6" " N. $69^{\circ}19'W$. 3.4 FT.

RUN S. $16^{\circ}58'E$. TO STAKE
F, ON RANDOM LINE
RUNNING NORTH.

A AT F.

TIES TO F.

4" BIRCH N. $27^{\circ}11'E$. 5.7 FT.

10" POPLAR N. $88^{\circ}E$. 4.75 FT.

RUN SOUTH ON RANDOM
LINE TO HUB 00 FT. ON
COUNTY LINE.

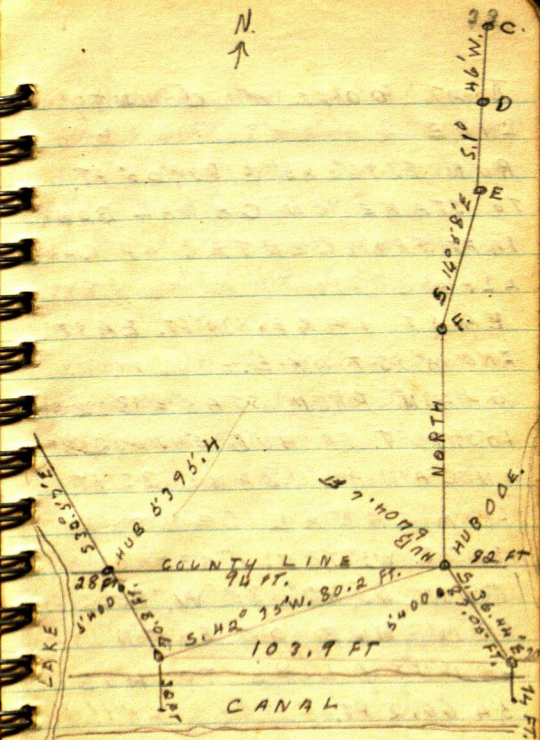
A AT HUB 00 FT. ON
COUNTY LINE.

RUN WEST 94 FT. TO
LOT LINE STAKE

53 75. 4 FT. 28 FT. FROM
LAKE.

HUB 00 LAKE 82 FT. EAST

N.
↑



$\bar{\Lambda}$ AT 00 FT. ON COUNTY
LINE

RUN S. $36^{\circ} 44' E$. 83.05 FT.
TO STAKE ON CANAL BANK
14 FT. FROM CENTER OF CAN-
AL.

EAST LAKE 30 FT. EAST
FROM STAKE.

CHAIN FROM STAKE 83.05 FT.
103.9 FT. TO HUB 5466.2 FT
ON CANAL BANK 32 FT.
FROM CANAL CENTER.
42 FT. W. TO LAKE

RUN S. $42^{\circ} 35' W$. 80.2 FT.
FROM HUB 00 E. ON
COUNTY LINE TO HUB
5466.2 FT.

$\bar{\Lambda}$ AT HUB 00 FT. E. ON
COUNTY LINE

MARK HUB 00 FT.
5404.6 FT. TO CORRESPOND
WITH HUB ON OPPOSITE
SIDE OF POINT.

CHAIN NORTH ON RANDOM
LINE SETTING STAKES
EVER 100 FT.

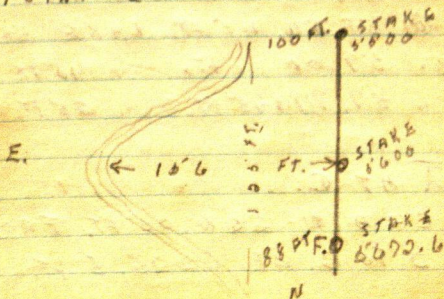
FROM 00 FT. OR 5404.6 FT.
268.0 FT. TO STAKE F. OR
5672.6 FT.

@ 55'00 LAKE 100 FT. R.

" 5'600 " 156 " R.

ON POINT.

POINT 125 FT. WIDE AT BASE



@ STAKE F. OR 8672.6 FT. LAKE
88 FT. R. AT BEGINNING OF
N. SIDE OF POINT.

Λ AT E.

CHAIN 191.85 FT. TO STAKE
E. OR 5864.45 FT.

@ 5700 LAKE 65 FT. R.

" 5800 " 58 FT. R.

STAKE 5800 BEHIND TREE
NOT ON LINE.

FROM STAKE E. CHAIN
135.06 FT. TO STAKE D. OR
5999.45 FT.

@ 5864.45 FT. LAKE 55 FT. R.

" 5900 FT. " 45 FT. R.

" 5999.45 FT. " 25 FT. R.

Λ AT C.

CHAIN 226.06 FT. FROM
D TO C. OR 6225.5 FT.

@ 6000 LAKE 26 FT. R.

" 6100 " 40 FT. R.

" 6200 " 40 FT. R.

JULY WED 27TH, 1949.

RAIN ABOUT 3. AM. WAIT
FOR JACK UNTIL 7.25
BUT NO JACK.

SQUARE AND LEVEL
OTTO'S HOUSE FOUNDATI-
ON FOR M.E. SATCHEL,
WALT AND I DRIVE MY
CAR INTO EAST LAKE
LOOKING LIKE RAIN.

AT STAKE B.

CHAIN FROM C 140.95 FT.
TO B. OR 6366.45 FT.

② 6200 FT. BEGINNING
OF SMALL POINT.

" 6250 TO TIP OF PT.
80 FT. TO R.

③ 6300 LAKE 40 FT. R.
" STAKE B " 36 FT. R.

CHAIN FROM STAKE B.
OR 6366.45 FT. 158.70 FT.
TO A, OR 6525.15 FT.

@ 6400 LAKE 40 FT. R.

" 6500 " 20 FT. R.

AT A. OR 6525.15 FT.

CHAIN 213.9 FT. TO HUB
811.70 EAST ON 1-16 LINE
OR 6739.05 FT.

@ A. OR 6525.15 FT. LAKE
20 FT. R.

@ 6600 LAKE 20 FT. R.

" 6700 " 35 FT. R.

AT HUB 6739.05 OR

811.70 FT ON 1-16 LINE

F.S. OVER LAKE

RUN EAST 33.35 FT. TO

HUB 845.05 FT. 4 FT. FROM

LAKE.

RUN N. $32^{\circ} 21' W.$ 191.35
TO HUB 6730.40 FT. ON
LOT STAKE LINE.

AT HUB 6739.05 FT. ON
1-16 LINE LOT STAKE
LINE LEAVES LAKE AND
FOLLOWS BOG.

AT HUB 6739.05 FT.
RUN N. $21^{\circ} 21' E.$ 407 FT.
ALONG SHORE LINE
TO HUB ON STAKE LINE
OVER BOG.

@ 90 FT. ENTER BOG
" " " LAKE 40 FT. R.
LAKE ON STRAIGHT LINE

@ 300 FT. LAKE 30 FT. R.
" 330 " " 15 FT. R
" 330 " LEAVE BOG
LAKE BEND SHARPLY TO R.

Λ AT HUB 6739.05 FT.
CONTINUE ON LOT STAKE
LINE. 191.35 FT. TO HUB
6930.40 FT.

@ 6800 BOG 15 FT. R.
CORNER OF BOG.

@ 6830 LOT LINE
FOLLOWS EDGE OF BOG.

@ 6890 FT. LINE LEAVES
BOG. CORNER OF BOG.

@ 6930.40 FT. BOG 30 FT. R.

Λ AT ²6930.40 FT.

TIES TO HUB 6930.40 FT.

5" BIRCH S. $20^{\circ}30'E$. 15.1 FT.

8" " S. $16^{\circ}06'W$. 20.1 FT.

RUN. N. $9^{\circ}57'E$. 204.1 FT.

TO HUB 7134.50 FT.

@ 7000 FT. BOG 20 FT. R.

" 7100 FT. " 10 FT. R.

41.

\bar{A} AT 7134.50 FT.

5" BIRCH N, $43^{\circ} 47' E$, 2.1 FT.

8" POPLAR S. $9^{\circ} 47' E$, 7.95 FT.

RUN N, $85^{\circ} 43' E$, 216.1 FT.

TO HUB 7350.6 FT. OR LAKE

LINE HUB 407 FT.

@ 7134.50 FT. BOG 30 FT. R.

" 7200 FT. " 30 FT. R.

" 7300 FT. " 50 FT. R.

JULY THUR. 28TH. 1949.

ELIC AND I ON LAKE
SHORE.

$\bar{\Lambda}$ AT HUB 7360.6 FT.

TIES TO HUB 7360.6 FT.

5" BIRCH N. 87° E. 3.05 FT.

5" " N. $51^{\circ} 18'$ E. 2.6 FT.

RUN N. $86^{\circ} 32'$ E. 147.8 FT

TO STAKE 7498.4 FT.

@ 7360.6 FT. LAKE 45 FT. R.

" 7400 FT. " 40 FT. R.

" 7498.4 FT. " 45 FT. R.

$\bar{\Lambda}$ AT STAKE 7498.4 FT.

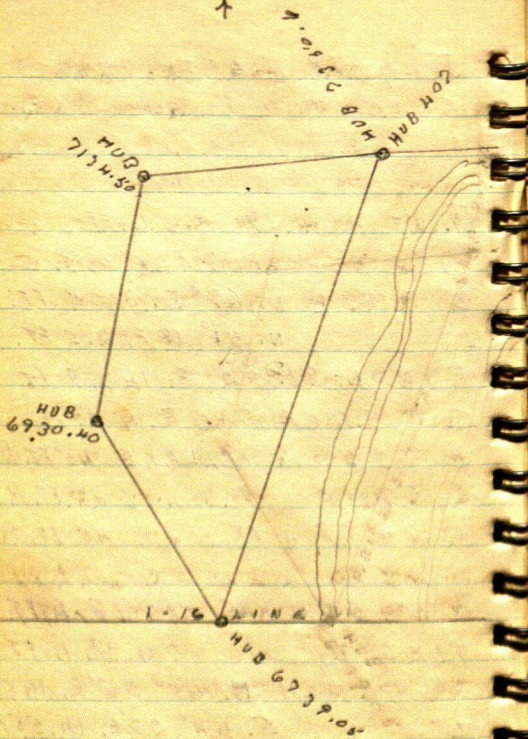
TIES TO " 7498.4 FT.

4" BIRCH N. $65^{\circ} 36'$ E. 14 FT.

6" " S. $44^{\circ} 27'$ E. 14.55 FT.

RUN S. $39^{\circ} 32'$ E. 207.75 FT.

TO HUB 7706.15 FT.

N.
↑

@ 7600 LAKE 60 R.

" 7700 " 120 R.

Λ AT 7706. 15 FT.

TIES TO HUB 7706. 15 FT.

8" BIRCH N. 60° E. 9.3 FT.

RUN S. $37^{\circ} 48\frac{1}{2}'$ E. 288.05 FT.

TO HUB 7994. 20 FT. ON
1-16 LINE.

@ 7800 LAKE 50 FT. R.

" 7850 ENTER N.E. AND

S.W. DRAIN. LAKE 30 FT.

R.

@ 7890 LEAVE DRAIN.

" 7900 LAKE 30 FT. R.

JULY FRI. 29TH. 1949.
 ELIC AND I ON LAKE
 SHORE.

CHECK ANGLES FROM
 HUB 41.85 FT. E. ON 1-16 LINE
 TO HUB 6739.05 FT. ON 1-16
 LINE WEST OF LAKE.

Λ AT HUB 7994.20 FT.
 TIES TO HUB 7994.20 FT.
 6" POPLAR N. $70^{\circ} 6'$ E. 12.6 FT.
 4" BIRCH N. $25^{\circ} 13'$ W. 9.95 FT.

B.S. OVER LAKE ON 1-16
 LINE SET HUB 00. FT. E
 5 FT. FROM WATER.

CHAIN EAST 41.86 FT.
 TO HUB 7994.20 FT.

CONTINUE ON LAKE
 SHORE

RUN S. $24^{\circ} 10\frac{1}{2}'$ E. 176.75 FT.

TO STAKE 8190.95 FT.

@ 8100 LAKE 15 FT. R.

" 8190.95 LAKE 75 FT. R.

SMALL POINT.

π AT 8190.95 FT.

TIES TO 8190.95 FT.

4" POLE S. $18^{\circ} 10'$ E. 4.2 FT.

6" " S. $44^{\circ} 30'$ W. 7.1 FT.

RUN S. $32^{\circ} 41'$ E. 183.5 FT.

TO HUB 8374.45 FT.

@ 8260. LAKE 20 FT. R.

" 8300 " 20 FT. R.

" 8374.45 FT. LAKE 15 FT. R.

π AT HUB 8374.45 FT.

TIES TO 1 INCH CHERRY

HUB 8374.45 FT.

8" BIRCH S. $62^{\circ} 14'$ W. 14.5 FT.

SPOT 4 FT. U P.

6" POPLAR N. 19° W. 27.7 FT.
 RUN S. $6^{\circ} 36'$ E. 206 FT.
 SET 1" CHERRY
 HUB 8574.45 FT.

@ 8400 LAKE 15 FT. R.
 8430 CROSS SMALL
 CREEK RUNNING N.E.
 AND S.W.

LAKE 10 FT. R.

@ 8600 LAKE 10 FT. R.
 8674.45 FT. LAKE 30 FT. R.

1. AT HUB 8574.45 FT.
 TIES TO HUB 8574.45 FT.
 4" POPLAR N. $72^{\circ} 30'$ E. 3.3 FT.
 6" BIRCH S. $5^{\circ} 45'$ W. 4.6 FT.
 RUN ON SAME COURSE
 150.3 FT. TO HUB 8724.75 FT.
 AT EDGE OF BOG.

@ 8600 LAKE 50 FT. R.
" 8650 " 100 FT. R.
" 8700 " 100 FT. R.
" 8730 " 15 FT. R.

END OF POINT.

GO SET B.S. ON POINT
BETWEEN LAKES ON
COUNTY LINE AND
QUIT FOR THE DAY.

29.

AUG. MON. 1ST. 1949.

WALT AND I DRIVE MY CAR
IN ON THE NORTH ROAD
NEARLY TO THE COUNTY
LINE THEN WALK EAST
TO 1-4 LINE CORNER
TO CHECK RANDOM LINE
CORNER WITH TRUE CORNER
WHICH WAS 16.7 FT. SOUTH
2" IRON PIPE.

$\frac{1}{4}$ LINE CORNER BETWEEN
SEC. 29 AND 32 T. 139 R. 26 W.

AT SEC. CORNER 29-30-31-32
HUB .9 FT. EAST OR 2639.1 FT.
WEST.

CHAIN FROM 2639.1 FT. W.
TO HUB 3347.0 FT. W. ON
HIGH HILL OVERLOOK-
ING LAKE.

AT HUB 3347 FT
F.S. OVER LAKE
SET HUB 3799.2 FT. W.
109 FT. FROM WATER.
CHAIN WEST 39.8 FT.
TO HUB (SPIKE) 3386.8 FT.
CONT. WEST. 140 FT. OR
3526.8 FT. TO C. OF ROAD.

AT HUB 8724.75 FT
ON LOT STAKE LINE.
TIES TO HUB 8724.75 FT.
10" POPLAR S. $63^{\circ}30'$ W. 9 FT.
RUN S. $14^{\circ}29'$ E. 652.7 FT.
TO HUB 9370.45 FT. OR
3799.2 FT. ^{W.} ON COUNTY
LINE IN BOG.

51.

@ 150 FT. LAKE 30 FT. R.
POINT BEGINS.

@ 350 FT. LAKE 60 FT. R.

" " " END OF POINT

" " " SOUTH SHORE

OF POINT.

TIP OF POINT 310 FT. R.

POINT ONLY NARROW
SEA WALL OF HIGH
LAND. REST BOB.

@ 450 LAKE 60 FT. R.

AT HUB 327.5' E. ON
COUNTY LINE (TRUE
LINE).

TIES TO HUB 327.5' E.

10" POPLAR N. 6° 50' E. 29.1 FT.

3" " N. 38° 22' W. 17.8 FT.

RUN S. 41° 21' E. 267.45 TO

HUB 267.45 FT.

AT HUB 267.45' FT.

TIES TO HUB 267.45' FT.

6" BIRCH S. 8° 45' E. 5.4 FT.

10" POPLAR S. 48° 33' W. 21.3 FT.

AUG. 2ND, 1949 TUES.

WALT AND I START BY

ROAD ON COUNTY LINE

RUNNING SOUTH LAKE
SHORE.

AT HUB 327.5' FT. EAST
ON TRUE COUNTY LINE.
SET HUB OVER LAKE
(TWO POINTS).

53.

\bar{A} AT HUB 267.45' FT.

@ 327.5' FT. E. LAKE 10 FT.

" 30 FT. LAKE 3 FT. L.

" 100 FT. " 12 FT. L.

" 200 FT. " 8 FT. L.

RUN. S. $48^{\circ} 13'$ E. 260.85 FT.
TO HUB 528.30 FT.

@ HUB 267.45' LAKE 20 FT.

" 300 FT. LAKE 22 FT. L.

" 400 FT. " 25 FT. L.

" 450 FT. " 6 FT. L.

" 500 FT. " 20 FT. L.

\bar{A} AT $\frac{2}{3}$ 528.30 FT.

TIES TO HUB 528.30 FT.

7" BIRCH S. $33^{\circ} 48'$ W. 10.85 FT.

RUN. N. $24^{\circ} 25'$ E. 160.85 FT.

TO HUB 689.15 FT.

AT HUB 689.15 FT.
 TIES TO HUB 689.15 FT.
 6" BIRCH S. 15° W. 13.96 FT.
 7" " N. $77^{\circ} 30'$ W. 4.96 FT.
 @ 528.30 FT. LAKE 26 FT. L
 CORNER OF LAKE.
 @ 600 FT. LAKE 3 FT. L.
 " 689.15 FT. " 20 FT. L.
 RUN N. $47^{\circ} 9'$ E. 228.1 FT.
 TO HUB 917.25 FT.
 @ 750 FT. LAKE 50 FT. L.
 " 800 FT. " 50 FT. L.
 " 917.25 " 50 FT. L.

AT 917.25 FT. HUB.
 TIES TO HUB 917.25 FT.
 6" BIRCH S. $9^{\circ} 30'$ E. 8.4 FT.
 11" POPLAR N. $28^{\circ} 7'$ E. 11.96 FT.
 RUN N. $47^{\circ} 14'$ E. 107.70 FT.
 TO HUB 1025 FT. ON COUNTY
 LINE.

68;

① 1000 FT. LAKE 40 FT. L.
T AT HUB 1025 FT. ON (TRUE)
COUNTY LINE.

CHECK COURSE ON B.S.
OVER LAKE: CHECKED TO
MINUTE, S. $47^{\circ}14'$ W. TO
B.S. AT HUB 912.25.

TIES TO 1025 FT. HUB.
OR 66.9 FT E.

3" BIRCH S. $2^{\circ}20'$ E. 16.1 FT.

9" POPLAR S. $77^{\circ}14'$ W. 12.7 FT.

SET HUB 66.9 FT. WEST
ON (TRUE) COUNTY LINE
MARKED 00 FT. 10 FT. FROM
WATER.

T STILL AT HUB 1025 FT.
RUN N. $27^{\circ}37'$ E. 330.6 FT.
TO HUB 1356.6 FT.

@ 1100 FT. LAKE 30 FT. L.
 " 1200 FT. " 20 FT. L.
 " 1300 FT. " 30 FT. L.
 " 1355.5 " 20 FT. L.

AT HUB 1355.5 FT.

TIES TO HUB 1355.5 FT.

7" RED OAK S. $34^{\circ}13'E$. 11.7 FT.

6" BIRCH S. $23^{\circ}37'W$. 6.15 FT.

RUN N. $26^{\circ}46'E$. 279.8 FT.

TO HUB 1635.3 FT. ON

CANAL BANK 6 FT. FROM

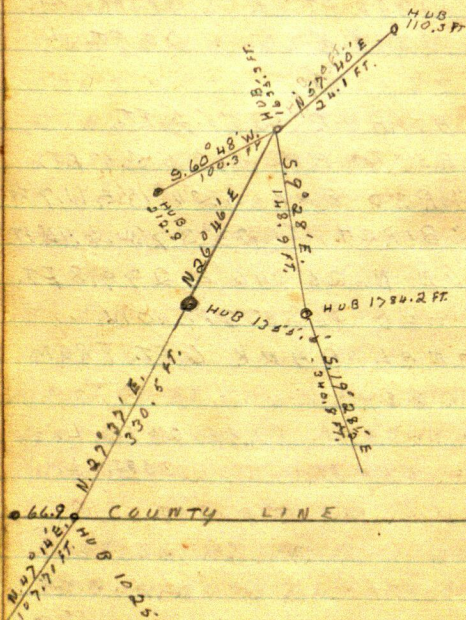
EDGE.

@ 1400 FT. LAKE 20 FT. L.

" 1500 FT. " 30 FT. L.

QUIT FOR THE DAY.

37



AUG. WED. 3RD. 1949.

WALT AND I DRIVE IN ON
SOUTH ROAD.

Λ AT HUB 1635.3 FT. ON
CANAL BANK.

TAKE COURSE TO HUBS
110.3 FT. AND 212.8 FT. SET

JULY 18TH. 1949. PAGE 12 OF
THIS BOOK.

HUB 212.8 FT. S. $60^{\circ}48'W$. 100.3
FT. 20 FT. FROM LAKE.

HUB 110.3 FT. N. $57^{\circ}40'E$. 24.1 FT.
25 FT. FROM LAKE.

TIES TO HUB 1635.3 FT.

6" BIRCH S. $62^{\circ}41'E$. 5.8 FT.

4" " S. $27^{\circ}20'W$. 30.46 FT.

RUN S. $9^{\circ}28'E$. 148.9 FT. TO
HUB 1784.2 FT.

@ 1700 LAKE 45 FT. L.

" 1784.2 FT. " 30 FT. L.

59.

AT HUB 1784.2 FT.
TIES TO HUB 1784.2 FT.
8" BIRCH S. $1^{\circ}30'E$, 18.05 FT.
5" " N. $53^{\circ}16'W$, 12.4 FT.
RUN S. $19^{\circ}28\frac{1}{2}'E$, 340.8 FT.
TO HUB 2125.0 FT.

| | | | |
|---|------|------|-----------|
| @ | 1800 | LAKE | 40 FT. L. |
| " | 1900 | " | 20 FT. L. |
| " | 2000 | " | 30 FT. L. |
| " | 2100 | " | 15 FT. L. |
| " | 2125 | " | 30 FT. L. |

AT HUB 2125.0 FT.
TIES TO HUB 2125.0 FT.
12" POPLAR S. $82^{\circ}05'E$, 19.26 FT.
RUN N. $75^{\circ}20'E$, 259.7 FT. TO
HUB 2384.7 FT.

| | | | |
|---|------|------|-----------|
| @ | 2200 | LAKE | 20 FT. L. |
| " | 2300 | " | 40 FT. L. |

DINNER TIME

26345
52345

π AT HUB 2384.7 FT.
 CONTINUE RUN ON SAME
 COURSE N. $75^{\circ}20'E$. 264.15 FT
 TO HUB (2 POINTS) 2648.45 FT.
 NO TIES TO HUB 2384.7 FT.
 @ 2400 LAKE 40 FT. L.
 " 2500 " 35 FT. L.
 " 2600 " 45 FT. L.
 CURVE OF LAKE.

π AT 2648.45 FT.
 TIES TO HUB 2648.45 FT.
 5" BIRCH S. $68^{\circ}51'E$. 14.9 FT.
 4" " S. $37^{\circ}W$. 19.9 FT.
 RUN. S. $47^{\circ}05'E$. 308.40 FT. TO
 HUB 2966.85 FT.
 @ 2648.45 FT. LAKE: 20 FT.
 L. 15 FT. BANK.
 @ 2700 FT. LAKE 30 FT. L.
 " 2800 FT. " 25 FT. L.
 " 2878 FT. CENTER OF
 12 inch drain ditch.

61

30 FT. SEE PAGE.

@ 2900 FT. LAKE 40 FT L.

GO BACK TO HUB 00 FT
E. ON COUNTY LINE
AND CHAIN RANDOM
LINE EAST.

CHAIN E. 66.26' FT. TO HUB
2.15' FT. FROM TRUE LINE
HUB 66.9 E.

CHAIN 77.3 FT TO HUB 143.55 FT
E.

CHAIN 110 TO STAKE 253.55

" 300 TO " 553.55 FT

" 120.9 TO HUB 674.45

" 188.8 TO " 863.25

" 231.85 TO " 1095.10

" 167.2 TO " 1262.30

20 FT. FROM WATER.

AUG THUR. 4TH. 1949
 WALT AND I FINISH
 CHAINING COUNTY
 LINE EAST THEN
 WALT, ELC AND I GO
 NORTH ON ROAD TO I-4
 LINE AT 10 O'CLOCK
 AND START RUNNING
 W. I-16 LINE SOUTH.

AT HUB 1279.5' E ON
 I-4 LINE
 RUN EAST 17.5' FT TO
 HUB 1298 FT.

AT 1298 FT. HUB
 TIES TO HUB 1298 FT.
 10" JACK PINE N. 86° E. 17.55' FT.
 4" BIRCH S. 46° 10' W. 21.85' FT.
 RUN S. 0° 21' W. 389 FT. TO
 HUB 389 FT.

$\bar{\Lambda}$ AT 389 FT. CONTINUE
ON COURSE 200.05 FT.
TO HUB 589.06 FT.

$\bar{\Lambda}$ AT HUB 589.05 FT.
CONTINUE S. 385.05 FT.
TO HUB 944.10 FT. S.

$\bar{\Lambda}$ AT HUB 944.10 FT. CONT.
S. 376.10 FT. TO HUB 1320.2 FT.
S. HUB 1320.2 FT

HUB 1320.2 FT. S. HIT S.
1-16 LINE AT 1288.85 FT
EAST.

HUB 1320.2 FT. NOT ON LINE OF
1-16 LINE.

$\bar{\Lambda}$ AT HUB 1320.2 S,
CONT. S.

AUG. FRI. 5TH. 1947
 WAIT, ELIC. AND I. FINISH
 WEST 1-16 LINE.

π AT 1220.2 FT. S.
 RUN S. 481.8 FT. TO HUB 1802
 FT.

$\bar{\Lambda}$ AT HUB 1802 FT.
 RUN SOUTH 143.1 FT. TO HUB
 1946.1 FT. ON LOT STAKE LINE
 ON LAKE BANK 34.8 FT.
 FROM STAKE 1377.9 FT. ON
 LOT STAKE LINE. AND 74.
 76' FT. FROM 1487.5 FT. STAKE
 ON LOT STAKE LINE
 PAGE 13 AND 14 OF THIS BOOK.

GO NORTH TO 1-4 LINE
 FIND NO CHAIN STAKES
 NEAR NORTH AND SOUTH
 1-4 LINE SO GO EAST

TO HUB 3358.3 FT. CHECK
CHAINING WEST TO HUB
2569.7 FT.

\bar{A} AT 2569.7 FT
RUN EAST 51.60 FT. TO
HUB 2621.2 FT. IN DEEP
HOLE.

\bar{A} AT HUB 2621.2 FT.
TIES TO HUB 2621.2 FT.
12" NORWAY STUMP N. 70° E. 32 FT
10" POPLAR S. 30° 7' E. 13.25 FT.
F.S. ON HUB 2914.8 EAST.
RUN S. 0° 25' W. 122.95 FT.
TO HUB 122.90 FT. SOUTH

\bar{A} AT HUB 122.95 FT. S.
RUN S. 238.45 FT. TO HUB
361.40 FT.

\bar{A} AT 361.40 FT.
RUN S. 356 FT. TO HUB 717.40 FT.

AUG. MON 8TH, 1949

ALEX MICHAELIS, DAVE
SANDBERG AND I CHAIN
Q TO GRADED ROAD
FOR OTTO K. NELSON

START AT MAIN ROAD ON
NORTH ROAD. CHAIN EAST.
CHAIN 110 10 FT. TO END OF
NORTH ROAD

CHAIN 555 FT SIDE
ROAD.

AT 7860 FT. CROSS COUNTY
LINE.

GUY WANNABO TAKES US
AROUND TO EAST END
OF SOUTH ROAD.

WE CHAIN WEST. 4900
FT.

TOTAL MEASUREMENT
16,465 FT.

67.

AUG. MON. 8TH. AFTERNOON.
ALEX, DAVE AND I GO
BACK ON 1-4 LINE.
RUNNING SOUTH.

$\bar{\Lambda}$ AT HUB 712.40 FT. S.
RUN S. 456.1 FT. TO HUB
1173.5 FT.

@ 1127.40 FT. CROSS & TO
ROAD.

π AT 1173.5 FT. HUB.
RUN S. 146.85 FT. SET
HUB 1320.35 FT. 1-16
LINE.

$\bar{\Lambda}$ AT HUB 344.85 FT. E.
IN 1-16 LINE.

B.S. WEST SET 1-4
LINE HUB 1320.35 FT
ON LINE.

AUG TUES, 9TH, 1947.

JACK, CAME WITH JIM HINE
AND THEY WALT AND I WORKED
NEAR THE ROAD CHECKING.

RAINED ABOUT 4 O'CLOCK.

CONTINUE SOUTH

AUG. WED. 10TH, 1947.

WALT AND I CHECK NORTH
SIDE OF WEST LAKE FOR
SUPPOSED ERROR. ON LOT
STAKE LINE. (RUN BY
HAROLD CURRO).

AT HUB 327.5 EAST ON
COUNTY RANDOM LINE
P.S. OVER LAKE EAST.
RUN N. $58^{\circ} 56' E$. TO HUB
170.9 FT. ON CANAL BANK.

AT HUB 170.9 FT.
B.S. OVER LAKE ON HUB

327.5 FT. EAST ON COUNTY
LINE

RUN N. $31^{\circ} 58'$ W. 170.9 FT. TO
STAKE 1200 FT. SET BY
HAROLD ON LOT STAKE
LINE.

$\bar{\Lambda}$ AT STAKE 1200 FT.

RUN N. $87^{\circ} 55'$ W. 300 FT. TO
STAKE 900 FT.

$\bar{\Lambda}$ AT STAKE 900 FT.

RUN S. $56^{\circ} 15'$ W. 299 FT. TO
STAKE 600 FT.

BETWEEN STAKES 800 FT
AND 900 FT. SHORT .7 FT.

BETWEEN STAKES 700 FT
AND 800 FT. SHORT .3 FT.

$\bar{\Lambda}$ AT STAKE 600 FT.

RUN S. $60^{\circ} 30'$ W. 199.85 FT

TO STAKE 400 FT.

Λ AT STAKE 400 FT.

RUN. S. $38^{\circ} 52'$ W. 100 FT. TO
STAKE 300 FT.

Λ AT STAKE 300 FT.

RUN S. $2^{\circ} 40'$ E. 333. FT. TO
HUB 327.6 FT. ON COUNTY
RANDOM LINE

Λ AT 327.5' FT.

F.S. OVER LAKE TO

CHECK COURSE.

CHECKED TO MINUTE

WALT AND I DRIVE
MY CAR IN ON THE
NORTH ROAD AND
CONTINUE WEST I-16
LINE SOUTH TO CANAL

π AT HUB 1936'.1 FT. S.
ON W. I-16 LINE.

RUN SOUTH 115'.4 FT. TO
HUB 2050.5' FT. SOUTH
ON BANK OF CANAL, 5' FT
FROM WATER 6 FT. ABOVE.

π AT HUB 2050.5' FT. S.
RUN S. 38.1 FT. TO HUB
2088.6 FT. ON SOUTH
BANK OF CANAL 8.8 FT.
W. OF HUB 1635.3 FT.

π AT HUB 2050.5' FT. S.
TAKE READING OVER

LAKE OF HUB 327.6 FT.
EAST ON COUNTY RANDOM
LINE.

S. $58^{\circ}38'$ W. TO HUB 327.5'
TAKE READING AND
MEAS. TO HUB 77.5' FT.
ON NORTH CANAL BANK.
RUN. N. $61^{\circ}06'$ E. 19.4 FT. TO
HUB 77.5' FT.

FIVE P.M.

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