

12

Harold Curo
Emily Sch Gds
138 26 1918

Co Ditch Crow Wing
Two 1918

Co Road 134-29
Erma Blake
1918

Emily Cemetery
Aug 1925

copy

Deed to school grounds
at Emily

January 31st 1911

School District #65

\$75⁰⁰. John M Lambert

Beg ~~at~~ 24 Rods ^{408.54 ft} and 19 Links
East of SW Cor of Lot 1
or at the $\frac{1}{16}$ post in Sec 34

T 138 R 26

Thence North 16 Rods

" East 22 Rods ^{376.20} and 20 Links

" South 16 Rods = 264.00 ft

" West on the $\frac{1}{16}$ line
22 Rods and 20 Links ^{376.20}

To place of beginning

Containing 2 Acres and 44 Sq

Rods - more or less according
to the survey thereof

138-26

(2)

13826
Sunday

(3)

Aug. 4-1918

John W. Curo Alma Reed-
and I go to Emily
in Ford car



At the $\frac{1}{4}$ Cor on the N side of sec
34.

Sighting West for meridian
Old N.P. B.T. bears

$S 15^{\circ} 40' W$ 14.45 ft.

New B.T.

W. P. 15 N $70^{\circ} 41' E$ 40.40 ft.

Harold A. Curo

④

Aug. 4, 1918

We then run line south
to Lake Emily quit for
night at 8 o'clock. John
W. Curo & Reed - Flo &
Alma go to Brainard
in Ford car & stay at
Hotel.

H. J. Curo

T. 138 R 26
Monday

(5)

Aug. 5-1918

P. J. Atwater - J. C. Atwater
W. L. Atwater - A. Frank Anderson
and I finish the line with
a nail to the $\frac{1}{4}$ cor on south
side of sec 34. from which
Scrub Pine LN 42 W 11 = 7.26 Ft.
W. P. 8 S 3 E 11 = 7.26 ft.
old B.T. both gone but
old stake still there with
new B.T. it sets 249.10 Ft
west at $89^{\circ}33'$ angle from
our random line.

We then go to the $\frac{1}{4}$ cor at the
N side of sec 34 & set the transit
over the stone cor while J. C.
Atwater takes the flag to the
N. W. Cor of sec 34

I sight my transit of flag
and chain from one cor to the
other and find it to be 2648.3
Harold F. Case 2648.3

T. 138 R 26

6

Aug - 5 - 1918

and I then go back to 1200
and ch. to 1325.15 to the
1/4 cor on N side of sec 34
and dig around for the cor
find it and then go to
the Transit & find the iron
at 1/4 cor to be to for South
quiet for night

H. J. Caro

Tues. 7138 R20

Aug 6-1918

Some crew start at
the N.W. cor of sec 34
just for fun i checked
on the old B.T. to see
if the cor was right and
find it to be 2 ft. to far west
and 40 of a foot to far north
but having a line started
south from old place do
not change it but keep on
going from old cor. at
2640 cor sets 96°
to the west 45, 50 //
we then go back to 1322
and put in hub for
the N $\frac{1}{16}$ cor on W side of
sec 34 & also change
the N.W. cor to sec 34 to
where it belong.

Just for night
Harold F. Curis

Wed. 7, 138 R, 26

(8)

Aug. 7-1918

P. J. Atwater and
H. E. Atwater - A. Frank Anderson
and I go to the N 1/4 cor on
Midree 34 and run East
1324.15 on the N 1/4 line
and 1322 ft N. to 1/16 cor at
the N midree 34 at this
point we put in a cor. we
then chain E 24 rods and 194 ft
or 408.54 ft to S W cor
to school lot. I then chain
N from 1/16 cor 16 rods or
264 ft. I then go to the
line bet 3 & 34 and chain
N 264 ft put in a hub
and backsight I then go
to 1/16 line again and
set up 264 ft N of 1/16 cor
and backsight of bee line
and run East 408.54 ft
H. E. Curo

T. 138 R 26

(9)

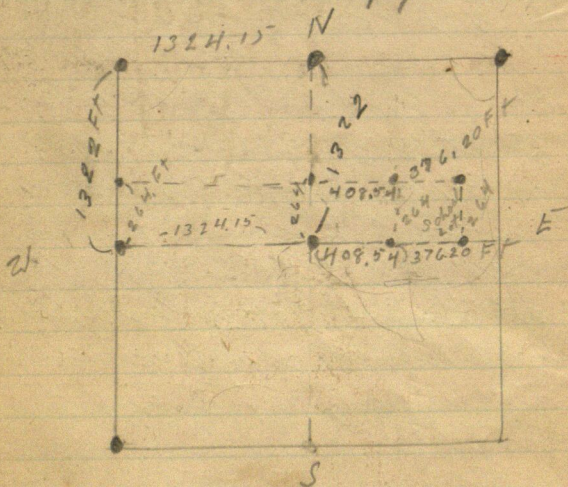
Aug 7/9/18

to the N W cor of school lot,
then run East 2 rods
and 20 LK or 376.20 ft to
the N E cor of school lot
then I go to hit at the S W
cor of school lot & run
East 2 rods and 20 LK
or 376.20 ft to S E cor of
school lot when we
put in 2 1/4 in by 7 ft pipe
at each cor of school
lot left each one out
about a foot. quiet for
night

Harold J. Carr

T. 138 R. 26

NW $\frac{1}{4}$ of 34



Thurs T. 138 R 26.

(11)

Aug 8-1918

R. H. Atwater & E. Atwater
and I set an $1\frac{1}{4}$ in by 3 ft
iron pipe for the $\frac{1}{4}$ cor bet.
sec 34 and 27 - T 138 R 26
and an 3 by 5 ft pipe for
the cor to sec 33-34-27 &
28 T 138 R 26. and
we also put in a $1\frac{1}{4}$ by 4 ft
pipe at the $\frac{1}{4}$ cor bet 33 & 34
and $\frac{1}{4}$ cor bet 34 & 3 T 137
& 138 R 26. and $\frac{1}{16}$ cor bet
34 & 33 and a $\frac{1}{16}$ cor to
the S W cor of lot 1.

See Record 273

Harold A. Curo

T. 138 R 26

Board Sheet

Boarding at Emily Hotel with
Nursing and School grounds in Dist. # 65

Aug

4 5 6 7 8 9 10 11 12

1918

Harold J. Cune

4000000000
5151515151

12

12

(3)

Time Sheet
 Survey of School Lot in District # 65
 Town of Emily T 138 R 26. sec 34.

Aug.	3	4	5	6	7	8	9	10	11	12	1918
Harold A. Davis	1	1	1	1	1	1					
Carrie Davis	0		0	0	0	0					
M. L. Ostrander	0	0	1	1	0	0					
M. E. Ostrander	0	1	1	1	1	1					
P. A. Ostrander	0	1	1	1	1	1					
A. Ostrander	0	0	1	1	1	0					

14

(14)

T. 138 R. 26

@ 885 ind walk E & W 1

@ 266 S Fence W & H

@ 405, 50 S Hub

@ 418, 40 Tack in fence
Tack is, 45 of a foot

E of mark in fence

H 95 S fence

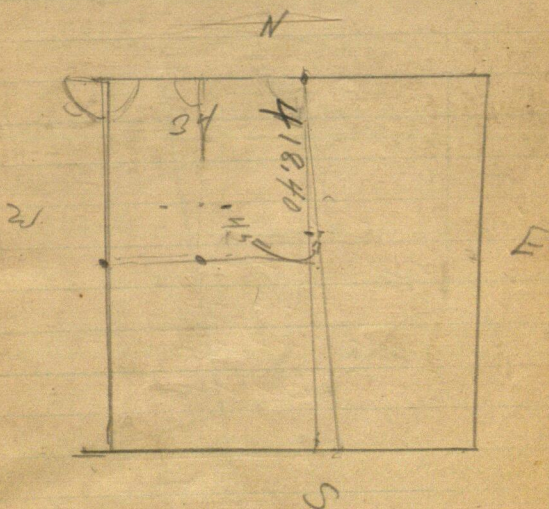
561, 70 S hub

630, ~~20~~ S Fence

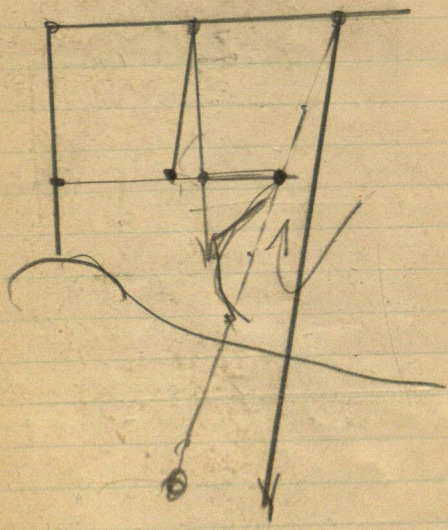
636, 30 S Hub

T. 138 R. 26

15



16.
(16)



(17)

5300 5000 1.0 1.04.72

5300 | 250.00
2 | 2.00

38000
37100

9000

4250
2x
10
625
63

52. 250 5. 53
5
265

418.4
5
20.90

250

18

42' 0"
13 30
55 30

D

(19)

Survey of C. Litch. hole
in sec 19-20 T. Crow Wm
N X

Bag @ Old C. Litch

Take bearing of same and

@ 10° in Old Litch
runs S 48° W

line 90° from ditch
and run N 42° W

in sec 19.

00. Stake in corner of ditch

+ 10 Harbor bank

+ 15 in meadow

1-2-3-4-5-6-7-8-7

-10-11 set stakes number

= 30" ditch

@ pt 11. drive 3" stake

3 ft above meadow and

line at 13° 30' L

and run N 55° 30' W.

1962 cross N & grades
road

20

(20)

(2)

Thence in sec 20

N 55° 30' W

~~19. ditch~~

18-ditch

~~18+37.5 ditch~~~~18+60.7 road corner 58.5^{50'} culvert~~~~18+77.3 ditch~~~~18+84.2 Hub~~

Culvert is

Corrugated steel

12" X 16.4 long

low hi to main

27 1/6

43

69 1/6

18+06 ditch

18 -27.3 Roden

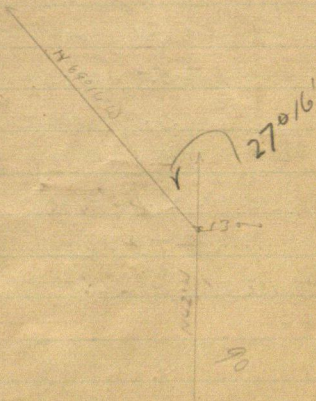
154.3

~~18+06 ditch~~

81.5 feet

18+44 ditch

18+49.6 Hub



22
(22)

Point	+	HI	-	EI	Grade
Bm	8.20	108.20		100.00	
0.0			8.20	100	
+10			4.1	104.1	
+20			5.1	103.1	
1			5.1	103.1	
2			5.0	103.2	
3			5.0	103.2	
4			5.1	103.1	
5			5.1	103.1	
6			4.6	103.6	
TP	268	107.57	3.32	104.88	
7			4.5	103.1	
8			4.7	102.9	
9			4.6	103.0	
10			4.8	102.8	
11			5.0	102.6	
12			5.0	102.6	
13			5.3	102.3	
TP			3.25		

Ditch Elevations

(23)

Bottom of ditch =

$$\begin{array}{r} 108.2 \\ 5.1 \\ \hline 103.1 \end{array}$$

$$\begin{array}{r} 108.2 \\ 4.1 \\ \hline 104.1 \end{array}$$

$$\begin{array}{r} 108.2 \\ 4.6 \\ \hline 103.6 \end{array}$$

$$\begin{array}{r} 108.2 \\ 4.6 \\ \hline 103.6 \end{array}$$

$$\begin{array}{r} 108.2 \\ \hline \end{array}$$

$$\begin{array}{r} 103.2 \\ \hline \end{array}$$

$$\begin{array}{r} 108.20 \\ 3.32 \\ \hline \end{array}$$

$$\begin{array}{r} 107.6 \\ 4.7 \\ \hline 102.9 \end{array}$$

$$\begin{array}{r} 107.6 \\ 4.5 \\ \hline 103.1 \end{array}$$

$$\begin{array}{r} 104.88 \\ 2.69 \\ \hline 107.57 \end{array}$$

$$\begin{array}{r} 107.6 \\ 4.6 \\ \hline 103.0 \end{array}$$

$$\begin{array}{r} 107.6 \\ 5.0 \\ \hline 102.6 \end{array}$$

$$\begin{array}{r} 107.6 \\ 4.8 \\ \hline 102.8 \end{array}$$

$$\begin{array}{r} 107.6 \\ 5.3 \\ \hline 102.3 \end{array}$$

24

Post	+	HT	-	Elev
TP	236	106.58	3.35	104.22

14			4.4	102.2
----	--	--	-----	-------

15			4.4	102.2
----	--	--	-----	-------

16			4.7	101.9
----	--	--	-----	-------

17			4.3	102.3
----	--	--	-----	-------

18			4.6	102.0
----	--	--	-----	-------

+ 6			5.5	101.1
-----	--	--	-----	-------

+ 273			3.7	102.9
-------	--	--	-----	-------

+ 44			5.3	101.3
------	--	--	-----	-------

19			4.7	101.9
----	--	--	-----	-------

TP	2,09	106.89	2.38	104.20
----	------	--------	------	--------

20			4.6	101.7
----	--	--	-----	-------

21			4.2	102.1
----	--	--	-----	-------

22			4.7	101.6
----	--	--	-----	-------

23			4.4	101.9
----	--	--	-----	-------

24			4.0	102.3
----	--	--	-----	-------

25			4.7	101.6
----	--	--	-----	-------

26			4.8	101.5
----	--	--	-----	-------

$$\begin{array}{r} 106.6 \\ 43 \\ \hline 1023 \end{array} \quad \begin{array}{r} 107.57 \\ 335 \\ \hline \end{array}$$

$$\begin{array}{r} 106.6 \\ 46 \\ \hline 1020 \end{array} \quad \begin{array}{r} 104.22 \\ 236 \\ \hline 10658 \end{array}$$

$$\begin{array}{r} 106.6 \\ 53 \\ \hline 101.3 \end{array} \quad \begin{array}{r} 106.3 \\ 47 \\ \hline \end{array}$$

$$\begin{array}{r} 106.3 \\ 48 \\ \hline 1.3 \end{array} \quad \begin{array}{r} 101.6 \\ \hline \end{array}$$

$$\begin{array}{r} 106.6 \\ 47 \\ \hline 101.9 \end{array} \quad \begin{array}{r} 106.3 \\ 46 \\ \hline 101.7 \end{array}$$

$$\begin{array}{r} 106.6 \\ 44 \\ \hline 102.2 \end{array}$$

$$\begin{array}{r} 106.6 \\ 47 \\ \hline 1019 \end{array}$$

$$\begin{array}{r} 106.6 \\ 55 \\ \hline 101.1 \end{array}$$

$$\begin{array}{r} 106.6 \\ 37 \\ \hline 102.9 \end{array}$$

$$\begin{array}{r} 106.58 \\ 238 \\ \hline 104.20 \\ 209 \\ \hline 106.29 \end{array}$$

$$\begin{array}{r} 106.3 \\ 70 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 104.2 \\ 106.3 \\ 42 \\ \hline 102.1 \end{array}$$

Road Slitch
Road Can
Road Slitch

$$\begin{array}{r} 106.3 \\ 47 \\ \hline 101.6 \end{array}$$

$$\begin{array}{r} 106.3 \\ 44 \\ \hline 1019 \end{array}$$

$$\begin{array}{r} 103.1 \\ 1015 \\ \hline 1.6 \end{array}$$

$$\begin{array}{r} 106.3 \\ 44 \\ \hline 1019 \end{array}$$

$$\begin{array}{r} 106.3 \\ 40 \\ \hline 106.3 \\ 40 \\ \hline 102.3 \end{array}$$

2/20

73

19
29
19

38
999

20135
2086

120810

161080

40270

4200161

2013

21

2013

4026

4227

2086

19

18774

2086

39637

D Saturday

(27)

Co Road Survey

Aug 19-1918

Alma Quess

K

Erna Blake chainman

JWC Chiefly

Garfield & Montgomery

Reg @ Cor Sect 10-11-14-15

T 134 R 29 Run

West Bet 10-15 $\sqrt{8.30}$

@ 44. Corn old road N 57

- - Rough chain

Set stakes with transit

@ 200 stake

400. 600 stake

729.5 Hrb

800 900 (965?)

1000-25' end mark NE corner

1100 stake in marsh 60 ft W of

20' end 1220 20' mark

NW 1/4 E. 1300 stake

1500-1600 stake

16.10.3 Hrb

28
28

Aug 19-
1911

(2)

134-29

1800 stake in dry brush

1950 ent wire from

NE and S.

2000 stake in brush

35° 40' N 73 and 1 brush

200 ft S W stake

2150 L. mark

1872

2300 stake

2337.3 Hub

2650 Hub

@ 44 But 10-15-134-29

MS Nales califn

I 1. X @ 3

BP 8N 4W 34 = 22.44

" 17S 51E 47 = 31.02

@ 2050 W Cor. S. 40

S 22° 20' W 50.70 ft

2050 W
Cor. S. 40

3

34		47	
66	2	66	
204		282	13429
204		282	
2248		3102	

22°20' W

@ 8' d old BT beam 116.60

N 44° W and

S 51° E

New BT S 8' d

SE corner of fence

N 34°30' W 23 ft

4" Bur Oak N 50°30' E 116.60 Ft

3" " " S 51°46' E 56.3 ft

Old Post 20' d west

2.4 ft

Erma Alaska Tlun

22°20'

Sine. $37999 \times 50.70 = 19.37 W$

Cosine. $92499 \times 50.70 = 46.90 S$

W ← 2670

46.90

↗ 100'

See page 43
.017565.

30

30

134-29

4

Aug - 20 1918

Herald & I met Murphy

@ Cr 4 10-11-14-15

134-29

WS holes say

BP 8 N 55 W 47 = 31.02 - .74 = 30.28

10 S 35 W 33 = 21.78 = OK

7 S 32 E 100 = 66.00 - 157 = 64.43

5 N 73 E 120 = 79.20 = OK

we found all four

in alder tree 8:30 AM

- alder tree S 61° 45' W

" " S 31° E

" " S 65° W

But but ^{NW} N 4° SE line is 2.30 short

2.30 - 97.02 = .02381

66.00 - 1.57 = 64.43

31.02 - .74 = 30.28

66.00
 1.57
 64.43

5-
 134-29

(31)

New B TS

JP 10 S 42° 50' W 78.80
 JP 12 N 30° 55' E 76.65
 JP 12 N 57° 45' W 79.80 40.30
 Oak 5 N 57° 45' W 40.30 79.80

1.0175-65

2670.46.90

2670
 20200
 18690
 15100
 13350
 17500
 16020
 14800
 13350
 1450

Continued on
 Page 43

31.82
 66
 97.02

32
(32)

$$\begin{array}{r} 136 \\ 66 \\ \hline \end{array}$$

$$816$$

$$816$$

$$\begin{array}{r} 816 \\ \hline 89.76 \end{array}$$

$$156$$

$$66$$

$$936 \text{ } 3$$

$$936$$

$$\begin{array}{r} 936 \\ \hline 10296 \end{array}$$

$$156$$

$$66$$

$$936 \text{ } 3$$

$$936$$

$$\begin{array}{r} 936 \\ \hline 10296 \end{array}$$

$$276$$

$$3036$$

$$56$$

$$66$$

$$336$$

$$336$$

$$\begin{array}{r} 336 \\ \hline 3696 \end{array}$$

$$100.00$$

$$30.36$$

$$\begin{array}{r} 100.00 \\ 30.36 \\ \hline 69.64 \end{array}$$

$$90.00$$

$$32$$

$$\begin{array}{r} 90.00 \\ 32 \\ \hline 868 \end{array}$$

$$46$$

$$66$$

$$276$$

$$276$$

$$3036$$

$$150$$

$$57$$

$$62$$

$$3697$$

134-29

US Notes

West line line bet

25 and 36 $\angle 110^{\circ} 47' E$

900 L v mended NWSE

1500 incli " ~~E~~ NE E WSW

39.76 $\frac{1}{4}$

Blk P 12 N 20 E 356

" " 12 S 33 W 628

47.50 L mended brs N 6 Ch

to 20

79.52 Ch 10 line

25-26-35-36

NP 15 S 18 W 46 = 30.36

BP 12 S 31 $\frac{1}{2}$ E 136 = 89.76

NP 18 N 60 W 156 = 102.96

South line line

bet 35-36 $\angle 12^{\circ} E$

1460 ME

Oak 8 N 41 E 70

BP 9 N 41 $\frac{1}{2}$ W 113

34

(34)

134-27

Beg @ Cor 25-26-
35-36 Run S 10° J

@ 300-600 stake

868 Cor old main
road E & W

900 stake 905 Hub

1000 ft on seawall

25' from water

Thence

S 83° E 1227 Hub

7°

Sine $12187 \times 1227 = 149.538$ Cosine $99255 \times 1227 = 1217.86$

Thence S 70° E

20°

Sine $.34202$ Cosine 93969

1118 1218
 01227
 85309

(35)

2
 14
 12
 18
 17
 155

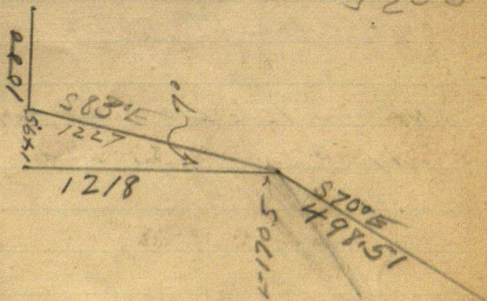
24374
 24374
 1218.7
 149.5349

2
 1.75
 24
 7
 98

2 24
 1320.68
 11495
 170.5
 99255
 1227
 694585
 198510
 99255

1217.85685 170.5
 149.5
 7200

4-1149.53



36

Apr 7 134-29

1911

Acc 36

Saturday

Reg 1149,53S and 1218E

run S 70°E 498.51

= 170,50S + 468.44E

20°

Sine 34202X 498.51 = 170,50S

Cos 93969X 498.51 = 468.44E

 $1218E + 468.44E = 1686.44E$ $1149,53S + 170,50S = 1320,0S$

Then 13.6 E out and set

1700. E 1935. Hub

2000 Mch

170.5 34202 (

34202) 17050.0. (498.51
136808

336920

307818

1218.

468.44

1686.44

291020.

273616

174040

171010

30300

498.51

34202

99702

99702

199404

49553

1149.5

1705

1320.0

18

17

1700.0

1686.4

23.6

18000

1686.4

118.6

170.5003902

498.51

93969

448659

297106

448659

149553

448659

468.4448619

$$\begin{array}{r} 175 \\ \underline{20} \\ 3.50 \\ \underline{2} \\ 700 \\ \underline{2} \end{array}$$

$$\begin{array}{r} 175 \\ \underline{2} \\ 350 \end{array}$$

$$\begin{array}{r} 175 \\ \underline{5} \\ 8.75 \end{array}$$

$$\begin{array}{r} 1745 \\ \underline{2} \\ 3490 \end{array}$$

$$\begin{array}{r} 49851 \\ \underline{1745} \end{array}$$

$$\begin{array}{r} 20.0 \\ \underline{20} \\ 40 \end{array}$$

$$\begin{array}{r} 249255 \\ 199404 \\ 378957 \\ \hline 49851 \\ 8.6989995 \\ \underline{2} \end{array}$$

$$\begin{array}{r} 175 \\ 4100 \\ \underline{2100} \\ 43100 \end{array}$$

$$\begin{array}{r} 82 \\ \underline{2} \\ 17.40 \end{array}$$

$$17 \ 3.979990$$

$$\begin{array}{r} 40084 \\ \underline{3960} \\ 484 \end{array}$$

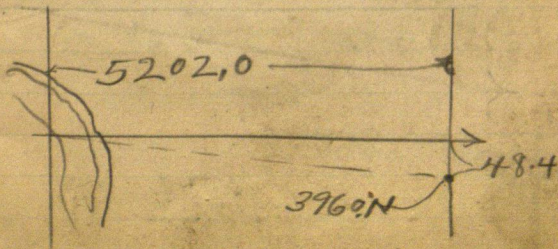
$$40) 170 \quad (4)$$

$$\begin{array}{r} 3960 \\ \underline{4000} \\ 40 \end{array}$$

$$\begin{array}{r} 40000 \\ \underline{84} \\ 40084 \end{array}$$

Sept 8 - 1918 Johnson
Sunday sunny

@ 2300 Nakh 2415 wind
NWSE 2438.4 Hub
2600 Nakh
2734.5 Hub
2840 ditch up
2900 Nakh
3087 Hub 3200 Nakh
3500 Nakh 3561 Hub
3800 Nakh 3801 Hub
4100 " 4310.6 "
4400-4700 Nakh
4730. Hub 5000 ditch
5202 E missent
VTD Random 4008.40 IX



440
5202) 48400. (93041
46818

15820. 009

5202) 48400
46818
 21400
20808
 5920

Correcting west

= .0093041 S = 0.32'

5202 E gain S 48.4

4730 " " S

✓ 4310.6 E " S 40.10 V

✓ 3801. E " S 35.3 V

✓ 3561 E " S 33.1 V

✓ 3087 E " S 28.7 V

✓ 2734.5 E " S 25.44 V

✓ 2438.4 E " S 22.67 V

✓ 1935.0 E " S 18.00 V

✓ 1686.4 E " S 15.68 V

Johnson Survey

4311

9304

17244

12933

38799

40009544

3561

93

10683

32049

33.1173

2438

93

4314

21942

223734

93

38

744

279

35.34

38

3087

93

9261

27783

28,7091

4310

93

12933

38799

400925

3801

93

11403

34209

353493

3087

93

9261

783

7091

2735

93

8215

24615

254365

3561

93

10683

32049

33.1173

$$\begin{array}{r}
 2735 \\
 \underline{93} \\
 8205 \\
 24615 \\
 \hline
 254355
 \end{array}$$

$$\begin{array}{r}
 1935 \\
 \underline{93} \\
 5805 \\
 17415 \\
 \hline
 179955
 \end{array}$$

$$\begin{array}{r}
 1935 \\
 \underline{93} \\
 5805 \\
 17415 \\
 \hline
 179955
 \end{array}$$

$$\begin{array}{r}
 17 \\
 \underline{93} \\
 51^2 \\
 133 \\
 \hline
 1581
 \end{array}$$

$$\begin{array}{r}
 2438 \\
 \underline{93} \\
 7314 \\
 21942 \\
 \hline
 226734
 \end{array}$$

$$\begin{array}{r}
 24 \\
 2438 \\
 \underline{93} \\
 7314 \\
 21942 \\
 \hline
 226734
 \end{array}$$

$$\begin{array}{r}
 1686 \\
 \underline{93} \\
 5058 \\
 15174 \\
 \hline
 166798
 \end{array}$$

$$\begin{array}{r}
 169 \\
 \underline{93} \\
 507 \\
 1571 \\
 \hline
 15717
 \end{array}$$

N40°45'3.3" E

134-29

43

Correcting Bat 10 and 15

2670 gae S	46.90	Hut
2337.30 " S	44.05	41.10
2000 " S	35.1	35.2
1800 " S	31.6	31.8
1610.30 " S	28.3	28.5
1100 " S	19.3	19.5
729.50 " S	12.8	13.1
400 " S	7.0	7.7
200 " S	3.5	4.0

$$= \frac{017565}{100}$$

$$\begin{array}{r}
 17565 \\
 \underline{17565} \\
 193215
 \end{array}
 \quad
 \begin{array}{r}
 17565 \\
 \underline{73} \\
 52695 \\
 \underline{122935} \\
 1282275
 \end{array}$$

$$\begin{array}{r}
 176 \\
 \underline{176} \\
 1936
 \end{array}$$

Over

44

$$\begin{array}{r}
 17565 \\
 \underline{18} \\
 140520 \\
 17565 \\
 \hline
 31617
 \end{array}
 \qquad
 \begin{array}{r}
 17565 \\
 \underline{161} \\
 17565 \\
 155390 \\
 \hline
 17565
 \end{array}$$

$$\begin{array}{r}
 17612 \\
 \underline{2} \\
 35312
 \end{array}$$

$$\begin{array}{r}
 17565 \\
 \underline{2} \\
 35130
 \end{array}$$

$$\begin{array}{r}
 17565 \\
 2337 \\
 \hline
 122955 \\
 52695 \\
 52695 \\
 35130 \\
 \hline
 410494^{05}
 \end{array}$$

US Notes 134-29
9-10-15-16

BP8N51E65=

" 12N56W 218=

" 10S67W 53=

" 12S29E 49=

} gone

134-29

Dec 5-1918

Harold Jones $\overline{\text{N}}$

Gurley - 100' ch

Rough Ch

John Bye & Auto

Henry White

1000 ft stake Not on line

200 W " Not on line

300 W " Not on line

383.8 W Hub +

625 W enter crumpling bog

915 W the same. ^{sound 50 ft}

1107.0 W Hub.

1400 Stake Not on line

500 " " " "

600 " " " "

700 " " " "

800 " " " "

900 " " " "

1000 " " " "

1100 Stake " " "

1200 " " "

#6

June 5
1918

134-29

But see 10-15

1300 Stake set with Transit

1400 " " " "

1500 " " " "

1600 " " " "

1700 " " " "

1800 " " " "

1900 " " " "

2000 " Not on line

2013.50 W Hub,

2100 stake not on line

2200 " " " "

2300 " " " "

2400 " " " "

2447.20 Hubs

2500

2600

2684.10 W Cor set R $79^{\circ}30'$
N $10^{\circ}30'$ W 5.60 ft.

134-29

47

Dec 5 1918

New B.T.S.

J.P. 12 S 45° 42' W 38.10 ft

J.P. 12 N 57° 41' W 34.80 "

J.P. 10 N 37° 46' E 48.30 "

scrub Oak 48 27° 47' E 15.40 ft

Marked by st line

↑ 9° 30' dir "

Herald Jones

9-10-15-16

5.60 ft

← 92 - 2684.10

4,500 ft. from

.002086 =

0° 7'

383.80 W goes N .80 ft.
 1107.00 W " N 2.31 "
 1400. W " N 2.92 "
 1900. W " N 3.96 "
 2013.50 W " N ^{4.29} 4.56 "
 2447.20 W " N 5.10 "
 2684.10 " " " 5.60

ought to turn L of 10. that
 500 W.

at 625 ft climbing road
 N. and S 70 W

700 W is 45 ft N 95 W of road
 at 600 and 400 ft of
 N. end. It is 135 ft
 so to old 120 W road
 New road could be
 80 ft so of old 700 W

(. 2

247) 470

2620

2479 = 2470

2387

903

5.84.8

2337

33

247) 500

200 = 2470

494

23

26

2 270

750

1940

3.88

18

78

201

402

2086

208

2006

4172

419206

@ 80000 33 1/2 months
@ 90000 20 1/2 months
@ 100000 15 1/2 months
@ 110000 14 1/2 months
@ 120000 13 1/2 months
@ 130000 12 1/2 months
@ 140000 11 1/2 months
@ 150000 10 1/2 months
@ 160000 9 1/2 months
@ 170000 8 1/2 months
@ 180000 7 1/2 months
@ 190000 6 1/2 months
@ 200000 5 1/2 months
@ 210000 4 1/2 months
@ 220000 3 1/2 months
@ 230000 2 1/2 months
@ 240000 1 1/2 months
@ 250000 1/2 month

Mar 30-1919
Sunday

New BTS @ Sta

10+50 E of cor 1

11 ~~10~~-10-15 ~~14~~ 134-29

JP 55 $47^{\circ} 45' E$ } 51.00 Ft.
(or $17^{\circ} 45' E$)

JP 55 $59.5' W 58.50$

At 1050 E turn

N $78^{\circ} 45' E$ 279.50 ft

1: Sta 324+10

Var $8^{\circ} 40'$

Eat bet 11-14 18040

@ 525 old road NW

600-900-1100-1200. Nth

1225 enter N edge Marsh
bear SW + E

Sta-1300 is 43 ft Sta

J BN. 01. TP E1-94.60

Road should angle so as

cross @ road @ 324+10

@ 1382 E NW @ road

2644, = $\frac{1}{2}$ cor new gravel pit

Sunday

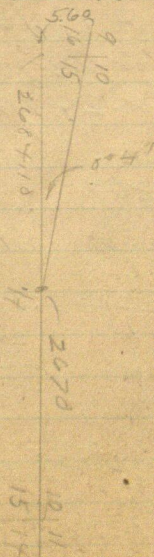
March 30-1919

John Bye and Al
Peterson Bye's &

Bye & Peterson

John W. Curo \bar{K}
H&P built 100' ch

29



$$2670 W = 00 E$$

$$- 00$$

$$2337.3 W = 332.70 W \quad 0.06$$

$$2000 W = 670 \quad " \quad 0.13$$

$$1800 \quad " = 870 \quad " \quad 0.17$$

$$1610.3 \quad " = 1059.7 \quad " \quad 0.21$$

$$1100 \quad " = 1570 \quad " = 0.31$$

$$729.5 \quad " = 1940. \quad " = 0.39$$

$$400 \quad " = 2270 \quad " = 0.45 N$$

$$200 \quad " = 2470 \quad " = 0.45 N$$

$$= 267$$

$$\begin{array}{r} 185 \\ 1035 \\ 2136 \\ 267 \\ \hline 49395 \end{array} \quad \begin{array}{r} 267 \\ 2 \\ \hline 537 \\ 247 \\ 2 \\ \hline 454 \end{array}$$

$$\begin{array}{r} 247 \\ 2 \\ \hline 454 \end{array} \quad \begin{array}{r} 227 \\ 2 \\ \hline 454 \end{array}$$

$$\begin{array}{r} 372 \\ 2 \\ \hline 664 \end{array}$$

$$\begin{array}{r} 00 E \\ 15 \\ 680 \\ 15 \\ \hline 700 \end{array}$$

$$\begin{array}{r} 194 \\ 2 \\ \hline 3178 \\ 3178 \end{array}$$

$$\begin{array}{r} 106 \\ 2 \\ \hline 212 \end{array}$$

$$\begin{array}{r} 40 E \\ 145 \\ 66 \\ 220 \end{array}$$

$$\begin{array}{r} 2 \\ 177 \end{array}$$

$$\begin{array}{r} 67 \\ 2 \\ \hline 134 \end{array}$$

2670 S 46.90 - .00 = 46.90

2337.3 S 41.05 - .06 = 41.0

2000 S 35.10 - .13 = 35.0

1800 S 31.60 - .17 = 31.4

1610.3 S 28.30 - .21 = 28.1

1100 S 19.30 - .31 = 19.0

729.5 S 12.80 - .39 = 12.4

400 7.00 - .45 = 6.6

200 3.50 - .45 = 3.0

619

66

3714

3714~~40854~~

AD. 1925 ①

Emily Cemetery
138-26
See 28August ¹⁸ ~~19~~ 1925 ^{Tues} ~~Wednesday~~W.A. Curo and Jimmy Ford
Lr Jenkins @ 3-pm - drive to Emily
and arrange for survey of cemetery
additionPine Ridge Cemetery
owned by Town of Emily
Crow Wing Co. Minn. In
Dec 28- T 138 R 26A. Kres bargained for from
W. H. "Bill" Andrews of
Outing. Co. Commissioner and
Proprietor of Ogima Beach
Town Board of EmilyJames V. Craig Chairman
Geo Lingwall.

Bert Starwold

A. Frank Anderson Clerk

E.O. Fletcher Treas

Citizens State Bk Brainerd?
John W Curo

all of Emily Co

(2)

28-138-26 Emily Trp
Cemetery Contd

August 19-1925 Wed

Carbon cleaned on my car at Jenkins
\$3.75 Keeney's 1.20 - \$4.95 pd.

Ried and I L. Jenkins 2 9. PM
Pick up Mrs Jesse Blake at Request
Mrs Zilla Snowie & R.T. going
to Waltham Massachusetts to
work in Watch factory - We leave
them at Braintree and drive to
Crow Wing where Freeman
Young says Crow Wing Tour
Board can wait a week - only
two for me become sat. I W.S.

Back to Jenkins 9-30 PM.

Note: Craig was to telephone C.
Surreyn Knudson "not to come".

John W. Cline

Aug 20-1925 Thurs

I hustle all AM. copying notes
for Emily survey and to Jenkins
for Emily 11-30 AM. alone in my
Ford. On Emily to take for
dinner - pick up Prince
Hawley and Jim Starwalt
and we go in my car to Cor.

27-28-33-34 138-26

OS Nales call for

JP 8° N 30 E 75 LKs = 49.50 FT^{OK}

JP 12 N 12 W 100 " = 66.00 "

NP 22 S 25 E 46 " = 30.36 "

NP 23 S 45 W 28 " = 18.48 "

See Pg 3-7-11-

We find 3"X5" pipe set Aug 8-1918
(Six years ago) (Pg 11) This book

Pipe checks for chain with old NW
B.T. Place 6 ft picket and red flag
at 1 m and drive 6 miles north to
Cor 21-22-27-28-138-26 where

④ Emily
Cemetery

59

Aug 20 cont'd

OS Nails call for:

JP6 N 55° E 114 Lks = 75.24 Ft 00

JP7 N 50° W 79 " = 52.14 " 00

PStob S 55° E 108 (2m)

No trees in Sec 28 so I mark the
number 28 on a small brown rock which
bears S 46° W 22 lbs

Jim Stewart finds the top
of the NE line plainly marked "BT"
also NW stump not marked from
which we set pt for Co by flat ch
from fore of BT marker of line which
Focus N 55° E the NW stump line N 48° 30' W
set red flag and 6 ft picket in
west edge of grade for line Co &

21-22-27-28-135-26

Supper + overnights at Emily Hotel

John W. Cus

60

5

138-26

Cemetery

Emily Turp

Aug 21-1925 Friday

Jim Stawalt and his Buick Car
Laker I and Prince Alwalin.

We adjust Gurley Transit
Work some on line and run in a
line of hubs the entire mile but
See 21-22-138-26, W H Andrews
shown me where old $\frac{1}{2}$ Cor was at
P.M.

We chain the mile. See book page
300-600- -7.7= 592.3 Hubs -900 +140.85
= 1040.85 Hubs at foot of first big hill
900+300-1200-1500- 1524 Hubs on top
1500+300= 1800 +100.8= 1900.80 Hubs, 2100
2400- 2700- 2640 Corn 3/11 N of old fence
= 2739.3 Hubs 3000- 3300-
+248.9= 3548.9 Hubs 3600-3900 4200
4500-4800-5100- +173.6

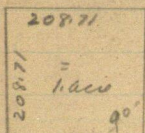
5273.6 = Cor 21-22-27-28-138-26
correcting hub

1318.40 N. Hub 5 $\frac{1}{16}$
2636.80 N Hubs $\frac{1}{16}$ in line with fence
3955.20 N = Hubs N $\frac{1}{16}$
5273.60 N = Seven
Over mile Emily Held

Note: Today I mailed a \$1.00 bill to John

John W. Cress

Aug 22-1925 Sat



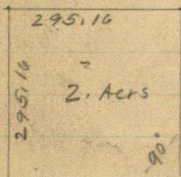
$$\begin{array}{r} 208.71 \times 208.71 = \\ 43,560,000 \\ 43,559,864 \\ \hline .136 \end{array}$$

$$\begin{array}{r} 43,560 \\ \text{sq ft} = \\ 1 \text{ acre} \end{array}$$

$$\text{Note } 208.72 \times 208.72 = 43,564.0384$$

Too much

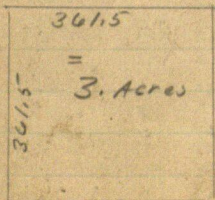
$$4,038.4$$



$$\begin{array}{r} 295.16 \times 295.16 = \text{OK} \\ 87,120,000 \\ 87,119,426 \\ \hline .574 \end{array}$$

$$87,120 = 2 \text{ acres}$$

$$\text{Note } 295.17 \times 295.17 = 87,123,3289$$

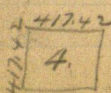


$$361.5 \times 361.5 =$$

$$\begin{array}{r} 130,682.25 \text{ ft} \\ 130,680 \end{array}$$

$$2.25 \text{ over}$$

$$130,680 = 3 \text{ acres}$$



$$\begin{array}{r} 417.42 \times 417.42 = \\ 174,239.4564 \end{array}$$

$$174,240 = 4 \text{ acres}$$

Time Sheet Emily Cemetery

Pine Ridge Cemetery Emily Twp. Wash Sept

Aug 1925

John W. Curo ^{\$75}

Ford Car

Expense

Prince Alwafer ^{\$4}

Jim Storwalt ^{\$4}

Buick Car ^{\$1}

19 19 20 21 22 23 24 25 26 27 28 29 30 31 2 3 10 22 28

- - 1 1 1 0 - - - - - 1 0 1 - 1 1 1

- - 1 1 1 - 0 - - - - - 0 - - 1 1 1

- - - - - 0 - - - - - 0 - - - - -

- - 1 1 1 0 - - - - - 0 ^{1/2} ^{1/4} 1 1/2

- - 1 1 1 0 - - - - - 0 1 1 1/2

- - - 1 1 0 - - - - - 0 1 1 1

- - - - - - - - - - - - - - - 22 2

Board Sheet Emily cum sum Sept

Aug-1925-

18 19 20 21 22 23 24 25 26 27 28 29 30 31
SUN

Emily Hotel, Wilmont T Brannon Prop. (Wm Fletcher)

John W Curo

$= 5 \text{ days } @ 22 = 110$

0000X X - - - -
SLSXS X

0

C

⑧

63

64
64)

(9)

Aug 22-1925 Cont'd

Jim Stewart and his Buick take
Prince Hwalei and I Lv @ 8-00

Mail 81. T. Alms (2nd letter)

We Chain out old stakes around
Cemetery

North Side

Beg @ Stake at NWC or @
East

| | |
|--------|-----------------|
| 9.30 | - old stake |
| 13.20 | " " |
| 23.60 | " " |
| 39.80 | " " |
| 48.80 | " " |
| 53.60 | " " |
| 92.80 | " " |
| 103.50 | " " |
| 119.00 | " " |
| 128.70 | " " |
| 133.20 | " " |
| 142.00 | " " - NE corner |

Note: This appears to be
2 ft short?

All stakes in fairly well - 0.20 out

West Side

Bay @ stake NW Cor Ch
South

20.00 stake also

24.00 "

44.00 "

48.00 "

68.00 "

71.90 "

91.90 "

95.80 "

115.70 "

119.60 "

139.60 "

143.60 "

163.50 "

167.50 = NW Cor Cement

187.70 = SW Cor "

= SW Cor

Nat. This appears to be 0.30

9. foot short ?

all stakes line up fairly well

0.20 9. foot out of line

South Side

Beg SW Cor of Cement rail of
East

| | |
|--------|----------------------------|
| 10.00 | SE Cor Cem |
| 14.00 | " " |
| 24.10 | " " |
| 40.00 | old stake OK |
| 50.00 | " " |
| 54.00 | old stake hole (from here) |
| 64.00 | old stake |
| 78.40 | SW Cor Cem Rail |
| 88.40 | SE " " |
| 93.00 | stake old |
| 103.50 | old stake |
| 119.60 | SW Cor Cem |
| 129.60 | SE " " |
| 133.80 | stake hole |
| 143.60 | old stake SE Cor |

Note. This appears like 0.40 of a
foot short?

(12)

Emily Cemetery

East side

Beg @ SE Cor. State Ch

North

| | |
|--------|--------------------|
| 20.00 | old state |
| 24.00 | " " |
| 44.10 | " " |
| 48.00 | " " |
| 68.00 | " " |
| 72.00 | " " |
| 91.90 | " " |
| 95.80 | " " |
| 115.80 | " " |
| 119.70 | " " |
| 139.80 | " " |
| 143.70 | " " |
| 144.10 | SE Cor Cement road |
| 163.70 | NE " |
| 167.60 | old state |
| 187.20 | " " |

= NE Cor of Cem

Note: This appears to be 0.80 of
of foot short?

(13) 203.85
 Aug 22-1925 could

Locating Cemetery old plat

✓ π over Hub 1900.80 N. on section

✓ SE Cor of Plate of Cem bears

1 N 71° 00' W 61.45 = 16 N and 16 W
 of fence

✓ SW Cor (on Cem Co)

2 N 80° 23' W 203.85 Ft = 15.5 N and
 16.2 E of fence

✓ NE Cor Red Flag bears

3 N 16° 19' W 215.8 = 12.5 S and 16 W of
 fence (300)

4 NW Cor bears N 42° 22' W 299.95
 is about. and S + E of old fence

5 SE Cor of cleared field bears
 S 8° 45' W 217.4

6 SW Cor of field bears
 S 46° W 272.0

π over SE Cor of Cemetery
 NW Angle reads 83° 37'

BS-S 71° E Th E Boley runs
 N 0° 49' W

Figuring

N 42° 22' W 300 ft.
 4 $\sin 42.387 \times 300 = 202.16$ W OK
 $\cos 42.387 \times 300 = 221.66$ N OK

N 71° 00' W 61.45
 1 $\sin 71.552 \times 61.45 = 58.10$ W
 $\cos 71.552 \times 61.45 = 20.00$ N OK

1900.8
20
1920.8

198 (144)
144
752
752 1.62
188
27.072°
26136
9360

4356

Figuring

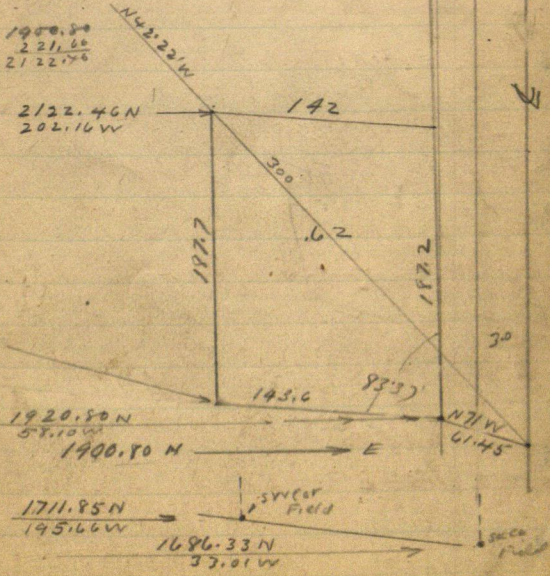
S 8°45'W 217 =

⑤ $\sin 8.75^\circ \times 217 = 33.01W$
⑥ $\cos 8.75^\circ \times 217 = 214.47S$

S 46°W 272

⑤ $\sin 46^\circ \times 272 = 195.66W$
⑥ $\cos 46^\circ \times 272 = 188.95S$

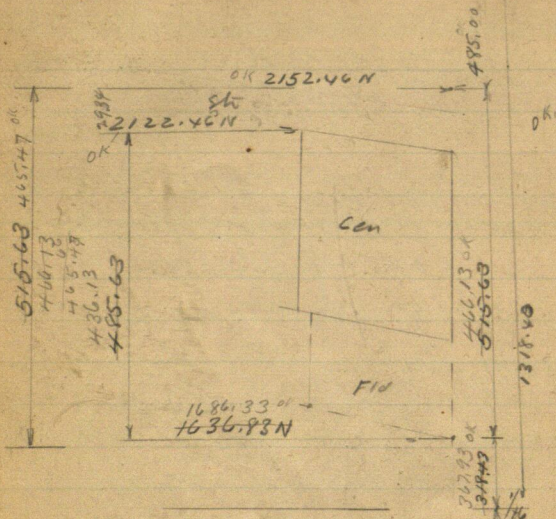
1900.8
221.66
2122.46



170. aug 22
1925
Coul

15

2636.80N



Emily Cemetery ¹⁶
Aug 22-1925 Continued

71

PM. I work on plat. Jim and Prince
brush out BTS for $\frac{1}{4}$ and S $\frac{1}{16}$
till 4 PM. Then Stowatt and his
Burch takes I and Prince 8 miles
so where we arrange with Geo
Adcock to make 500 cemetery stakes
@ 3¢ each. T. is 2x2x24 not
surfaced pine or oak
subject to O.K. of Town Board
Drive back to Emily where
H. Frank Anderson Town Clk.
says price O.K. - order stakes
I get supper at Hotel Emily
Then drive to Jenkins for night

Note B.B. "Bennie" Nelson want
me to work for him tomorrow

Aug 23-1925 Sunday

Breakfast at Jenkins - take
my own lunch and work all day
for Nelson

Supper at Hotel Emily
and drive to Jenkins for night

Aug 24-1925 Monday

at Jenkins

Aug 25-1925 To Little Falls
and back to walking Deighs

Aug 26-1925 L.F. to Jenkins
Jenkins

Emily Cemetery
(17)

Aug 27-1925 Thurs

Frankie Bryant and I work at
Lindenholler farm to May's Lake
\$3.

Aug 28-1925 Fri

P.M. John Bryant & I at May's
Lk. To John in full - \$3. To Frankie
Bryant in full.

Aug 29-1925 Sat

All day at Jackson on river
P.M.All day on Emily Cem. - 1st
1. dayAlma and Reed to Pine River
Fair & see Dwight & co.,
work till midnight

Aug 30-1925 Sunday

Nichols & wife - Doughty & May
go to Grand Rapids for coal
Alma - Reed & I go to Bud. Malt's &
Merley & go. Robert & Jackson back
in evening

N 80° 23' W 203.85

Sine 98595 X 203.85 = 200.99 W
 Cosine 16706 X 203.85 = 34.06 N OK

N 16° 19' W 215.8

③ Sine 28095 X 215.8 = 60.63 W
 Cosine 95972 X 215.8 = 207.11 N-OK

⑥ = 1900.80 + 00 =
$$\begin{array}{r} 1900.80 \\ - 1318.40 \\ \hline 582.40 \text{ N } 1/16 \end{array}$$

① = 1900.80 + 20.00 = 1920.80 N

$$\begin{array}{r} 1920.80 \\ - 1318.40 \\ \hline 602.40 \text{ N } 1/16 \end{array}$$

② 1900.80 + 34.06 = 1934.86 N

$$\begin{array}{r} 1934.86 \\ - 1318.40 \\ \hline 616.46 \end{array}$$

③ 1900.80 + 207.11 = 2107.91 N

$$\begin{array}{r} 2107.91 \\ - 1318.40 \\ \hline 789.51 \text{ N } 1/16 \end{array}$$

④ 1900.80 + 221.66 = 2122.46 N

$$\begin{array}{r} 2122.46 \\ - 1318.40 \\ \hline 804.06 \text{ N } 1/16 \end{array}$$

⑤ 1900.80 - 214.47 = 1686.33 N

$$\begin{array}{r} 1686.33 \\ - 1318.40 \\ \hline 367.93 \text{ N } 1/16 \end{array}$$

⑥ 1900.80 - 189.95 = 1711.85

$$\begin{array}{r} 1711.85 \\ - 1318.40 \\ \hline 393.45 \text{ N } 1/16 \end{array}$$

⑦ 2636.80 - 485.00 = 2151.80

$$\begin{array}{r} 2151.80 \\ - 1318.40 \\ \hline 833.40 \text{ N } 1/16 \end{array}$$

74
74

(19)

August 31-1925 Monday
Still on Cemetery plot till 9-45
Then I drive to Kennedy Cell up
Bill Andrews and check
figures Service at Kennedy
Hotel PM.

James Stairwalt and his
Buick takes Prince Alwala
and some small stakes and
meet me at Cemetery

Bill Andrews & wife drive
by and tell me that land is
in the name of

William H Andrews and
Lydia M. Andrews his wife
will give Quit Claim Deed.

Geo Lingwall drive by.

π over but 1900.8 N Ch

South on line see line 1.40

T. Hub 1899.4 N π over 1899.4

Focus on line line Turn 90°

1899.4
218.
1681.4

20

1900.8
1681.4
1318.4
363.0
1899.4

75

and run West 33.00 North + 251-

= 58.10 Hub NE Cor Blk +

144.00
202.10 Hub + 26.9
26.9
229.00
144.0
373.00 Hub + 30
30
403 Hub in w side

400.0
200.0
200.0

Thin Reg @ Blk 58.10 = NE Blk Cor Ch

West 90°

10 + 4 = 14 + 10 = 24 + 16 = 40 + 10 = 50
+ 4 = 54 + 10 = 64 + 16 = 80 + 10 = 90 + 4 =
94 + 10 = 104 + 16 = 120 + 10 = 130 + 4 =
134 + 10 = 144. Rake in station

set small stakes as over big
stakes are not clearly

From 1899.4 N Run

South on section

188. Hub H 30 = 218 Hub on run line
= 1681.4 N = 363.00 N of 1/16

From 1681.4 Forces H on line line
run west 33.00 North at Hub for True S E Cor
Run gth.

This From 189. run west (90°)

@ 33.00 Hub for road line + 251

251

531.1 Hub S E Cor of Blk +

144.

202.1 Hub S W Cor of Blk This

10-14-24-40-50-54-64-80-90-94-104

120-130-134-144

Supper at Emily's Then Home & Jenkins

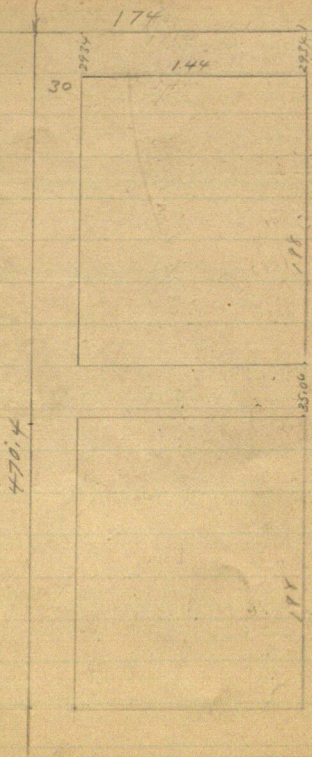
76

Aug 31-1925
child

(21)

2

NW Cor Cem = 403. ft W of Sac line



(22)

227
175
403

77

-403-

174

229

485

2434

2434

2694

142

2763.3300
60.63

185

1876 ch

187.11

Sec line

28

143.6

58.10
15.1 33

35.06

35.46

21.4

58.10
25.1 33

26.9

144

188

188

26.9

144

30

25.1

470.4

Sec line

363
15 1/6

Sept 1-1925 Tues

2- Wed

3- Thurs

4- Fri

5- Sat

✓ 6- Sunday

7-

8- Ahma-Reed & I ^{at Riv andrews and} ^{deed see Jim Craig}

Call on Harry Bowman Buy shot gun

@ \$10. and back to Jenkins

Sept 9-1925. Harry Bowman - Wilma
andrews and I survey for B B Nelson
at Mitchell Lake

Sept 10-1925 - Thurs

Allday at Jenkins on Cem
plot

Sept 11. With Bowman Nelson survey

12 Bowman & I Simpson survey

13 Sunday Ram at Emily

Sept 14 - 1925 Simpson Sunday

" 15 - At junction in water

" 16 Chicken Season opens - I hunt ^{clear}

" 17 - At Mays in am. 1st at Beach L.

18 Two Teeth Pulled off Bird

19 - Cold Rain know no work

Sept 20 - Sunday - Same

21 On Nelson Sunday at Melchell L.

22

Sept 22 - 1925 Tues

Breakfast and dinner with Harry
Bowman PM.

Prince Alwala and Jim Starwells
Boy (4) work with me on Corn plot
Supper and overnite at Halil
Emily with Dr Adams.

80

25

September 23-1925 Wed

Prince-Jim with I and my
Car finish Cemetery plot
All but staking the alleys

B-L & I at Family hotel

Sleep at Harry Bowman

Town Board Emily Trup
meet and pay me off
Bills Dis

John W Curo Flat rate \$ 1.25,

Primo Alwater 7 days @ 3 21

John Sawalt " " " 21

Auto 5 days @ 1 5

Hotel Family Board 6 days @ 1.50 9

Total 181

25246

13838

2086

23028

30704

7676

18006068⁴
2086

1107

14602

2086

2086

2309202⁴
2086

20185

10430

16688

2086

4172

4557910³² 3 51

24472

2086

2146832

195776

48944

51048592

5.6 2.8
 2.68 2.4
 8

1.002086

5.600

5368

24156

23200

21472

21472

17280

16104

2086

1176

14

342

8344

2086

2086

2684

2.920400

8344

16688

5

12516

2086

4172

19

5598824

18.774

2086 383.8 = 1.80

39634/107 = 2.31

2013.50 = 4.56

2447.20 = 5.10

520

24 Rows + 196 lbs

165
16
9.90
165
26.40

19
46
114
114
123.7

165
22
440
330
3960
12.54
408.54

105
2
330

66
20
1320

165
22
330
330
36300
1320
37620

300-600 + 7.7

592.3 Kals 900

149.20

1049.85 Kals

~~1200 1500 - 1520 Kals~~

~~1800 + 1900.80 Kals - 2100 - 2000~~

~~2640 even 3110 4000 2700~~

~~2739.3 Kals 3000-3500~~

24819

354819 Kals

~~3600 - 3900 - 4200 - 4500 - 4800~~

5100 Kals + 173.6 = 5273.6

4) 5273.60

1318.40

2

2636.80

3955.20

2739.3

2636.8

102.5

7' 4" 0 NW 8.3
10' 0" 0 NW 4.1

18.0

of Shaker
Blissman