

55.

MINING  
TRANSIT BOOK  
868

Property of John W. Caro  
- County Surveyor -  
Walker, Minn.

---

PE SW  $\angle 89^{\circ} 11'$

[.047696]

at 5065.4 Cor. pts W 241.6 ft

5222.6 U.S. claim = 5065.4 [0.31014]



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## Rogers Road.

Tuesday May 16 - 1916.

Walker Minn. High Wind.

1287  
Baldwin and Curo are working on North two miles of Rogers Road, as ordered surveyed at County Commissioner's meeting of May 2<sup>nd</sup> 1916. We copy notes of Govt Survey and Search records for previous surveys. adjust instruments and with assistance of Ernest Insler - chairman - assemble equipment and start to cross Leech Lake. Walter Hakerman & his family. As the wind is high we wait till 9:00 P.M. for it to go down but as it is still blowing we are compelled to wait till morning. Baldwin & Insler working with Curo. H. J. Baldwin



# Time Sheet - Rogers Road.

Rogers Road.

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24

May 1916.

June.

1. 2. 3.

9 days.  
7 days  
3 "

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

Monday June 13-1916 starting I.H.S.

1/2 day to Dave Clark "

Washed out  
by Fred H. H. H.

Ingebreetsen B.K.

Mix L. E. in Board

Foot Grak Lorry  
Mix "

Baldwin Expense  
for self & Tusler

3.48 2.30 = 5.78

9 days @ 5.00 = 45.00

7 " @ 2.00 = 14.00

3 " @ 2.00 = 6.00

Baldwin Expense 5.78

Boat Livery 11.00

Mix Board 11.50

\$ 84.78

Bond with Cash for Baldwin 2 days  
Tusler 1 "

4.

## Rogers Road

Wednesday May 17<sup>th</sup> 1916.

Walker - High Wind.

2  
8  
2

As the wind is still blowing  
a gale we decide to go around  
by rail. We sharpen axes &  
brush hooks as this will  
save time when we are on  
the work, and take train  
for Big River via Cass Lake.  
Bus hire for Insler & tools.

.25

.25

.49¢

.49¢

1.00

1.00

3.48

" " " Baldwin " "

Ry Fare " Walker to Cass Lake

" " " Insler " "

Supper & Lodging Indian Hotel Baldwin

" " " " Insler

We arrive at Indian Hotel for supper  
and spend night. H. J. Baldwin.

3.48

2.70

5.78



Rogers Road

287

5.

Thursday May. 18<sup>th</sup> 1916.

Cass Lake

Strong Wind.

Ry. Fare Cass Lake to Boy River Baldwin. 65

" " " " " " Taster. 65

Breakfast at Endion Hotel Cass Lake Baldwin Taster 1.00

Arriving at Boy River we have dinner at Hotel. 2.30

The location of the Rogers Road reads about as follows.

Beginning at a point 80 rods South of sections 7-8-17-18 - 142-27

thence west a mile thence north to S.E. 1/4 142-28 thence west one mile on sec. line to Cor. of Secs.

11-12-13-14 thence North 2 miles to N.E. Cor 2 - 142-28.

As the North two miles of this road are ordered surveyed. We must cross the river. We try to obtain a row Boat but none is available. We hire a launch from Foote for which they charge us \$1.50 for trip to Camp 36 about two miles. The motor boat returns and we go to Cor. Sec.

1-2-35-36 Mt. Traps 142-143.

Rq. 28 where the U. S. Notes call for the foll. B.T.S. H. J. Baldwin

6.

## Rogers Road

Birch 12 N 66 E 7 = 4.63 ft

Birch 8 N 64 W 13 = 8.58 ..

Birch 6 S 20 W 16 = 10.56 ..

Spruce 5 S 64 E 10 = 6.60 ..

We find Cor. with three B.T.p.  
standing. They are badly out of  
place, as follows.

Birch 12 N 81 E 20.5 ft

" 6 S 61 W 36.3 ..

Spruce 5 S 59 E 35.7 ..

We walk back to Mix farm & talk  
with Mr. L. E. Mix who takes us  
to 1/4 Cor. 1st. Sec 1-2 - 142-28.

Mr. Mix agrees to board us  
while we are working this  
side of the river.

Ray Mix takes to Boy River  
Hotel from Camp 3 in Evinrude  
motor boat. We have supper  
at hotel & return to Camp 3  
with Ray Mix. We spend  
night at Mix farm.

Fare to Boy River and return in  
Mix boat. \$1.00 M. J. Bredwin.



Friday - May 19<sup>th</sup> 1916.

Weather Fine Warm - Sec 1-142-28.

Breakfast 6.30 A.M. at L.E. Mix's.

Baldwin & Insler go to Cor. 1-2-11-12 T142

R 28 where U.S. Notes call for fol. B.Ts.

Maple 5 S 42 W 16 = 10.56 ft

Maple 4 S 10 E 42 (Gone)

Birch 6 N 45 W 26 = 17.16 ft.

For 12 N 40 E 22

Two of these trees the 5" Maple dead & the stub of 6" Birch are standing properly inscribed from these two B.Ts. I set a hut with tack in true position for Corner. This at side of wheel track of tote road the old corner is here but has been set over from road. From true Corner a B.T. of more recent date than U.S. Survey a 14" Spruce Stub about 5 ft. high & stands S 22° E 41.50 ft. with Survey Compass we start a Random Line North on 8° 30' Var. This line follows a little East of tote road. All low low wet land, Heavy Brush at 394.0 ft. N a hut.

" 1043.3 " " "

We quit for dinner and go to Mix house.

H. J. Baldwin

3.

Rogers Road.

P.M. B.K. Ingelbreen sends his man  
out & cuts brush. (Fred Herman)

at 1563.2 N a hut.

" 2013.0 N " "

" 2609.6 N " "

28

The brush is and ground has been  
low & wet but this hut is on dry  
ground. This line is now farther  
from the road.

Baldwin - Transit & Cham.

Tusler - Age & flag. ch

Ingelbreen - Areman.

Quit for night

Baldwin & Tusler return to Mix farm.

N. J. Baldwin



Saturday May. 20<sup>th</sup> 1916.

Sec 1-142-28 Warm-beautiful day

Breakfast at 6.30 A.M. at Mix's.

Baldwin - Aloe Transit & Chain

Tusler - Flag & Chain & Axe.

B.K. Ingebretsen - Axe.

Continuing line North. bet. Sec 1 & 2 - 142-28.

At 3175.7 N a hut

" 3800 N Enter Tamarac Swamp.

" 3938.6 N a hut.

" 3940 N Enter Open Marsh.

" 4160 N Leave "

" 4960 N " Jam. Swamp.

" 4969.9 N a hut. on old Road E & W.

" 5125 N Cross Wagon Road E & W.

" 5065.4 N The True Sec. Cor.

1-2-35-36 sets West 241.6 ft.

We accept old Corner as correct.

Quit for dinner taking transit & tools with us. Tusler & Baldwin go to Mix's for dinner. Ingebretsen sharpens axe & brush look at noon.

P.M. Same crew as A.M. Starting at Corner 1-2-11-12 and deflect 2<sup>00</sup> 30' from Random line bet. secs 1 & 2 making 11° Var. which we run South bet. secs. 11 & 12.

N. J. Baldwin.

## Rogers' Road

Sat. May 20<sup>th</sup> Continued.

at	428.0	S a hut. Road 3 ft. Left
"	455	S Schulze's staves 60 ft. Rt.
"	1335.0	S a hut Road 2 ft. Rt.
"	2255.1	S " " " 2 " Left.
"	2800.0	S " " " 20 " Rt.

1287  
The road crosses and recrosses this line but the general direction is South. The  $\frac{1}{4}$  corner is near the trail but see no B.T.s that tally with U.S. notes.

We quit for night, and return to Mex. A. J. Baldwin



Rogers Road.

11.

Sunday. May. 21<sup>st</sup> 1916.

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Sect 1-142-28 - Cloudy - 8<sup>00</sup> A.M. Rain - <sup>continued</sup> All day.

Breakfast Mip Farm 6.30 A.M.

Baldwin - Aloe Transit

Jusler - Chain & flag-race.

Jugbreen - Axeman

Baldwin & Jusler take lunch and start to continue random South bet. sec. 11-12 trap 142-28. As we walk to work it starts to rain and as there is no sign of rain stopping we quit and take out Transit and lunch and have in the Schoolhouse, and return to house.

Baldwin writes notes and writes to Curo regards setting N.W. Cor sec 1-142-28.

Rain all day steady we stay at Mip house. H.S. Baldwin.

## Rogers Road

Monday May 22<sup>nd</sup> 1916.

Sec 1 - 142-28 Rain - Quite Rainy 10.15 A.M.

Breakfast Miss farm 7<sup>00</sup> A.M.

Baldwin - Abe Transit &amp; chain

Incher - Abe. Flag &amp; chain

Ingetritzen - Apeman in P.M.

At 10.30 A.M. it looks as if the rain is over. Baldwin & Incher take lunch and go to Random line bet secs 11-12 - 142-28 where we continue south. Ingetritzen comes out after dinner & cuts brush.

P.M. Chaining South at 3238.7 8 hub

" " 3805.3 8 tack on log

" " 4125.3 8 hub

" " 4633.9 " "

" " 5283.4 " "

We quit for night. Baldwin & Incher return to Miss. house for night. We found heavy cutting all P.M.

H. G. Baldwin.

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Rogers Road.

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13

Tues. May 23<sup>rd</sup> 1916.

Going to work in A.M. we look for 1/4 Sec. 11-12 find no. U.S. B.T.s.

Twp 142 - Rq 28 Fine day - rather windy

Breakfast 6.30 A.M. Mix farm

Baldwin - Axc Transit & chain

Jusler - Axc Flag & chain

Jugchutan - Axeman

We take lunch and walk to Sec. Cor.

11-12-13-14 twps 142 - Rq 28. where

U.S. notes call for foll. B.T.s.

Cedar 10 N 5 E 29 = 19.14 (gone)

W.P. 30 S 23 E 62 = 40.92

W.P. 16 N 26 W 83 = 54.78

We find the stumps of fifth W.P. B.T.s. plainly marked, and from them set Stub with tape at True Sec. Cor. The B.T.s. now stand as follows.

W.P. stump S 25 E = 40.72 ft

W.P. " N 26 W = 54.51 "

White Birch stub N 21 E = 32.4 "

On our Random line a stake at  $52.74^{\circ}$  S the True Sec. Cor. 11-12-13-14 sets  $384.5$  ft  $(90^{\circ})$  West. [072905]

Correcting Back.

Stub at 4633.9 S goes West 337.84 ft

" " 4125.3 S " " 300.75 "

We quit for dinner.

A. F. Baldwin

## Rogers Road.

Tues. May 23<sup>rd</sup> 1916. Continued

P.M. Same Crew as A.M.

We continue to correct Random line bet. 11-12

Hub at 3805.3 S. goes W 277.53 ft.

" " 3298.7 S " " 240.50 ft.

1/4 Cor - 2637.0 S " W 192.75 ft.

Hub at 2255.1 S " W 164.40 ft.

" " 1335.0 S " W 97.33 ft.

" " 428.0 S " W 31.2 ft.

After correcting up this line as shown  
we grind ore and brush hook on  
Ingebreten's grind stone.

We go to Random line bet. 1-2  
and Cut out for offsets at  
nearly all the hubs, but as we  
have not tied in to Sec. Gr  
1-2-35-36. we do not know

exact distances but will chain  
them at a later date. Random line  
return to Max farm for night.

J. F. Baldwin



Rogers Road.

287

15.

Sec. 35.

North.

Sec. 36.

Random Line  
True Twp Line  
8° 30' Var.

Sec. Cor.

Sec. Cor. sets West 241.60 ft.

Sec. 2.

1/4 Cor.

Line  
250.00  
8° 20' Var.

Sec. 1.

At 2558.16 N 1/4 Cor. sets  
West 119.3

West.

East

Sec. 11.

1/4 Cor.

Line  
2637.0 ft.

Cor. sets West 192.80 ft.

Sec. 12.

True Sec. Line

2637.0 ft.

Sec. Cor.

Sec. Cor. sets West 384.50 ft.

South.

Above True sec Line 2 miles North & South is  $\frac{1}{2}$  of Rogers Road.

N. J. Baldwin.

Friday June 2<sup>nd</sup> 1916.

Beautiful Day Cool in A.M. Hot in P.M.

Breakfast at 6.30 A.M.

After breakfast Baldwin takes  
Scurly Compass and 50' Metallic  
Tape & goes to Ingelbensen's to  
see if he will help. Connect  
random line between secs. He can  
not work today so Baldwin connects  
as far as offsets can be taken with  
50' tape. Baldwin then goes over  
to where Inoler is cutting on Bry Lake  
Road. The corrections for random  
line bet. Secs. 192 - to 142 - 28 as foll.

Hub @	394.0° N goes West	18.80 ft.
" "	1043.3° N "	49.75 "
" "	1563.2° N "	74.55 "
" "	2013.0° N "	96.02 "

Jump  $\frac{1}{4}$  Cr @ 2640.0° goes South 81.84.  
to 2558.16° N thence West 122.02.

Hub @	2609.6° N goes West	124.45 "
" "	3175.7° N "	151.45 "
" "	3938.6° N "	187.84 "

5222.6 U.S. chain = 5065.4 Our chain.

5222.6 goes South 157.1 to 5065.4 [031014] S

At 5065.4° N True Sec. Cor. sets West 241.6  
[047696] West N.J. Baldwin.



Friday June 2<sup>nd</sup> Continued.

After dinner Baldwin takes Kemke an axeman working for Cass County on Boy Lake Road and finishes correcting Random Line as shown on opp. page. After finishing this we spend balance of P.M. on Boy Lake Road survey. Baldwin charges full day to Rogers Road and Kemke full day to Boy Lake Road, as the work was done in that proportion.

This survey might have cost less had we been able to secure plenty of brush cutters. The farmers are busy putting in Crops & do not wish to work on survey.

Baldwin spends night at Mix house. Evening Baldwin makes out bills to Cass County for Expense of Rogers Road.  
H. J. Baldwin.

Monday June 12<sup>th</sup> 1916.

Jusler leaves Harmon's place after  
Breakfast & goes to Bay River  
where Mix boat fare \$1.00 dinner at  
Mix's Mix team 12 day distribute  
I.M.s. Jusler spends night at  
Clark's

There are 16 I. M.s. to set and 4 of  
these are on Rogers Road  
balance to Bay Lake Road  
J. F. Bredon.



Tuesday June 13<sup>th</sup> 1916.

Rain 6<sup>th</sup> A.M. Clears at 7<sup>00</sup> A.M.

Inslor has breakfast at Clark's & then with Clark takes lunch & goes out to set I.M.s.

He puts in New B.T.s to  $\frac{1}{4}$  Cr bet. Secs 1 & 2 as follows. W. Oak. 9" N 35 E 33.8° ft.

W. Birch 12" S 57 E 33.6° "

Also new B.T.s to  $\frac{1}{4}$  Cr bet 11 & 12 as foll.

Maple 6" S 85° W 31.7° ft.

" 16" S 75° E 37.00 "

Inslor and Clark place I.M.s at all Sec. Cors and  $\frac{1}{4}$  Cors. as foll.

At. Sec. Cr. 11-12-13-14.

"  $\frac{1}{4}$  " bet 11 & 12.

" Sec " 1-2-11-12.

"  $\frac{1}{4}$  " bet. 1-2.

} Twp. 142 - Rg 28

also at 1-2-35-36 Twp 142 & 143 Rg 28. which is both on Rogers & Bay Lake Road. when I.M.s are set Inslor returns to Bay River town via Mix motor Boat & returns for supper & lodging to Harmon's place.

G. J. Baldwin.

①  
Ottertail Point

28.9

21.

Walker Minn

Tuesday Aug 15 1916

Lat 1. Sec 22. T 143 - R 30

Working for Mr N.L.

Kenneth of Louisville Ky.

who has just got

boat Lat 1- and wants the line

John W. Cuss with alce transit  
100' Chi tape. M.S. Morical

(Guide) Knut. Rummestrand &

Kenneth & Cuss chain

Lt James and 'Pumpkin seed'  
launch L. Walker at 8. a.m.

Land on So end of Goose Island  
where I set up transit and at 8°  
on turn telescope N 70° E to get  
a line on the spot where MC N° 6  
ought to be. 2½ miles away Then all  
get in launch and run to oak tree  
we have sighted 2½ miles N E  
near MC N° 6 T 143 - R 30 where  
US notes call for a port and

Oak 3 N 20° E 26 lbs

Lind 6 S 15° W 16 "

all appear to be gone. Cuss and  
John W. Cuss



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② Aug 15-16 contd

- Ottertail Point Lot 1-22-143-30-  
 Runnerstrand spend all A.M. look-  
 ing for lines while the rest catch  
 fish

P.M.

All take launch and go around  
 point to place on East side  
 near M C No 4 where US notes say  
 Lind 14 South 21 Lines  
 Sugar 18N 62W 33 "  
 full free Sec 14 x 23-

we do not find BTS but set up  
 transit and run rough pocket  
 line west 8° to try to find

on to sec 14-15-22-23-143-30  
 where US notes call for  
 Elm 6S 80 W 19 lbs = 1254 ft

Sugar 15N 14½ W 57 = 37.62 ft.

" 14N 73½ E 40 = 26.40 ft.

" 10S 78E 22 = 14.52 ft.

at about 1275 West we find  
 the corner about 30 ft North  
 with all trees standing green  
 plainly marked & cut the  
 10 inch maple SE and we find  
 the rotted stump of this not  
 John Weir

# Time Sheet Working for W.L. Kennett

Lab 1. Inc 22-147-30  
of Louisville KY PC Kennett  
Person incorporated Law Clerk  
Purchasing agents

Aug 1916  
guil

	15	16	17	18	19	20
John W. Curo	1	1	0	1		
Kurt Rumsford	1	1	0	1		
M.S. Morical	1	1	0	guil		
W.L. Kennett	1	1	0	1		
Gil James	1	0	0	0		
Amel Johnson	0	0	0	1		
E.L. McFadden						

and "Pumpkin Seed" Larch 85nd 9nd

②

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23

Note: Time Sheet continued on Page 29



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4

Ollertail Point Sec 14-15-22-23

143-30 Aug 15-1916 Continued -

marked - We find the point of  
the old stake and set a new hub & took by  
flat chain from face of old B.T.S. which  
check out to a frazzel.

Start a line west and one  
south at 8' bar and quit for night  
All go back to Walker

John W Carr

## Otter Tail Point

Aug 16-1916 Wednesday

Lat 1-sec 22-143-30

L. Walker with E. L. Alexander and launch  
 John W. Curo Liannit & Chain Plot  
 Liannit 5100 Chicago steel tape & P.B.  
 W. L. Kennist Chain. Knut Runnes-  
 trand and M. S. Morical a man

Begin at corner Secs 14-15-22-23

T 143 R 30 and run West 8° 00'

Setting hubs and stakes @ 1084.70 high  
 in dump of old live tree

At 1600 set stake SE cor of an old Indian  
 house site North 9.20 feet House is  
 18.1/2 ft N + S 18.00 E + W Door in E. end  
 Roof runs E + W

1668. Hub & stake 1770 set iron man  
 being 2" x 48" boiler tube w/ cap & anchor  
 rod set in 18 inch mound of dirt  
 with pits a rod away about NE SE  
 not + SW we mark new Beaup. viz  
 Elm 6 N 83° 10' E 43.50 ft

Barrowed 6 S 25° 30' E 34.25

Elm 4 N 13° 10' E 66.50 ft 15 spikes  
 in flat spot at base of trees 08

Continue West at 1790 top of sharp  
 John W. Curo



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Aug 16-1916 Continued 22-143-30. cold  
edge of bank 5 feet above water  
1790/ also edge of water

Coming back to 15 on of river

14-15-22-23-143-30 <sup>Set I.M. 2x4 ft and</sup> we run South 80°

@207.80 Hub: 321.00 Hub: 510.80 Hub:

779. cross Indian trail E & W

837. Hub: at 11 at 1221.30 Hub:

1300 stakes 1345.30 Hub 1635.70 Hub

1787.20 Hub 1867.70 " 2041. Hub

2082. Hub 2114.30 "

Thursday

Thursday Aug 17-1916

Rain all day Day off at Walker

John W. Curo

⑦ 143-39 289 27

Friday Aug 18-1914

Obelisk Point LA Sec 22-143-30

Working for W. L. Kennett

John W. Cuss & Alon Kiamit 100' ch PB

W. L. Kennett Ch: Knut Rasmestrand  
and Arnel Johnson & Continue South

At 2640 set temporary 14

between Secs 22 & 23 143-30 where  
MS notes call for Post and BTS viz

We cannot find them and walk back  
to hub 1320 ft South from which we  
run a random line west cutting  
rough line to Leach Lake just  
to show Mr Kennett about where  
the South line will come on Gout  
Lat 1- Sec 22-T143 Rg 30

John W. Cuss



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8

Lot 1 Sec 22-143-30

## Ottulail Point

September 12-1916 Tuesday

E.L. Alexander and his  
Launch Kittewawn takes Curo-  
Knot Runnestrand and Fred  
Marlin to Ottulail Point and will  
call for them later.

We begin at 2640 So. of Co.  
1-13-14-23-24-143-30 and again  
look for 14 bet 23 & 24 but find  
nothing and continue line S.

at about 230 cross wire from  
E & W pass remainder of  
distance South and find it  
checker about 0.10 for us then  
coming back to 1/2 Co. we

pick up our iron monument  
which we have brought and  
put it up in the fork of a  
knifpled tree so we can find  
it later then go back to  
boat landing and as it is  
raining hard wait for boat  
and go home where I get bed  
sick

John W. Ciro

Time Sheet WL Kennett Survey Gov Lot / Sec 22-143-30

September 1916

Sun  
23 24 25

12

John W. Curo.

Knut Runnestrand

Fred Martin

E. L. Alexander & Launch

Harold J. Curo

Frank A. Donner

1

1

1

0

1

1

1

1

1

1

1

1

0

0

0

0

(9)

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Sec 22-143-31

Saturday Sept 23-1916

Figure the latitude & departures of the entire shore line of Allulait Point and decide to place the 1/4 corner between Sections 22 & 23 - its proportional distance E & W from the original shore line of the lake and 2040 ft south of the Section Corner

Sunday Sept 24-1916

Alexander & launch take

John W Curo - Harold J Curo  
Frank H. Lerner and Trust  
Kummerland to Allulait  
Point then goes on to  
Bear Island with Mr Curo  
and baby Reed; Marion  
Segal found a lot of ladies  
to pick grapes  
John W Curo

(1)

2.8.9

3/

① 289 31  
Sept 24-1916 Cridd.

Quincy Transit 100 Laps + Coupons

We walk to Comer to see

13-14-23-24-T143 Pg 30

set over rim monument in big mound at the corner and take bearings to new B.T.S.

Arh 85 32° 16' W 63.50 ft

Ash 105  $42^{\circ}30' E$  46.30'

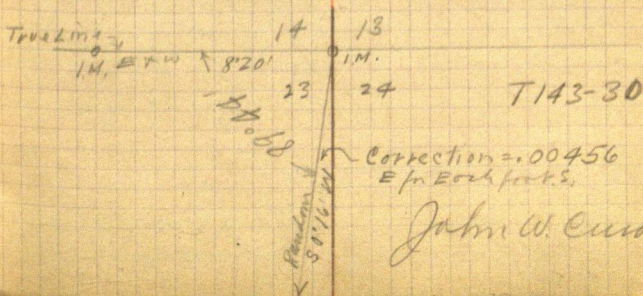
Asht 4 N 60° 15' E 39.15

Asht 12 N 46° 57' W 49.10

To locks in flat spot at base  
0 80

U 80

We take angle of true line running West with random line running South and S.W. angle reads  $89^{\circ}44'$  so assuming the E & W line as a meridian the transit line runs  $S 0^{\circ}16' W$



Correction = .00456  
E for Earth feet. S.

Jahr W. Curo



289 Sept 29-1916. Continued  
74-3-30 Ottertail Point

Walking half a mile South  
to 20+00 near  $\frac{1}{4}$  Cur runs  
compr. line West. Harold &  
Donner chain roughly 630 ft W  
to Hi bank of Leech Lake 10"  
above water. Bank seems to  
have been worked away 100 ft?

Bez at limps 74 and chain  
E 8° 30' 0" to 1300 ft at Hi  
bank 30 ft Hi. This shore  
may have been worked away  
150 ft?

We do not have time to set the  
 $\frac{1}{4}$  corner but decide to make  
the N+S Sec line between Secs  
22 & 23 and walk North where  
we decide to run the N+S Sec  
line between Secs 22 & 23  
at 90° to N bdry of Sec 22  
and will run S side of Lot 1  
parallel to the N bdry and  
1320 ft away. We figure the  
connection of the N+S random  
line as follows: Hs the N+S  
John W. Cur

Sept 24-1916. 13 Allulact Pt  
continued " 289.33  
random run S 0°16' W use figure  
.00465 of a foot E for each foot  
South

Hub 207.80 3 goes East

321.00 " " " 149. not hub

510.80 " " "

837.00 " " " 3.89 not Hub

1221.50 " " "

1320.00 " " " 6.14

When we set a 2x48" boiler  
tube for the line the being N 1/16  
but 22x23 143-30 no mound  
on B.T.S.

At 1221.50 we are unable to  
offset East on acct of old line  
there so we chain to 1225.  
where we set a hub then chain  
East 5.70 ft and set Hub  
& lock on true line

Then with transit or sion  
1/16 just set we back sight  
on back Connected hub, 5.70  
E of 1225 and find an old  
blazed Maple tree 24" thro  
on line at 1220 so showing  
that our N & S line is on the  
John W. Cues



34) Sept 24-  
1916 Contd

(14)

Oliver Point  
Kenneth Murray  
22-143-30

289

line section line Turn 90°  
angle from line and run  
West parallel to N. body of  
see 22.

Going West on carefully run  
transit line Harold Curot &  
John H Curot chaining perfect  
P.B. line Frank Vanner at  
transit knot Rummshand &  
at 347. Hat at 545.50 Hat  
683.80 Cut down big trees &  
put spike in green stump.

841.10 Hat in trail bis SW  
& NE at 1365 set 2x48"  
iron boiler tube 5 ft E of  
sea wall and 10 ft E of water  
edge of beach lake.

Alexander gets back  
in time to help us cut the  
last few hundred feet and  
halts the board or we would  
not have finished.

This finishes the survey Home  
after dark.

John H Curot

140-25-7-8-9  
140-26-12-11

305

35

Fieldnotes of a survey of County Road in trps 140-25 and trp 140-26 beginning at  $\frac{1}{4}$  Corner between Sections 9 and 10 in 140-25 at the end of graded road running on  $\frac{1}{4}$  line through Sect. 9-140-25 to  $\frac{1}{4}$  Cor. between Sect. 8 and 9-140-25 thence on  $\frac{1}{4}$  line through Sect 8-140-25 to  $\frac{1}{4}$  Corner between Sections 7 and 8-140-25, thence on  $\frac{1}{4}$  line through Sect 7-140-25. to  $\frac{1}{4}$  Corner on range line between Sect 7-140-25 and Sect 12-140-26 thence on  $\frac{1}{4}$  line through Sect. 12-140-26 to  $\frac{1}{4}$  Corner between Sections 12 and 11-140-26, thence on  $\frac{1}{4}$  line through Sect. 11-140-26 to  $\frac{1}{4}$  Corner between Sect. 10 and 11-140-26 in Center of State Road N:83 and there terminate.

Survey is made under the direction of John W. Curo by Alvin Munk Ass't Engineer.

Survey outfit consists of Gurley transit in good adjustment

305



36) 140-25  
140-26 1:208

a Chicago 100 ft tape and a  
Snyder Compass in perfect adjust-  
ment.

Transit line is run very  
carefully, each hub is set by  
double center method. Chaining  
is executed with plumb-bobs <sup>is set</sup>  
Each tape length a wooden pin  
marked with the number of  
feet from point of beginning

Thursday, Dec. 7-1916

Curo and Alvin Nowak went  
in Office in Walker all day on  
field notes necessary for this  
survey. Nowak boards at  
Hotel Chase in Walker.

140-25  
140-26

305 ! (37)

Friday, Dec. 8-1916

Alois Nowak, hereafter terming himself as I in the field - notes of this survey, leaves Walker on Mand I train at 3 A.M. Arrive in Bemidji at 4.10 A.M. R.R. fare \$-69. Have bed and breakfast at Hotel Markham. Bill is \$1.50.

Leave Bemidji at 9.45 A.M. Arrive at Federal Dam at 11 A.M. R.R. fare \$-.83. Dinner at hotel. Joe Miller of Federal Dam drives me in his Ford to Judy's place on Sugar Point where I get the survey - outfit. Get back to Fed. Dam at 7 P.M. Miller charges \$5- I have him make out the bill and send it to Curo's office. Supper and lodging in hotel at Federal Dam.

(No charge for Nowak but only lining  
Chgd. to Sugar Pt. Fed. Dam Hotel  
Curo)

305  
Alois Nowak



38) 140-25  
140-26 305'

Saturday Dec. 9-1916

Breakfast in hotel.

Leave Federal Dam at 11 A.M.

Dinner at Penney \$-.050

Arrive in Shovel Lake at 1 P.M.

R.R. Fare \$-.69.

Get a team from Hotelman  
to J.F. Richards place.

Charge is \$1.50

Mr. Richards is not at home  
I work on fieldnotes all  
afternoon.

Richards comes home in the  
evening. He is going to  
work himself and will  
get 2 or 3 more men.

I am to board with  
Richards.

305'

305'

Alvord

140-25  
140-26

(39)

Sunday, Dec, 10<sup>305</sup> 1916

J. F. Richards - chain & flag

Chris Steinhart - axeman

Corbin Youngs - chain

Howard Parker - axeman

Alex Murak chain & transit

We walk to the  $\frac{1}{4}$  Corner betw

Sections 9 & 10 - Trip 140-25.

on Western of graded road

which runs through the

center of Section 10 - 140-25

Said road turns on the  $\frac{1}{4}$

Corner to the North on the

Section line between Sect.

9 and 10 - 140-25. Gro't notes

call for

Aspen 6 N 9 E 29  $\text{E} = 15.84 \text{ ft}$

Y. Pine 3 S 20 W 10 " = 6.60 "

These bearing trees have

disappeared. I set a limb

on the point of intersection

of the center of the road

running east and the center

of its continuation after

it turned north. From

this limb a <sup>140-25</sup> N. Pine 7 marked

305



40) 140-25 305  
140-26

Dec. 10-1916

"  $\frac{1}{4}$  Sec sets South 7.70 ft.

I start a random line  
west on 7045' Var.

Down hill

at 100 W set pin on foot of hills

Up hill

at 200 " " on top of hill

Down hill

at 300 " " "

" 400 " " "

" 405 enter open swamps

" 500 " " "

" 550 " enter thick tamarack  
swamp

" 600 " " "

" 700 " " "

" 800 " " "

" 807.15 " set limit with tack

" 900 " " "

" 1000 " " "

" 1100 " " "

" 1200 " " "

" 1285 " enter highland  
with tall poplars  
and birches

305 "

140-25  
140-26

305

(41)

Dec 10-1916

At 1300 ft W set pin

" 1320 " " set link with tack

Lunch in field.

P.M.

Continue West on handline

At 1400 ft W set pin Running up hill

" 1500 " " "

" 1600 " " "

" 1700 " " "

" 1800 " " "

" 1900 " " "

" 1995 " drive tack into logs

" 2000 " " "

" 2100 " " "

" 2110 " down steep hill

" 2200 " " on foot of hill

Up hill

" 2284.50 " drive tack into log

" 2290 " Top of hill

" 2300 " " down a hill

" 2400 " " "

" 2500 " " on level land

" 2600 " " "

" 2640 " " link with tack

" 2700 " " "

305



42) 140-25  
140-26

305

Dec. 10-1916

At 2800 ft W set pin

- " 2808 " drive tack into log
- " 2900 " " " running down hill
- " 3000 " " " enter tan swamp
- " 3100 " " "
- " 3200 " " " leave " "
- " 3300 " " " running up hill
- " 3338 " " cross logging road  
bearing SW & NE
- " 3400 " " "
- " 3428.55 " drive tack into log
- " 3500 " " "

Quit for night. Mrs  
Richards comes with team to  
take us home.

All worked the entire day.

(All pins are wood stakes numbered  
progressively and set every 100 feet curve)

305

all work

140-25  
140-26

305

(43)

Dec. 11-1916 - Monday

J. F. Richards - chain and flag

Chris Steinhart - axeman

Corbin Youngs - chainman

Howard Parker - axeman

Alvin Mironik - chain & transit

Richards drives us with his team to  $\frac{1}{2}$  Corner, between 9 and 10 140-25. Then we walk along our random line to pin 3500 ft W where we finished yesterday.

Continue west.

Needle reads  $8^{\circ}$  Var E

At 3600 ft W set pin

" 3700 " " " and hub with tack

" 3800 " " pin line starting down hill

" 3900 " " " enter swamps

" 3960 " " set hub with tack

" 3990 " " leave swamps

enter highland with poplar and birch

" 4000 " " " line starting up hill

" 4100 " " "

" 4200 " " "

305



(44) 140-25  
140-26

305

Dec. 11-1916

- At 4300 ft W set pin on edge of galley  
" 4400 " " " across "  
" 4420.20 " " " drive tack into log  
" " " " on edge of galley  
" 4500 " " " on bottom " "  
" 4600 " " " on opposite edge of  
galley  
line running up hill  
" 4700 " " "  
" 4800 " " "  
" 4900 " " "  
" 5000 " " "  
" 5066.50 " " drive tack into log  
line running down hill  
" 5100 " " "  
" 5200 " " " and tack with tack  
" 5300 " " " drive spike into  
ground  
" 5321.15 ft W a post set on the  $\frac{1}{2}$  corner  
between Sections 8 and 9 -  
140-25 sets North 94.55 ft

This post was set 3 years ago  
by some cruiser, is a pine  
post 4" dia, and about 6 ft long  
stands for 1/2 sec

305

140-25  
140-26

305

(45)

Dec 11-1916

The upper 3 ft are squarred up and are plainly marked "4 S"

The Gov't notes call for: Post.

Birch 10 S 11 W 10 lks = 6.60 ft

" 6 N 11 E 38 " = 25.08 "

Richards who is chairman of the townboard has the field-notes which as he says the townboard had ordered from the Landoffice in Washington. Said fieldnotes call for

Spruce 10 S 4 E 54.12 ft

Pine 10 N 34 W 34.93 "

besides the ones noted above. The spruce and pine are here green and plainly marked through to my notion of more recent date than the original U.S. survey. The 10 inch birch was cut down. The stump is about  $3\frac{1}{2}$  feet tall plainly blazed. The 6 inch birch seems to have disappeared. The distances and courses of the bearing trees to the post

305



46) 140-25  
140-26

305

Dec. 11-1916

check fairly well.

Dinner in field.

P.M.

I set up on  $\frac{1}{4}$  Post between  
Sections 8 and 9-140-25 and  
start a random line west  
through Section 8-140-25.  
About 120 ft West of the post  
a find an old picket which  
sets in the center of an old  
<sup>cut over</sup> transit line. I resolve to  
run along that line.

Needle reads  $6^{\circ}15'$  Var E

Line runs up hill

At 100 ft W set pin on top of hill

" 107.50 " " drive tack in log

" 165 " " enter galley

" 200 " " " on bottom of galley

Line runs up hill

" 300 " " "

" 400 " " "

" 500 " " "

" 584 " " drive tack into log

" 600 " " "

" 700 " " "

305

140-25  
140-26

305

47

Dec. 11-1916

at 800 ft W set pin

" 877.60 "	"	"	"	drive tack into log
" 900 "	"	"	"	line starting down hill
" 1000 "	"	"	"	
" 1100 "	"	"	"	
" 1189.40 "	"	"	"	drive tack into log line going down very steep hillside
" 1200 "	"	"	"	
" 1300 "	"	"	"	on foot of hill line starting up hill
" 1320 "	"	"	"	set limb with tack
" 1400 "	"	"	"	
" 1448.25 "	"	"	"	drive tack into log
" 1500 "	"	"	"	
" 1579.50 "	"	"	"	drive tack into log
" 1600 "	"	"	"	line starting down hill
" 1700 "	"	"	"	
" 1800 "	"	"	"	line starting up hill
" 1900 "	"	"	"	
" 1914.75 "	"	"	"	drive tack into log

305



48140-25  
140-26

305

Dec. 11-1916

at 2000 ft W set pin

" 2100 " " "

" 2200 " " "

" 2226.20 " drive tack into log  
line starting down hill

" 2300 " " "

" 2400 " " "

" 2500 " " "

" 2600 " " " on foot of hill  
line starting up steep hill

" 2700 " The old transect line I  
was using makes  
a sudden turn to North

" 2640 " set back with tack  
" 2700 " <sup>we continue on straight line straight ahead</sup> on top of hill

" 2701.80 " drive tack into log  
a reference bearing  
East and West is  
North 20.75 ft

" 2800 " " "

" 2900 " " " The last 300 ft were  
on level land  
line starting down hill  
" 2932.40 " drive tack into log.

Quit for night.

305

Almarak

140-25  
140-26

305

(49)

Dec. 12. - 1916 Tuesday

Corbin Youngs - Chairman

Chris Steinhart - Flagman

Howard Parker - Axeman

Melvin O'Brien - Axeman

Alois Nowak - Transit & Chain

A. M.

We correct the  $\frac{1}{4}$  line through  
Section 9-140-25

at 5321.13 ft West the  $\frac{1}{4}$  Corner  
between 8 and 9-140-25 sets

North 94.55 ft

$$(94.55 : 5321.13 = 0.017769)$$

We correct the tacks driven into  
logs and the limbs and set at the  
corrected points 3x3 square oak  
or pine posts marked "roadcenter"  
limb 807.15 ft W goes North 14.33 ft

" 1320 " " " 23.46 "

tack 1995 " " " 35.44 "

" 2284.50 " " " 40.58 "

limb 2640 " " " 46.92 "

tack 2803 " " " 49.89 "

" 3428.55 " " " 60.92 "

limb 3700 " " " 65.74 "

" 3960 " " " 70.38 "

305



140-25  
50 140-26

305

Dec. 13 + 1916

tack	4420.20	ft W goes North	78.53	ft
"	5066.50	" " "	90.02	"
hub	5200	" " "	92.40	"
spike	5321.15	" " "	94.55	"

Quit for dinner

P.M.

We walk to tack in log 2932.40 ft W on our handline through Section 8-140-25 and continue West.

at 3000 ft W set pin line going down hill

" 3100 " " " on foot of hill  
line starting up hill

" 3200 " " "

" 3300 " " " Wirefence bearings  
East and West. still  
following our line  
20.75 ft North

" 3400 " " " on top of hill

" 3452.95 " drive tack into log  
line going down a  
high hill

" 3500 " " "

" 3600 " " "

" 3700 " " "

" 3800 " " "

305

140-25  
140-26

305

(51)

Dec. 13-1916

At 3900 ft W set pin on foot of hill

" 3918 " enter 4<sup>th</sup> road with  
timber cut down, running  
on <sup>what may be</sup> the West  $\frac{1}{16}$  line of Section  
8-140-25. This Road runs  
north  $\frac{1}{2}$  mile to West  $\frac{1}{16}$  Corner  
on Northside of Sect. 8-140-25  
" 3951 " intersect Centerline of road  
A stake marked " $\frac{1}{16}$ " sets  
South 89 paces. This stake  
marks the Southend of the  
road.

" 3960 " set hub with tack  
Quit for night.

305

Musock



53) <sup>140-25</sup>  
<sup>140-26</sup>

305'

Dec. 13-1916 Wednesday

Corbin Young - Chairman

Chris Steinhart - Flagman

Howard Parker - Clerkman

Melvin O'Brien - Clerkman

Flois Nowak - Transit and chain

A. M.

We walk to hut 3960 ft West on  
our random line through Center  
of Sect. 8-140-25 and continue  
West.

At 3984 ft W leave 4 rod road

At 4000 " set pin

" 4100 " " "

" 4190.65 " drive tack into log  
line starting down  
hill

" 4200 " " " on foot of hill

" 4300 " " " Line running on

" 4400 " " " level land

" 4500 " " "

" 4600 " " "

" 4700 " " "

" 4800 " " "

" 4900 " " "

" 4977.68 " drive tack into log

305 "

140-25  
140-26

305

(54)

Dec. 13-1916

At 5000 ft W set pin line still going on level land

" 5100 " " "

" 5200 " " "

" 5300 " " " and spike

" 5242.13" the  $\frac{1}{4}$  Corner between

Sections 7 and 8-140-25 sets South  
316.10 ft.

Quit for Dinner.

P.M.

We walk to the post on the  $\frac{1}{4}$  Corner  
between Sections 7 and 8-140-25.

Said post is a  $2\frac{1}{2} \times 2\frac{1}{2}$  inch pine post  
2 feet above the ground and marked  
" $\frac{1}{4}$  S" set by Guy Todd

May, 16-1914.

U.S. Gov't notes on this corner  
call for B. T<sub>3</sub> as follows:

W.P. 5 N 31 E 11  $\frac{1}{2}$   $\frac{1}{2}$  = 7.26 ft.

Birch 8 S 51 W 4  $\frac{1}{2}$   $\frac{1}{2}$  = 2.14 ft.

The two additional bearing trees,  
J.F. Richards has in his field-  
notes are:

Tree 8 N 45 E 33.66 ft

W.P. 9 S 50 W 44.88 ft

305



(55) 140-25  
140-26

305

Dec. 13-1916

The Lamarack has been blown down but is plainly blazed on the side which must have faced the post while the tree was standing.

The S.W. White pine was cut down. The stump is sound and shows plainly the blaze with a track in it.

The White pine 5 being the NE bearing tree was also cut down. The stump is sound and shows plainly the blaze and the old B.T. mark.

The birch 8 has disappeared.

We check the distances and courses of the bearing trees and find them perfect.

We then set up on the 4<sup>th</sup> post between Sections 7 and 8-140-25 and run a random line west on 8° E Var. through Section 7-140-25.

At 100 ft W set pin line going over label land  
" 200 " " "

305 "

305 "

140-25  
140-26

305

(56)

Dec. 13-1916

at 300 ft W set pin

" 400 " " "

" 500 " " "

" 568.15 "

" 580 "

" 600 " " "

" 700 " " "

" 800 " " "

" 900 " " "

" 960 "

drive tack into log  
line going down hill

on foot of hill  
line starting up hill

top of hill  
line going over level  
land

" 1000 " " "

" 1014.45 "

" 1100 " " "

" 1200 " " "

" 1300 " " "

" 1320 "

" 1400 " " "

" 1500 " " "

" 1600 " " "

" 1682.62 "

" 1700 " " "

" 1730 "

drive tack into log

set limb with tack

drive tack into log

enter log with

305



57) 40-25  
140-26

Dec. 13-1916

305

with scattered green  
tamaracks

At 1800 ft W set pm

Quiet for night

305 11

Albion

140-25  
140-26

(58)

305 !

Dec. 14-1916 - Thursday

Corkin Young - Chain man

Chris Steinhart - Chain & Flagman

Melvin O'Brien - Axeman

Howard Parker - Axeman

Flois Nowak - Transit & Chain

A.M.

We walk to pin 1800 ft West of  
1/4 Corner between Sections 7 and 8  
140-25 and continue our random-  
line through Section 7-140-25

At 1900 ft W set pin

" 2000 " " " A little lake  
is about 400 ft  
South of our line

" 2100 " " "

" 2200 " " " leave bag enter  
brush and poplar  
brush

" 2300 " " "

" 2400 " " "

" 2500 " " "

" 2600 " " "

" 2640 " " " set hub with tack

" 2700 " " "

" 2785 " " " cross logging road

305



(59) 140-25  
140-26

Dec. 14, -1916

305

bearing NE & SW

at 2800 ft W set pin enter tall poplar and  
birch. Line going down hill:

" 2900 " " "

" 3000 " " "

" 3100 " " "

" 3107 " enter creek

" 3122 " leave "

" 3200 " " " line starting up hill

" 3300 " " "

" 3400 " " "

" 3500 " " "

" 3600 " " "

" 3700 " " "

" 3800 " " "

" 3900 " " " on top of hill

" 3937 " cross logging road  
bears NW and SE

" 3960 " set hub with tack

" 4000 " " " line running on level land

" 4100 " " "

" 4200 " " "

" 4300 " " "

" 4388 " set hub with tack

305

140-25  
140-26

(60)

Dec. 14-1916

305

at 4400 ft W set pin

" 4500 " " "

" 4600 " " "

" 4700 " " "

" 4800 " " "

" 4900 " " "

" 5000 " " "

" 5100 " " "

" 5200 " " "

" 5300 " " " and drive spike  
into ground

" 5189.35 ft West the first set on  
the  $\frac{1}{4}$  Corner on Westside of Sect 7 -  
140-25, being the  $\frac{1}{4}$  Corner on the  
Eastside of Section 12-140-26  
sets North 204.12

The U. S. Gov't notes call on this  
 $\frac{1}{4}$  Corner for bearing trees as  
follows:

Fir 7 N 24 E 16 lks = 10.56 ft

Cedar 8 N 53 W 28 " = 18.48 "

The fir 7 has disappeared.

The cedar 8 is a dry 10 feet high  
stump showing the original  
U. S. B. T. mark plainly.

305



61) 140-25  
140-26

305

Dec. 14-1916

This cedarstump is braced with a pinepole on the side facing the post and seemingly has been picked up or straightened up by some-one.

The post is a half decayed long pine-pole. Course and distance from Cedarstump check fairly well. I set a new 3x3 birch-post by course and exact distance from B.T. I mark the post.

#5 set by H. Nowak, Dec. 14-1916 and take to the same new B.T. as follows:

Cedarstumps 8-N53W 18.48 ft.

W.P. Stumps 18-N48°W 18.70 "

" " 20-North 23 feet.

The hills, which we crossed with the 3-mile of random-line average in height from 50 to 80 feet.

Quit for night.

305

Macrae

140-25  
140-26

305

(62)

Dec. 15-1916 - Friday

Corbin Young - Chairman  
Chris Steinhart - Flagman  
Melvin O'Brien - Axeman  
Howard Parker - Axeman  
Flois Nowak - Transit and chain  
A.M.

We walk to  $\frac{1}{4}$  Corner on Westside  
of Section 7-140-25 and correct  
our wandorline. We correct  
the hubs and the tacks we  
drove into logs and at the  
corrected points we set 3x3 oak  
or pine-posts marked  
"Roadcenter"

At 5189.35 ft W the  $\frac{1}{4}$  Corner on  
Westside of 7-140-25 set N 204.12 ft  
(204.12 : 5189.35 =

hub	4388 ft W	gives North	172.49 ft
"	3960 "	" "	155.67 "
"	2640 "	" "	103.78 "
tack	1682.62 "	" "	66.14 "
hub	1320 "	" "	51.89 "
tack	1014.45 "	" "	39.88 "
"	568.15 "	" "	22.32 "

305



(63) 140-25  
140-26

305

Dec 15. - 1916

P.M.

At 5242.13 ft West of  $\frac{1}{4}$  Corner  
between 8 and 9-140-25 an over  
random line the  $\frac{1}{4}$  Corner betw  
Sections 7 and 8-140-25 sets  
South 316.10 ft.

On account of the  
correction being rather large  
I resolve to run a transit  
line on the true E and W  $\frac{1}{4}$  line  
through Section 8-140-25.

In order to establish this  
true line we walk to tack  
4977.68 ft West and correct South.

$$316.10 : 5242.13 = 0.060282$$

$$0.060282 \cdot 4977.68 = 300.02$$

Tack 4977.68 ft W goes South 300.02 ft  
where we set a limb with tack

Then we place 1 tall red flag  
behind the  $\frac{1}{4}$  Post between 7 and  
8-140-25.

I set up on corrected  
limb 4977.68, backsight onto  
red flag on  $\frac{1}{4}$  Post and run

305

140-25  
140-26

(64)

Dec. 15-1916

305

a careful transitline East without chaining, using double centres and setting a hub at about every 700 ft. We set a picket about every 200 ft on Westside of instrument correctly on the line. We run this transitline as far as pin 2900W on our randomline about 66 paces to the North.

Out for night

Mr. Richards comes with team to take survey-outfit to his place.

In the evening I make out <sup>some of</sup> the bills for Cass County.

Marion 305



65) 140-25  
140-26

Dec. 16-1916 **305** Saturday

A.M.

Work on field notes. Then I walk to Curbin Jungs place who is town-clerk of Smokey Hollow Twp. and have him sign the bills.

P.M.

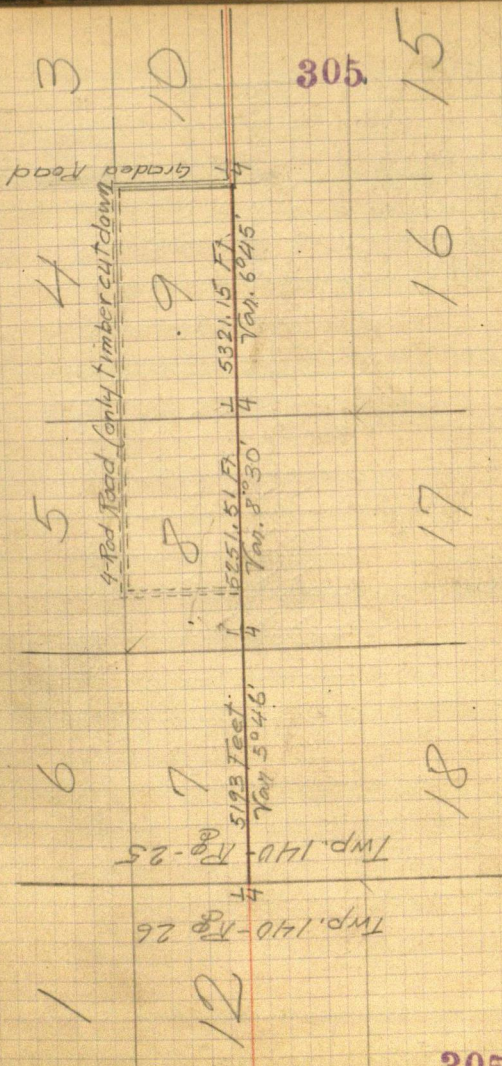
J.F. Richards takes me and survey-outfit with team to Shovel Lake. Leave Shovel Lake at 2.40 P.M. Arrive in Bemidji at 4.15 P.M. R.R. Fare \$1.41. Supper at Hotel Markham. Charge \$.50. Leave Bemidji at 11.25 P.M. Arrive in Walker at 1 A.M. R.R. Fare 69 cts. Bed in Hotel Chase.

**305** "

Maroon

PLAT

Twp. 140 - R. 25



305

305

66





Dec 17-1916 <sup>305</sup> Sunday  
 Arrive in Walker at 1 P.M.  
 Have bed and board in  
 hotel Chasely

Almont

Dec 18-1916 Monday  
 Work all day checking  
 up and writing notes  
 on survey of county road  
 in Sections 7-8-9 Twp  
 140 Rg. 25. (Lucky Hollow  
 Township)

Almont  
 Fort Erie



69 140-25  
140-26

316

Fieldnotes of the continuation of the County Road as begun on Dec. 10-1916, running an E & W  $\frac{1}{4}$  line thru Sections 9-8 and 7 in 140-25 and continuing on E & W  $\frac{1}{4}$  line thru Sections 12 and 11-140-26.

Wednesday Jan 17-1917

A. Norak with Gurley Transit in perfect adjustment, 100 ft Chicago Steeltape leaves Walker on 6.15 P.M. via Great Northern. Arrive in Cass Lake at about 7 P.M. Supper and bed in Hotel Indian. R.R. = 49 cs. <sup>Bus at Walker</sup> Auto 50 cts.

Thursday, Jan 18-1917

Breakfast at Hotel Indian. Hotel bill \$1.50. Leave Cass Lake at 10 A.M. Dinner at Rorer 35 cts. Arrive in Shovel Lake at 12.40 P.M. R.R. fare = 1.11\$. I am told that Richards is out of town but is to arrive with the 2.40 train from Pasadena. I wait for him. We take Leone and

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140-25  
140-26

316 70.

drive to his place. Richards  
tells me about a mile of  
road they want me to run  
for them. It is along the  
5th P.M. from N.W. trip cor  
of T. 50-R. 27 to N.W. corner of  
Section 33-T. 51.-R. 27 As I have  
only 2 men to help me I  
decide to run this mile  
first before continuing the  
Co. Road. Board with Richards

Marwak

316



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Friday, Jan. 19-1917

Abe Master, Chain and flag  
 Howard Parker, aceman  
 Alvis Mowak, transit and chain

We walk to N.W. Corner of  
 Section 4 - T.50-R.27 <sup>improved to be on the east</sup> line of Sect. 13 - T.140-R.25.  
 We find a 4 foot tall and squared  
 up post, set as I am told by  
 Martin Watson. There is a  
 4 rod road cut out running  
 South from this post. I set  
 up above post backsight on  
 Center of the road, Var. reads  
 $10^{\circ}30'E$ . My Jewett plat shows  
 the Rangeline on  $8^{\circ}E$ . There  
 is a distinct crook noticeable  
 in the road run by Watson.  
 I set the instrument on Var  $8^{\circ}$   
 and run a random line  
 north using double centers  
 up hill.

at 197.67 ft N drive tack in top  
 " 220 down hill  
 " 300 enter swamps

316

316

- At 420 ft N. leave swamp  
 enter high ridge  
 " 1003.80 tack in log  
 " 1702 " " " "  
 " 2067 " " " "  
 " 2552.50 " " " "  
 " 2600 " down steep hill-  
 side  
 " 2620 " front of hill  
 " 2896.70 " tack in log  
 " 3000 " enter thick spruce  
 and tamarack  
 " 3199.70 " tack in log  
 " 3602.20 " " " "  
 " 4099.40 " " " "  
 Quit for night.

Mowat

316



Saturday, Jan 20-1917

Same crew.

Continue random line North.

At 4365 ft N. center of graded  
road which runs  
10 paces east and  
then turns north

" 4384 " tack in log

" 5067 " " "

" 5560 " the corner between  
Sect 33 and 28-T51.R.27  
on the mangeline  
sets E 18 ft.

We determined this corner  
by intersecting the centerline  
of the road running east  
into Shovel Lake and the  
Centerline of the road running  
South to  $\frac{1}{4}$  line of Section 12 —  
140-25.

To make sure that my  
measurement of the mile 5560 ft  
is correct I rechain the whole  
mile and find the same alright.

By rechainings (started from Northwest Corner of Section 33) the point 5280 corresponding to 280 ft W of my first chaining falls on a ridge where I find many blazed trees (without scribe-marks through)

In P.M. we correct randomline and set Roadcentres.

We chain east 0.003237 for every foot north.

tack	197.67	gives	east	0.64	feet
"	1003.80	"	"	3.25	"
"	1702.00	"	"	5.51	"
"	2067.00	"	"	6.69	"
"	2552.00	"	"	8.26	"
"	2896.70	"	"	9.38	"
"	3199.70	"	"	10.36	"
"	3602.20	"	"	11.66	"
"	4099.20	"	"	13.27	"
"	4384.00	"	"	14.19	"
"	5067.00	"	"	16.40	"
"	5560.00	"	"	18.00	"

Quit for night.



140-25  
140-26 County Road 316

Sunday, Jan. 21-1917

It is storming all day,  
making work impossible  
Stay at Richard's

Musok

Monday, Jan. 22, 1917.

Abe Master had promised  
to come with team and take  
me and Howard Parker to  
Section 8-140-25 where I inten-  
ded to finish the correction  
of the  $\frac{1}{4}$  line begun on Dec. 15, 1916.

But Abe did not show up.  
Howard Parker had come to  
Richard's place and waited  
until 10 o'clock P.M. He gets  $\frac{1}{2}$  day.

I am trying to get a crew  
all day but am unable to do  
so an account of all the men  
working in the woods and  
making better wages than I  
can offer them. Corbin Griggs  
promised to help.

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Musok

140-25  
140-26

Curmity Road 76

Tuesday, Jan 23-1917

316

Abe Master - axeman

Thorward Parker - axeman

Carbin Jennings - chain & flag

Alvis Throat - transit and chain

We meet at Richards place at 7.30<sup>th</sup> A.M. Abe Master with team takes us and surveying to the abandoned homestead of Dorbey in the South half of Section 12-140-26. As the snow is from 16 to 20 inches high and he had to break the road we did not arrive there until after 11 A.M. Have dinner in field. Then we walk to  $\frac{1}{4}$  Corner between Sect. 7-140-25 and Section 12-140-26 - Begin work at 12 A.M. We start a random-line west thru Section 12-140-26 on Variation  $7^{\circ}30'E$ .

Land is level. Brush.  
at 516.38 West tack in log

" 992.85 " " " "

" 1504.00 " " " "

316



140-25  
140-26

County Road.

316

At 1750 ft West enter swamps  
" 1900 " " leave "  
" 1998.25 " tack in log  
" 2362.60 " " " "  
" 2580. " cross wagon road  
" 2850 " enter swamp  
" 2876.60 " tack in log  
" 3500 " leave swamps  
" 3611.60 " tack in log.

We set a wooden stake  
every 100 feet marked marked  
with the number of feet west

Transitline was run by  
using double centres.

Quit at 4 P.M.

Arrive at Richards at 7 P.M.

316

Alaska

140-25  
140-26

County Road 18

Wednesday, Jan. 24-1917

316

Lane Crew.

Abe with team drives to  
Meeshaw's place in the North-  
west quarter of the Southwest-  
quarter of Section 12-140-26

Begin at 11 A.M.

Continue random line.

At 3999.80 ft West hub with tack  
in hay meadow

" 4594.60 " tack in log

" 5008 " crosses wooden  
fence

" 5300 " hub with tack

From hub 5300 ft West the  
1/4 Post between Sections 12 & 11 -  
140-26 sets N 8° 48' W 130.35 ft.

Section 11  
140-26

Section 12

1/4 Corner between 11 & 12-140-26

12.93

Fence

N 8° 48' W

Random line 7° 30'

Hub 5300

Swamp



Meeshaw's Farm

316



140-25 County Road  
140-26  
A 316

This post is a 4" squared up  
pine post set as I am told by  
Surveyor John Green of Renner.  
The Gov't notes at the  $\frac{1}{4}$  Corner  
between Sections 11 & 12-140-26 call  
for Aspen 4 N 86 E 118 lks = 77.88 ft  
and Birch 3 S 10 W 142 " = 93.72 "

The Aspen is gone.

I find an old decayed stump  
which checks exactly for course  
and fairly well for measurement  
for the Birch B.P.

Bearing trees marked by  
Green are as follows:

N. Pine 12 N  $59\frac{1}{2}^{\circ}$  W 30.90 feet  
Poplar 12 N  $11^{\circ}$  E 14.18 "  
W. Pine 14 N  $74\frac{1}{2}^{\circ}$  E 29.22 "

Courses turned from Var.  $8^{\circ}00'$  E

Beginning at the  $\frac{1}{4}$  post between  
Sections 11 & 12-140-26 I run a  
random line west thru Section  
11-140-26 on Var.  $7^{\circ}00'$  E.

Land is level

140-25  
140-26

County Road. 80

316

at 222.20	ft W	tack in log
" 602.12	"	" " "
" 1113.10	"	" " "
" 1900.30	"	cross wagonroad
" 1997.90	"	tack in log in clearing

Quit for night.

316

Almoraak



140-25 County Road  
140-26 **316**  
Thursday, Jan. 25-1917  
Same Crew.

Abe Master drives to Metcalf's  
place in the North-half of Sect. 11  
140-26.

Begin work at 11 A.M.  
Continue Randomline.

at 2701 ft W. tack in log  
a wire fence is South  
13 paces and bears  
East and west.

" 3597.90 " tack in log

" 3822. " " "

" 3900 " set pin on high bank  
of small lake

" 3920 " enter lake

" 4400 " leave lake

" 4505.30 " tack in log

" 4950. " " "

" 5292.50 " intersect center of  
State Highway N<sup>o</sup> 83

George A. Ralph's fieldnotes are  
at corner between 10 & 11 - 140-26

call for new B.T.s. as follows

Oak NE 64.50 feet

Maple SE 91.50 "

**316**

316

There must be a mistake in them for on the eastside of the road are no trees whatsoever the land is swampy. However on the westside of the road I find both bearing trees, from which I establish the  $\frac{1}{4}$  Corner by flat measurement. As evidence that I have the exact corner I find that the point I established is in the center of an old cut out line which Metzger cut beginning, as his says at a stake set by the state engineer.

At 5292.90 feet West on my random line the  $\frac{1}{4}$  Corner between 10 & 11 - 140-26 sets North 49.80 feet the bearing trees to the  $\frac{1}{4}$  Corner stand as follows.

Oak SW 64.50 feet in Sec. 10.  
Maple NW 91.50 " in Sec. 10.

Had dinner at Metzger's  
Quit for night.

316

M. W. R.



83 140-25 County Road  
140-26

Friday, Jan. 26-1917

316

Same Crew

Abe Master drives us to  
Metzger's place.

We correct the random line  
thru Section 11-140-26 and set  
road centres.

At 5292.90 the  $\frac{1}{4}$  Corner  
between 10 and 11 sets North  
49.80 feet

we set North 0.009408 for  
every foot west.

5292.90 goes north 49.80 feet  
to  $\frac{1}{4}$  Corner betw. 10 & 11  
T. 140 - R. 26

4950 feet west goes north 46.53 feet  
set road centre where we take bearing  
as follows

N. P. 12. NW. 52.15 ft.

N. P. 14. S 47.60 "

4505.30 " " goes north 42.35 "  
set lake with bearings

Turn H 55W 60.83 "

" 7 NW 71.10 "

3822 " " goes north 35.93 "  
with bearings

316

816

SW. Corner of Metzger's house  
85.15 feet distant  
SE. Corner bears due North  
71.65 feet distant.

3597.90 ft W. goes North 33.82 feet  
with bearings

Oak 18 N 85.50

" 12 SE 56.90

2701 ft W. goes North 24.49 feet  
with bearings

N.P. 12 SW 56.40 feet

J.P. 9 NW 30.80 "

1997.90 ft W goes North 12.78 ft

1113.10 " " " 10.46 "

602.12 " " " 5.66 "

222.20 " " " 2.09 "

While correcting this  
mile we chopped a hole in-  
to the ice of the lake just  
west of Metzger's house and  
find the water to be 4 feet  
deep and mud bottom. Lake  
could easily be drained into  
big rice lake.

816



85 140-25  
140-26

County Road

We then correct the ran-  
domline thru Section 12-140-  
-26.

at 5319.93 feet west of  $\frac{1}{4}$  Corner  
between 7 & 12 the  
 $\frac{1}{4}$  Corner between  
11 & 12 - 140-26 sets  
North 128.80 feet

We set North 0.0242 feet for  
every foot west  
5319.93 feet west goes north  
128.80 to  $\frac{1}{4}$  Corner betw.  
11 & 12 - 140-26

4594.60 ft W	goes north	101.20 ft
3999.80 "	" "	96.80 "
3611.60 "	" "	87.41 "
2876.60 "	" "	69.62 "
2362.60 "	" "	57.18 "
1998.25 "	" "	48.35 "
1504 "	" "	36.40 "
992.85 "	" "	24.03 "
516.38 "	" "	12.49 "

: Quit for night.

316

Marock

140-25 County Road 86  
140-26  
Saturday, Jan 27-1917 816  
Same crew.

Abe Master drives us to  
Metzer's old homestead on  
the north half of section  
8-140-25.

We continue our transit-  
line <sup>east</sup> on the  $\frac{1}{4}$  line of Section  
8-140-25 using double centres  
without chaining setting  
lubs and pickets. This line  
was begun Dec. 15. -1916

I miss the  $\frac{1}{4}$  Corner between  
Sect's 8 and 9-140-25 - North  
16.15 feet distant.

Quit for night.

M. Wood

816



81 140-25  
140-26 **316** County Road  
Sunday, Jan. 28-1917  
Howard Parker and A. Nowak  
working.

We walk to  $\frac{1}{4}$  Corner  
between Sec's 8 & 9-140-25  
and chain west and correct  
the links and pickets, setting  
road centres. Figuring  
from the road and line thru  
Section 8-140-25 run on  
Dec. 13-1916 the distance  
between the  $\frac{1}{4}$  Corner on West-  
side of 8 to  $\frac{1}{4}$  Corner on East-  
side of Sec. 8-140-25 equals  
5251.51 feet.

Then at 5251.51 feet east  
of  $\frac{1}{4}$  Corner betw Sec's 7 & 8-140-  
25 the  $\frac{1}{4}$  Corner betw. Sec's  
8 & 9 sets South 16.15 feet.

The correction equals  
0.003075 south for every foot  
east. As I am chaining  
west I multiply the correction  
for one foot with the number  
of feet chained west and  
deduct the product from 16.15

140-25  
140-26

County Road 88

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hub	103.40	ft W	gros	South	15.83
"	545.35	"	"	"	14.48
"	834.90	"	"	"	13.58
"	1247.	"	"	"	12.32
"	1556.50	"	"	"	11.37
"	1792.50	"	"	"	10.64
"	2051.50	"	"	"	9.84
"	2222.90	"	"	"	9.31
"	2561.40	"	"	"	8.28
"	2922.35	"	"	"	7.16
"	3197.	"	"	"	6.32
"	3577.50	"	"	"	5.15
"	3936.40	"	"	"	4.05
"	4352	"	"	"	2.77
"	4549.55	"	"	"	2.15
"	4982	"	"	"	0.84

at 5249.90 we strike the  
center of the  $\frac{1}{4}$  Corner post on  
the  $\frac{1}{4}$  Corner between Sec's 7 & 8  
140-25.

Quit for night.

316

Alaska



89 140-25  
140-26

316 County Road

Monday, Jan 29 - 1917.

In A.M. I work on field-  
notes.

In P.M. Richards drives  
me to depot in Shovel Lake  
where I take Soo train  
for Bemidji at 2.40 P.M.

R.R. fare \$1.41. Supper at  
hotel Markham 50cs.

Leave Bemidji at 11.25 P.M.

R.R. fare \$0.69. + 1

140-25  
140-26

County Road 90

Tuesday, Jan 30-1917 316

Arrive in Walker at 1.A.M.

Board at Hotel Chase.

Work all day on field notes  
concerning the finished  
survey.

Almarak 316



Time sheet on County Road  
 thru Sec's 7-8-9-140-25 and S. 11/4 12-140-26

316

	Jan 17	" 18	" 19	" 20	" 21	" 22	" 23	" 24	" 25	" 26	" 27	" 28	" 29	" 30	1917
Elois Nowan	1	1				1	1	1	1	1	1	1	1	1	11-days
Howard Parlier						$\frac{1}{2}$	1	1	1	1	1	1			$6\frac{1}{2}$ - "
Abbe Webster							1	1	1	1	1				5 - "
Corbin Youngs							1	1	1	1	1				5 - "

Livery Team

Abbe Master  
 From Jan. 23. to Jan 27. incl.

Each day from and to work =

= 10-trips

= J.F. Richards

Jan. 29. one trip to depot

Board:

J.F. Richards

9-days

316

Plot

Range line

sect 7  
T. 140 - R. 25

sect. 12

sect. 11  
T. 140 - 26

Metzger's Farm  
5292.90 Feet  
var. 1700' E



1/4

5321.56 Feet  
var. 600' E



Meeshan's Farm

1/4

Range 26  
Range 25

316

26

918



Note:

In making the survey of the proposed road along the easterly side of Sections 12 & 13-T. 140-R. 25 I simply run a transit line from an old stake set by Martin Watson as the N.W. Corner of T. 60-N-R. 27.W., north to a point in a graded road <sup>running</sup> east. I do not consider this line as the true eastline of Sections 12 & 13 T. 140-R. 25 and I so stated to Mr. Richards who employed me for this survey.

C. M. R.