

60  
THE  
ATLAS SERIES

Number  
101



POCKET NOTES

East on road 27

$\sqrt{10.15^2}$

7450 out line at S.  
8000 on 34-35

Pine 13N  $2^{\circ}45'E$  118 = 77.88  
Oak 12N  $58^{\circ}15'W$  80 = 52.80

Try $8^{\circ}15'W$	118	1.8
	66	1.0 E
	705	1.05
	708	1.05
	788	66
	528	11.8

15" pmt N  $47^{\circ}30'E$

ak 8N  $44^{\circ}30'W$

Pmt 10S  $45^{\circ}45'W$

2.6" up pmt 15.6 S

2.4" pmt S  $39^{\circ}30'E$

789.45

C P Moore



8716

T. 135 R. 29

3

Sept 19 - 1921 Monday  
John W Curo and I  
w Brainerd in  
Curo's Cor for Nusswa  
@ about seventhirty  
we drive to the  $\frac{1}{4}$  cor  
bet Secs 11 & 12 T135  
R 29 and try and pick  
up old survey line  
John Curo goes to get  
another man while I  
clear out old line a  
little. He come back  
and we go sharpen  
the axes. Wm Eades  
comes out to help we  
cut line a little ways  
South of the  $\frac{1}{4}$  cor bet  
Secs 11 - 12 - 135 - 29 and  
it starts to rain. We  
go in. John W Curo find  
a place at the <sup>in</sup>  
Harold J. Curo

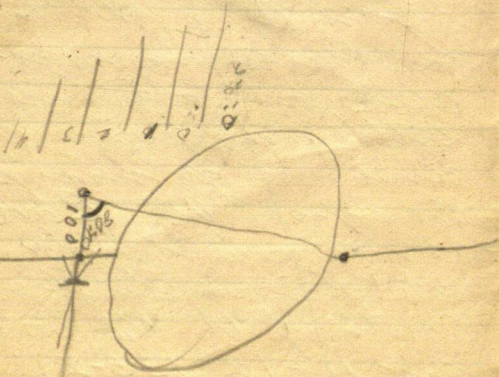
7135 M. 29

~~Sept 19-1921 Continued  
Nessawa for me to stay  
and he goes back to  
Brainard it rains all  
the rest of the day~~

7/8'

0.08

Page 474



Harold J. Curo



T 135 T. 29

5

Sept 20-1921

Crew Harold J. Curo  
Wm Eades. Continue  
sec line south bet.  
secs 11 & 12 - 135 R 29  
work until noon it  
rains in the afternoon  
but we go out and work  
every time it stops we  
cut out sec line north  
of the  $\frac{1}{4}$  corner bet sec  
11-12 - 135-29

Curo does not show  
up.

.84:68



Harold J. Curo

1135 R29

Sept 21-1921

Crew Harold J. Curo  
transit - Wm. Cadus  
Axman We find that  
the half mile south of  
the 1/4 corner between  
secs 11-12-135 R29  
is not straight so we  
re-cut the line south  
@ noon I call up  
Curo @ Ballard and  
he says he will not  
be out until Friday  
We drive a hub in the  
road and mark it 00  
from which I run south  
@ 12 South center of E & W  
road @ 300 South hub  
and stake @ 456 South  
Wire fence line E & W  
@ 600 South hub and  
stake @ 863 South RR  
fence line N W & SE  
H. J. Curo

T135 R. 29

7

Sept 21-1921

- @ 900 South hub & stake
- @ 954 S Center of Main  
Track of M & J. R.R.
- @ 982 S R.R. riding
- @ 1057 S R.R. fence south  
side of track b.s. NW & SE
- @ 1200 south hub & stake
- @ 1220 " wire fence E & W
- @ 1320 South temp S  $\frac{1}{16}$  Cor  
betw sec 11 & 12 T135 R. 29
- @ 1348 South road b.s. E & W
- @ 1358 " wire fence E & W
- @ 1500 " hub & stake
- @ 1800 " " & "
- @ 2100 " " & "
- @ 2177 " " & "
- quit for night

Harold J. Cind



# Time Sheet T 135-1921

19	20	21	22	23	24	25
----	----	----	----	----	----	----

Sept.

John W Curo

Car.

Exp

Harold J Curo

Wm Cades

1921

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

24<sup>00</sup>  
169.62

2 2569.62.  
1284.81 = N/16

2640.00.  
2569.62  
70.38 short

1921

Board Sheet

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

Sept.

Harold J. Cuno

D 87 57 37  
D 87 57 37  
D 87 57 37

Corners at home  
 Oct 5-1921  
 Flat top  
 Round ~~1114~~  
 1- ~~1111~~ ~~1111~~ ~~1111~~ ~~1111~~ 11 = 22  
 30  
 52

135-28

So line line bet 21-22

3100 wozen wood in - w

4000- $\frac{1}{4}$  c

$$BP10S22 \cdot W \ 375 = 247.5$$

no other

4900 =

L. mus NE-S

6900 Lake St. N. W.

BP6N5E102-67.32

$$\text{Oh } 5N \text{ } 26W \text{ } 83 = 54.78$$



WF Wiener Ch 3400

Sec 2-137-26-

Emily P.O. no phone

Wm La Bord no long list

Sec

Chas Hegberg

Sir

Croby.

Fred Ljungwall Chk

Emily

Ida Ljungwall his wife

Tron

Farmers State Pm  
River Bank.

Gay

Mrs M Hamm (Ham)  
60 acres Sec 35-137-26  
Geo Earham 40 acres  
SW NW 35-26

Geo Adcock NE SE 34  
40 O.K.

29  
174 5  
 6900      6732  
 400      8716 9.14  
2900

40392      2100  
 6732      1914  
 47124      186  
 53856

58676112

64      375  
 5900.5      2250  
 15      2250  
 5      247.5 OK





$$\begin{array}{r} 2 \\ 360 \end{array}$$

= 10 day @ \$15 150

Oct 5-7.

22

$$\begin{array}{r} 8 \\ 220 \end{array}$$



Sept 8-9.

$$\begin{array}{r} 32 \end{array}$$

6 @ 40

240

$$\begin{array}{r} 14. \\ 8. \\ \hline 11.20 \end{array} 3$$

1111

$$\begin{array}{r} 104 \\ 8 \\ \hline 22 \\ 4 \\ \hline 8.80 \end{array}$$

1111

(A)

Oct 11-1921

On 1-2-11-12-44-28

Hrian Scott Sr

lives on NW SW Sec 12

Bert Scott his son lives  
on NE NE Sec 11.

Dode Holstead owns  
SW NW Sec 12

also a 2 acre strip along  
North side of Aldman  
Scatts 40.

Joe Harrison lives on  
SW SW Sec 2.

Nels Francis also  
owns land in Sec 2.

Jim Halslead owns  
SWSW Sec 1? also

NW NW Sec 12

Tom Scott lives with  
his father Hrian Sr

Hrian Scott Jr is a  
"floatin" near Midland.  
own

B  
Bert Scott wants the NE  
Cm Sec 11- established at  
the point where he says  
a surveyor once established  
same and at which  
point he (Bert) buried an  
old buggy axle and did  
not tell anyone or  
his dad might dig up  
US Nails call for

1-2-11-12 - 44-28

Tain 7N15W 9 -  
" 6N78E 19 -  
" 5S54E 27 -  
" 6S40W 11 -

Bert says all old BTS  
were there - 2 were grubbed  
out account of road grade  
grubbed out by Bert Scott  
he intended to preserve them  
grubbed out stumps just  
to show that the corner was  
really there



C

Garrison once looked for  
the  $\frac{1}{4}$  corner bet 11-12 - finding  
it gone he put the line a  
mile straight thro

Old man Scott says  
the  $\frac{1}{4}$  corner sets 400  
ft West, out of line where he  
and

a surveyor once found the old  
stake and the bearing trees  
which he could not find  
for Garrison at the time  
Garrison made the survey  
in 19 -

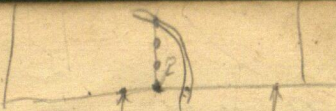
When Murphy and Matto  
made the road survey bet  
11 and 12 - old man Scott  
"found" the old "stake"  
which he showed Murphy  
and which Murphy used  
for the  $\frac{1}{4}$  corner tho it  
crooked the  $\frac{1}{4}$  400 ft West.

Bert Scott and some  
 one else says he saw his  
 dad and old Willard  
 Warren put the old stake  
 400 ft west and he  
 asked what the hell are  
 you doing there - I saw  
 you put it there and  
 dad said "you never did  
 see us!" &c.

Bert and Howard Perry  
 with Will Finley a surveyor  
 looked thoroughly for this  
 1/4 corner just after the  
 Hinckley fire and that  
 it was positively gone

Question: How could  
 old man Scott really  
 find the "old stake" after  
 all these years when  
 it was gone 25 years  
 ago? It was not  
 "the old stake" but "an old

(E)



slake which was never  
th. vs corner slake. ?

Will Finley lives at  
La Porte near Walker and  
can be got as a witness for  
Bert Scott.

Howard Perry can be  
got but lives further  
away.

Murphy took a little brick  
BT. for the M.C. because  
Willard Warren - at Valan  
and perhaps Geo Denwooddy  
told Murphy it was the  
M.C. - BT.

Big Red Oak nearly a  
hundred years old still  
standing





Nov 18 1921  
 Harold & Harold  
 Comm in my ford to to  
 do N 1/4 cor bet secs  
 10 & 11 T 135. 29 where  
 we work transit on line  
 bet NW cor of 11 & N 1/4 cor  
 and then out line south  
 beg @ stake 1320 we set a  
 hub @ 1400 stake N edge  
 of road @ 1695.6 HUB  
 1700 STAKE ~~12~~  
 1800 STAKE  
 2100 " 2217.6 HUB  
 2 " 2294. "  
 2300 " 2443.7 "  
 2450 " 25

US Nals

135-29

1/4 bet 10-11 P To E @ 5-

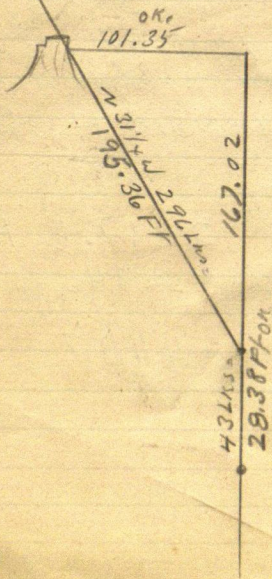
Wet Con N 43 Lks =

up 30 N 3 1/4 W 296.

31°15'

sin. 57877 X 195.36 =

cos. 85491 X 195.36 =





$$\begin{array}{r}
 66 \\
 \hline
 264 \\
 \hline
 264 \\
 \hline
 3904
 \end{array}
 \begin{array}{r}
 2 \\
 890 \\
 198.0 \\
 264 \\
 \hline
 171.6 \\
 1776 \\
 \hline
 195.36
 \end{array}
 \begin{array}{r}
 296 \\
 66 \\
 \hline
 1776 \\
 \hline
 195.36
 \end{array}$$

$$\begin{array}{r}
 855 \\
 \hline
 1710 \\
 \hline
 166
 \end{array}
 \begin{array}{r}
 66 \\
 \hline
 264 \\
 \hline
 264 \\
 \hline
 2904
 \end{array}
 \begin{array}{r}
 52 \\
 \hline
 107
 \end{array}
 \begin{array}{r}
 99 \\
 66 \\
 \hline
 198.00 \\
 264 \\
 \hline
 195.3600
 \end{array}$$

$$\begin{array}{r}
 51877 \\
 19536 \\
 \hline
 311262 \\
 155631 \\
 \hline
 259385 \\
 466893 \\
 \hline
 51877 \\
 101.3469072
 \end{array}$$

$$\begin{array}{r}
 85491 \\
 \hline
 170.982 \\
 4 \\
 \hline
 167
 \end{array}$$

$$\begin{array}{r}
 43 \\
 \hline
 258 \\
 \hline
 258 \\
 \hline
 28.38
 \end{array}$$

$$\begin{array}{r}
 51877 \\
 \hline
 2 \\
 \hline
 153754 \\
 \hline
 103754
 \end{array}$$

$$\begin{array}{r}
 85491 \\
 19536 \\
 \hline
 512946 \\
 256473 \\
 \hline
 427455 \\
 769419 \\
 \hline
 85491
 \end{array}$$

$$\begin{array}{r}
 167.0152176
 \end{array}$$

$$\begin{array}{r}
 43 \\
 66 \\
 \hline
 258 \\
 \hline
 258 \\
 \hline
 28.38
 \end{array}$$

April  
May 5 - 1922

Harold T. R.

juv +

$$196.50 + 2450 =$$

196.5

2646.5 circ

round

slake 2 x 50.30 is tax 6.35  
No of Hrb. (6.35)

Temp with 1/2 sec  
62.50 W about and  
3.7 South rough ch

$$\begin{array}{r} 2443.7 \\ 6.35 \\ \hline 2450.05 \end{array}$$

From Hrb 2443.75  
South face of old stump  
bearing S 77° W 166.10 to  
Heart of stump

White Fish Lake  
(Kamberlings)

April. 4. 1922

Dinner with Mrs. Olsons  
P.M.

I drive with my Ford  
almost to John Kamberling  
Resort arrive about 3 o'clock  
I get John A Kamberling  
and F. A. Kamberling  
and walk to the East  
line 137-29

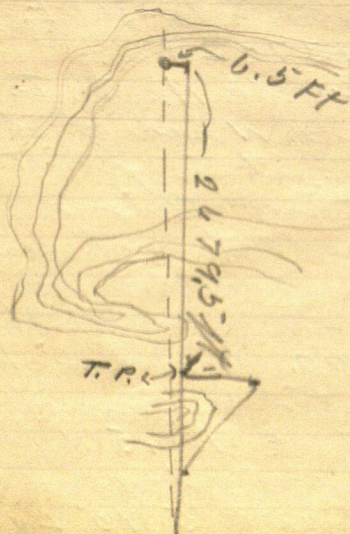
and walk North to  
hub on N side of bog  
this hub is point  
for triangulation of bog  
and as I do not have  
the notes of this work  
with me I call this  
hub 00. from which  
I continue transit line  
North @ 130.5 N hub  
@ 390 enter bay of White  
fish lake @ 5 75' LV same  
Harold J. Curio



Whitefish lake

April 4 1922

@ 75° 9.9' N hut on point  
@ 86° 2' N enter white fish  
lake @ 2679.5' N. spike  
on ice from which  
the section corner  
set west 6.5' ft.  
stake every 300 ft.



H. J. C.

## Notice

The Ladies Aid of the  
First Baptist Church  
will hold a garment  
and food sale at the  
Northern Home Furnishing  
Co store Saturday PM  
April 8-1922

(To be met in the  
second flight-  
stairs going to  
Elks Hall). Cure  
Copy this

Ag @ 1/4 bit 11812

Main N 300 sta

@300.40 N Hub

@600 sta. @600.40 Hub

@900 " @900.40 "

@1200 " @1200.40 "

@1500 " @1320.40 "

@1800 " @1801.20 "

@2100 " @2101.60 "

@2400 " @2360.00 "

@2654.40 "



$$\begin{array}{r}
 \cancel{414} \\
 414 \\
 \hline
 4554
 \end{array}
 \quad
 \begin{array}{r}
 \cancel{350} \\
 350 \\
 \hline
 350
 \end{array}
 \quad
 \begin{array}{r}
 \cancel{143} \\
 143 \\
 \hline
 143
 \end{array}
 \quad
 \begin{array}{r}
 \cancel{73} \\
 73 \\
 \hline
 73
 \end{array}$$

B.P. 10 N 7 E 55 = 36.30  
 Aspen 8 N 6 1/4 W 143 = 94.38  
 B.P. 12 S 24 3/4 W 73 = 48.18  
 N.P. 16 S 83 E 69 = 45.54

$$\begin{array}{r}
 12678 \\
 7110 \\
 \hline
 126780 \\
 12678 \\
 744 \\
 \hline
 90138580705462230
 \end{array}
 \quad
 \begin{array}{r}
 99193 \\
 711 \\
 \hline
 99193 \\
 99193 \\
 614351 \\
 \hline
 90138580705462230
 \end{array}$$

$$\begin{array}{r}
 126480 \\
 7053 \\
 \hline
 133533
 \end{array}$$

Sawm Barn

Sept 29-1921

by @ stake 900 w change  
1200 w stake

1264.80 W Hub

@ 13.00 stake

@ 1770.70 Hub 1800 stake

@ 2055.50 W Hub

@ 2100 W stake

@ 2400 W stake

@ 12665.50 W Hub

---

1332.75

Sept 28-1921

Sam Cress

Chain W from  $\frac{1}{4}$  Cor  
bet 2811-135-29

@ 200 W LO river

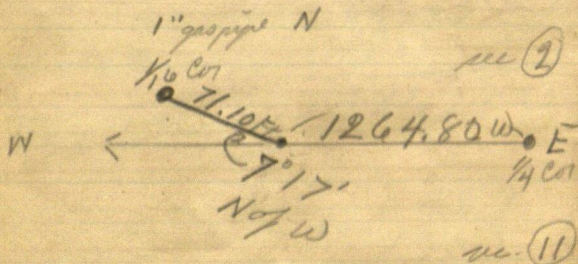
@ 300 W stake

@ 475 W LO meadow N & S

@ 600 stake @

@ 649.60 ft. W Hob

@ 900 W stake





40  
116 1/2

80

140

20

140

80

140

20

140

80

140

20

140

40

---

133 6.5-

29910

250.40

---

4960

2410  
166  
 134

166  
120

39  
16 1/2

235  
116 1/2  
 1400

40  
 116.5  
 80

140

20

140

80

140

20

140

80

140

20

140

640

13,360

43 35

T135 29

Sept. 27 1921

West But Sec 11 & 2

135-29 - @ 300 stake

@ 600 W stake @ 636.8 W Hob

@ 900 W " @ 1175 W "

@ 1200 W " @ 1500 W stake

@ 1800 W " @ 1947 W center

of M. & I. R.R. @ 1966.20 Hob

@ 2086 <sup>5 H</sup> <sub>NFS</sub> @ 2100 stake

@ 2300 W meadow on river bottom

NFS @ 2400 stake

@ 2643.35 W old  $\frac{1}{4}$   
corner stake



32  
~~N.P. 18 N 47 1/2 E 129 LKs 85.14~~

~~" " 18 N 36 1/2 W 243 173.58~~

~~" " 12 S 33 1/2 W 68 44.88~~

~~" " 15 S 55 E 39 25.74~~

Sept 26-1921

by Monday @ N 1/4 cor

bet sec 11-12 T1352

continuing line North

@ 1800 N. Hub

@ 1817 N old road NESW

@ 2100 N Hub

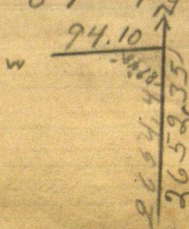
@ 2358 N "

@ 2400 N stake

@ 2652.35 Hub center

of E & W road corner

into S 89° 48' W 94.10 ft.



32 3/4  
Sept 2 11921

Hub. MKL 0

Hub. 94

Q 12

94

Q 45

Q 50

Q 64 B. 1/2 N 2 1/2 E

Q 700 Hub

Q 924

Q 922

Q 1057

Q 1200

Q 1220

Q 1320

Q 1341

Q 1358

Q 1500

Q 1800

Q 2100

Q 2177

Hub top of hill

$$\begin{array}{r} 234 \\ 2574 \\ \hline 127 \\ 774 \\ \hline 774 \\ 8514 \end{array}$$

$$\begin{array}{r} 68 \\ 208 \\ 408 \\ \hline 4488 \end{array}$$

$$\begin{array}{r} 263 \\ 578 \\ \hline 1578 \end{array}$$

582°15'E  
 17.20 ft  
 822°15'E  
 17.20 ft  
 13 12 15  
 17 20 ft

2735 South  
 2735  
 1367 1/2  
 13365  
 26730  
 2670  
 2670



733  
 2673  
 ———  
 062

934  
 62  
 ———  
 892

Henry Jordan  
 Geo. H. H. H.

60

---

---

Mining  
TRANSIT BOOK  
368

---

---

Notes on Resurvey of

Sec 28 - 142 - 31. and others

taken by —

Baldwin

Working for John W. Curo.



# - INDEX -

- Page -

Time Sheet { August 1915	3
Notes of Survey { Sec - 28 - Twp 142 - R 31	4 - 32
" " " 29 - " 142 - 31	33 - 40
Time Sheet { Sept - 1915	43
" " " { Sec - 28 - 142 - 31	41 - 42
Sept. Notes of Survey Sec 28 - 142 - 31	44 - 58
" " " " Sec 5 - 142 - 31.	59 - 63
" " " " " 28 - 142. 31	66 - 83
Description of Setting of Iron Monuments Sec 28 - 142 - 31	78 - 82
Work on Sec 7 - 141 & Sec 28 - 142 - & Onigum -	85 - 89
Road Survey - Twp 141 - 28 - and Range Line	89 - 118
" " " " " Time Sheet	91
Time Sheet Twp 140 - 30 Town Road Survey	121
Survey of Town Road Sec's 19 & 20 - 140 - 30	122 - 135
" " Co " " # 278	141 28-29 136 - 149

HORST

JOHNSTON & BALDWIN

Sec 28-142-31

# Time Sheet for August 1915

Name	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
John W. Caro	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Harold F. Baldwin	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Chas. W. Rice	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Howard J. Swenberg	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
George Hungerford	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Frank A. Donner	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Elmer B. Horst	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ernest L. Taster	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
George W. Miller	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Harold J. Caro	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Raymond Scott	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1



4.

Tuesday Aug - 3 - 1915

Fair Day -

A.M. Baldwin in County Surveyors Office  
preparing notes etc.

Swanberg & Rice waiting to leave for  
Sec 28.

Baldwin and Rice stopping Room 30  
Chase Hotel.

Car phones for Dray to move outfit  
at 1 o'clock.

After loading supplies & Camp outfit,  
tools etc. We leave Walker. 3 P.M.

arrive at Camp ground Lot 3 - Sec 28.  
Twp 142 - R 31 at 4 P.M.

We unload and erect Camp.

Supper 7 P.M.

We work until 9 P.M. pegging down  
tents & fixing Camp.

Baldwin - Rice - Swanberg.  
in Camp over night.

H. G. Baldwin



Wednesday Aug. 4 - 1915.

5.

Fine Day - Hot -

Baldwin - Compass.

Rice - Axe.

Swanberg - Axe.

Look for B.T.s to Gov't M.C. No 31

We find. Tam 14" N 33° E 10 (B.T. shows on Stump)

" Tam 14" N 30° W 10 stump 5 ft. high. plainly marked  
from true Cor. Set 6.6 ft distant from  
each Tam B.T. on 9° 10' Var Set  
picket on line for cutting.

Balance A.M. Rice & Swanberg working in Camp.

Curo arrives shortly before dinner bringing Tripod - picket. & other tools which had been checked from Hackensack but did not reach Walker. Frank Donner & Geo. Hungerford come with him.

Curo takes Baldwin to I.M. at S.W. cor sec 28. After dinner Donner walks to Walker.

P.M. Baldwin - Alce - Transit.

Swanberg - Flag & Axe.

Hungerford - Axe.

Going to I.M. at S.W. Cor sec 28. B.T.  
W.P. 36" S 57° E 81 checks for Course  
and distance as proportioned by Curo  
previously.

N. J. Baldwin

6.

Wednesday Aug 4<sup>th</sup> 1915 ContinuedFrom I.M. at S.W. Cor 28. we  
run line west on  $9^{\circ}10'$  Var.

0 + 30 E Road

At 3 + 14.4 E a hub

" 5 + 53.5 E " "

" 7 + 19.8 E " "

" 8 + 93 E Old Road.

" 10 + 76.4 E a hub.

" 12 + 70 E Old RR Grade <sup>was N + S</sup> used as Wagon Road.

Small brush, hard Cutting.

We quit for Night 5.40 P.M.



Thursday Aug. 5<sup>th</sup> 1915.

7.

Fine Day - Hot.

Breakfast 6.45 A.M.

Donner walks out from Walker 7.15 AM

Going to South boundary Sec 28 We  
continue East.

A.M. - Donner - Aloe Transit.

Rice - Axeman.

Tussler - Axeman.

Hungerford - Axeman.

Horst - Axeman. & Flag.

Baldwin & Swanberg - do the chaining.

At 14 + 64.9 E a hub.

19 + 38.7 E " "

22 + 39.3 E " "

23 + 89.3 E " "

25 + 85.0 E " "

26 + 19.7 E " True Cor. Stand

South 43.60 ft.

$$26 + 19.7 \div 43.60 = [.01664]$$

Baldwin. } Looking for B.T.s. and  
Swanberg. } Chaining with 100 ft. Chicago Steel Tape

Find B.T. to  $\frac{1}{4}$  Cor South sec 28  
as called for in U. S. Survey Notes  
W.P. 30" S 67° E 69.

Set cor from this B.T. Stamp with T plainly  
showing. We go to Dinner. N. J. Baldwin



8.

Thursday Aug 5<sup>th</sup> 1915 - Continued -  
 P.M. Curo & Miller in Camp  
 when we come to dinner. Auto brings  
 them. Team brings us  $3/4$  Cord  
 4ft birch wood. & camp supplies.

After dinner Curo - Donner - Tussler  
 and Swanberg Leave for another  
 job near Akley.

In A.M. Miller busy on notes  
 and shopping for this Camp with Curo.

Miller - Aloc Transit.

Horst - Flag & Axe.

Hungerford - Axeman.

Rice - Axeman.

Baldwin goes out and figures corrections  
 & helps start line from  $\frac{1}{4}$  Cor East  
 Balance P.M. in Camp on notes.

hub at  $25+85.0$  goes South  $43.01$

" "  $23+89.3$  " "  $39.77$

Setting transit at true  $\frac{1}{4}$  Cor and  
 back sight on hub  $23+89.3$  True Line  
 turn Angle Left  $162^{\circ} 46'$ .

Continuing this line.

$3+98.5$  2 hub

$4+52.1$  " "

$7+42.6$  " "

$10+06$  1 wire Tel. line  $10+25$  Top out bank.

$10+46.0$  Intersect centre G.N. Track.

Quit for night

D. J. Baldwin.

Hungerford goes to town in evening & does not return

Friday Aug 6<sup>th</sup> 1915.

9

Fine Day - Very Hot.

Break fast 6.15 A.M.

Miller - Gurley Transit.

Rice - Axeman.

Horst - Axe & Flag.

Baldwin & H. Curo Chain 100 ft Chicago Steel  
tape and look for B.T. s M.C. No 32  
find none. We also cut brush.

At  $10+46.0^{\circ}$  E =  $32.70+91.0^{\circ}$   $\angle$  G.N.R.R.

R.R. Chainage.

Angle at P.I.  $86^{\circ}+49'$  N.E.

$10+62$  Top Cut bank.

$11+00.2$  a hub 6 Wire Tel. line.

$11+97.1$  E a hub.

$14+73.8$  E hub.

$15+30$  E Road.

$16+14.0$  E a hub.

$17+33.6$  E a hub

$17+80.8$  E a hub.

$17+85$  Shore of Long Lake.

No. B.T. s to be seen.

P.M. Miller continuing West on true  
line West from  $\frac{1}{4}$  Cor bet 28 and 33.

Sets hub at true  $\frac{1}{16}$  Cor.  $21.80$  ft

South of  $13+09.8$  on Random line E.

at each hub on True line West a stake  
is placed marked True line.

H. J. Baldwin



Friday Aug. 6<sup>th</sup> 1915. Continued

P.M. Miller - Horst - H. Curo. go to  
I.M. at S.W. cor sec 28 and  
recut an old line cut by Todd  
when working for Curo.

They brush & hub this line  
but do not chain it.

Baldwin - Aloe Transit.

Rice - Flag & Axe.

We place tack in hub at  
True Cor. at MC 31 and run  
North  $9^{\circ}10'$

At 1+42.<sup>2</sup> a hub.

Cutting previously cut is off  
line & we cut through between  
lake May & Long Lake

We spend rest of day in  
Camp making table etc.

Curo drives to camp in evening  
takes Hungerford's suitcase  
back to town.

H. J. Baldwin



Saturday - Aug 7<sup>th</sup> 1915.

Fine Day - Hot.

Baldwin - Miller - Rice go to Walker  
Sign Certificates at Bank.

Leave camp 8.<sup>00</sup> A.M. and arrive Camp  
11 A.M.

Baldwin writes notes until noon.

Horst and H. Curo continue line  
north on west side sec 28 Todd's old  
cutting. Curod slightly sick.

P.M. Baldwin walks to town to phone  
John W. Curo. in Hackensack. do not  
reach him. Leave camp 12.<sup>30</sup> A.M.

return to camp 2.<sup>30</sup> P.M.

Miller - Gorley Transit.

Horst - Flag - Axe.

H. Curo - Axe.

Continue north on line at West boundary  
Sec 28. Look for B.T.s to  $\frac{1}{4}$  Cor. find none.

Find N.W sec. Cor. 28 marked by I.M.

Baldwin - Aloe - Transit. and Chain.

Rice - Flag & Axe.

Chaining North 2 + 46 Shore Lake May.

Govt B.T. Stump B.T. Plainly Marked W.P. 15 S 50 E 30

" " " " " W.P. 18 S 55 W 10

True Cor. at 2 + 49.6 - MC. 34.

Set hub across Lake May at intersection G.N. Track  
N. 7. Bredon

172

Sunday Aug. 8<sup>th</sup> 1915.

Miller in Walker at Chase Hotel

Baldwin - Rice - Curro - Hurst

In Camp

Baldwin writes some notes in  
A.M.

No work on fire to-day

H. G. Baldwin



Monday Aug. 9<sup>th</sup> 1915.

Day Fair - Very Hot - Shower in Evening.

Breakfast 6.30 A.M.

Baldwin & H. Curo chain North  
on Random Line at West side of  
Sec. 28. using 200 ft steel tape.

0+00 = Iron Monument S.W. Cor 28.

Pt. 13+21.<sup>9</sup> a hub

14+00 Dwelling House 80 ft Left.

16+50 Leave Road From I.M. Line has  
followed AKELY Road.

16+67 Cross fence East & West Road.

18+50.<sup>0</sup> a hub.

20+00 Old Road

23+52.<sup>7</sup> a hub.

24+93.<sup>7</sup> a hub.

26+75 Road Little Travel

27+44 Barb Wire Fence

28+38.<sup>7</sup> a hub.

33+55.<sup>0</sup> a hub.

35+95 Todd's Chainage stake 3600

36+02.<sup>8</sup> a hub

36+72.<sup>0</sup> True Cor marked by

I.M. stands West 230.4 ft.

Miller comes to Camp from Walker directly  
after breakfast.

N. J. Baldwin



14.

Monday Aug. 9<sup>th</sup> 1915.

Miller - G. urley - Transit.

Horst - Axe and Flag

Rice - Axe -

Continue cutting north on line at East Side of Sec 28.

P.M. Tusler and Swanberg arrive in A.M. and have dinner.

Baldwin - Aloc Transit.

Horst - Flag and Axe.

H. Caro - Chain and Axe.

Start Random line East on 9<sup>th</sup> 10' var. from  $R \frac{1}{4} \times 4'$  I.M. at NE cor Sec 28. - 142-31.

At 2+32.2 a hub.

This line follows 7 ft south of fence. Very hard cutting.

Directly after dinner, Baldwin.

Horst - H. Cur. set tack on W.P.

Stump on south shore, Lake May from which to triangulate.

2+91.7 a tack W.P. stump.

See fig. opp. page.

Monday Aug. 9<sup>th</sup> 1915

Continued.

15.

North  
^

Q G.N. R.R.

P.M. Miller - Gurley Transit.  
Tassler - Axe  
Swanberg - Flag A

Setting Transit at  
Intersection Random Line  
and Q R.R. set tack  
287.75 ft. North Easterly  
on Q R.R.

Angle at intersection

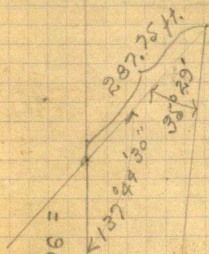
$137^{\circ}44'30''$  carefully doubled

With transit on tack 287.75

N.E. intersection. backsight  
on tack at 244.1? and  
turning  $35^{\circ}29'$  to tack  
at intersection Random Line  
and Q R.R. carefully doubled.  
Miller & Crew.

Cutting north on  
Random Line East boundary  
Sec 28-142-31. the  
balance P.M.

M.J. Baldwin



$137^{\circ}44'30''$

South  
v



16.

Tuesday Aug. 10<sup>th</sup> 1915

Clear day - Hot.

Baldwin

Aloe Transit

Horst

Flag & Ave.

H. Caro

Flag & Chain

Continue line East at north of  
Sec 28. -142-31

Barb wire fence 7' north of  
Line runs parallel.

6 + 11.0 a hub

Here fence bears more to north.

Right of Way for road cut  
10 ft south parallel to random line.

13 + 98.5 a hub

19 + 37.5

Scott comes on line. Caro has  
just brought him out from Walker.

He cuts brush and runs Transit.

22 + 95.5 a hub

25 + 72.0 True Cor sets south  
51' ft.

26 + 00 Road.

We quit for night

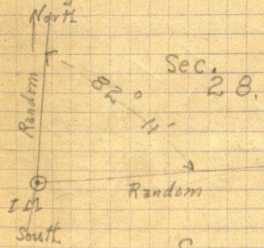
Scott spent A.M. with Caro  
in County Surveyor's Office  
Walker on Notes etc.

H. J. Baldwin



Wednesday Aug 11<sup>th</sup> 1915 Breakfast 6.30 AM.  
 Fair - Hot - Heavy shower 4.30 P.M.

Baldwin takes Aloc Transit & goes to S.W. Cor sec 28. and reads Angle  $82^{\circ} 11'$  between Random Lines.



Baldwin goes to Town and in County Surveyor Office makes plat East on detail paper.

Dinner Chase Hotel.  
 Supper Restaurant 35¢ pd. charged.

Scott - Heller-Brightly Transit  
 Horst and Rice - Axemen.  
 H. Caro - Flag & Chain

Baldwin goes to  $\frac{1}{4}$  Cor bet sec 21 and 28 and figures Correction checked by Scott. True  $\frac{1}{4}$  Cor. Established by Caro sets 51.1' ft South of 25+92.0 on Random Line.

We check Caro's Corner marked by Iron Track Spike with old Cor't B.T.s

W.P. 36 N 86 E 82  
 W.P. 30 S 88 W 136

$$51.1' \div 2592 = \boxed{.01971}$$

$\therefore$  hub at 2295.5 Corrects South 45.24 ft.

Baldwin leaves for S.W. Cor sec. 28. J.F. Baldwin

Wednesday Aug 11<sup>th</sup> 1915.

With Transit at True  $\frac{1}{4}$  Cor. and  
back sight on Tall Sight at hub  
22+35.5 on True Line.

We continue East on new Random  
line continuing chainage with

See Page 5  
At 22+50.6 a hub.  
" 32+50.7 old Road  
" 32+91.5 } Chainage  
P.M. A.T. 35+22.1 New  
" 41+40.5 a hub  
" 43+28.9

Heavy Shower at 4.00

We cut brush to intersection  
on Random Line running North and  
set one hub near intersection. - Quit.

Evening. After Supper John W. Caro and

Baldwin come from Walker in Auto  
Take Heller-Brightly Transit.  
and go to  $\frac{1}{4}$  Cor. bet. Sec 28 and 33

John W. Caro With back sight on 23+89.5  
Random line running East and H & B.  
Transit. North of True Cor. Turns  
Angle  $93^{\circ}49'$  Right.

H Caro - Horst - Scott - Baldwin. - Axes Chain.  
Caro returns in Car.

H. J. Baldwin



Thursday Aug 12<sup>th</sup> 1915.

19

Clear day Hot.

6.30 Breakfast

Baldwin Leaves for Walker where he expects to take train south and subdivide lots at 10 Mile Lake.

Scott - H & B Transit

Horst - Flag and Axe

H Caro - Flag & Chain

Rice - Axe.

Continuing line North from  $\frac{1}{4}$  Cor bet. sec 28 and 33 as started last. PM.

At 1+92.2 a hub.

" 4+58.6 "

" 7+88.7 "

" 11+34.9 "

P.M. Scott - H & B Transit

Horst - Flag & Axe

H Caro - Flag & Chain.

At 15+41.4 a hub.

" 19+72.3

Cut line to AKEIV Road. Quit for Night.

After dinner Rice leaves for Bemidji —

Evening Baldwin returns as German went to Ten Mile Lake.

Baldwin in Walker all day works in County Survey Office - Dinner - CHASE Hotel charged  
Supper - Restaurant - 35¢ paid H. J. Bachman



20

Friday Aug. 13<sup>th</sup> 1915.

Fair Day - Hot.

Breakfast 6.30 A.M.

Scott - H &amp; B Transit.

Horst - Flag &amp; Axe.

Continue North on  $\frac{1}{4}$  Line.Baldwin and A. Caro Chain north  
on  $\frac{1}{4}$  Line. 100' Chicago Steel Tape.

At 24 + 39 Road

" 24 + 50 " to AKELY.

" 25 + 54 a 2 Wire (barbed) Fence

" 27 + 33' a hub centre Old R.R. Grade.

" 28 + 43 Waggon Road.

" 31 + 21.6 a hub

" 32 + 24.5 " " - Quit for Dinner -

" 34 + 79.9 " "

" 35 + 74.8 " The True

 $\frac{1}{4}$  Cor. sets 8.65 ft East.

The Road 9 ft. West. [00242]

We go to West  $\frac{1}{6}$  Cor. at South  
of sec. 28With H & B Transit at 13 + 09.6  
and backsight West on Ransom Line  
We turn.  $94^{\circ} 11'$  Right.From True  $\frac{1}{6}$  Cor. we Continue north  
on this line. Cutting brush and placing  
hubs but not Chaining. N.J. Baldwin.  
Quit 5.40 P.M.

N  
Wagon Road  
Old R.R. Grade  
27.33'

Fence 2 Wire

AKELY Road 24 + 50

S

Saturday Aug 14<sup>th</sup> 1915.

Fair Day - Hot- Heavy Shower 2.45 P.M.

Breakfast 6.20 A.M.

Scott - H & B Transit.

Horst - Flag & Axe.

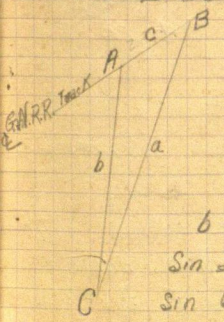
Continue North on West to Line sec. 28.

Setting hubs but not chaining.

Baldwin - Alce Transit. - chain

H. Caro - Flag- Chain. 100' Chicago Tape.

On East Random Line Sec. 28.



From figure Page 15.

b we wish to find. dist.

$$c = 287.75 \text{ ft.}$$

$$B = 35^{\circ} 29'$$

$$C = 6^{\circ} 46' 30''$$

$$b : c :: \sin B : \sin C$$

$$\sin 35^{\circ} 29' = .58047$$

$$\sin 6^{\circ} 46' 30'' = .11796$$

$$\therefore b = \frac{287.75 \times .58047}{.11796}$$

$$= 1415.31 \text{ ft}$$

$$\therefore 2 + 41.7 + 1415.31 = 1657.51 \text{ ft from}$$

Govt M.C No 31.

Chaining back to North Shore

At 15 + 71 Shore North Lake May.

" 16 + 07 bottom Embankment G.N. R.R.

" 16 + 57.51 a hub @ G.N. R.R.

A. J. Baldwin



22

Saturday Aug 14<sup>th</sup> 1915 Continued

At 17+08 N bottom Embankment RR.

" 20+86.<sup>2</sup> N a hub

" 21+60 N Old Road East &amp; West

" 23+28.<sup>2</sup> N a hub.

" 27+05.5 N ..

" 28+65 N Road to Walker.

" 29+00 N Old Road.

" 32+65.<sup>6</sup> N a hub.

" 32+87.4 N = 49+32.4 E

Angle Intersection  $94^{\circ}12'30''$   
S.W.P.M. Baldwin - Scott - Horst - H. Caro  
Continue West  $\frac{1}{4}$  Line North.

At 2.45 P.M. Heavy Shower.

We all go to Camp at 3.30 P.M.

Meet John W. Caro who has been  
looking for B.T.s to N.E. Cor. 28.

Caro leaves for Walker 4 P.M.

Scott & Horst put Heller & Bright  
Transit in ADJUSTMENT.

Baldwin writes Notes.

H. Caro gets supper.

Sunday - Aug. 15<sup>th</sup> 1915.

Baldwin wrote notes. No Work on Line

Tusler - Swanberg in Camp over Sunday.

Tusler - Gets Meals.

At Baldwin



Monday Aug. 16<sup>th</sup> 1915.

Fog in A.M. clears Warm.

Tusler gets breakfast 6.20 A.M.

Scott - H & B Transit

Horst - Flag & Axe.

Continue West to Line North.

Baldwin & H. Curro Chain West to  
Line 100' Chicago Steel Tape.

At. 1+22° N a hub.

" 3+59° N "

" 6+85 a Barb Wire Fence E & W

" 8+92.9 a hub.

" 12+10 N B. Wire Fence E & W

" 14+19.7 N a hub.

" 14+50 M Cross Old Road.

" 15+16.5 N a hub.

" 15+20 N top Cut Bank

" 15+75 N  $\frac{1}{2}$  Old RR. Grade used for  
hayrack

" 16+00 top Cut bank.

" 17+85 Wood Pile (south End.)

" 19+00 " " (North ".)

" 20+08  $\frac{1}{2}$  State Road to AKELY.

" 20+34 B. Wire Fence Edge Grassfield.

" 23+61.0 Farm Road E & W End grain.

" 23+83 Rail fence E & W

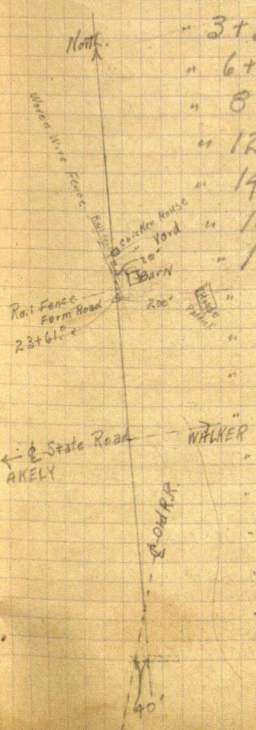
" 24+03 Woven Wire fence N & S

" 24+50 Barn 22' Right

" 25+24 Rail fence N & S

" 25+34 Chicken Yard Fence E & W

" 25+50 old Chicken House. N. J. Baldwin



24.

Monday Aug. 16<sup>th</sup> 1915.

Continued

At 25+19.0° N a hub.

" 25+60.2° N a "

" 26+89° N Fence 2 Wire Barb

" 27+91.2° N a hub.

" 36+54.3° N = 13+08.9° E inter.

Sect E+W Random Line.

At 36+28.3° True  $\frac{1}{16}$  Cor sets

West. 11.95 ft. [.0032938]

Scott and Horst at 13+96° on Random  
Line running East at North boundary  
of Sec. 28. Set True West  $\frac{1}{16}$  Cor.  
bet. Sec 21-28. 25.55 ft. South.

P.M. H. Caro gets dinner &amp; Baldwin writes Notes.

P.M. Baldwin - Horst and Scott.

go to Intersection Random Lines at N.E.

Sec. 28. and look for True Cor.

Baldwin starts Line south on 9°10'

from post supposed to be True Cor.

Sec. 21-22-27-28.

John W. Caro comes and he and  
Baldwin go Looking for B.T.'s to  
M.C. No 37. Found None.

Scott and Horst continue south  
from N.E. Cor 28.

Miller - Tusler - Swanberg - Harig - arrive  
Tusler gets Supper - Caro leaves for Walker  
after Supper.

A. J. Baldwin

[.0032938]



Tuesday - Aug. 17<sup>th</sup> 1915.

A.M. Cool - Clear Day - P.M. Warmer.

Breakfast 6<sup>00</sup> A.M.

Taster remains in Camp to Cook.

Baldwin - Scott - Horst - H. Caro.  
go to intersection Random Lines  
at N.E. sec. 28. Leave Camp 6.45 AM.

Scott - H & B Transit.

Horst - Flag & Axe.

Continue Random Line East To  
True Cor.

Baldwin & H. Caro go to True  $\frac{1}{4}$   
Cor at North of sec 28 and  
Chain East With 100' Chic. Steel Tap

At  $\frac{1}{4}$  Cor = 0+00

" 1+65.4 E & hub

" 6+60 } Old Road W

" 7+00 }

" 10+29.8 E hub

" 13+02 Old Road running N & S.

" 15+68.7 E & hub.

" 21+35.7 E & hub

" 21+39.5 E = 32+87.4 N. intersect

Random Line from South.

At 23+97.1 & hub

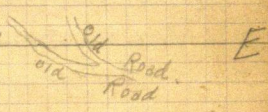
" 25+67.05

" 26+05.35 True N.E. Cor sec 28

Sets North 47.5

H. F. Bredin

Caro came A.M. and works with us until noon.





26

Tuesday - Aug - 17<sup>th</sup> 1915 Continued

P.M. Horst & H. Guro go to Sec 27.

Baldwin and Scott run line from  
G.N. RR. North to N.E. Cor sec 28.

This line was started by John W. Guro  
he checked figures of Corrections.

The True Cor 21-22-27-28 sets West  
57.7 ft.

Figuring Correction we offset West to  
True Line bet M.C. No 34 and  
N.E. Cor sec 28.

We spend balance P.M. cutting brush.  
Bring Heller - Brightly. Transit To  
Camp.

Reach Camp. 6 P.M.

Miller - Swanberg - Harig working  
on sec 29.

All in Camp over night

N.Z. Baldwin

Wednesday Aug-18<sup>th</sup> 1915.

Fair Day - Warm.

Breakfast 6 A.M.

Herst & Harold Caro to sec 27-142-31

They take H. & B. Transit.

Baldwin & Scott with Aloc Transit.

go to West Boundary sec 28.

Tusler - Comes out & cuts brush.

P.M. Baldwin } Aloc Transit & Figuring  
Scott } Triangulation.

Swanberg - Chain & Flag.

Tusler & Swanberg Went to Cor 21-22-27-28. and cut brush for several rods around Cor. and pile brush in a heap.

While Baldwin and Scott figure Triangulation from M.C. No 34 to pt. of intersection of G.N. R.R. E. with True line bet MC 34 and N.E. Cor sec 28. (N.B. Page 55)

Chaining North to N.E. Cor 28-142-31.

At 15+35 N Shore.

" 16+45 N Top Cut bank.

" 17+11.3 N hub at intersection G.N. R.R. E.

" 18+00 Top Cut bank.

" 18+56.7 a hub.

" 21+75 old Road

" 22+90.4 a hub.

" 26+40 Road Walker to AKELY.

30+85 Corner

N.F. Baldwin

See Fig Page 28.



28.

Wednesday Aug 18<sup>th</sup> 1915. Continued

In Triangle A.B.C.

$$a : c :: \sin A : \sin C$$

$$\therefore a = \frac{\sin A \times c}{\sin C}$$

$$C = 385.35 \text{ ft}$$

$$A = 137^{\circ} 45'$$

$$C = 8^{\circ} 42' 30''$$

$$\sin A = \sin 42^{\circ} 15'$$

$$= .67237$$

$$\sin C = .151405$$

$$\therefore a = \frac{.67237 \times 385.35}{.151405}$$

$$= 1711.29 \text{ ft.}$$

b = First Random Line

c = Corrected Line.

a = dist. along E.G.N.R.R.

Which we chain accurately for base Line.  
 Triangulation figured by Baldwin  
 and checked by Scott.

After chaining to N.E. Cor sec 28.  
 We quit for Night.

Miller and Harig on sec 29.

Horst and H. Curd on sec 27.

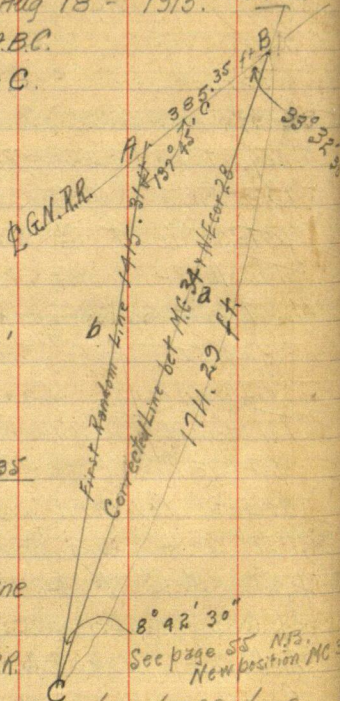
**Note -**

See N.B Page 55

for Changed position MC.34.

All in Camp over night.

H. J. Baldwin



8° 42' 30"  
 See page 55 N.B.  
 New position MC.34



Thursday Aug 19<sup>th</sup> 1915.

Fine Day - Hot -

Breakfast 6.10 A.M.

Baldwin and Scott in Walker with John W. Caro on Survey Rodgers & Scribner Tract. dinner and Supper at Restaurant. Paid.

Miller - Harig and Swanberg working on Sec. 29 - 142 - 31.

Horst & H. Caro working on Sec 27 142 - 31.

All in Camp overnight.

Friday Aug 20<sup>th</sup> 1915.

Fair Day - Warm -

Breakfast - 6.20 A.M.

Baldwin - Scott with John W. Caro in Walker on Survey of Rodgers & Scribner Tract.

Miller - Harig - Swanberg working on Sec 29 - 142 - 31.

Horst and H. Caro working on Sec 27 142 - 31.

All in Camp overnight.

Car brings Supplies in Evening.

Scott & Baldwin dinner at Chase Hotel (charged)

A. J. Baldwin.

30.

Saturday Aug 31<sup>st</sup> 1915.

Fair. Hot.

Breakfast 6.30 A.M.

Scott - Horst - H. Caro in A.M.

Working sec 27 - 142 - 31.

P.M. They ran true line North from  
Cor 28-29-32-33 on West boundary  
of sec 28. - 142 - 31.

Scott - H &amp; B Transit -

Horst - Axe

H. Caro - Axe and Flag.

Tusler - Axeman.

On old Random Line at

36+72 True Cor 20-21-28-29.

Sets West 230.4 ft.

$$\therefore 230.4 \div 3672 = .062745$$

and hub at 13+21.<sup>9</sup> goes West 82.94 ft.and " " 18+50.<sup>0</sup> " " 116.<sup>08</sup> ft.

Continue cutting line bal. P.M.

Miller - Harig - Swanberg. working  
on sec 29. - 142 - 31.Baldwin in County Surveyor's  
Office all day

Dinner Chase Hotel (chg.)

All in camp overnight.

A. J. Baldwin



Sunday, Aug 22<sup>nd</sup> 1915

Cloudy - Rain nearly all day -

No Work -

Horst in Hackenback -

H Caro in Walker -

Baldwin wrote some notes.

All in Camp over Night.

H. F. Baldwin.



Monday Aug 23<sup>rd</sup> 1915.

Cloudy - Cool - Rain slightly -  
Breakfast. 6.30 A.M.

Baldwin - Also Transit.

Scott - Flag and Axe.

Horst - Axeman.

H. Caro - Axeman.

We go to True Line running North  
at West boundary sec. 28,  
and continue North.

Notice for first time that telescope  
axle is loose in bearings, and the  
Vertical Cross hairs are not truly  
vertical.

We come home to dinner.

Tusler, tells us that John W. Caro  
came in Auto and wants Swanberg  
to come to town to take train  
for Cass Lake.

P.M. Send H. Caro after Swanberg.

We finish Line True N.W. cor 28  
Sets West 1.00 ft. 3 o'clock.

Baldwin - Horst - Scott come to  
camp leave Transit. We take  
4 I.M. 2  $\frac{1}{4}$ " x 4' & distribute at  
North Line.

Miller - Horig - Swanberg on 29 -

J. F. Baldwin.

20

Tuesday Aug 24<sup>th</sup> 1915

Cool in A.M. but Warmer in P.M.

Breakfast 6.20 A.M.

Baldwin - Aloe Transit & 300' Chain.

Horst - Axe.

H Curo - Axe and Flag.

Scott - H & B. Transit.

Harig - Axe and Flag.

Miller - Cruising for Corners & 300' Chain.

Tusler - Axe. and bringing out Lunch.

We all go to Random Line at West side  
Sec 29-142-31 and continue North  
with H & B. Transit.

Then With Aloe Transit we continue West  
Old Random Line Used by Miller in Survey  
of Sec 20-142-31.

Continuing these lines to intersection Miller  
Keeps notes in detail.

All in Camp over night.

M. J. Baldwin



34.

Wednesday - Aug 25<sup>th</sup>

Fair - Cool - Strong Wind.

Breakfast - 6.20 A.M.

Baldwin - Aloc Transit to Office.

Horst - Axe

H. Caro - Axe & Flag.

Tusler - Axe and pack Lunch from Camp.

Going to Line started south from  $\frac{1}{4}$  Cor  
between sec 20 and 29 we continue  
South.

At Two o'clock Baldwin goes to  
Camp & then to Walker where he  
works with Caro in County Surveyor's  
Office.

Horst goes to Help Miller's crew  
cutting south on West  $\frac{1}{4}$  Line. for  
balance P.M.

H. Caro takes Transit and tools to Camp.

All in Camp over night.

N. J. Baldwin



Thursday - Aug. 26<sup>th</sup> 1915

- Fair day -

Breakfast - 6.15 A.M.

Baldwin - Aloc Transit.

Horst - Axe

H. Curo - Axe and Flag.

Tuster - Axe and Carrying Lunch.

We tie in  $\frac{1}{4}$  Random Line run

Yesterday - True  $\frac{1}{4}$  Cor. bet 29. - 32

Sets East 104.1 ft.

Angle at intersection of two

Random Lines  $68^{\circ}46'$  angle at N.E.

Going to East  $\frac{1}{16}$  Cor at south sec 29

We back sight on hub at West  
and turn  $110^{\circ}20'$ .

Finishing Line at 4.30 P.M.

True  $\frac{1}{16}$  Cor sets West 36.20 ft.

H. Curo comes to Camp with Tools

Baldwin & Horst search for

$\frac{1}{4}$  Cor at West sec 29. arriving

Camp 7.00 P.M.

All in Camp over night.

A. J. Baldwin

Friday Aug. 27<sup>th</sup> 1915.

Fair day - Warm in P.M.

Break fast - 6.15 A.M.

Baldwin - Aloc. Transit.

Horst - Axe.

H. Curo - Axe and Flag.

Tusler - Axe.

Going to Random Line at East  
of sec 29. we set hub at  $27^{\circ} 54'$   
set hub and Turn art. angle running  
Line West to intersect True Line.  
Here we backsight south and turn  
 $82^{\circ} 42'$  Right

Baldwin goes to Walker 10 A.M.  
gets groceries and brings out  
in Auto.

Continuing West hub at intersection  
E  $\frac{1}{16}$  Line,  $\frac{1}{4}$  Line,  $\frac{1}{16}$  W. Line.

Home 5.50 P.M.

All in Camp over night.

A. J. Baldwin



37

Saturday Aug 28<sup>th</sup> 1915.

Cloudy - Rain - bot A.M. & P.M.

Breakfast - 6.30 A.M.

No work in field

Curo Comes at Noon in Auto.

Baldwin Writes Notes.

Evening see Curo in Walker

he wishes us to finish Sec 29 - 142-31

before Sept 1<sup>st</sup> 1915.

We all decide to work Sunday

All in Camp. overnight.

J.B. Baldwin



Sunday - 29<sup>th</sup> 1915.

Fine day - Cool -

Breakfast. 6.45 A.M.

Baldwin - Aloe Transit

Horst - Axe -

H. Caro - Axe and Flag.

Continue North  $\frac{1}{6}$  Random Line  
West.

The True North  $\frac{1}{6}$  Cor bet sec  
29 and 30 sets North 71.3 ft.

We set  $\frac{1}{4}$  Cor bet 29 and 30  
to which Miller and Crew tie.

We Reach Camp 6.15 P.M.

All in Camp over night.

J. G. Bachman

Monday 30<sup>th</sup> 1915.

Fine Day -

Breakfast 6:10 A.M.

Miller goes to Walker to work on Plot of  
sec 29-142-31.

Baldwin - Scott - Horst -  
Harig - Tusler - H. Caro. all working  
on sec 29. -142-31.

Notes kept in detail in book with other  
notes of sec 29.

All in Camp overnight.

H. J. Baldwin.



Tuesday - 31<sup>st</sup> 1915.

Fine Day - Warm.

Break fast 6.15 A.M.

Baldwin - Scott - Horst - Harig-  
Taster and H. Curo. all working  
on sec 29-142-31. Setting  
Iron Monuments.

Miller working on plat of  
same sec. in Walker  
Notes in detail kept in  
other book.

Evening Miller leaves for  
Minneapolis. others in Camp.  
over night. H. J. Baldwin.



X.

Wednesday - Sept. 1<sup>st</sup>. 1915.

Fine Day - Warm.

Break fast 6.30 A.M.

Baldwin - Scott - Horst - Harig - Taster  
go to town to sign bills for  
Commissioner's meeting.

H. Caro works in Camp.

We have Early dinner 11.20 A.M.

and all go to West boundary of  
Sec 28. Where we set Iron monu-  
ments as follows.

Baldwin - Aloc. Transit. Sec 28 & 29

Harig - Taster - and H. Caro - oxemen.

At  $\frac{1}{4}$  Cor. and South to Cor bet Secs 28 & 29  
142 - 31. We drive  $8\frac{1}{4} \times 4'$  Galvaniz

ed I.M. with Cap - 36" in the ground  
and dig 2 witness pits 30" sq and 12"  
deep 6 ft North and 6 ft South piling  
the dirt around I.M. for a mound.

At  $\frac{1}{16}$  Cor. at North bet Secs. 28 & 29  
We drive  $2\frac{1}{4} \times 4'$  I.M. with witness  
pits and mound as described above  
except that pits are dug E and W.  
instead of N. and S.

Scott and Horst working in Sec 22  
142 - 31.

Allen Camp over night.

M. J. Baldwin.

Thursday Sept - 2<sup>nd</sup> 1915.

Fine Day -

Breakfast 6.15 A.M.

Baldwin - Harig - H. Caro and  
Tuster starting at U.S. Fort  
M.C. No 31. cut Meander Line  
along shore of Long Lake.

Then going to M.C. No 34 we cut  
Meander Line along Lake May.

We cut to pickets but use no  
Transit.

Caro Comes at Noon.

P.M. Harig goes with Scott and Horst to  
see 22.

John W. Caro - Baldwin and H. Caro  
go to look for M.C. No 32.

We find old Stake which may be  
original Cor. Post. at  
this Post sets North.

We go to M.C. No 31 and cross  
the thoroughfare to M.C. 30  
on East side of Long Lake.

Here we find I.M. at W.C. of  
M.C. No 30 -

Caro goes to Walker Baldwin to  
Camp to Write Notes. H. Caro gets  
supper.

A. Z. Bachman



Sec 28-142-31.

# Time Sheet for Sept. and Oct. 1915

NAME -	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	1	2	3	4	5	
John W. Caro																																				
Harold F Baldwin	1	1	1	0	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	2	0	1	1	0	0	1	1	
Percy M. Scott	0	0	0	0	1	1	1	1	2	0	0	0	2	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Elmer B Horst	0	0	2	0	1	1	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nicholas Harg	1	2	0	0	1	1	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Ernest Tasler	1	2	0	0	0	2	1	1	2	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Harold J. Caro	1	1	1	2	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
W. E. Mc Mahon																																				
J. A. Johnston																																				

Oct Sec 28-142-31.

391.50  
109.00  
500.50

69.50  
11.50  
15.50

Payroll  
Bond  
Hester  
Farm M.S.  
Waller P. H.  
Shewitt

19.10  
2.80  
1.30

24



44.

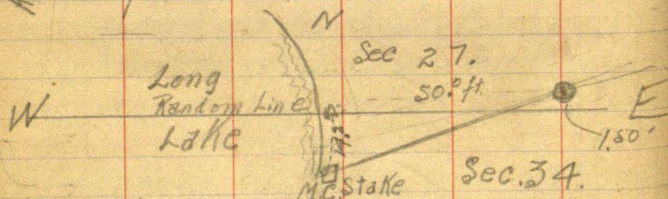
Harig & Tusler leave for sec 7 South  
With Coons in A.M.

Friday Sept. 3<sup>rd</sup> 1915.

Fine Day. Warm.

Breakfast 6.15

Baldwin and H. Caro produce  
Random Line at South Boundary  
of Sec 28. Setting a hub across  
Long Lake on the East Side.  
Then setting up Alco Transit  
over I.M. W.C. we produce  
South boundary of sec 27 West  
to Water Edge where we find  
Carmen's old stake at True  
M.C. which sets South 14.20 ft  
I.M. at W.C. sets North 1.50 ft  
from our Random Line.



We come home Caro gets dinner  
Baldwin Writes Notes

P.M. Baldwin and H Caro go to  
Gov't M.C. No 31.

With Alco Transit back -  
sight North and turn to Left  
A.J. Baldwin.

Friday Sept 3rd 1915 Continued 75.  
107° 30' N.W. angle.

Chaining with 200' Chicago Steel Tape.  
M.C. No 31 D+00 Shore 2' Rt. N.

At 0+05 on Shore

" 0+45 Leave Shore

" 1+00 Shore 12' Rt N.

" 2+00 " 20' " "

" 3+00 " 33' " Cutbank 36' Rt.

" 4+00 " 42' " " 46' "

" 5+00 " 40' " " 40' "

" 6+00 " 18' " " 18' "

" 6+60 Cross Shore & bank.

" 6+64.° a hub.

With Alce Transit S.E. angle

119° 32'

At 6+66 Leave shore

W.

Long -  
Lake = S

Sec 28

62.05'

Random

Sec. 33

17+80.5'

H. J. Baldwin



46.

Saturday - Sept. 4<sup>th</sup> 1915.

Fine Day -

Breakfast 6.10 A.M.

Baldwin & H. Curo goto N.W.  
Cor. Sec. 28-142-31

With Alce Transit at I.M.  
and back sight South on True Line  
bet. 28 & 29. Turn angle left  
to Random Line at North of  
sec 28.  $92^{\circ} 06'$ .

Baldwin goes to Walker & plots  
on detail paper.

Scott & Horst in A.M. working  
Sec 22.

P.M. Baldwin and Horst go to  
North  $\frac{1}{16}$  Cor bet 28 and 29  
and turn angle S.E.  $88^{\circ} 50'$   
and start Random Line East.  
Scott with John W. Curo attend  
Town Meeting.

All in Camp over Night.

Sunday - Sept. 5<sup>th</sup> 1915.

Baldwin - Horst - Scott - H. Curo  
Tusler in Camp.

No Work.

A. J. Baldwin.



Monday - Sept 6<sup>th</sup> 1915.

Fine Day - Very Hot.

Breakfast. 6.10 A.M.

Baldwin - Scott - Horst - Harig -

Continue North  $\frac{1}{4}$  Line East.

Scott with H & B Transit -

We come to Camp for dinner  
P.M. Above men continue  $\frac{1}{4}$  Line  
East - heavy Cutting & very hot.

Taster goes to Walker takes  
Shovel for new handle.

He does not find Curo. So he  
leaves Shovel and brings

Camp Supplies and. 13 I.M.s

leaving 4 near P.I. East boundary

Sec 28 and G.N. R.R. and taking

9 I.M.s Near Camp.

Return to Camp 5.40 P.M.

H. Curo has been in Walker  
all day.

H. F. Baldwin.

Tuesday Sept. 7<sup>th</sup> 1915

A.M. Foggy - P.M. Warm.

Breakfast 6<sup>10</sup> A.M.

Baldwin & Tusler go to  
West  $\frac{1}{16}$  Cor. at North Boundary  
Sec 28 and drive  $2\frac{1}{4} \times 4'$  I.M.  
Then going to West  $\frac{1}{16}$  Cor bet  
28 & 33 also the  $\frac{1}{4}$  Cor and  
drive at each an I.M.  $2\frac{1}{4} \times 4'$

Scott - H & B Transit.

Harig & Horst - Axemen.

Finish North  $\frac{1}{16}$  Line

P.I. at  $19+27.7$  N. on Sec Line  
True  $\frac{1}{16}$  Cor Sets North  $95.3$  ft.

Baldwin and Scott figure  
what angle to turn in starting  
 $\frac{1}{4}$  Line East.

P.M. Scott goes to  $\frac{1}{4}$  Cor bet 28 and  
29 and from true sec line  
turns S.E. angle  $88^{\circ} 18'$   
and run Line East

Horst and Harig Axemen.

John W. Caro - Baldwin and Tusler  
borrow hand Cor and pump down to  
Sec 7 - 141. Looking for B.T.s.

Arrive home 5.30 P.M.

All in Camp over night. H. J. Baldwin.



Wednesday - Sept 8<sup>th</sup> 1915.

Clear day but Threatens Rain in P.M.

Breakfast. 6.00 A.M.

Baldwin - Scott - Harig Continue  
 $\frac{1}{4}$  Random Line East. Scott using  
 H & B Transit.

Tusler goes to Walker in A.M.  
 with Horst.

Horst leaves with Gorman for Motley  
 N.W. angle at P.I.  $\frac{1}{4}$  and  $\frac{1}{4}$  Random Lines  $87^{\circ}46'$

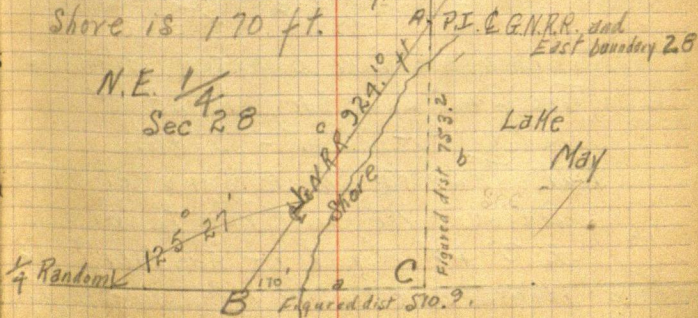
Tusler returns with Camp Supplies.

P.M. Baldwin - Scott - Harig - Tusler  
 Continue  $\frac{1}{4}$  Line East and intersect  
 E. G.N. R.R.

Scott with H & B Transit reads N.E. angle  $125^{\circ}27'$

Baldwin & Harig chain to P.I. East boundary  
 Sec 28.  $\frac{1}{4}$  E. G.N. R.R. 924.10 ft.

We set stake at 167 ft E E. G.N.R.R. and to  
 Shore is 170 ft.



A. J. Baldwin.



50.

Wednesday Sept. 8<sup>th</sup> 1915 Continued.With  $\frac{1}{4}$  G.N. R.R. as base line  
for dist 924' ftS.W. angle at P.I. East  
boundary and  $\frac{1}{4}$  R.R. is  $33^{\circ} 32' 30''$   
(See fig - page 28 - this book)In fig page 49  $A = 33^{\circ} 32' 30''$ Exterior angle =  $125^{\circ} 27'$  $\therefore \dots \dots \dots B = 54^{\circ} 33'$ and  $\dots \dots \dots C = 91^{\circ} 54' 30''$ 

$$\text{Now } b = \frac{c \sin B}{\sin C}$$

$$= \frac{924' \times .81462}{.999445}$$

$$= 753.7 \text{ ft}$$

also

$$a = \frac{924' \times .55254}{.999445}$$

$$= 510.9 \text{ ft.}$$

 $\therefore$  Random  $\frac{1}{4}$  Line produced intersects

True East boundary Sec 28 at

$$17 + 11.3 - 753.7 = 9 + 58.1'$$

But True  $\frac{1}{4}$  should have set at

$$9 + 61.0 \text{ ft. } \therefore \text{ True } \frac{1}{4} \text{ sets}$$

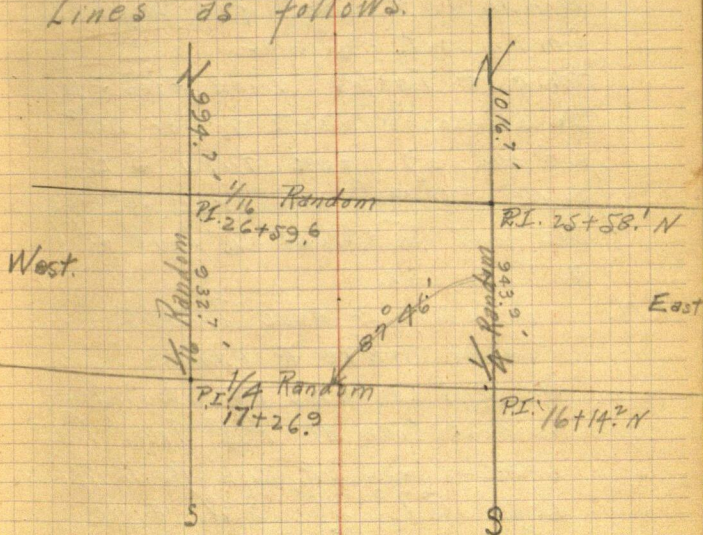
$$2.90 \text{ ft North of Random Line}$$

Above figured and checked by Baldwin &amp; Scott.

H. J. Bachman.

Wednesday Sept. 8<sup>th</sup> 1915 Continued

Baldwin and Scott with 50 ft  
Metalic Tape tie in P.I. of Random  
Lines as follows.



White Baldwin and Scott are tying in  
as above shown

Hariq & Taster are busy fixing Camp.  
All in Camp over night.

H. J. Baldwin



Thursday Sept 9<sup>th</sup> 1915.

Fair Day -

Breakfast 6.20 A.M.

Baldwin & Scott fig. angle to start South  $\frac{1}{16}$  Line.

Hartig & Tusler grind Axes & hooks.

We all go to South  $\frac{1}{16}$  Cor bet 28 and 29 and turn S.E.

angle  $90^{\circ} 46'$  with True Sec Line.

We cut to West  $\frac{1}{16}$  Line and go to dinner.

P.M. Baldwin - Aloe Transit

Tusler - Axe & Flag.

We put in hub by string intersection at P.I. True East boundary sec 28 and North  $\frac{1}{16}$  Line. Read  $87^{\circ} 31'$  S.W. angle.

Tusler goes to Walker and brings Camp supplies.

Baldwin writes notes in Camp. bal of P.M.

Scott - H & B Transit

Hartig - Flag & Axe

Continuing East on South  $\frac{1}{16}$  Line.

P.I. - set at South & West  $\frac{1}{16}$  Lines

Baldwin takes early morning Train to Mpls on Holiday.

X J. Baldwin.



Friday Sept 10<sup>th</sup> 1915

Rain 6<sup>30</sup> A.M. P.M. Fair.

Breakfast 6<sup>30</sup> A.M.

Scott H & B Transit.

Hartig Axe & Flag.

Tusler Axe.

They Continue East on S  $\frac{1}{16}$  Line to  
N + S  $\frac{1}{4}$  Line.

At 8+07.8 They set true  $\frac{1}{16}$  Cor  
1.90 ft. East of  $\frac{1}{4}$  Random Line.

True Cor sets 0.25 ft North of  
Random S  $\frac{1}{16}$  Line.

P.M. All working sec 27-142-31.

H. J. Baldwin.

50.

Saturday Sept 11<sup>th</sup> 1915

Cloudy AM Rain PM.

Scott Tusler Harig working sec 27

No work on sec 28.

Sunday Sept 12<sup>th</sup> 1915.

Cloudy - Cool

No Work.

Monday Sept 13<sup>th</sup> 1915

Cloudy

Scott - Tusler - Harig working Sec 27.

No work sec 28.

Baldwin Leaves Mpls for Walker

7.40 P.M.

H. J. Baldwin.



Tuesday Sept. 14<sup>th</sup> 1915.

Rain in A.M.

Baldwin arrives from Mpls. & goes to Chase Hotel Room 34. at 3.45 A.M.

Breakfast 8.30 and go to County Surveyors Office. Caro not in.

See Caro down town.

We go to Office and Line up Work.

We get Camp supplies and drive to Camp in Grindel's Auto.

PM. Caro - Baldwin - Scott - Harry and Taster with Abbe Transit. go to M.C. No. 31. and Chain to new position of True M.C. No 34 which is 4.0' East of old pt.  
 $252.78 \text{ ft. U.S. Chain} = 247.90 \text{ ft. our chain.}$

$\therefore$  Our Chainage is 4.88 ft short of U.S.

At 123.62 ft our Chain North of M.C. 31 and 124.20 ft. " South of M.C. 34.

We set hub at True  $\frac{1}{16}$  Cor. and with Abbe Transit at True  $\frac{1}{16}$  Cor.

Caro turns about  $76^{\circ} 30'$  N.W. angle and we start Random line West.

We continue Cutting  $\frac{1}{16}$  Random Line West.

We set hub for W.C. 70' South M.C. 34

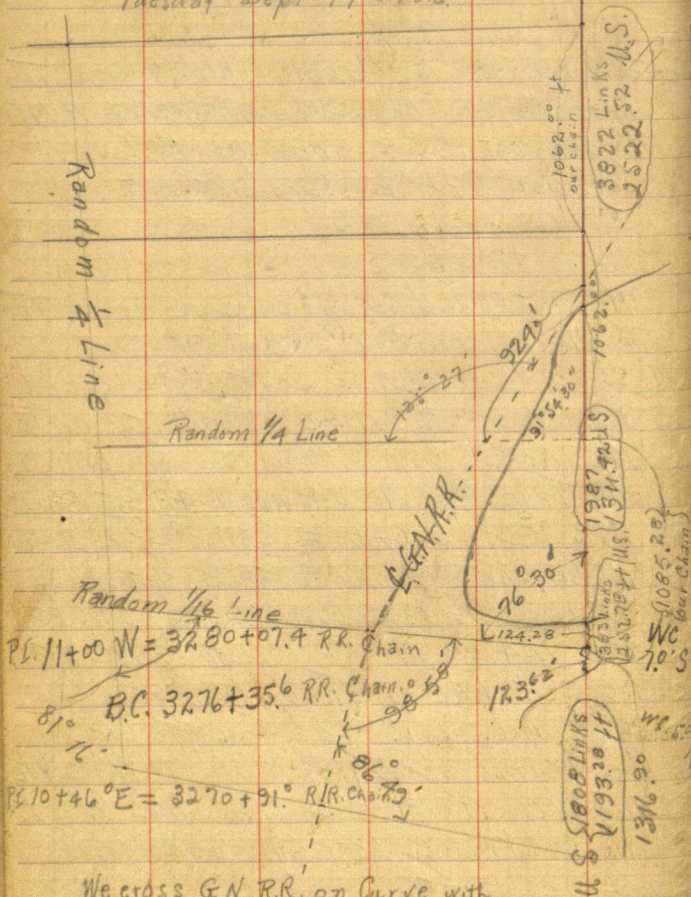
" " " " " " 50' North M.C. 31.

See. Fig. Page 56. D.J. Baldwin

Others in Camp not working -  
 N.B. New position M.C. 34 is 4.0' East of point used previously.



56

Tuesday Sept 14<sup>th</sup> - 1915. Continued

We cross G.N. R.R. on Curve with  
S 1/6 Line We set hub on Random Line at P.I.  
of South tangent produced and read the  
S.E. angle 98° 58' - quit for night

H. J. Baldwin

Wednesday Sept 15<sup>th</sup> 1915

Cool AM! Clear Day. Strong Wind.  
Breakfast 6.20 A.M.

Scott & Harig working sec 27-42-31.  
Baldwin & Tusler with Alce Transit  
Continue S  $\frac{1}{16}$  Line Westerly: all A.M.  
P.M. We start chaining from South  $\frac{1}{16}$  Cor  
bet sec 27 and 28. = 0 + 00

At 0 + 86.4 W a hub

" 3 + 76.5 W a hub at old road.

" 5 + 01.6 W a hub Enter Field

" 8 + 10 Road going to Camp.

" 10 + 55 Top of Cut bank.

" 11 + 00 E. G.N. R.R.

Top. Cut bank. - 11 + 24.3 a hub = P.I. South Tangent  
G.N. R.R. produced S.E. angle  $98^{\circ} 58'$

At. 11 + 60 Enter brush.

" 12 + 40 Old R.R. Grade. N & S

" 13 + 04.6 W a hub.

" 13 + 20 Old Logging Road N & S.

" 13 + 70 Enter Marsh

" 14 + 70 Leave Marsh.

" 15 + 34.0 W a hub

Balance P.M. Cutting brush.

We do not intersect with N & S  
 $\frac{1}{4}$  Line but Leave Transit & Tools  
and quit for Night. M. J. Baldwin



58.

Thursday Sept. 16<sup>th</sup> 1915.

Fair Day - Cool - Light Wind.

Breakfast 6<sup>20</sup> A.M.

Scott & Harig working sec 27

Baldwin & Tusler with Alce

Transit continue west S  $\frac{1}{16}$  Line

At. 19+17.5 W. a hub

" 21+07.9 W a hub

" 24+28.5 True  $\frac{1}{16}$  Cor. sets

North 4.90 ft.

At P.I. Random Lines

S.E. angle  $81^{\circ} 16'$

P.M. Baldwin & Tusler take Alce

Transit & go to North Boundary

Sec 28. at 13+02.7 we set

hub on Random Line. and turn

Angle S.E.  $92^{\circ} 35'$

We set True  $\frac{1}{16}$  Cor at rt. angles to  
and 24.0 ft North of Random Line.

We start our Random Line South  
from True  $\frac{1}{16}$  Cor.

Evening Cur & Baldwin set I.M. at

N.E. Cr sec 28-142.31 with Archie

Lavigne as witness.

I.M. placed as described page 78.

H. J. Baldwin



Friday Sept 17<sup>th</sup> 1915.

Clear Day -

Breakfast 6.00 A.M.

Scott - Harig - Taster - go to  
Sec 7 - 141 - 31.

Baldwin goes to G. N. Depot. and  
meets John W. Caro. we get ride to  
Sec 5 - 142 - 31.

We spend the day looking over Bryant's  
lines & cruising for corners.

We find N.W. Cor Sec 5.

We borrow speeder and arrive in Walker  
6.45 P.M.

Baldwin gets supper at Carlson's  
Restaurant. 35¢ Night at Camp.

Caro & Baldwin took dinner at O. Connell's

A. J. Baldwin.

60.

Saturday - Sept 18<sup>th</sup> 1915.

Clear Day - Cool.

Breakfast 5.40 A.M.

Baldwin - Scott - Harig - Tusler.  
go to G.N. Depot with H & B  
& Aloe Transits - Axes -  
Brush hooks & 2 flags.

We leave hand car and get ride  
in gas car to North Boundary  
Sec 5. - 142 - 31.

We have dinner at O'Connell's

We all go to town in evening  
Scott & Baldwin return on  
speeder. and spend night at  
O'Connell's.

We could not find Curo in  
Walker.

M. J. Baldwin



Sunday - Sept. 19<sup>th</sup> 1915.

Rain at 6.30 A.M.

Baldwin & Scott write up notes after Breakfast.

We look over east Boundary sec 5 and decide Water too deep to chain.

We go to North Boundary and Tie the Random line to True N.W. Cor sec 5.

At 5175.3 True N.W. Cor sec 5 sets North 178.6 ft. [03451]

We arrive O'Connell's P.M. have dinner and write notes.

Baldwin & Scott go to town to see Curo take Kitlewan Launch fare 50¢ for both paid by Baldwin.

We work with Curo on detail of work on Sec 5 - 142-31. and spend night at Camp.  
J. J. Baldwin.



62.

Monday Sept 20<sup>th</sup> 1915

Rain & very High Wind. P.M. Clears  
Baldwin & Scott come to Walker  
and take Reynold's Launch as  
arranged by Curo.

We go to O'Connell's and have  
breakfast Scott taking 300' & 100'  
chains flag & hatchet & H.B. Transit  
returns on Launch to Walker & takes  
train for Backus.

Baldwin spends A.M. at O'Connell's  
writing notes and figures Correction  
for North Boundary sec 5-142-31.

P.M. Baldwin - A.B. Transit

Alvin Clarine - Axe & flag.

Chas " - Axe man.

Steve. J. O'Connell - "

Cut True North boundary East  
from N.W. Cor sec 5-142-31.

Arrive at O'Connell's 6.<sup>00</sup> P.M.

Baldwin over night at O'Connell's  
To-day Tusler & Harig have  
been moving Camp sec 28 to  
Walker.

N.J. Baldwin

Tuesday - Sept. 21<sup>st</sup>. 1915.

A.M. Cool - Windy - P.M. Warmer. Clear.

Breakfast at O'Connell's.

Baldwin - Also Transit.

Alvin Claring

Alex Flag-

Chas.

Axeman.

Stere. J. O'Connell.

At 3881.47 we set True  $\frac{1}{4}$  Cor 133.95 ft North and drive hub in rotten stub of old oak  $\frac{1}{16}$  Cor which lies flat on ground with scribe marks. plainly marked.

We cut true sec line bet N.W. sec Cor. and this  $\frac{1}{16}$  Cor.

At 2587.65 We set hub at True  $\frac{1}{4}$  Cor 89.30 ft. North. about 3 ft East sets old stub of Cor. now burned to ground.

We cut True Sec line East.

PM At 1293.83 we set hub at True  $\frac{1}{4}$  Cor 44.65 ft. North. old  $\frac{1}{16}$  Cor. Oak post with scribe marks. showing set 5" south East. Fence Cor.

We cut True line West to  $\frac{1}{4}$  Cor.

At a hub at 437.10 we set hub 15.00 ft. North on true sec Line and cut brush East to N.E. Cor sec 5-142-31.

6.00 PM Quit for Night. After supper at O'Connell's Baldwin pays Stere J. O'Connell \$1.00 to take self and Instrument & tools to Walker.

Night at Camp.

J. F. Baldwin.

Hang & Tusk in Camp at Walker.



64.

Wednesday Sept 22<sup>nd</sup> 1915.

Fair - High Wind -

Breakfast in Camp 6.30 A.M.

Baldwin goes to County Surveyors  
Office and works with John W. Curo  
on detail work Sec. 7-141-31.

Baldwin - Tusler - Harig-  
gan North boundary sec. 7.

Notes kept in detail in other book.  
John W. Curo & Johnston in  
Camp when we arrive -

We have Supper 6.45 P.M.

A. J. Baldwin.



Thursday Sept. 23<sup>rd</sup> 1915.

Fine Day — Hot-

Breakfast 6:00 A.M.

Baldwin & Johnston go to Caro's Office

Baldwin gets 200' Chain & Gurley Compass

& waits in Camp for Johnston who is  
to see Caro & get one of the Gurley Transits.

Baldwin - Johnston - Harig - Tusler -

Work all day North Boundary Sec 7-14-  
31.

We find Mc Mahon in Camp when we  
arrive -

All in Camp over night.

A. F. Baldwin

66.

Friday Sept 24<sup>th</sup> 1915

A.M. Cloudy - P.M. Rain -

Breakfast 6.00 A.M.

Johnston - Harig - McMahon go to  
Sec 7-141 - 31. at 7 A.M.

Baldwin - Tusler go to sec 28 -  
142 - 31.

Run Line south on West  $1/16$  Line

Intersect South  $1/16$  Line at  $12 + 15.0^\circ W$

P.M. Rain - we do not work in field

Baldwin goes to County Surveyor's

Office & figures Corrections

for interior Corners of Sec 28

142 - 31. Tusler remains in Camp

All stay in Camp overnight.

H. J. Baldwin.



Saturday - Sept. 25<sup>th</sup> 1915.

Rain A.M. Cloudy Threaten rain P.M.

A.M. We do not work in field. All in Camp.

P.M. Baldwin - Johnston - Harig - McMahon.  
go to sec 28 - 142 - 31.

Johnston - Harig with Alce. Transit.  
Continue south on East  $\frac{1}{16}$  Line -

PI. E  $\frac{1}{16}$  Line & E G.N. R.R. =  $3276 + 65.8$

R.R. Chainage and B.C. =  $3276 + 35.6$  also

E.C. =  $3286 + 41.4$  all R.R. chainage -

PI. E  $\frac{1}{16}$  and South Random =  $1202.7$  E and  
N.W. angle at PI.  $77^{\circ} 41'$

Baldwin & McMahon go to W.C.s to  
M.C.s No 31 & 34 and South  $\frac{1}{16}$  bet secs  
27 & 28. and dig witness pits as described on Page 80 This book.

Baldwin & McMahon - Johnston & Harig  
all go to hub near North of East  $\frac{1}{16}$   
Line and cut to P.I. of North  $\frac{1}{16}$  Line.  
We all spend night in Camp.

N.L. Baldwin

68.

Sunday Sept. 26<sup>th</sup> 1915.

A.M. Cloudy - P.M. Clear -

All in Camp - No Work. -

All over night in Camp -

H. J. Baldwin



Monday Sept 27<sup>th</sup> 1915.

69.

A.M. Rain - Quits raining - 2.30 P.M. & Rains in Evening

Johnston - McMahon - Harig go to  
Sec 7 - 141 - 31.

Baldwin goes to County Surveyor's  
Office and secures information  
regards setting Corners - Sec 28 - 142 - 31.  
he also writes Notes.

Tasler in Camp preparing Grub -

To Correct South Boundary Sec 28 - 142  
31 - At a point 17.85 East of  $\frac{1}{4}$  Cor  
bet Sec 28 - 33. U.S. MC No 32 sets  
South 8.71 ft - Note - This will line up

with MC No 30 on East side of Long Lake -

At U.S. MC No 32 U.S. Notes call  
for Post and the foll B.T.s.

Willow 3 N 67 W 9 = 5.94 ft.

Poplar 4 S 19 W 21 = 13.86 ft.

At 1202.4 The  $\frac{1}{16}$  Cor sets South 5.67 ft.

D. J. Baldwin

Baldwin & Tasler in P.M. go out to Scribner  
Rogers Subdivision & Check R.R. Curve and  
Tren New boat house

D. J. Baldwin

Tuesday - Sept. 28<sup>th</sup> 1915.

Rain nearly all day -

Breakfast 6.<sup>20</sup> AM.

Johnston goes to sec 7-141-31  
with Harig and McMahon -

Baldwin & Tusler go to South 1/4

Line sec 28-142-31 It is raining

Now - we meet Johnston - Harig - McMahon  
returning from sec 7-141-31.

We bring tools to camp and remain  
there all day. It does not clear up.

Baldwin & Johnston figure some  
corrections & write notes.

H. J. Baldwin



Wednesday Sept. 29<sup>th</sup> 1915.

71.

Rain A.M. at 10.<sup>30</sup> A.M. Clears.

We all remain in Camp.

10.<sup>00</sup> A.M. Grindel in Auto calls for Baldwin to take Notes on Sec 28-142-31 to County Surveyor's Office.

At 11.<sup>50</sup> A.M. Johnston - Harig - McMahon go to sec 7-141-31.

Baldwin returns to Camp 12.<sup>00</sup> Noon.

P.M. Baldwin & Taster - with Abco Transit go to Sec 28-142-31 and Drive

I.M. & Mound as described on Pages 80-81.

To MC 32 - West  $\frac{1}{16}$  bet 28-33 and the South  $\frac{1}{16}$  Cr on East  $\frac{1}{16}$  Line -

We return to Camp 5.<sup>10</sup>

Baldwin writes Notes.

Taster prepares Supper.

Johnston - Harig - McMahon return from sec 7.

D. J. Bachwin

72.

Thursday Sept 30<sup>th</sup> - 1915

Cloudy - Cool -

Breakfast 6.30 A.M.

Baldwin goes with Molyneux to U.S.

Indian Agency. Molyneux keeps notes.

Harig - McMahon and Tusler go to

Sec 7-141-31

H. J. Baldwin.



Friday Oct. 1<sup>st</sup> 1915.

Cloudy A.M. Clears vis fine.

Breakfast 6.30 A.M.

Baldwin goes with Molyneux to U.S.  
Agency Molyneux keeps notes.

Harig - McMahon - Tusler - at sec 7  
141 - 31 - have accident with Gurley -  
H.J. Baldwin.

74.

Saturday Oct. 2<sup>nd</sup> 1915.

Rain until 8.30 AM. Cloudy Shower in PM.

Baldwin - McMahon & Tusler go to  
sec 28-142-31 at 9.30 AM.

Harig goes with Molyneux.

Baldwin - Also Transit

McMahon - Flag & Axe

Tusler - " "

We take  
Lunch.

At hub south of small lake on East

$\frac{1}{16}$  Line sec 28-142-31 we turn  
 $90^{\circ} 0'$  and run West 155.0 ft.

We turn  $90^{\circ} 0'$  and run North to P.I.  
with Random  $\frac{1}{4}$  Line E & W.

Here we set I.M.  $140.0^{\circ}$  West of True  
 $\frac{1}{16}$  Cor. as described page.

We go to M.C. No. 37 Here at 1600  
ft. North of M.C. 34 we put in  
I.M. as described page. 80 this work.

We also set I.M. at North  $\frac{1}{16}$  Cor. set  
sec 28 and 27.

We leave for Camp. 5.15 P.M.

Soon after we arrive, come Scott  
and Johnston.

Allie Camp over night

H. J. Baldwin



Sunday Oct. 3<sup>rd</sup> 1915.

A.M. Cloudy - P.M. Rain -

Baldwin & Malynaux working on plot  
of Sec 28-142-31. in County Survey-  
ors Office.

Rest of crew in Camp all day -  
No work in field -

J. L. Baldwin

76.

Monday Oct 4<sup>th</sup> 1915.

Cloudy - Rain 11.30 AM.

Breakfast 7.30 A.M.

Heavy rain during night we had to be up and pack tent down.

Baldwin - Mc Mahon go to sec 28  
142 - 31.

We Chain from  $\frac{1}{16}$  Cor S.W. Lot 2  
North to Lake.

230 I.M. for M.C. described Page. 81.

260 Enter Meadow old grade left 55.

640 old grade 110 left.

750 Shore small Lake

Going to North  $\frac{1}{16}$  line N.E. Cor Lot 1.

We meet Scott & Harig with  
R & B. Trans. t.

We drive hub at true  $\frac{1}{16}$  Cor and  
also " " M.C. 185' South of

True  $\frac{1}{16}$  Cor. at 200' South  
Shore small Lake.

Cur comes he is making Meander  
of this small Lake.

Now we go to P.I. E & W  $\frac{1}{4}$  Line  
and E & N. R.R.

East 160 we drive I.M. for M.C.  
" 170 shore.

D. J. Baldwin



Monday Oct. 4<sup>th</sup> 1915. Continued 77.  
West of, P.I. E & W. 1/4 Line & C. & N. R.R.  
429 W.C. to 'W' Cr which is in Lake  
436' Shore to small Lake -

Scott - Harig - Mc Mahon go to dinner  
taking Aloe Transit to Camp.

Curo & Baldwin Meander Lake May  
Shore of sec 28. Curo Keeping notes.

P.M. Curo & Baldwin go to County  
Surveyors Office Working on 28-142-31

Scott A & B. Transit

Harig Axe & Flag

McMahon Axe & Flag -

Setting balance I.M. s in sec 28-142-31  
as described Page 80-81-82- This book.

Baldwin goes back to County Surveyors  
Office & works with Curo making out  
bills for Commissioner Meeting

Returning to camp Midnight.  
G. F. Baldwin.

98.

Sec 28-142-31.

Description of Iron Monuments.

Standard I.M. { A Standard Iron Monument as used in Sec 28-142-31. is A Galvanized Iron 4' x 2 1/4" with black iron Cap.

Standard Witness Pit. { A standard Witness Pit as dug at Monuments in Sec 28-142-31. 30" x 30" square and 12" deep.

Corners of 28-142-31.

N.E. A standard Witness pit is dug in each quadrant 9' N.E. 9' N.W. 9' S.E. 9' S.W. the dirt is piled around a Standard I.M. which was driven 36" in the ground.

Mr. Archie Levigne Witness at setting of I.M. by Curo & Baldwin. See Page 58 -

E. 1/4 Cor A Standard I.M. is driven 36" in the ground and a Standard Witness pit dug 6' East and one 6' West the dirt being piled around I.M. for a mound.

H.F. Baldwin



I.M.'s Described Sec 28-142-31

79.

1/4 Cor bet sec 21 - sec 28 - 142-31.

A standard I.M. is driven 36" in the ground. At 6' East and 6' West A standard Witness Pit is dug & dirt piled around I.M. for Mound.

W. 1/4 Cor bet. sec 21 - sec 28 - 142-31

A standard I.M. is driven 36" in the ground. At 6" E. and 6' W. A standard Witness Pit is dug & dirt is piled around I.M. for Mound.

N.W. Cor sec. 28.

This Standard I.M. is set & mounded by Miller in subdivision sec 20. March - 1915.

North 1/4 bet sec 28-29.

A standard I.M. is driven 36" in ground with 6' E & 6' W a standard W. pit. is dug & dirt piled around I.M. for a mound.

1/4 Cor bet sec 28-29.

A standard I.M. is driven 36" with Stan. W.P.'s 6' N 6' S. & dir piled around it for mound.

South 1/4 Cor bet sec 28-29.

Standard I.M. has been previously set by Caro. from B.T.s.

West 1/4 bet 28-33.

A standard I.M. is driven 36" in ground with S.W.P.'s 6' East and 6' West.

H. J. Baldwin.

80. I.M.'s Described 28-142-31.

$\frac{1}{4}$  Cor bet of A. Standard I.M. driven 36" with  
sec 28-33 S.W. Pits 6' E and 6' W. and dirt piled  
around for mound.

$\frac{1}{16}$  bet A Standard I.M. driven 24" in ground with  
sec 28-33 S.W. Pits 6' E and 6' W dirt used for mound.

M.C. No 32 A Standard I.M. driven 36" deep. with  
one Stan. W Pit 6' W. & dirt piled around  
I.M. for mound.

Witness Cor. A standard I.M. driven 36" in ground  
to M.C. No. 31.  $5.0^{\circ}$  North of true Cor. and one  
Stan. W. Pit is dug 6' North. dirt used for mound.

Witness Cor A standard I.M. is driven 36" in ground  
to M.C. No 34.  $7.0^{\circ}$  South of True Cor. and one  
Stan. W. Pit is dug 6' South. the dirt  
being piled around I.M. for Mound.

M.C. No 37 A Stan. I.M. is driven 36" in the ground.  
 $423.0^{\circ}$  South of  $\frac{1}{16}$  Cor. One standard  
W. Pit 6' North & dirt piled around  
I.M. for Mound.

H. J. Belknap.



I.M.s Described 28-142-31

81.

M.C. at N.E. Lot 2.

A Standard I.M. driven 36" in the ground with a stan. W. Pit. 6' West dug & dirt piled around I.M. for mound.

W.C. to  $\frac{1}{16}$  Cor N.W. Lot 2. & S.W. Lot 1.

At a point 300' East of True Cor. we drive A Standard I.M. 36" in the ground with a Stan. W. Pit 6' East & dirt used for mound.

W.C. to  $\frac{1}{16}$  Cor N.W. Lot 2 & S.W. Lot 1.

At a point 140' West of True  $\frac{1}{16}$  Cor we drive a stan. I.M. and dig Stan W. Pit 6' West using dirt to build Mound.

W.C. to  $\frac{1}{16}$  Cor N.W. Lot 2 & S.W. Lot 1.

- At a point 230' North of I.M. at S.W. cor Lot 2.

We drive Stan I.M. 36" in ground and 6' South dig one Stan W. Pit. & make mound around I.M.

W.C. to  $\frac{1}{16}$  Cor N.W. Lot 2 & S.W. Lot 1

At a point 185' South of I.M. at N.W. Cor Lot 1.

We drive Stan. I.M. & dig S.W. Pit 6' N. piling dirt around in.

Cor at Center Sec. 28. -142-31

A stan. I.M. is driven 36" in the ground and two stan. W. Pits dug one 6' North and one 6' South.

M.J. Baldwin

## I.M.s Described.

At each of the following interior  $\frac{1}{16}$  Corners of Sec. 28-142-31. A Standard Iron Monument is driven 36" in the ground and two Stan. W. Pits dug one 6' West and one 6' East. the dirt being piled around I.M. for a mound.

- Interior  $\frac{1}{16}$  Corners
- ① The cor. at center of West half.
  - ② The cor. at center of North half.
  - ③ The cor. at center of S.W.  $\frac{1}{4}$ .
  - ④ The cor. at center of N.W.  $\frac{1}{4}$ .
  - ⑤ " " " " N.E.  $\frac{1}{4}$ .
  - ⑥ " " " " S.E.  $\frac{1}{4}$ .

And at the Centre South half the Witness Pits are dug one 6' North and one 6' South.

$\frac{1}{2}$  NE  $\frac{1}{4}$  of We divide the NE  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  the NE  $\frac{1}{4}$  into halves East and West.

At nearly the center North boundary N.E.  $\frac{1}{4}$  of NE  $\frac{1}{4}$ . (see opp page) and nearly center " " " of the South Boundary of N.E.  $\frac{1}{4}$  of NE  $\frac{1}{4}$ . We drive Stan I.M. at each of above coss and at each dig one stan. W. Pit 6' East and one Stan W. Pit 6' West.

A. J. Baldwin.



Tuesday Oct. 5<sup>th</sup> 1915.

Cloudy and windy - Cool.

Breakfast 6 A.M.

Commissioner's Meet To-day

The boys go up to County Surveyor's Office and sign up - Bills for sec 28.

Baldwin & McMahon with Alce Transit go to sec 28 and set balance of I.M.s.

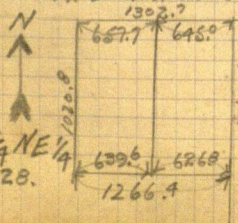
We subdivide the NE  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  into  $\frac{1}{2}$  East and West as follows.

At 2060.4 North random Line we set Cor North at rt. angles 36.30 ft.

And. From P.I. of East Boundary and North  $\frac{1}{16}$  random Line we chain West on random Line 626.8 ft.

And turn N.E. angle  $87^{\circ} 31'$  which is parallel to East Random. along this I chain 83.5 ft. and off set East 1.5 ft which is same offset as N  $\frac{1}{16}$  bet. 28 and 27.

$\therefore$  The distance between I.M.s is 626.8.



We come to camp 6 P.M.  
Molynear, Harry work in  
Walker.

H. J. Baldwin

89.

Sec 28-142-31

Finished-

is.



Wednesday Oct. 6<sup>th</sup> 1915.

Rain clears but rains in P.M.

Baldwin works with Molyneux on Survey of Onigum U.S. Agency.

Wetake Reynolds but Alert over & return in Agency boat Ojibway.

Molyneux keeps Notes in detail.

Luro - Harig - Tusler - with. A be Transit work on survey of sec 22-142-31 East boundary.

P.M. Harig & Mc Mahon cleanup Camp. & get supper.

Tusler leaves for Dakota.

A. J. Baldwin.

Thursday Oct. 7<sup>th</sup> 1915.

Very cold wind - Snowing.

Breakfast 6.20 A.M.

Baldwin & Harig with Alco Transit.

We continue cutting north on an old Line at East side see RR-142. 31.

At 210<sup>9</sup> N - a hub.

" 570 N-old road

" 932<sup>9</sup> N - a hub.

" 1012<sup>9</sup> N-on old oak hub sets West 2.40 ft.

" 1225.7 N - a hub - an old oak hub sets West 3.05 ft.

" 1570 Cross Road E & W.

" 1593 Fence cor. sets 6' West.

SE angle " 2484.0 P.I. East & West Random

Reads 102° 45'

3 1/6 Line run by Scott & party

" 2517.0 E. M. & I. R.R.

Baldwin & Harig return to Camp 6 P.M.

Scott - Johnston - Horst - return earlier & work in Camp.

John W. Curo is out & works in P.M.

A. Z. Baldwin.



Friday Oct 8<sup>th</sup> 1915.

Cool - Fair day - strong wind -

Breakfast. 6.15 A.M.

All hands report to County Surveyor's Office in A.M.

Johnston goes to Pine River -

Harry

Scott & Caro work near Walker.

Baldwin & McMahon go to see 7-14-21 and look for B.T.'s to S.E.

We walk both ways & take lunch. Then

We cut East random line further south and with Gurley Compass cruise for Cor. B.T.'s but find none.

Mc Oliver found Norway blazed like B.T. and Jack Pine blazed & sides he took it to be Cor.

U.S. Govt Notes called for Oak & Poplar B.T.'s.

We arrive in Camp 5<sup>00</sup> P.M. McMahon gets supper.

Baldwin writes notes.

Scott & Caro return 5.30 P.M.

A. J. Baldwin -

Saturday Oct. 9<sup>th</sup> 1915

Fine Day - Cool - Strong Wind-

Breakfast 6.30 A.M.

Scott goes to Section Foreman and  
makes arrangements for Hand Car.

Baldwin - Horst - McMahon with  
Mr E. Transit go to Sec 7-141

34 Notes in detail see Book

We arrive at Camp 5.45 P.M.

In Evening Baldwin goes to  
Minneapolis on personal business.

J. F. Baldwin

Baldwin remains in Mpls. Oct 10-12-13-13.

Arriving at Walker early A.M. Oct 14<sup>th</sup> 1915

J. F. Baldwin



Range and Road

89

Thursday Oct 17<sup>th</sup> 1915.

Fine Day -

Baldwin & Caro go out where Molyneux  
& Horst are working on sec. 22-14R-31.

Baldwin & Caro in County Surveyor's  
office we prepare notes for road  
survey twp 141-28.

We see Alexander & make arrangements  
for going across Leech Lake in A.M.

Tomorrow.

Caro leaves with his brother.

Baldwin & Horst have dinner at Chase  
Hotel.

We have supper & sleep in Camp.

H. J. Baldwin

278

Friday Oct 15<sup>th</sup> 1915.

Cloudy - Rains slightly, showers.

Breakfast in Camp.

Horst works with Molyneux in Sec 22.

Baldwin gets Post M.C.'s marked on plat trip 141 - 28 & 29.

Is raining. Alexander cannot go until P.M.

Baldwin & Horst have lunch in Camp.

P.M.

Baldwin leaves on Megawatt for Carlson's Landing. Alexander could not go so he spoke to Mr. Reynolds about taking me across lake.

Fare \$8.00 charged to Caro.

278

Baldwin lands at Carlson's Landing and is assisted by boat men to carry Inst etc. to old store which we find deserted.

Leave Transit & suit case in storehouse & take Compass & arrive at Mrs. Erickson's place. 5.30 P.M.

Have supper & lodging & breakfast.

Hire Atwood who is laying chimney for Mrs. Erickson to do for me.

A. J. Baldwin



- Road - 141 - 28 1/2 - 29 -

91.

Name -	Time Sheet for Road Survey										Trip		141-28		Oct. 1915				
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Nov
Harold F. Baldwin	1	1	1	0	1	1	1	1	1	1	0	1	1	1	1	1	1	1	16
Elmer H. Atwood	-	-	1	0	1	1	1	1	1	1	0	1	1	1	1	1	0	0	13
Heldo Anderson	-	-	-	-	-	1	1	1	1	1	0	1	1	1	1	1	0	0	11
Team O.B. Anderson											$\frac{1}{2}$	0	0	0	0	0	1	$\frac{1}{4}$	7.0
Elmer B. Horst											$\frac{1}{2}$	0	1	1	1	1	1	0	8 $\frac{1}{2}$
Nicholas F. Harig											1	0	1	1	1	1	1	1	10
O.B. Anderson											1	0	1	1	1	0	1	0	3
W. Olsen											1	1	1	1	1	1	1	0	3

Cost of Road

O.B. Anderson	24.75
Bilben	4.00
Baldwin	87.81
Harig	21.94
Atwood	26.00
Wolsen	6.00
Reynolds	8.00

Cost of Range Line

Horst	43.85
Heldo Anderson	22.00
O.B.	18.75
Alexander	7.50

278

Saturday Oct. 16<sup>th</sup> 1915.

Fine day - Warm.

Breakfast at Mrs. Erickson's.

Atwood arrives 7 A.M.

Baldwin & Atwood go to old Carlson store & carry down Transit & suit case. leave suit case at Mrs. Erickson's.

We take Aloe Transit and Nameless Compass.

We find Corner Posts at cor.

5-6-7-8 and 4-5-8-9 - 141-28

- 278 These are corners as used by the farmers here They have been re-established by some one since Gov't. Survey.

Baldwin takes dinner at Anderson's and arranges to board there as it is nearer work than Mrs. Erickson's.

Baldwin & Atwood take Aloe Transit and Compass & go to S.W. Cor sec 7 - 141-28 which is corner on Range line established by

Curo 1913 and has following New B.T.s as per County Record Book. of which I have a tracing.

A. J. Beedrum



Trp 141 - 28 & 29

95.

Saturday Oct. 16th, Continued.

New B.T. Poplar 4" N 66° W 21.70 ft

" " " 4" N 73° 25' E 82.60 "

" " W.P. stump. 30" S 20° 20' W 73.82 "

A cor. post sets in ground correct for course & distance but it is loose.

We drive oak hub & put tack in Centre from which we start Random Line North on 9° Var.

Quit for night.

Baldwin goes to Mrs. Erickson's for suitcase - remains for Supper - & Lodging.

A. J. Baldwin

2278

Sunday - Oct. 17<sup>th</sup> 1915.

Baldwin leaves Mrs Erickson's place  
in the morning (as place is too far from work) and  
goes to Anderson's to board +  
pays Mrs. Erickson \$1.25 for Bd. 1/2.

- Mist & Rain nearly all day  
No Work.

Baldwin at Anderson's rest of  
day & Night.

A. J. Buehner

278

31.00



Twp - 141 - 28 & 29

95.

Monday, Oct. 18<sup>th</sup> 1915.

Clear day. brush wet in A.M.

Breakfast at Anderson's.

Atwood arrives 7.<sup>00</sup> A.M. Both take lunch.

We leave at 7.<sup>40</sup> A.M. and continue

North on Range line. from SW cor 7-141-28

At. 810 N 8 B Wire fence E & W.

" 823.1' N 8 hub

" 12.90 N cross B. wire fence nearly N & S.

" 16.31' N. 8 hub on E & W. Road.

" 2691.2 N. 8 hub.

Look for B.T.'s to  $\frac{1}{4}$  Cor. but find none.

At 2800 N Enter Wet marsh

" 2835 N, Leave " " "

" 3100.0 N 8 hub

Quit for Night 4.50 P.M.

Reach Anderson's 6.<sup>00</sup> P.M.

Baldwin supper & lodging at Anderson's

H. F. Baldwin,

278

## Range Line — Road

Tuesday Oct. 19<sup>th</sup> 1915 -

Fog in A.M. Clears

Breakfast at Anderson's All the

Baldwin - Alloc Transit.

Atwood - Alex. Flag. Lunch -

Anderson - Alex &amp; brush soxthe.

Going to Range Line We continue  
our Random Line North.At 2666 we find old Corner Post  
- 278 40 ft. East. (paced)Find 6" Poplar B.T. marked with  
scribe sets N 30° W 60 ft (paced)Another old Poplar B.T. is scribe  
marked and sets N.E. of Post.These do not appear to have been  
U.S. Govt B.T.s

At 3631.6 N a hub.

" 3999.7 N a hub.

" 4380.5 N a hub.

" 4650.6 N a hub.

We quit for night 9.55 P.M.

Reach house 6 P.M.

Baldwin - Supper Lodging at Anderson's.

N.S. Baldwin.



141 - 28 + 29  
Wednesday - Oct. 20<sup>th</sup> 1915.

Fine day -

Breakfast at O.B. Anderson's

Baldwin - Abe Transit

Atwood - Flag & Axe -

Anderson - Axe & brush scythe.

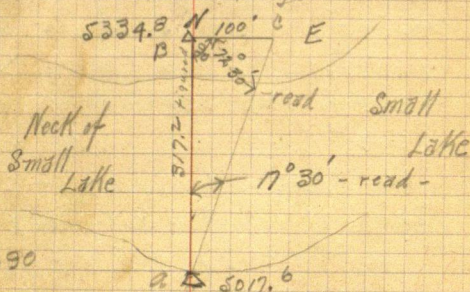
Continue North our Random Line  
at Range Line bet. 141-28 and 141-29.

At 4952.5 N & hub

" 5017.6 N ♂ hnb.

" 50 35 Water Edge

278



North shore 5290

$a \triangle 5017.6$

At 5334.8 N. a hub from which we chain 100' at rt. Ls East for Base Line. Calculating the dist. 317.2 ft.

We find stump N.P. 12 S 85 W 191 = 126.06 ft. with  
B.T. plainly marked and the well rotted stump  
of Pop 12 S 26 W 29 = 19.14 ft.

from these we set sec Cor. at distances given.

At 5340.3' N True N.W. cor 7-141-28 sets  
East 81.6 ft. H. F. Baldwin

H. F. Baldwin

Wednesday Oct. 20<sup>th</sup> Continued -

5340.3 N ÷ 81.6 ft gives =

Correction of [015280]

See page 114 - this Book.

829.1	Corrects East	12.67	ft
1636.1	"	25.00	"
2000.0	"	30.56	"
2691.2	"	41.12	"
3100.0	"	47.37	"
3631.6	"	55.49	"
3999.7	"	61.12	"
4380.5	"	66.93	"
4650.6	"	71.06	"
4952.5	"	75.67	"
5340.3	"	81.6	to True Cor.

Arrest sets I.M. 2 1/4" x 4' -

At 2670.15 N True 1/4 Cor. goes East 40.8 ft

Arrest sets I.M. 2 1/4" x 4' -

A. J. Baldwin.

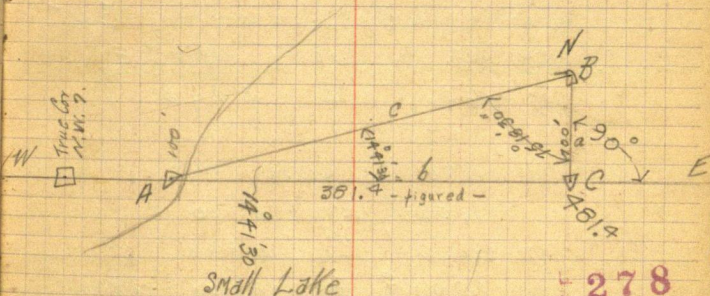


99

We run East on  $8^{\circ}30'$  Var.

At 100.° E & hub

" 120 E Water Edge —



At 935 E Water Edge East side

" 481.4 E a hub from which we  
chain Base line 100' North. for triangulation  
and figure dist of b 381.4 ft  
Angle at B is  $75^{\circ} 18' 30''$  is read  
" " A is  $14^{\circ} 41' 30''$

Baldwin leaves axemen cutting brush at 3.40 P.M. but is too late to catch boat at Bravic Landing - Baldwin returns & has supper and lodging at Anderson's.

A. F. Baldwin.

Thursday - Oct 21<sup>st</sup> 1915.

Beautiful Day -

Breakfast at Anderson's

Baldwin - Also Transit All take

Atwood - Flag & Ave. Lunch

Anderson - Ave & Brush Sythe.

We go To Random Line running East  
from NE Cor. Sec. 7 - 141 - 28

At 636.4 E a hub

" 1000. E Wet Marsh (Enter)

" 1080 E Leave -

" 1180.7 E a hub

" 1639.1 E a hub

" 2009.8 E a hub Top hill.

2585. E We find an old

1/4 Cor Post sets south 50 ft (paced)

But no Gov't B.T.s to make cor. valid.

At 2597.7 E a hub

Baldwin leaves line at 3:20 PM. & walks to Beaver

Landing hoping to catch boat for Walker

No boat comes

Atwood & Anderson continue cutting

East by picket line.

Baldwin at Anderson's for supper &  
Lodging.

N. J. Baldwin



Friday Oct. 22<sup>nd</sup> 1915

101.

Beautiful Day

Breakfast at Anderson's

Baldwin - Aloe Transit.

Atwood - Flag & Axe.

Anderson - Axe & Brush scythe.

We take lunch & go to Random Line running East about North of sec 7-141-28.

At 3075.5 - E a hub.

" 3330.6 - E a hub.

" 3400 - E Cross Wagon Road to Anderson's homestead.

" 4137.7 - E a hub.

" 4815 - E cross a Road to Anderson's & Gilbert's.

" 5070.0 - E a hub.

" 5152.7 - E We find True Cor 5-6-7-8.

141-28 sets South 202.5 ft.

The Govt B.T.s for 5-6-7-8 trip 141-28 call for W.P. 20" N 75° E 10 = 6.60 ft

W.P. 30" S 56° E 36 = 23.76 ft.

W.P. 24" S 62° W 67 = 44.72 ft.

**= 278**

These B.T.s have been re-marked with scribe and as W.P. 30" S 56° E 36 is badly decayed so another Pine 18" has been Marked 5" further away at same bearing. We use decayed stump of 30" White Pine.

We figure distance proportionately and

H. J. Baldwin

Friday Oct. 22<sup>nd</sup> 1915 Continued.

set hub at Cor. The distance  
& bearing now to old B.T.s are  
now as follows.

27 8 W.P. 20" N 24° E 6.40 ft

W.P. 30" S 52° E 23.06 ft.

W.P. 24" S 75° W 92.92 ft.

$5152.4 \div 202.5 = [0.03930]$

New B.T.

W.P. Stub 30" N 6° E 57.1 <sup>039215 E.A.H.</sup> blazed with Tac Km Centre

Baldwin has supper at Anderson's  
and leaves for Longville intend-  
ing to take Stage to Pine River  
then train to Walker.

Horst and Harig took boat  
with Irons and K & E Transit &  
come across Leech Lake to  
Carlson's Landing.

They reach Anderson's after  
Baldwin has left and have Supper.  
Harig & Horst overtake Baldwin  
at Hotel in Longville.

All over night at Longville

M. J. Baldwin



Saturday Oct. 23<sup>rd</sup> 1915.

Beautiful Day -

Baldwin - Horst - Harig - have breakfast at Hotel in Longville. Pk 75¢. Each  
We'll ride out to Anderson's in Mr Anderson's team, he is returning from Pine River.

Harig has lame leg remains at Anderson's  
Baldwin & Horst take Aloe Transit & go to where H Anderson & Atwood are cutting East on Random Line at North of sec 8.

We set hub & return to Anderson's for dinner P.M. Horst with Anderson & Team go to Carlson Landing to L.M.s & Transit etc.

Baldwin - Aloe Transit.

Atwood - Flag & Axe

Anderson - Axe & Sledge.

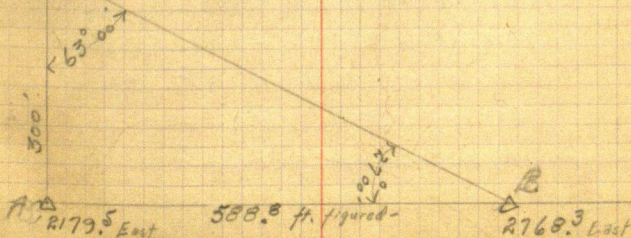
We go to Cor 5-6-7-8 Twp 141-28 Chain East.

At 543.7 E 2 hub 9.75 North

1329.4 E 2 hub 23.34

2031.5 E 2 hub 1900 E Road to Simpson's house

35.74



N.J. Baldwin -

Saturday Oct. 23<sup>rd</sup> 1915.

At 2170 E Road to Longville.  
 " 2179.5 E a hub from which we  
 chain 300 ft North for Base Line  
 for Triangulation. Turn  $90^{\circ} 00' 00''$

At 2210 E Enter Wet Meadow  
 " 2400 E Enter Lake (Estimated)  
 " 2580 E Leave Lake  
 " 2750 E Leave Wet Meadow.

2066  
 Fig. on  
 Page 103

" 2768.3 E a hub which closes triangle  
 Angle At B  $63^{\circ} 00'$  Road  
 " " A  $27^{\circ} 00'$  Road.

We set a couple of hubs &  
 cut brush

Quit for Night reach Anderson's  
 5.25 P.M.

Baldwin - Horst - Harig at Anderson's  
 over night.

278

J. F. Baldwin

Sunday Oct 24<sup>th</sup> 1915

Now working in field.

Baldwin - Harig - Horst at  
 Anderson's all day —

Baldwin wrote notes & letter to Geo. J. Baldwin.



Monday Oct. 25<sup>th</sup> 1915.

Cold - Wind - Snowing Slightly - Bad to work in field.

Breakfast at Anderson's -

Baldwin - Horst - Anderson go to Range Line and Continue North on Miller's - old line which he run in June - Taking lunch with us -

Starting from Miller's Line at 19300 N we Continue North to 21842.2 N where we hit fairly tack in hub at true Cor 12-13

7-18. Horst using K & E Transit keeps notes -

We arrive home wet at 5 P.M.

Harig and Atwood go to Random Line running East about North boundary of Sec. 8 -

They run transit Line and Triangulate three Marshes.

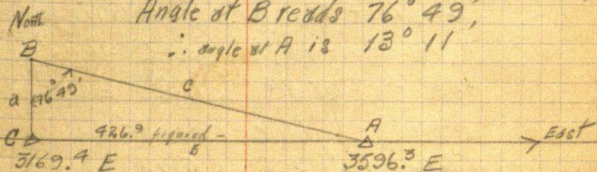
At 3008.8 E d hub - **-278**

" 3169.4 E a hub - C from which They run base line 100' North at 90° -

At 3220 E Enter Wet Marsh.

Angle at B reads 76° 49'

∴ angle at A is 13° 11'



They cut brush to Sec. Cor. All at Anderson's for Supper & Lodging.

A. J. Baldwin -

Tuesday Oct. 26<sup>th</sup> 1915

Very Cold - Snowing - Wind <sup>bad day for work</sup>

Breakfast at Anderson's

Hurst & Anderson with H&E Transit.

go to Range Line to Sec Cor 1-12-6-7

Established by Baldwin as shown on page 97 this book.

They start Random Line North taking lunch with them.

Baldwin with Tin Compass.

Establishes 4-5-8-9 from U.S.

Govt. B.T.s. The stumps with B.T.

278

scribe mark showing

W.P. 15 W 29 E 20 = 13.20 ft.

N.P. 12 S 13 E 35 = 23.10 ft

N.P. 11 S 39 W 55 = 36.30 ft

The burnt roots of the B.T.

N.P. 12 N 71° W 38 = 25.08 ft

A hub with tack in the centre is placed at the true Cor. The distances from B.T.s are proportioned

13.20 = 13.00      23.10 = 22.74

36.30 = 35.74      25.08 = 24.74

Harig - Alic Transit

Atwood - Arc - & Flag.

Continuing East on Random Line

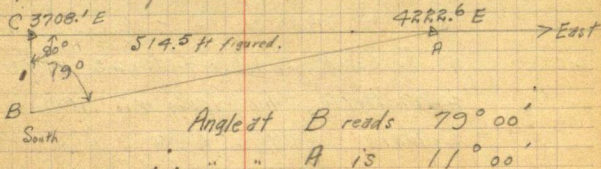
H. J. Baldwin.



Tuesday Oct 26<sup>th</sup> 1915 Continued-

107

At 3708.1 E a hub from which a base line 100' in length is run South at 90°.



At 3730 E Enter Wet Marsh

" 4150 E Leave .. "

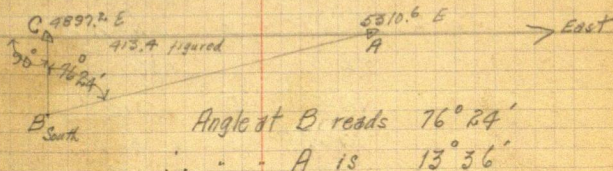
" 4222.6 E a hub to close Triangle -

" 4506.2 E a hub

" 4897.2 E a hub

4960 E Enter Wet Marsh.

278



At 5230 E Leave Wet Marsh

" 5310.6 E a hub to close Triangle

At 5300.7 E The True Cor 4-5-8-9.

Twp. 141-28 Set s North 95.10 ft.

We start a Random Line East on 6° 45' Var.

At 015 E Cross Farm Road.

" 660 E Enter Wet Marsh.

" 1000 E Leave .. "

Balance P.M. Cutting Line -

All at Anderson's over night -

H. J. Baldwin.

108.

Wednesday Oct. 27<sup>th</sup> 1915.

Fine Day - Warm -

Breakfast at Anderson's.

Hart &amp; Anderson &amp; Anderson.

go to Range Line & Continue Random  
Line North, taking lunch with them.

Baldwin - Harrig - Atwood with Alce Transit

Chaining East on Random Line bet Sec.  
4 & 9 - Twp-141-28.

at 600 N 257

N 17.73

At

1841.1

E

a hub.

" 27.39

"

1917.0

E

a hub.

" 33.72

"

2360.4

E

a hub.

" 42.87

"

3000.0

E

a hub -

" 50.38

"

3526.0

E

a hub -

" 58.16

"

4069.5

E

a hub -

"

4200

E

Enter Swamp -

"

4800

E

Leave " -

278

"

5352.8

E

a hub -

At 5353.0 E The True Cor.

3-4-9-10 Sets North 76.5 ft.

 $5353.0 \div 76.5 = [014291]$ 

At this Cor U.S. Gort Notes call for

Gore - Pp1er 8 S 26 W 40 = 26.40

Shrub with B.T. Shoring. W.P. 26 S 62 E 59 = 38.94

Roots of Tree only - W.P. 13 N 43 E 35 = 23.10

From latter two B.T.s Set hub with

H. J. Baldwin.



Wednesday Oct 27<sup>th</sup> 1915 Continued.

109.

Tack in Center.

An Oak 12" through which some Surreyer  
has marked with Scribe in the same manner  
as Govt B.T. to which we take new bearing  
as follows. Oak 12" S 65 W 39.85 ft.

We start New Random Line East  
on about 6° 45' Var.

At 100.3 E a hub. 1.70

" 827.6 E a hub. 13.96

Quit for Night at 5.10 P.M.

Baldwin - Hirst - Harg at Anderson's  
for Supper - Lodging.

N.L. Baldwin.

Thursday Oct 28<sup>th</sup> 1915

Clear Day Strong Wind.

Breakfast at Andersen's.

Horst & Andersen - Andersen to  
Range Line. taking Lunch.

Baldwin - Olsen with B.S. Compass.

Correcting Line between Sections  
5 and 8 - Twp 141 - 28.

5300.7 ÷ 95.1 = [0.1794] True Line -

Hub at 543.7 goes North 9.75'

" " 1329.4 " " 23.84'

" " 2031.5 " " 36.44'

" " 2179.5 " " 39.11'

1/4 Cor. at 2650.35 " " 47.55'

Hub at 2768.3 " " 49.66'

" " 3008.8 " " 53.98'

" " 3169.4 " " 56.87'

" " 3596.3 " " 64.51'

278 " " 3708.1 " " 66.52'

" " 4222.6 " " 75.75'

" " 4506.2 " " 80.84'

" " 4897.2 " " 87.85'

We set IM, 2 1/4" x 4' at each 1/4 and Sec Cor.

Harig & Atwood continue East on  
Random Line between Sections 3-10  
Twp 141 - 28.

N. J. Baldwin.



Thursday Oct 28<sup>th</sup> 1915. Continued-  
Channing East

111

At	1125.3	E & hub.	18.98
"	1780.5	E & hub.	30.3
"	2306.6	E & hub	38.90
"	2334	E Enter Marsh.	
"	2700	E Leave "	
"	2703.5	E & hub --	45.60
"	2820	E Enter Marsh.	
"	2900	E Leave "	
"	3000.0	E & hub " "	51.00
"	3100	E Enter. " "	3
"	3275	E Leave " "	
"	3400	E Enter Marsh.	
"	3615	E Leave " "	
"	3784.0	E & hub	66.1
"	4200	E Farm Road.	

Quit for night  
Baldwin - Hurst -  
at Anderson's.

Waring Supper & Lodging

N. F. Baldwin.

278

Friday Oct. 29<sup>th</sup> 1915.

Clear Day -

Breakfast at Anderson's

Hurst - H. Anderson go to Range  
Line making Corrections & placing  
Iron Monuments.

Baldwin - Harg - Atwood - Olson  
going to Random Line running  
East between Sections 3 & 10 - 141-28

At 4661.4 E a hub where  
offset South 200.0 ft at  $90^{\circ}00'$   
to avoid a wet Marsh -

At 5061.0 E a hub where  
we offset North 89.0 ft at  $90^{\circ}00'$   
here we continue to chain East

At 5140 E Enter Marsh

27 8

" 5230 E Leave

" 5407.1 E a hub where

we offset North 111.0 ft to bring  
us on Random Line Continued  
from hub at 4661.4 E -

P.M.

We Look for B.T.s to the  
Cor 2-3-10-11 - Twp - 141-28.

We find the True Cor 2-3-10-11  
with white oak Gort stake  
and drive I.M. 97.4 ft North of

Random Line

J. J. Baldwin



113.

Friday Oct 29<sup>th</sup> 1915 Continued.  
We start Correcting back and  
find B.T.s to  $\frac{1}{4}$  Cor as described  
in U.S. Gov't Notes as follows.

N.P. 18" N 29 E 108 = 71.28

N.P. 14" S 12 W 120 = 79.20

At above distances from B.T.s we set I.M.  
2'  $\frac{1}{4}$ " x 4' driven 30" in the ground.

We also drive 2'  $\frac{1}{4}$ " x 4' I.M. 30" in the  
ground at True Sec. Cor - 2-3-10-11-  
Twp. 141 - 28.

Quit for Night -

Baldwin - Arrest - Arrig at Anderson's  
for Supper & Lodging -

H. J. Baldwin

Saturday Oct. 31<sup>st</sup> 1915.

Clear Day - Strong wind in P.M.

Breakfast at Anderson's.

Horst & Anderson & Anderson - take lunch & go to Range line where they correct mile as figured - Page 98 - this book. They correct first  $\frac{1}{2}$  Mile East of Range Line. as figured below.

1 <sup>st</sup> Mile	Hub at	100.0	goes South	3.33	ft
East of	" "	481.4	" "	18.30	"
Range.	" "	636.4	" "	24.99	"
Line.	" "	1180.7	" "	46.41	"
	" "	1639.1	" "	64.41	"
	" "	2009.8	" "	78.99	"
	" "	2572.97 E	" "		"
	" "	2576.2	True $\frac{1}{4}$ Cor. goes		

27 8

South	[101.025	ft. Horst sets I.M.
Hub at	2597.7	goes South 102.10 ft.
" "	3075.5	" " 120.85
" "	3330.6	" " 130.31
" "	4137.7	" " 162.62
" "	5070.0	" " 199.25
At	5152.4	" " 202.05

where I.M.  $2\frac{1}{4}$ " x 4' is placed 36" in the ground.

P.M.

Harig & Atwood correct  $\frac{1}{2}$  Mile East as shown above. with Albig Transit & 100' chain.

A. L. Salomon



Saturday Oct 30<sup>th</sup> 1915 Continued -

Baldwin & Harrig - Atwood - & Olsen -  
go to mile between Sections 3 and 10 - where  
we correct this mile as follows -

The hub at 100.3 goes North 1.70 ft.

" " " 827.6 " " 13.96 "

" " " 1125.3 " " 18.95 "

" " " 1780.5 " " 30.00 "

" " " 2306.6 " " 38.90 "

" " " 2703.5 " " 45.60 "

At 2756.4 The True  $\frac{1}{4}$  Cor. Sets North  
46.30 ft. I.M.

The hub at 3000.0 goes North 51.00 ft.

" " " 3784.0 " " 66.10 "

At 5407.1 The True Sec Cr. 2-3-10-11  
twp 141-28 Sets North 97.40 ft I.M.

Quit for dinner.

P.M. Baldwin & Olsen with B.S. Compass  
and 50' Metallic Tape correct Mile  
between sec 4 and 9 as here shown.

The Hub at 600.0 goes North 8.57 ft

" " " 1241.1 " " 17.73 "

" " " 1917.0 " " 27.30 "

" " " 2560.4 " " 33.72 "

At 2776.5 The True  $\frac{1}{4}$  Cor. Sets North 38.25  
here we drive I.M.  $2\frac{1}{4} \times 4$  in the ground 30"

M. J. Baldwin.

141-28

Saturday Oct. 30<sup>th</sup> 1915 Continued -

The Hub at 3000.° gives North 42.87 ft.  
 " " " 3526.° " " 50.38 "  
 " " " 4069.5 " " 58.16 "

At 5353.° The True Cor. 5-4-9-10

Twp 141 - 28 Sets North 76.5 ft.

where we drive 2 1/4" x 4" I.M. in the ground 30."

Quit for night early 9.30 P.M.

Baldwin - Horst - Harig - have supper &amp; lodging at Anderson's.

H. J. Baldwin.



Sunday Oct. 31<sup>st</sup> 1915.

Clear day - Strong Wind.

Breakfast at Anderson's.

Anderson drives Baldwin-Horst-Harig-  
to Cyphers fare \$5.00 Leave 9.30 A.M.  
arrive at Cyphers 3.00 P.M.

We phone to Walker Auto Co for car.

They say it will come. 21¢ and 31¢

At 5.30 P.M. we phone again to Walker Auto  
Co. & the car has not started so we  
cancell car order & walk to Walker  
Arrive 7.00 P.M. Supper at Carlson's  
Restorant. Meals 60¢ each -

Report to Caro.

All spend night at Camp.

M. J. Baldwin -

12 Iron Monuments left in a pile near  
the intersection of Road on old R.R. Grade  
at old School house - and Range Line 28-29.  
80 ft. North & 40 ft. West of Crossing -

Monday Nov. 1<sup>st</sup> 1915.

Clear Day - Cold Wind.

Baldwin & others go to County  
Surveyor's Office.

Baldwin - Horst go with Curo To  
Sec 22-142. We correct  $\frac{1}{16}$  Line.

P.M. Baldwin & Horst with Gurley  
Transit. run true  $\frac{1}{16}$  Line. (South)  
at Rogers & Scribner Addition.

Baldwin spends some time A.M. & P.M. in  
Co. Surveyor's Office, on notes of County  
Road Trp - 141-28 and 29 -

Jarvis goes to Cyphers for baggage and  
Inst's. he pays 35¢ for lunch. and returns  
on P.M. Train. fare 38¢ Return - To Walker.

N.F. Baldwin.



Tuesday Nov. 2<sup>nd</sup> 1915.

119.

Fair Day -

Johnston & McMahon go to Pine River.

We all go to County Surveyors Office &  
sign up Bills.

Scott - Hurst - Tusler start to sec 7-141 but  
change & go to sec 27-142-

Baldwin in County Surveyors Office all  
day Making out Bills etc.

W.F. Baldwin.

Nov 3<sup>rd</sup> to Nov 19<sup>th</sup> inclusive  
 Notes kept in other book on  
 Surey job out of Pine River.

Saturday 20<sup>th</sup> Spent in Curo's  
 office in Walker

Lodging. Breakfast & Dinner at  
 Chase Hotel for which Baldwin pays  
 \$1.00 Cash. Rest of time in Walker  
 live in Camp. except Sunday  
 Supper which we have at Chase  
 Hotel, charged to Curo.

Sunday Nov. 21<sup>st</sup> No work.

A. J. Baldwin



253.4

# Time Sheet for Town Road

Name -

Baldwin Harold F.

Dilworth George

Quantity for Road

J.A. Johnston

	22	23	24	25	26	27	28	29	30	140-30	Nov-1915
Baldwin Harold F.	1	1	1	1	1	1	0	1	0	1	2345
Dilworth George	$\frac{1}{2}$	1	1	1	1	1	0	1	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
Quantity for Road	$\frac{3}{4}$	1	1	1	1	1	1	1	$\frac{1}{2}$	$\frac{3}{4}$	$\frac{1}{2}$
J.A. Johnston										$\frac{1}{2}$	1

122

Monday Nov 22<sup>nd</sup> 1915.

Snow - Strong Wind.

Breakfast at Camp.

Baldwin in County Surveyor's Office  
all day.

Prepare notes for Survey of Town  
Road at Hackensack. Sec 19 and 20  
140 - 30.

Lunch - Supper & Lodging at  
Camp in Walker.

N. F. Baldwin



Tuesday, Nov 23<sup>rd</sup> 1915.

123.

Clear Day -

Breakfast in Camp at Walker.

Pack up, get Transit at Curd's House & flag at office.

Baldwin takes 9.20 A.M. Train to Hackensack. Arrive at Hackensack & go to Lake View Hotel. See Pete Lindberg who hires Kendall to work with me. Kendall comes just before Dinner to say he cannot go with me this P.M. but has arranged for Walter Garrity to take his place.

Have dinner & wait until 1.30 P.M. Walter Garrity does not show up. Hunt for him then see Pete Lindberg who hires George Dilworth. Baldwin buys 2" 6" spikes pays .08¢ We go to I.M.  $\frac{1}{4}$  Cor. bet Secs. 19-20 and walk south to South  $\frac{1}{16}$  Cor. bet. Secs. 19 & 20.

Here we cut line East on  $8^{\circ}45'$  Var. We drive 6" spikes for hubs with red attached. but do not chain.

At 4.50 P.M. it is getting dark & we Quit for Night. Brush is very thick Baldwin at Lake View Hotel for Supper and Lodging.

Leave Call for 6.30 A.M.

N.F. Baldwin.

Wednesday Nov. 24<sup>th</sup> 1915

Clear Day - Warm - snow melting -  
Breakfast at Lake View Hotel  
We leave hotel at 7.30 A.M. grind  
axe & brush hook.

Baldwin - Abe Transit. & chain.

Dilworth - Axe and Flag & "

We Continue East on South  $\frac{1}{16}$  Line  
Sec 20-140-30

We cut brush and run transit line  
East until noon. Heavy Cutting -  
Baldwin Takes dinner at Lake View Hotel.

P.M.

Chaining East from South  $\frac{1}{16}$  Cor  
bet Secs 13 & 20 using 100' Chain, Spikes at each 100'

At 446.<sup>9</sup> E & hub 6" spike

" 550 E Cross Road running S E

" 698.<sup>4</sup> E & hub Took in 12" Jack Pine

" 915 E Enter wet Marsh. Stamp-

" 1085 E Leave "

" 1165.<sup>6</sup> E & hub 6" spike -

" 1585.<sup>0</sup> E & hub " "

" 2104.<sup>7</sup> E & hub wood with Tack.

We cut brush until 5.00 P.M.

Quit for night. Very heavy Cutting -

Old man Strand comes out to boss job

Baldwin at Lake View Hotel for supper  
and lodging.

Leave Call at 6.30 A.M.

N. J. Baldwin.



Thursday Nov 25<sup>th</sup> 1915.

125.

Clear Day - Thanksgiving Day -  
Breakfast at Lake View Hotel.

Baldwin - Alce Transit & Chain.

Dilworth - Axe & Flag

Continuing East South  $\frac{1}{2}$  Line Sec 20 - 140° 30.

At	2745.4	E	d hub	6"	Spike with Rod
"	3462.0	E	d hub	6"	" " "
"	3740	E	Enter Swamp.		
"	3830	E	Leave	"	"
"	3876.5	E	d hub		Wood with Tack.
"	3890	E	Enter Tamarack Swamp.		
"	4160	E	Leave	"	"

We quit for night. Baldwin finds I.M. at S.E. Cor. Sec 20  
Today we came back for dinner at Hookensack  
Baldwin at Lake View Hotel for Supper &  
lodging. Leave Call for 6.30 A.M.  
N.L. Baldwin.

126.

Friday Nov. 26<sup>th</sup> 1915.

Fair Day -

Baldwin has Breakfast at Lake View Hotel.

We leave at 7.30 A.M. and continue

East on South  $\frac{1}{16}$  Line Sec 20-140-30.

At 4275.6 E a hub 6" spike

" 4721.5 E a hub 6" "

" 4865 E Enter Swamp - North

We Quit for Dinner & walk to Hackensack R.

P.M. We go to I.M. at Sec. Cor 20-21-28-29.

Here we run North on  $8^{\circ}45'$  Var.

Baldwin - Alce Transit & Chain. (100')

Dilworth - Axe & Flag & " "

Iron Monument at Edge of Swamp.

At 190 N Leave Swamp.

" 359.0 N a hub 6" spike with red.

" 510 N Enter Swamp.

" 670 N Leave "

" 754.3 N a hub 6" spike with red.

The Tamarack Swamp is West 40 ft.

Quit for Night - arrive at hotel 8.40 P.M.

Baldwin at Lake View hotel for Supper

& Lodging. Leave call for 6.30 A.M.

N.F. Baldwin.



Saturday Nov. 27<sup>th</sup> 1915.

Beautiful Day.

Baldwin has breakfast at Lake View Hotel & takes  
Lunch to work. Leave Hotel at 7.30 A.M.

We continue North on Random Line bet Sec 20 & 21.

Baldwin - Alce Transit. & 100' Chain.

Dilworth - Axe & Flag- " "

At 973.5 N a hub. (6" Spike with red.)

" 1100' N Enter Swamp & Marsh

" 1500 N Leave Swamp

" 1552' N a hub (Wood with Tack.

" 1600 N Enter Tamarack Swamp.

" 1829.0 N a hub (Wood with Tack.)

" 2612.6 N The True 1/4 Cor. Sets

West 42.6 ft. 1/4 Cor. on high Land.  
2612 Edge of Swamp.

At 1/4 Cor. bet sec 20 & 21 Gov't Notes call for.

W.P. 18" S 62° W 19 = 12.54 ft.

Aspen 5" S 29° W 20 = 13.20 ft.

The W.P. stump is plainly marked B.T. From it I  
set 3"x3"x3' White Ash post at 1/4 Cor.

Quit for Night arrive Hotel 5.45 P.M.

Baldwin at Lake View Hotel for supper &  
Lodging.

H. J. Baldwin.

128.

Sunday Nov. 28<sup>th</sup> 1915.

Fine Day No Work in Field.  
Baldwin Breakfast & Dinner at Lake  
View Hotel.

Baldwin writes notes & Letter to Curc.  
Stays at Lake View Hotel for Supper  
and Lodging.

Leave 6.30 A.M. Call

H. J. Baldwin.



Monday Nov. 23<sup>rd</sup> 1915.

Cold - Strong Wind - Flurry of Snow.

Baldwin has breakfast at Lake View Hotel & takes Lunch.

Baldwin - Axc Transit. & Chain.

Dilworth - Axc flag & " "

We go to P.I. East boundary sec 20 &

South  $\frac{1}{16}$  Line. Here I Establish  $\frac{1}{16}$  Cor. and drive Tamarack  $3 \times 3 \times 2 \frac{1}{2}$  square

Now we tie in Random South  $\frac{1}{16}$  Line.

At 5266.6 E The South  $\frac{1}{16}$  Cor. bet Secs 20 & 21 Sets South 22.6 ft.

The first  $\frac{1}{2}$  mile East from  $\frac{1}{16}$  Cor. bet Sec 19 & 20. Will be corrected as follows.

$$5266.6 - 22.6 = [0043]$$

2633.3	goes South	11.50 ft
2104.7	" "	9.03 "
1585.0	" "	6.80 "
1165.6	" "	5.00 "
698.4	" "	3.00 "
446.9	" "	1.92 "

After we eat Lunch we go to Sec Cor.

20-21-28-29. and run a random

Line West. following about Line of fence but Crossing fence several times.

Baldwin bruises Knee making walking difficult.

N. J. Baldwin.

130

250.

Monday Nov 29<sup>th</sup> Continued-  
Chaining West with 100' Tape-  
St. 953.8 W & hub 6" spike-  
" 1764.8 W " " "

" 1955 Cross driveway to Quick's house  
Set hub across lake - Quit for night at 2000.  
Leave Transit at Quick's.

253

Supper & Lodging at Lake View  
Hotel.

Receive message from Caro to go to  
Webb Lake with Commissioner  
Krake in the morning.

Phone Mr. Krake that I can not go  
pay message 21¢.

N. F. Baldwin.



Tuesday, Nov. 30<sup>th</sup> 1915.

Fair Day -

Breakfast at Lake View Hotel

Baldwin goes to Backus on 10.<sup>01</sup> A.M. Train  
to see Doctor about injured Knee -

Baldwin returns to Hackensack on afternoon  
passenger Train & has Supper at Lake View Hotel  
then goes to Walker on Evening Freight Train.  
Stays at Chase Hotel.

Curo & Dilworth find sec cor 19-20-29-30.  
in afternoon.

Fare Hackensack to Walker .33¢

H. J. Baldwin -

132.

253.

Thursday Dec 2. 1915

In accordance with instructions  
Received from Jno W. Curo I Leave Walker  
at 9.28 AM for Hackensack To continue  
work begun by H.F. Baldwin, Fare 33<sup>cts</sup>

See Dilworth at 10.30 and inform him  
That we would begin work immediately  
after dinner. Dinner at Lake View Hotel.  
P.M. Continue west on South random line  
started by Baldwin

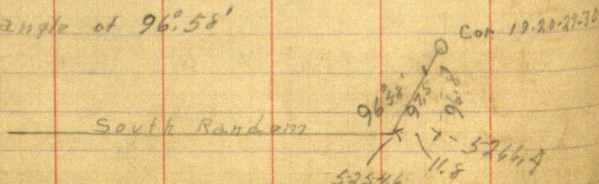
Johnston. Transit & chain & Axe  
Dilworth Flag-chain-Axe

Set Transit up at Hub 1764.8 and  
set point in ice at 2600.2 for use  
later in placing  $\frac{1}{4}$  cor.

Cut out and Hubed over Lineto  
point opposite cor 19-20-29-30. Chaining  
between 2600.2 and 4351.6 done on  
ice by offsetting South.

2957. Enter lake  
5254.6 Hub in meadow

Cor 19-20-29-30 sets 97.5' to left at  
angle of 96° 58'



Then at 5266.4 Cor Post sets 96.8' South

J. G. Johnston

at 3/4 3351.6 W. M.C. #32 sets S. 52.70 ft.



Friday Dec 3-1915

A.M. Breakfast at Lakeview Hotel 7.00

With Dilworth I continue work on South random line. We find Leaning Tam Tree on edge of lake bearing imperfect Scribe marks and with Tack driven in it. This tree probably BT to M.C. This tree sets 45.5' South from Chainage 3348.2' on South Random

As instructed I disregard this M.C. and set  $\frac{1}{4}$  Cor midway between Sections Cor. I.E. I placed Hub at 2633.2 on South random and offset South 48.4' and drove spike in ice For True  $\frac{1}{4}$  Cor between 20-29

From this  $\frac{1}{4}$  Cor New BT<sup>s</sup> stand as follows.

Tacks driven in Trees	}	Popter	10"	N 50° 20' W	86.4'	} Var 8.00
		"	5"	N 54° 30' E	165.3'	

From this  $\frac{1}{4}$  Cor I begin a Line North on Var 70° 45'. Intersect E & W  $\frac{1}{2}$  line at noon.

P.M. Continued N all P.M. Country rough and very brushy. Quit work when unable to see longer with Transit.

J.A. Johnston

134.

253

Hackensack

Saturday Dec 4 - 1915

A.M. Finish running  $\frac{1}{4}$  line north to highway on north section line. I.M. at  $\frac{1}{4}$  cor 28.8' East of random line.

Correct over west half of  $\frac{1}{16}$  random line run by Baldwin using corrections given on page 129. Also correct over south  $\frac{1}{4}$  of random N vs  $\frac{1}{4}$  line and at intersection of the true lines I set 3"x3" pine post to mark True  $\frac{1}{16}$  cor {center S.  $\frac{1}{2}$ }

From this post B.T. stand as follows

Dry Pine stub	8" N 9° 10' W	23.4'	} To Tack Hoals
" stump	8" N 71° 40' E	26.0'	

From Chainage 2629.6 on random  $\frac{1}{16}$  line True cor. sets south 11.3'

On lake shore at old saw mill a Hub was driven in sawdust to mark point on true N vs  $\frac{1}{4}$  line 93.9' N of  $\frac{1}{4}$  cor between sections 20 & 29.

Corrected E  $\frac{1}{2}$  of south random line by setting Hub 953.8 over south <sup>14.98' OK</sup> 17.5'

" 1764.8 " " 32.4' 27.71'

Dilworth worked with me all A.M.

J. Johnston



Saturday Dec 4 {Continued}

P.M. Went out after dinner with Mr. Linberg for him to inspect work done. He considers lines as run suitable for road centers so no more work was necessary. Phone Curo to that effect and receive instructions to go to Webb Lake Camp with Tusler and to return to Hackensack on Monday To attend meeting of Village Board

J. Johnston

136.

141-88429

Friday, Oct. 22, 1915.

E. B. Horst and Nick Harig  
 get U.S. Notes and survey outfit  
 Working for Cass County.  
 We cross Secch Lake in the  
 Kittiwah launch run by  
 Alexander, we arrive at Carlsons  
 Landing at 6-30 P.M. we leave  
 survey <sup>outfit</sup> at an old store building  
 also some I.M.s. and go to O.B.  
 Andersons farm, we find H. E.  
 Baldwin has gone to Longville.  
 To return to Walker we following  
 him to Longville arrive at hotel  
 10-30 P.M. and go to bed  
 E. B. Horst.

278



141-28-29 Co. road.

137

Saturday Oct. 23-1915

I pay Harig and Horst's Hotel bill  
= \$1.50 and Horst Baldwin and  
Harig return with C.B. Anderson  
to his farm

Horst and Baldwin work on line  
between sec 5 & 8 until noon

P.M. Horst with C.B. Anderson and  
team go to Carlsons landing to get  
survey outfit and I.M.

C.B. Horst.

Sunday Oct 24-1915

all day at Andersons Newrick

C.B. Horst.

27 8

141-28-29 Co Road

Monday Oct 25-1915

Horst, transit, and chain  
 Heldo Anderson set flag  
 Baldwin with compass goes  
 to look for B.T. S to Govt corners  
 I use A&E transit and 100ft  
 steel tape

we begin at Hut 19111.89 ft N  
 where Geo. W. Miller left off in  
 June-1915 and continue his  
 transit line N between secs 13+18  
 Twp 141 Rgs 28+29

at 19488.80 ft N set Hut

" 21468.90 ft " set Hut

" 21842.22 ft " we intersect  
 center of corner to sec 7-12-13-18  
 set by J. W. Euro. in 1913

smoking all day. all wet.

quiet for night

E. D. Horst.



141-28+29 Co road

Tuesday Oct 26 - 1916

139.

Horst transit & Chain and Helder  
Anderson as ax & Chairman  
walk to cor of sections 1-6-7-12 on  
Range line set by H.F. Baldwin from  
Old Fort B.T. and start a random  
line N between sec 1 and 6 var 1030'  
at 617.7 ft N set Hub

" 954.5 " " " "

" 1890.6 " " " "

" 2120.5 " " " "

quit for night

C.B. Horst.

27 8

Wednesday Oct 27-1915

rust transit and chain

Heldo Anderson split chain

O.B. Anderson split

Continue line N between 1+6

at 2359.0 ft N set Hub.

at 2640.0 " " " " and look for

Govt B.T. to  $\frac{1}{4}$  cor. Notes call for

W. Pine. 25° N 56° E 14 = 9.24 ft

W. Pine. 20° N 56° 30' W 74 = 48.84 ft

we find W. Pine. 25 bearing B.T. plainly

we also find stump of N.W. 137

but marks are all rotted off

stumps check for course & distance

we drive 2 sq. but at pt for true cor

at sta 2629  $\frac{1}{4}$  cor sets E 88.3 ft

we only tie in to this cor and continue

our line N

at 3048.0 " set Hub

" 3382.8 ft N triangulation Hub A

" 3470.0 water edge of lake

transit on Hub A Deause Hub B

to be set on line N of lake

I walk around lake and set transit

over Hub B sight to Hub A.



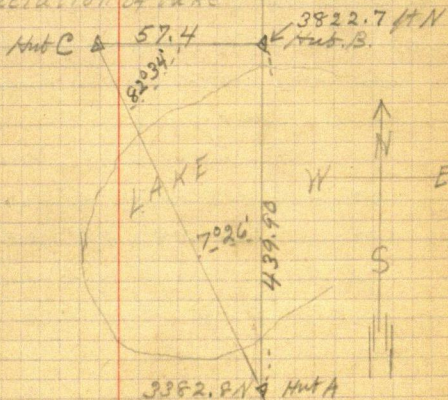
turn  $90^\circ$  to W and cut W 57.4 ft and  
 set Hub C. set transit over Hub C  
 and turn angle from Hub A to B  
 angle at C =  $82^\circ 34'$  angle at A  
 =  $7^\circ 26'$  distance between Hubs A  
 & B = 439.9 ft added to 3382.8 =  
 station 3822.7 N

at 3800. N leave lake

at 4183.6 set Hub.

" 4963.4 set Hub. and quit for night  
 E.B. Horst.

triangulation of lake



142.

141-28-29 Co road.

Thursday Oct. 28. 1915.

Hoot + same. Crew continue N  
bet secs 19-6at 5280 set Hut and look for  
B.T.s to cor of secs 1-6-31-36 being cor  
to traps 141 + 142 - Ranges 28 + 29  
where Govt Notes call for Post + B.T.sW. Birch.  $GS 45^{\circ}W 23. = 15.18$  ftW. Birch.  $5S 25^{\circ}W 25. = 16.50$  ftW. Oak  $14 N 5^{\circ}E 22. = 14.52$  ftW. Oak  $10 S 20 W 18. = 11.88$  ftwe find both Oak B.T.s down but  
plainly markedboth Birch stumps are still there but  
the sap wood bearing marks has  
rotted away the old Post  $5" \times 5" \times 4$  ftstill stands at true point but is  
almost rotted off at surface of groundwe drive a  $2\frac{1}{2}" \times 4$  ft iron pipe capped  
3 ft in ground and set a largeguard stake to mark cor  $\rightarrow$  Dist. Pay  
Cor being in heavy brush on anIsland surrounded by a wet marsh  
we return to Hut 5280 and continue

line N to cor at sta 5517.40 Trip cor

228



sets E of line 176.50 ft

we return to  $\frac{1}{4}$  cor  $\frac{1}{2}$  mile S set sees 1 & 6  
and drive a 2 $\frac{1}{2}$ " x 4 ft 1M. capped 30 inches  
in ground and mark same by setting  
a high guard post.

→ ⊙ New B.T. to cor of Twp 141 & 142  
Rges. 28 & 29 are

Popple 7 N 15° 30' W 55 ft

Birch 4 S 70° 30' E 28 ft

W. Pine stump 24 S 54° 30' W 38 ft

quit for night

E.B. Frost.

278

144.

141-28+29 Co road

Friday Oct 29-1915

Forest Transit & Chain, Heldo Anderson  
 off flag & chain  
 ride with O.B. Andersons team  
 to a point where range line  
 intersects a logging road used  
 for wagon road being about 20 ft S  
 of  $\frac{1}{4}$  cor bet sees 19+24-141-28+29  
 and where Geo C Williams according to  
 our orders has delivered 19 iron  
 monuments brought from Harry

20

Savallers in 140-29 sec 11

21

we take 3 of these and walk S on range

22

line to cor of sees 25-30-31-36 established  
 by J.W. Curt County surveyor we find  
 his wood post which we pull up and  
 set a  $2\frac{1}{2}$  in. by 4 ft I.M. capped 3 ft in  
 the ground - This cor is only a few  
 rods N.E. of Frank Kinkles house  
 where we find an I.M. but leave it  
 at his house as we have to much to  
 carry

we walk N  $\frac{1}{2}$  mile and find post  
 set by Miller for  $\frac{1}{4}$  cor bet sees 26+30

E.B. Frost



we pull up his hut and set a  $2\frac{1}{2}$ "  
X 4 ft capped I.M. at sta 8190.83 N  
W. Birch 4 N  $68^{\circ}$  W 20.2 ft New B.T.

at sta 10921.11 ft N being point for  
true cor to sec 19-24-25-30 falls  
in lake I set a wit cor 653 ft N  
on N shore of lake where I place a  
 $2\frac{1}{2}$ " X 4 ft capped I.M. with New B.T. &  
Popple 7' N  $36^{\circ}$  W 28.50 ft.  
" 4 N  $15^{\circ}$  30' E 53.80 ft.

we walk N to sta 13651.39 where we  
set the true cor bet sec 19 and 24  
being a  $2\frac{1}{2}$  in X 4 ft capped I.M. (No. B.T.s)

going N to sta 16381.67 where we  
set the true cor to sec 13-18-19-24  
being a  $2\frac{1}{2}$ " X 4 ft capped I.M. with B.T.  
W. Pine snag 30 in N  $87^{\circ}$  E 72.50 ft  
W Birch 6 N  $31^{\circ}$  W. 47.0 ft

at sta 19111.94 N we set the  $\frac{1}{4}$  cor bet  
sec 13 & 18 being a  $2\frac{1}{2}$ " X 4 ft capped  
I.M. which sets in N side of dry meadow  
as there are no trees near we set a  
large guard stake

E.B. Horst.

278

146.

141-28-29 Concord

at 21842.22 N being the true  
cor to sec 7-12-13-18 we pull  
up the Oak stake set by euro  
and put in its place a  $2\frac{1}{2}$ "  
x 4ft capped I.M.

all above I.M.s sit on true range  
line between Twp. 141 N Rge 28 and  
29 W quit for night.  
E.P. Frost.

278



141-28-29 cor road 147

Saturday Oct 30-1915

Horst transit & chain with Heldo  
and O.B. Anderson go to S.W. cor of  
sec 7-141-28 and set road centers  
and I.M. & N 1 mile bet sees 7+12

Hub 829.1 ft goes E 12.67 ft  
1636.1 " " E 23.10 "  
2000.0 " " E 30.56 "

2670.15 " run E 40.80 ft and  
set a  $2\frac{1}{2}$ " x 4 ft I.M. for true  $\frac{1}{2}$  cor  
bet sees 9+12 with New B.T.s

Popple 6 N  $23^{\circ}$  W 62.50 ft

At 3100 ft N goes E 47.37 ft

Hub 3631.6 " E 53.50 ft.

" 3999.7 " E 61.12 "

" 4380.5 " E 66.93 " **278**

4630.6 " E 71.05 "

4932.5 " E 75.67 "

at 5340.3 E the cor to see

1-6-7+12 sets E 81.60 ft where  
we set a  $2\frac{1}{2}$ " x 4 ft I.M. (B.T. & Rig)

Popple 8 S  $2^{\circ}$  W 83.50 ft (at small lake)

" 10 S  $58^{\circ}45'$  E 32.90 ft

We set road centers going E between  
sees 6+7 correction of random line

E.H. Horst.

148.

141-28-29 cor road

Oct. 30. 1915

= 10393

Hub 481.4 E gone S 18.90 ft

" 636.4 " " S 24.99 "

" 1180.70 " " S 46.41 "

" 1639.10 " " S 64.41 "

" 2009.80 S 78.99 "

at 2376.20 ft E we run S 101.25

ft where we set a  $2\frac{1}{2} \times 4$  ft cappedI.M. for true  $\frac{1}{2}$  cor between sics

647 T 141 R 28 (B.T. o rig)

Popple 8 N  $27^{\circ}35'$  W 53.90 ft" 8 N  $23^{\circ}10'$  E 44.80 ftHarig and Atwood correct  
balance of this line Baldwin  
keeping notes for Harig.

E.B. Harst.

278



141-28-29

149.

Sunday Oct. 31-1915:

O.B. Anderson with his team  
takes Horst, Baldwin and Haig  
with 2 survey outfits to Cyphers  
where we call ~~for~~ phone for an  
auto but all are out so we walk  
to Walker leaving survey outfits  
at Cyphers with Burt Woods  
we arrive at Walker 7-15 P.M.

E.B. Horst,

78

5278

278