

72.

MINING
TRANSIT BOOK
363

①

Index

P7

Sec 10-145-31 Commercial Club road 2,
-21

Cass Lake

10-145-31

I am to survey a strip of land
66 ft wide NE & SW and 150 ft wide
E & W along the present road from
the school house to the boat landing
at Cass Lake - required by the Com-
mercial Club of Cass Lake for
road purposes. I am working for
the Commercial Club of Cass Lake.

Friday Feb 18-1916 all day in
office at Walker look up notes of old
surveys. Palmer Horst is going to
Federal Dam to survey for Finseth
we will take night train to Bemidji.

Saturday Feb 19-1916 To Walker @
3 a.m. At Bemidji about 4:30 a.m. I
buy bath tickets. Bed & breakfast.
At Mankham for Horst and I.
I pay \$2.50. I buy Horst ticket to
Fed Dam and my ticket to Cass
Lake - Dinner at Paulson get room
\$5. P.M.

Prof

Larson and I
John W. Carr

4

10-145-31

Cross Lake Feb 19-1916 could
 park fence assumed as E & W and run
 N $40^{\circ}05'E$ $\vee 6^{\circ}$

@ 200' stake in snow @ 400 stake

@ 575. Cross Soo line track
 in curve about 25 ft West of
 crossing X. @ 600 stake @ 800 stake

@ 1688.50 intersect wire fence
 supposed to be on E & W $\frac{1}{16}$ line
 set transit about 2 ft from wire
 back right on line just ran
 turn angle about parallel to
 fence and chaining east from
 intersection of wire fence $N 89^{\circ}47'E$
 at 487. intersect a fence corner
 which may be $\frac{1}{16}$ from which a new
 6" J.P. line scribed bears SE about 1
 rod. snow is deep and we cannot
 find stakes.

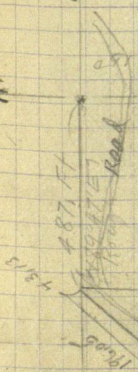
From fence corner near $\frac{1}{16}$ we chain
 south and at 150 ft we are
 just south of cut on main
 hauled road leading to
 boat landing and decide we
 will need a strip of land 150
 ft wide E & W to cover the
 present road.

John W. Carr

Cum Lake

241

about 1300 ft



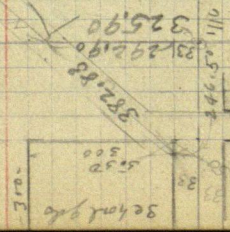
$N 40^{\circ} 05' E =$
 $N 76.51'$
 $E 64.39$

$N 40^{\circ} 05' E 1688.50 ft$
 $= 1291.87 ft N$
 $1087.33 " E$

Sec Line $N 10^{\circ} 15'$

Sec 10-145-91

Central Ave



10-145-31

Coss Lake

Feb 19-1916 Could

Larson and I do all the work

and work from 1-30 to 6 P.M.

Husky haunt & 200 steel traps

I get supper at Auditor hotel pay
the hotel bills and take 7.05 PM train
back to Walker via Bemidji

supper at Markham 50¢ show 10¢

Take 11.40 PM train to Walker

fare 69¢?

Feb 20-1916 Sunday

th from Bemidji at 1-00.

and proceed to plat the road from
survey just made

N40°05'E =

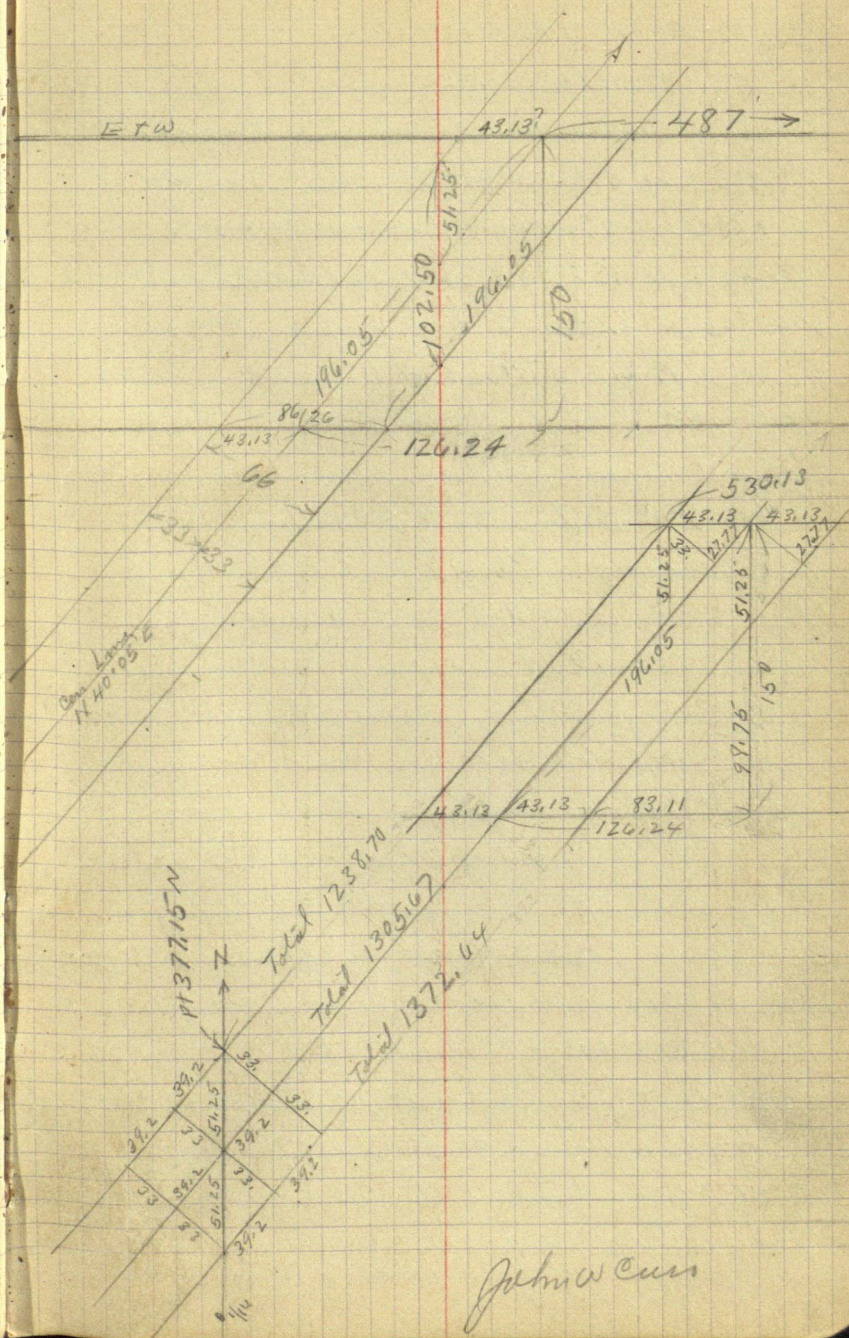
N 76.51	} in each 100 ft
E 64.39	

as they only want a description of the
road in that part of the SE 1/4 of SW 1/4
and about Lot 4. See 10-145-31

the road reads as follows

See page 8. also see letter and
plat sent to J.E. Lundrigan Coss Lake on
March 3-1916.

John W. Coss



10-145-31

Description of road

A strip of land 66 ft wide running NE & SW
and a strip of land 150 ft wide running
E & W in SE $\frac{1}{4}$ of SW $\frac{1}{4}$ in Sec 10-145-31

Begin @ pt 377.15' N of SW Cor thence
N $40^{\circ}05'E$ 1238.70' to N Bdry thence
E. on N. Bdry 530.13' to NE Cor thence
South 150. thence West 570.11' to

intersect the 66 ft strip thence

S $40^{\circ}05'W$ keeping 66 ft from first line
and running 1176.59 ft to a pt on
West bdy 274.65' N of SW Cor thence
North 102.50 ft to place of Beginning
excepting R of W of Mpls. St Paul &
Sault Ste Marie Ry and containing
with R of W as deduced, 3.56 acres

Also a strip of land 150 ft wide
along entire N Bdry of Lot 4-10-145-31

Commencing @ NW Cor thence

E 1600 ft to Can Lake thence South
along West bdy of Can Lake 150 ft thence
West 1600 ft thence N 150 ft to place
of commencement containing in Lot 4,
5.51 acres added to 3.56 making a
total of 9.07 acres

Jahni W. Curo

10-145-31

Figuring acreage of road

$$66 \times 1305.67 = 8617.22 = \text{Total} \quad 1.9800$$

$$R \text{ of } W 110.15 \times 66 = 7269.90 = \quad 0.17$$

Bal less R of W ay

$$\underline{1.81}$$

$$506.99 \times 150 = 76048.5 =$$

$$\underline{1.750000}$$

$$3.56$$

John W. Curo

Monday May 22nd 1916
P.M.

On account of rain we are unable to work on road levels south of Cass Lake - Curo and Horst decide to go back to Walker.

While waiting for train we look over proposed layout and make a few rough measurements as follows.

Begin at West $\frac{1}{4}$ cor bet
Secs 10 & 15 - 145-31

Chain East

@ 26.50 ft a fence runs North being W. side of plowed field - probably planted by the Cass Lake School.

@ 124. fence runs South - being West side of Street.

190. fence runs South being E. side of Street.

190. fence runs North being West side of lot rented by

A. L. Tetu pronounced (Teacher) at 196 West side of Tetu house.

@ 200 set stake.

at 252 fence runs North being

John W Curo

~~West~~ East side of Telu lots
at 298 short old richly fence
runs north a short distance and
was probably not built to mark
any line.

at 300 stake @ 302 in line with
West side of house owned by a man
in Boy River (good house)

3030 alley fence runs South

@ 334 East side of house on N. side
of St.

at 350.40 alley fence runs S.

at 350.40 a fence runs north

being West side of lot leased by

(E. H. Boyce 400 stakes

402. Fence runs north

416 in line with West side of Ed
Boyce house

@ 458.60 E. side of Boyce house

490 fence on W. side of St runs S.

490 " runs north 500 stakes

556 fence runs north and another
runs S. on E. side of St.

581.30 in line with West side of
house 60 ft N. @ 600 stakes

Jahm W. Curran

at 611. E side of house 60' N.

— at 637 " " " wood shed of same Ho

695.50 alley runs South

695.50 fence runs North

700 stake

713.40 alley fence runs South

800 stake 856. West side of

Street runs South 900 stake

920. E. side of St running So

920 in line with W. side of lat

paper shack 100 ft N. Hous 10 ft wide

920 fence runs N. 1500 stake

1000 old hen coop sets N 100'

1055.40 W. side of Ho 100' N

1069. E " " " "

1500 stake 1162. fence runs N

1189 appears to be about fence running S.

1200 stake

1277 front of porch South (about)

1300 stake 1320 keep 1/2 from

This 1/2 we is not set but the

NW BT stump stands plainly

marked from the 1/2 we chain

416 ft E. to Cor line open all

solid ground.

John A. Cunn

Carr Lake May 22 1916 13

To get approximate amount of dirt
in hill on N side of Goat lot
4. Sec 10-145-31 we begin
near $\frac{1}{16}$ in center of S. half of Sec
10- and chain East along fence
on true $\frac{1}{16}$ line

Sto	+ S	HI	- S	Elev	
00				100.00	assumed at $\frac{1}{16}$ on ground
	4.75	104.75			
00			4.75	100.00	
+75			4.90	99.80	
E1			4.10	100.60	
+80			0.80	104.00	
E2			1.60	103.10	
E3			8.70	96.00	
+30			10.00	94.70	on brink of hill near Robinson house
TP	0.00	92.50	12.25	92.50	
+50			2.00	90.50	
TP	0.25	80.50	12.25	80.25	
E4			12.20	68.30	at foot of hill
TP	1.85	70.15	12.20	68.30	at sta. 4. Peg
+65			4.60	65.50	
E5			6.00	64.10	
+25			6.40	63.70	at water edge being level of Carr L. water

14

Cass Lake May 22 - 1916

we then chain east along board walk
toward Cass Lake (wood under water)
at 1015 east end of board walk

leading to commercial Club boat Ho
at 1377 in line of edge of Cass Lake
proper at a pt 30 ft N of west end of
narrow walk leading SE to old
lumber down boat houses which
sag Eastward into the lake 75 ft

If we were to run south from
the water's edge at Station 1377 we
would pass 50 ft West of boat
houses and at about 250 feet would
again enter Cass Lake where
the lake shore then runs about
south

As far as we can see Westward
and South Westward from these
old lumber down boat houses
the water appears to be $1\frac{1}{2}$ ft deep
for probably 300 or 500 feet
mostly Southward.

Cass Lake May 22-1916 15

going back to Sta 00. we run a
line of levels west along fence line
going west

Sta	+S	HI	-S	Elev	Remarks
00.				100	on ground at 1116 on an run of 5 half feet
	1.75	101.75			
W1			9.10	92.60	
+50			13.00	88.70	
W2			11.00	90.70	
W3			12.80	87.90	
			12.50	89.20	100' South of Sta 00. on N bank of road
TP	2.55	93.60	10.70	91.05	on ground at Sta 3
+90			6.30	87.30	on cement walk 25' to L at +90
W4			6.00	87.60	
+60			4.70	88.90	at intersection of roads

Cass Lake May 22
1916

Begin at brink of hill 335 ft East
of the NW cor in cen of S. half of sec 10
145-31 we run a rough compass
line southerly along brink of hill 86°

Run $S 10^\circ 30' E$ At 56. fence along
N. side of road. N side of cut
at 68. road center

93 S. side of cut ^{at 100 fence} @ 300 NE cor
of log house

Thence $S 6^\circ 15' E$ $U 6^\circ$ (Transit for center)
at 560 NE cor of house

600 SE " " "

660 fence E. and West

1124 intersect 200 Line fence -
450 ft East of N & S cen line of
Sec 10

Walking back to where we cross
the fence at 660 we pace East
along fence

at 22 paces (60 ft) foot of hill

at 88 " (250 ft) intersect

water of Cass Lake overflow
from which point a house stand
close by South westerly.

Cass Lake 17
May 22-1916

To find the furthest distance the
present road goes South of the
E & W $\frac{1}{16}$ line we begin at a
point 100. ft E of $\frac{1}{16}$ in Cen of S. half
of sec. 10-145-31 and chain South
At 109 E & W fence N edge of cut
126 Cen of wheel tracks
140. Cen of 3' walk
150 so edge of cut on top of bank

Begin at $\frac{1}{16}$ in Cen of S half of Sec 10
Chain South on $\frac{1}{16}$ line
at 105. Cen of road
at 526. a new house 10X16 stands
west 50 ft

Begin where N & S cen line of Sec 10 crosses
soo RR we chain East along track
at 450 we are in line with ridge of
land running South At 752 west
end of bridge over driveway under
tracks at 799. E end of bridge

From this bridge we could run
almost straight N. by following
edge of dry land to apt 500 ft S of
 $\frac{1}{16}$ corner in cen of S half of sec. 10.

John W. Curs

18

Cass Lake
May 22-1916

as it looks like rain we decided
to go back to Walker

We do not have time to eat supper
but catch 7.05 A.M. train to Bemidji.
Pay Frank Hornflow \$7.00 for
Horn + I

Horn levelman (Gully leveler)
Cass Rod

R.R. fare Cass Lake to Bemidji
for Horn + I 75¢ I guess

Supper at Walkham 50¢ 50¢ = \$1.00

Take 11.20 P.M. train to Walker

R.R. fare 69¢ + 69¢ = \$1.38 paid by
Cass.

At Walker 1- a.m.

While making survey Over Hamel
"Ham-rc" of 716 Stewart Av. Crookston
Whim wants to be kept pointed to by a
lot.

Cass Lake

As the Commercial Club intend to cover their 6 acres of swamp land with sand the amount would be as follows

1	Here Covered	1'	deep requires	1613 yds
1	"	2'	"	3227 "
1	"	3'	"	4840 "
6	"	1'	"	9678 "
6	"	2'	"	19362 "
6	"	3'	"	29040 "

From the foot of the hill East to Cass Lake it is about 850 feet and a 66 foot road covered

1'	deep requires	2079 yds
2'	"	4158 "
3'	"	6237 "

To cut the hill from W Sta 3 to E Sta 4 would give us for a 66 ft cut 1. to 1. slope

20

June 18th 1916

Carr Lake

Sta 3 W = 0

" 2 W = 1

" 1 W = 2

" 00 W = 3

" 1 E = 4

" 2 E = 5

" 3 E = 6

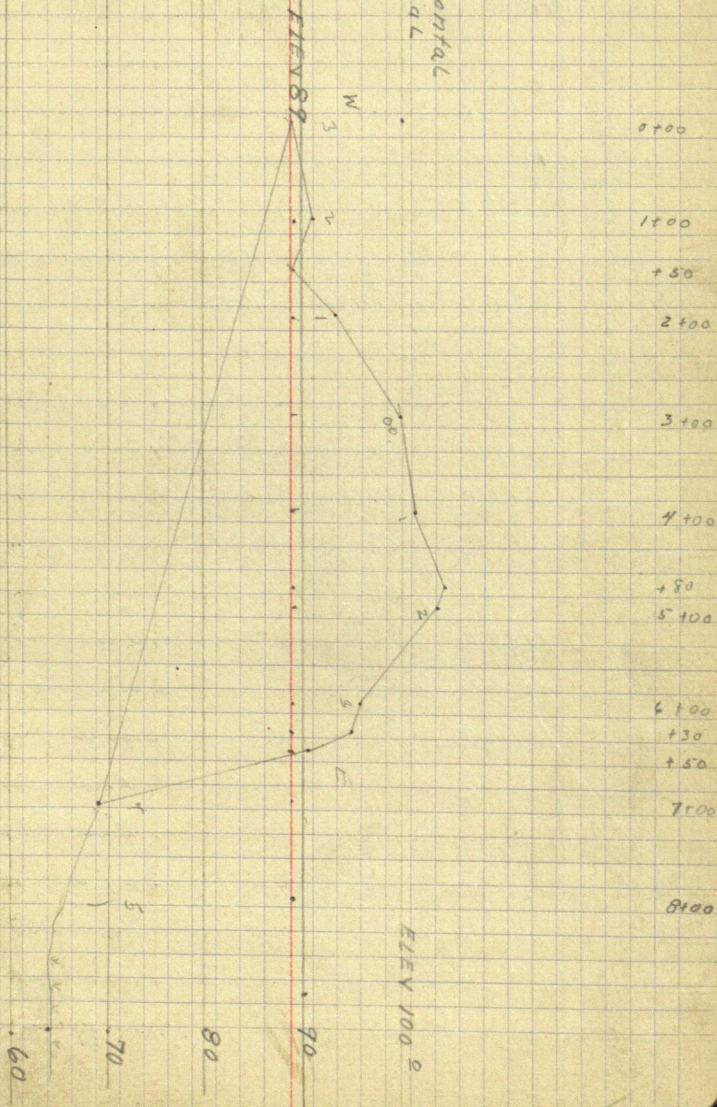
" 4 E = 7

XSECTION NOTES

Sta.	AREA	Average	Cu yds.
0+00	00	00	00
1	305	152.5	565
+50	248	276.5	512
2	560	404 ⁰	748
3	920	740 ⁰	2741
4	1008	964 ⁰	3574
+80	1073	1040 ⁰	3081
5	1073	1073 ⁰	795
6	1008	1040 ⁰	3852
+30	1008	1008 ⁰	1120
+50	920	964 ⁰	714
7	00	460 ⁰	852

18554 TOTAL.

Scale 200' Horizontal
20' Vertical



141-30

W. True line between 17/20

2.70 Creek 5/16s runs N.E.

14.00 enter high ridge

40.00 set 1/4 Cor

Y. Pine 4" S. 49° E. 18

Poplar 10" N. 47° W. 32

W. True line between 16-21

39.96 W. Pine 30 N. 14 1/2° E. 123

" " 30 S. 76° E. 56

47.00 Tam. Sub.

54.00 Lv. Same

79.92

W. True line 21/28

25.00 Sub

36.00 Lv. Same

40.05 Set 1/4 Cor

71.50 Enter Tam Sub.

75.00 Lv Same

80.09 Cor.

24

From E line of 5 lots on West side of
Road - traverse lake in N. direction

L 1 =	$84^{\circ} 50'$	70.7'
L 2 = R	$4^{\circ} 55'$ $15^{\circ} 45'$	87.1'
L 3 = R	$22^{\circ} 33'$	36.8'
L 4 =	$8^{\circ} 43'$	to S. stake 71.
L 5 =	$28^{\circ} 30'$	to N. stake 73.9'

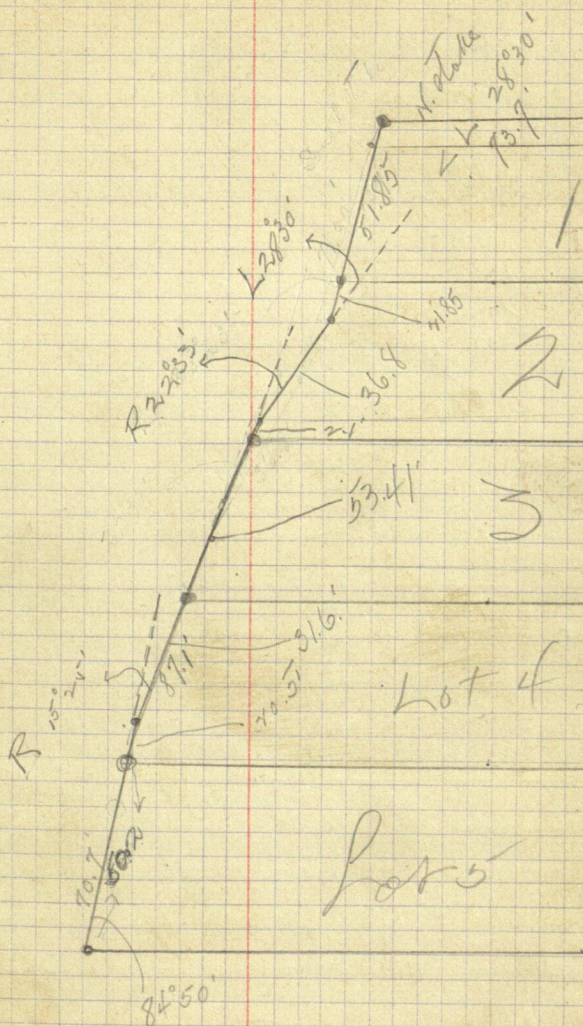
Knutson's Island at Pine
Bridge.

Lot 5 -

from South side on lake -

	$N 5^{\circ} 10' E$	50.2'
Lot 4 -	$N 5^{\circ} 10' E$	70.5'
	$N 40^{\circ} 35' E$	31.6'
Lot 3	$N 40^{\circ} 35' E$	53.4'
Lot 2	$N 40^{\circ} 35' E$	71.1'
	$N 43^{\circ} 08' E$	36.8'
	$N 15^{\circ} 38' E$	71.85'
Lot 1 -	$N 15^{\circ} 38' E$	51.85'

bearings
are only
approximate
being assumed
from South line
of lot 5 -
as being
East



Knutson Island

26

Traverse blunders are on lake - S. side of cr.
Hence traverse N to bridge

$$L_1 = 94^{\circ} 52' \quad 54.8'$$

$$L_2 = 27^{\circ} 35' \text{ H.P. } 36.0' \text{ but previously set.}$$

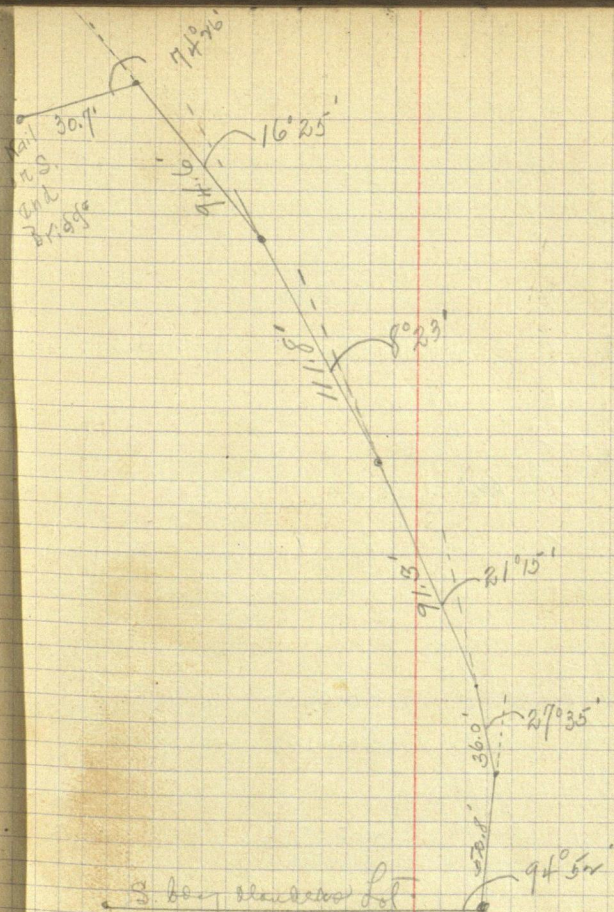
$$L_3 = 21^{\circ} 15' \quad " \quad 91.3' \quad " \quad "$$

$$L_4 = 80^{\circ} 23' \quad " \quad 111.8'$$

$$L_5 = 16^{\circ} 45' \quad " \quad 94.6'$$

$$L_6 = 74^{\circ} 46' \quad \text{to nail in South End bridge.} \quad 30.9'$$

$$L_7 = 5^{\circ} 00' \neq 28' \text{ to end of fill from H.P. 4}$$



From clouder cor. in lake on South Body lot.

thence traverse South

from SW cor lot to SE cor lot = 104.7'

L = AP1 130°10' - 36.0' End Sand beach

L = "2 11°22' 52.9' thru boggy marsh.

R = "3 41°01' 91.0' " " "

L = "4 21°52' 173.6' " " "

to solid land.

L = "5 8°52' 107.8' along high land

L = "6 8°24' 54.0' marsh 20' to high land.

R = "7 23°27' 111.4' - 20' from high land

L = "8 40°05' 70.0' - thru marsh to ridge.

L = "9 44°19' 30.7'

L = 10 84°39' 54.2' point of land 1 1/2 mi. elev.

R = 11 20°49' 27.2'

R = 12 132°18' 27.1'

R = 13 19°05' 93.4' @ 70' level ft
thence along bluff banks.

R = 14 8°55' 34.1'

L = 15 29°40' 36.4'

R = 16 46°55' 84.2'

from AP 16 lot cor. R = 94°15' 34.3'

L = 17 10°57' 47'

R = 18 32°20' 54.2'

L = 19 17°30' 107.2'

R = 20 15°52' 123.6'

R = 21 10°32' 88.6'

Slender
S. 114

130° 10'

236.0'

29

30

$40^{\circ}40'$

South Side of lot 1st - 144.1'

Thence Traverse.

L < 68° - 53.93'

— — 53.93'

L < 2° - 53.21'

L < 90° or - 51.2' ^{at}

North Side of lot 1st 112.85'

- 103.5' nail to nail -

July 11- For C.M. Peterson
 John M. Greene
 C.M. Peterson
 Richard Bodah

Set up at S.W. $\frac{1}{16}$ Sec. 16, run east
 on $\frac{1}{16}$ Line - N. $89^{\circ}51'E$. $19.96 = 1317.4'$ to
 Cor. Lots 4 & 5. Set (I.M.)

Thence $S. 0^{\circ}12'E$ ft to lat. with
 G.N. R.R. \times S.W. = $70^{\circ}30' = N. 70^{\circ}18'E$.

Then went to shore of Leech Lake
 and at point specified set an

I.M. Started brushing North at 8° Var.

S. $2^{\circ}44'W$. 465.8'

23.6'

04769'-8	94147	22,21402
465.8-5		188294
38152		338462
23845		282441
28614		560210
19076		
22,214002		

E

$$\begin{array}{r} 1320 \\ 264 \\ \hline 736 \end{array}$$

$$\begin{array}{r} 40.00 \\ 39.72 \\ \hline .28 \\ 6 \\ \hline 168 \\ 168 \\ \hline 18.48 \end{array}$$

18.5

$$\begin{array}{r} 18.5 \overline{) 52.12} \\ 370 \\ \hline 1510 \\ 1480 \\ \hline 300 \end{array}$$

$$\begin{array}{r} 66 \\ 264 \\ \hline 264 \end{array}$$

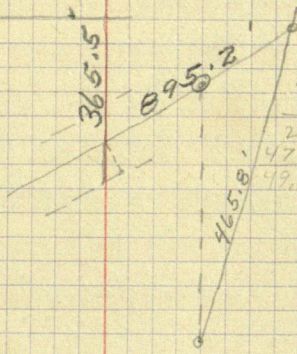
78.97

37

$$\begin{array}{r} 103 \\ 6 \\ \hline 618 \\ 618 \\ \hline 6798 \\ 282 = 0.012 \end{array}$$

$$\begin{array}{r} 94264 \overline{) 500000} \\ 471320 \\ \hline 286800 \\ 283792 \\ \hline 400.800 \end{array}$$

$$\begin{array}{r} 365.5 \\ 50.3 \\ \hline 415.8 \end{array}$$



$$\begin{array}{r} 94264 \\ 53.04 \\ \hline 282792 \\ 471320 \\ \hline 495592 \end{array}$$

94/47-

$$\begin{array}{r} 19042' \\ 2044 \\ \hline 22026' \end{array}$$

92432

$$\begin{array}{r} 466 \\ \hline 554592 \\ 554592 \\ \hline 369728 \\ 430733 \quad 12 \\ \hline 50 \\ \hline 380- \end{array}$$

3

43560

593

$$\begin{array}{r} 380 \overline{) 217800} \\ 1900 \\ \hline 2780 \\ 2660 \\ \hline 1200 \end{array}$$

$$\begin{array}{r} 466 \\ 38161 \\ \hline 228966 \\ 228966 \\ \hline 152644 \\ 17982966 \\ \hline 236 \\ \hline 154.2 \end{array}$$

$$\begin{array}{r} 92432.2 \\ 4658.5 \\ \hline 739456 \\ 462160 \\ \hline 554592 \\ 369728 \\ \hline 430538 \quad 256 \end{array}$$

460.2' P.C.

510. Hub x 90

154.2

664.2

895.2

231.0

17.7

248.7

60

308

to 1/4 Line

38698

92209

43560

465.8

309584

429

193490

50

232188

379

380 217800

54792

190

80255284

270

28141

$$\begin{array}{r} 380 \\ 347 \\ \hline 37 \\ 727 \end{array}$$

$$\begin{array}{r} 460.2 \text{ P.C.} \\ 510 \\ \hline 261360 \end{array}$$

$$\begin{array}{r} 347 \\ 281 \\ \hline 628 \\ 380 \\ \hline 1008 \\ 30600 \\ \hline 252000 \end{array}$$

$$\begin{array}{r} 380 \\ 385 \\ \hline 1900 \end{array}$$

$$\begin{array}{r} 380 \\ 30600 \\ \hline 252000 \end{array}$$

N. 70° 18' E

$$\begin{array}{r} 70^\circ 30' \\ 50304.7' \end{array}$$

450

283.5

$$\begin{array}{r} 460.2 \\ 54.2 \\ \hline 514.4 \end{array}$$

379

$$\begin{array}{r} 430.6 \\ 190.6 \\ \hline 621.2 \end{array}$$

429

465.8

190.6

190.6

190.6

190.6

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190.6

190.6

$$\begin{array}{r} 354120 \\ 770600 \end{array}$$

S 0° 12' E

450

$$\begin{array}{r} 480 \\ 2178 \\ \hline 192 \\ \hline 238 \end{array}$$

$$\begin{array}{r} 380 \\ 578 \\ \hline 962 \end{array}$$

480

$$\begin{array}{r} 628 \\ 380 \\ \hline 578 \end{array}$$

3347

Survey Sec. 16-143-31

B. B. Bartlett

John M. Greene

Richard Bodah

Friday - July 8, 1927 - Mon. at Peter
Tues. - July 12 N. & S.

Brushed out random $\frac{1}{4}$ Line cut
previously by B. B. Bartlett. Set up on
road E. & W. $\frac{1}{4}$ Ran. & S. E. $90^{\circ}49'$
 $90^{\circ}48'$

Started on S. Line - Rain - Went in.
July 13. Brush wet - Chained along roads.
Ran. Hub at temp. cen. to E. $\frac{1}{4}$ Cor. 1 M
= 2564.8

Running south - 1400, top of hill, hub.
± 2000, road angles S. E.
around bog 2651.8 S. E. Cor. 1 M.

Running west 500 L. Bog.
1080.8 Oak 3"

B. T. to $\frac{1}{4}$ Cor. W. Pine 16" west

Bearing of Line S. $89^{\circ}51'W$ 80° ✓
L. $1^{\circ}50'$. 0320 - sin. 2640 2577.8

Set S. to T of S. True Line and N. & S.
 $\frac{1}{4}$ Ran. Set Cor. west 19.5' proportional
measurement. Should be 4' ? West

1006.5 B. T. 2.8' North

189.5

1196.0

1727.5 Hub.

2618.6 to Hub 12.5 North of Wood

$$\begin{array}{r}
 2577.8 + 1026 \\
 \hline
 1026.0 \quad 6491.5 \\
 55.5 \quad 3603.8 \\
 \hline
 3330 \\
 273.8 \\
 \hline
 2220 \\
 5080 \\
 \hline
 4995 \\
 850 \\
 \hline
 550 \\
 3000 \text{ Hub}
 \end{array}$$

$$\begin{array}{r}
 6491.5 \\
 \hline
 40 \\
 25966.00 \quad 2597.3 \\
 \hline
 2577.8 \quad 2577.8 \\
 18.8 \quad 19.5 \\
 2596.6 = 2597.3 \\
 1006.2 = 1006.5 \\
 \hline
 3602.8
 \end{array}$$

005 143-27

$$\begin{array}{r}
 6491.5 \\
 \hline
 80 \\
 5193.200 \\
 2577.3 \\
 \hline
 2575.9
 \end{array}$$

$$\begin{array}{r}
 1026.0 \\
 \hline
 19.5 \\
 1007.5
 \end{array}$$

$$\begin{array}{r}
 2618.6 \\
 \hline
 1006.5
 \end{array}$$

$$\begin{array}{r}
 1612.1 \quad 1611.2 \\
 \hline
 1644.1 \\
 32.0
 \end{array}$$

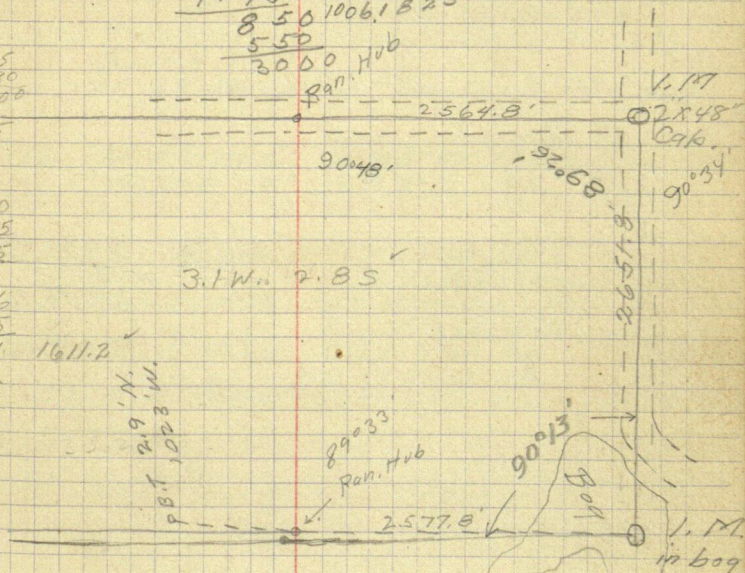
3.1 W. 2.85

2.9' N.
2.9' W.
2.9' W.
2.9' W.

$$\begin{array}{r}
 2618.6 \\
 \hline
 1006.5 \\
 \hline
 1612.1
 \end{array}$$

$$\begin{array}{r}
 89^{\circ} 26' \\
 90^{\circ} 48' \\
 89^{\circ} 33' \\
 90^{\circ} 13' \\
 \hline
 360^{\circ} 00'
 \end{array}$$

$$\begin{array}{r}
 2577.8 \\
 \hline
 19.5 \\
 \hline
 2597.3
 \end{array}$$



$$\begin{array}{r}
 2450 \\
 \hline
 1006.5 \\
 \hline
 1443.5 \\
 \hline
 1023.0 \\
 \hline
 2466.5
 \end{array}$$

stake

44

Book 88-

East & West $\frac{1}{4}$ Line

Bas. Center - 0 = Hub

Check chain

1031.6 1032 = 11

$1355.71356.4 = \text{Fence Cor.}$

1549.0 = Avb 0.8' North, on Lake shore

$$\begin{array}{r} 1532.5 \\ + 16.3 \\ \hline 1532.8 \end{array}$$
 North from E. $\frac{1}{4}$ Cor. 1324.8 N. $\frac{1}{6}$ 1.10

* Left $16^{\circ}37\frac{1}{2}'-343.5$ fathoms von Lake -
in Fredericks yard. 1532.5
25418

$$\frac{1532.5}{4097.3} = 4150.9 \text{ Gormar}$$

1549

Our chain checked

2564.8

4113.8

16.2

409110

16° 38'

N. 0° 34 E

N. $16^{\circ}04'W$ 343.5

16° 38'

N. $0^{\circ}34'E$

76° 04'

2591

1532.8

5123.8

8-9-16-17

S. Pine 6" S. 34° W. 26

S. " 8" N. 43° W. 19

W. " 14" N. 46° E. 41

16-17-20-21 W. Pine 14" S. 60° E. 100'

" " 18" N. 41° W. 112'

N. " 16" N. 76° E. 142'

South 450

15-16-21-22 W. Cor B. Pine 12' S. 82° E. 214

15-16 N. Pine 6" N. 43° W. 100

Aspen 6" N. 22° E. 42

M.C. #25 Aspen 8" S. 13° W. 101

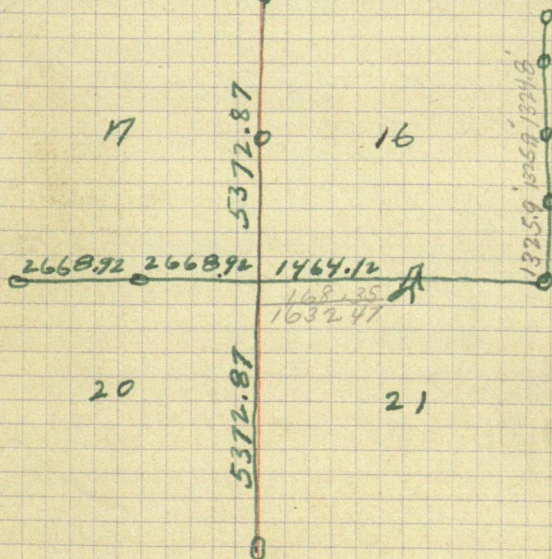
" " 9.75 1/4 E 30

M.C. #26 S. Pine 6" N. 20° E. 10

" " 6" S. 38 1/2 E 8

M.C. #27 S. Pine 6 S. 34° W. 26

" " 8 N. 43° W. 19



46

53°48'	59061	80696	N. 3°04'E
	<u>81</u>	<u>81</u>	N. 0°34'E
	59061	80696	213°38'
	472488	645568	N. 1°49'E
	<u>47.83941</u>	<u>6536376</u>	

1612.1	47.8
<u>47.8</u>	<u>19.5</u>
1659.9	28.3
<u>28.3</u>	
1631.6	

5249.6	
<u>5135.27</u>	23 = 2°30'
114.3	2623.1 90°34'
	<u>2286</u> 92°04'
	3371
	<u>3429</u>

1644.1	
<u>3605.6</u>	90°34'
5249.6	90°13'
	<u>0021</u>
	5135.3
	<u>00611</u>
	5135.3
	<u>308118</u>
	31376683

2686.4
<u>63.3</u>
2623.1
<u>2651.8</u>
28.7

2618.6
<u>42.8</u>
2662.4
<u>2601.3</u>
5263.7

2577.8
<u>23.5</u>
2601.3

2577.8	2564.8
<u>23.5</u>	<u>26.2</u>
2601.3	2591.0
<u>52.4</u>	
W. 2653.7	

65.3

48

Random Lines
S.E. 1/4 Sec. 16 - 112.31

East	2564.8	
S. 0°34' W	2651.8	00989
N. 89°39' W	2577.8	00611
N. 0°48' E	2636.0	01396

True Lines

East	2570.5	
S. 0°34' W	2651.8	
N. 89°39' W	2610.3	This point apparently 10' W. of actual location of S. 1/4 Cor. 1.M.
N. 1°12' E	2636.0	

Temp. Cen. 1/4 S. Run N. 0°48' E

0 Hub #1	Dis	1012.6	Hub on shore.	
254.8 #1	254.8	N. 75°22' E	N. 55°18' W	N. 67°17' W
483.1 #2	228.3'	78°34'	54°10'	64°45'
786.3 #3	302.2'	81°13'	53°18'	62°12'
1093.0 #4	307.7'	84°26'	51°57'	58°31'
1317.75 #5	224.8	87°32'	50°53'	56°35'
1594.3 #6	276.5	89°36'	50°05'	55°27'
1767.1		91°57'	48°59'	55°00'
Last #7	172.8	92°28'	48°28'	54°28'
1767.2		93°18'	48°07'	54°46'
1858.7	1767.1	93°49'	47°36'	54°46'
2022.3		94°46'	46°34'	54°46'
		93°45'	46°02'	54°46'

Count
Picket

55938

N S E W

2564.8

2651.8

26.2

15.8

2577.8

2636.0

36.8

2651.8 2651.8 2601.6 2604.0

2570.5

2651.8

26.2

15.9

2610.3

2636.0

66.2

2651.9 2651.8 2636.5 2636.5

1858.7

1767.1

91.6

2022.3

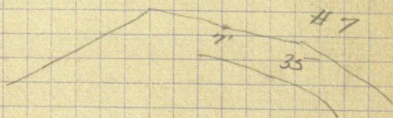
1767.1

255.2

281.4
380.0
281.4

Check

59°03'8
54°02'9
5°09'
55°00'
5°09'
60°00'9



one back

S 28°49' W

1st S. 32°W 53' to Bay

S. 29°20' W to 1/4 Cor.

1/4 Cor

S. 26°53' W 17' to B

S. 82°20' to f on point

31

2622

2924.9 N. 55°15' W

54024 - 56

84151 - 1

29249 - 8⁻³

29249 - 4

486216

757359

336604

216096

168302

108048

757359

486216

168302

108048246133259 9

1580.147976

2924.9 - 8⁻⁶

29249 - 8

57000 - 3⁻⁶82165 - 4⁻³

204743

146245

146245

175494

1667.193

29249

58498

233992

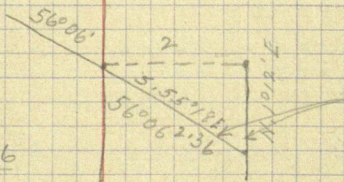
2403244085

$$\begin{array}{r}
 3664.4 \\
 1667.2 \\
 \hline
 5331.6 \\
 2651.8 \\
 \hline
 2680.8
 \end{array}
 \qquad
 \begin{array}{r}
 2576.9 \\
 2403.2 \\
 \hline
 2 \overline{) 5080.1} \\
 \hline
 2540.
 \end{array}$$

True Center goes west 4.3'
 M.C. goes east 2.5'

$$\begin{array}{r}
 N. 55^{\circ}18' W \\
 N. 0^{\circ}48' E \\
 \hline
 56^{\circ}06'
 \end{array}$$

$$\begin{array}{r}
 55^{\circ}18' \\
 1^{\circ}12' \\
 \hline
 56^{\circ}30'
 \end{array}$$



$$\begin{array}{r}
 84339 \overline{) 200000} \\
 168678 \\
 \hline
 313220 \\
 253017 \\
 \hline
 622030
 \end{array}$$

$$\begin{array}{r}
 N. 67^{\circ}17' W \\
 1^{\circ}12' \\
 \hline
 68^{\circ}29'
 \end{array}$$

$$\begin{array}{r}
 93031 \overline{) 200000} \\
 186062 \\
 \hline
 199380 \\
 186062 \\
 \hline
 133180
 \end{array}$$

52

W.

N.

S. 1/4 Cor 2653.7 15.9

23.5

2630.2

2635.9 - 7

013967

158154

237231

79077

26359

3679716 4

2591

36.8

2627.8

23.6

2651.3

52.4

2598.9 ✓

5317.6

15.9

47677

111.2

5301.7

4448

8537

7784

7530

6672

8580

7784

7960

2598.9

2540.1

2651.3

2540.1

111.2

N. 1° 12' E

2635.9 - 7.6

02094 - 6

105436

237231

527180

55195746

02094 - 6

1012 - 1 - 6

2651.3

56.2

2596.1

2591.0

5.1 - W.

4188

2094

20940

2119128

2596.1

2596.1

21.2

2574.9

2576.9

2.0 = 2' East

54

254.8
228.3

34393

221

34393

103179

68786

794478

583.1

530.

33.1

11.2

206.4

13.4

231.0

21019

2012

1907

68°41'

64°47'

3°54'

254.8

246.25

10.75

32749-7

231-6.1

32749

98247

65498

7565019

254.8

2.2

257.0

228.3

485.3

99768100000

99768

232000

199536

324640

N. 62° 12' W

11.4

228.3

43.1

185.2

150136

N. 67° 17' W

246.25 Lots 1-5 (inc)

10.75 Lot 6-

64°45'

39.35

39.25

150.36

38.9

34.84

150

38.8

37.1

62°12'

11.4

16.3

40.2

11.4

150.0

201.6

302.2

201.6

100.0

100.0

50.8

231
92

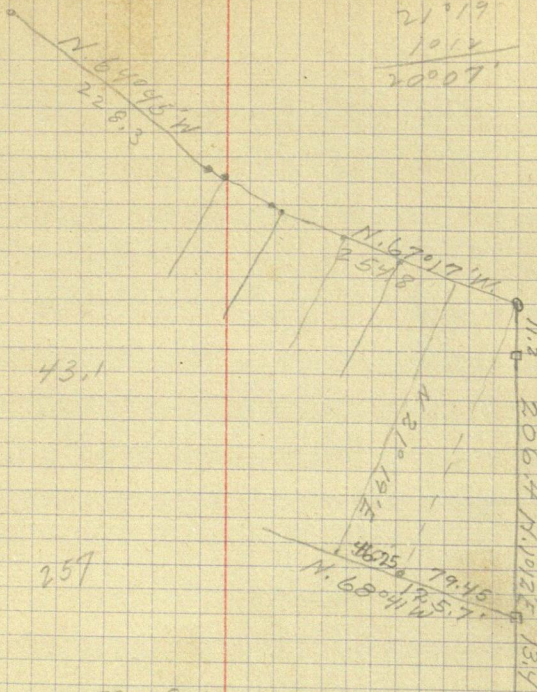
55

125.7
79.45
46.25

21°19'

1012

20007'



100.23

43

300.29

400.92

43.0989

50.02

43.1

43.1

150.36

193.46

228.13

34.84

50

34.86

73.14

257

228.4

88458-6

114-6

8 353832

88458

88458

1008421

39.35

150.36

189.71

228.3

38.6

68.41

62012

6029

204.5

13.4

22.0

99.36

114-6

39744

9936

9936

1132709

50.1

39.35

56

Lot Line 10-11

230.7"

$\Delta R. 6^{\circ}10'$

3°05'

05387

230

16161

11774

133901

5387

50

13.4

63.4

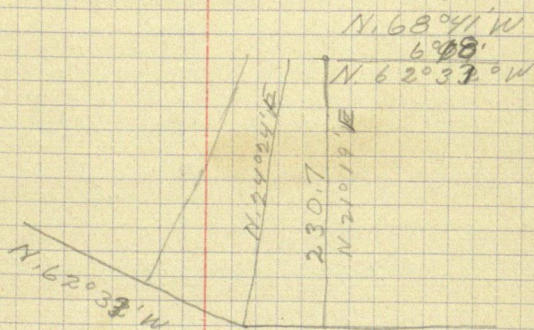
$$\begin{array}{r} 125.7 \\ 79.45 \\ \hline 46.25 \end{array}$$

$$\begin{array}{r} 46.25 \\ 50 \\ 50 \\ 50 \\ 50 \\ 10.75 \\ \hline 257 \end{array}$$

$$\begin{array}{r} 228.35 \\ 189.25 \\ \hline 39.10 \end{array}$$

$$\begin{array}{r} 39.35 \\ 150.36 \\ \hline 189.71 \\ 228.35 \\ \hline 38.64 \\ 11.4 \\ \hline 50.04 \end{array}$$

$$\begin{array}{r} 39.25 \\ 50 \\ 50 \\ 50 \\ 39.1 \\ \hline 228.35 \\ 250 \\ \hline 0.85 \end{array}$$



$$\begin{array}{r} 65^\circ \\ 1.6 \\ \hline 63.4 \\ \hline \end{array}$$

$$\begin{array}{r} N. 68^\circ 41' W \\ 62^\circ 33' \\ \hline 130.74 \\ 65^\circ 35' \\ \hline 24^\circ 29' \end{array}$$

58

July	9	$\frac{1}{2}$	H
	11	1	L.L
	12	$\frac{1}{2}$	H
	13	1	H
	14	1	H
	15	1	H
	18	1	L.L
	19	1	W
	20	$\frac{1}{2}$	W
	21	$\frac{1}{2}$	W
	22	$\frac{1}{2}$	W
	25	$\frac{1}{2}$	H

Friday 11/2 A.I.

July 9 11/2 day

12 1/2 1

2.6
32

13 1 2

7.5

14 - 1 2

Greene 5 days -

37.5

15 - 1

1

22 - 1/2

1
2

25 - 1/2

4 days for Bodah - 12.00

4 days for Bartlett - 16.00

5 days for Greene - 37.50

3 days Bartlett 3.00

5 meals at Kenfield 15. 7.50

Car.

10.00

+ 1

86.00

11 11

1.90

11 11 12

.90

11 11 13

.60

11 1 14 - 18.00

590.40

\$1.90

2597.3

25

60

$$\begin{array}{r}
 2409 \\
 07092 \\
 4818 \\
 21681 \\
 \hline
 168630 \\
 \hline
 17084628
 \end{array}$$

$$\begin{array}{r}
 50 \\
 40.2 \\
 \hline
 9.8
 \end{array}$$

3°04' 0535

$$\begin{array}{r}
 634 \\
 2140 \\
 1605 \\
 3210 \\
 \hline
 33919099857
 \end{array}$$

62°12

24°23

86°35

240.55

3.39

$$\begin{array}{r}
 243.94
 \end{array}$$

$$\begin{array}{r}
 240.9 \\
 \hline
 898713 \\
 3994280 \\
 199714 \\
 \hline
 240.555513
 \end{array}$$

4°02

99752

100000

99752

248000

199504

484960

100.25

307.7

9.8

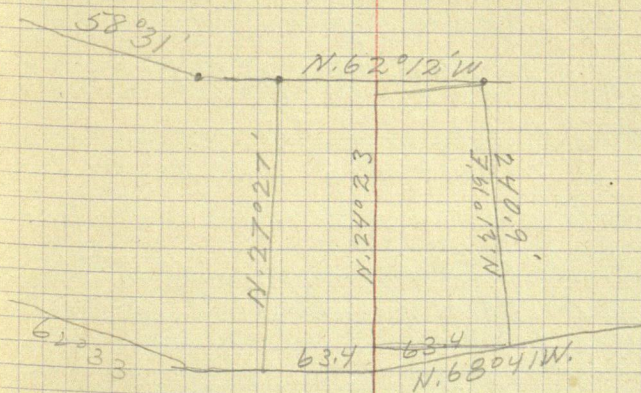
57.1

5250.6

50.12

47.3

57.1



$27^{\circ}21'$
 $21^{\circ}19'$
 $18^{\circ}46'$

62

Lyle Bilben
John M. Greene.Chained from E. $\frac{1}{4}$ Cor. west to
center of section previously set
in survey of THE SEA WALL

Temp point at 1300

Cen. I.M. at 2570.5, our chain

Lined up and set true $\frac{1}{16}$ Cor.a $\frac{3}{4}$ " I.P. at 1385.2.Ran N. $0^{\circ}53'E.$ to shore of Ten Mile

West 100

45

27

" 52.4

04'

S. $82^{\circ}22'W$ 357.5N. $89^{\circ}47'W$ 219.2'N. $79^{\circ}50'W$ 210.6'N. $73^{\circ}10'W$ 290.4'N. $82^{\circ}49'W$ 67.5'

780.2' + 219.8 = 1000.0

S. $1^{\circ}12'W$ 1000.1

East 1385.2

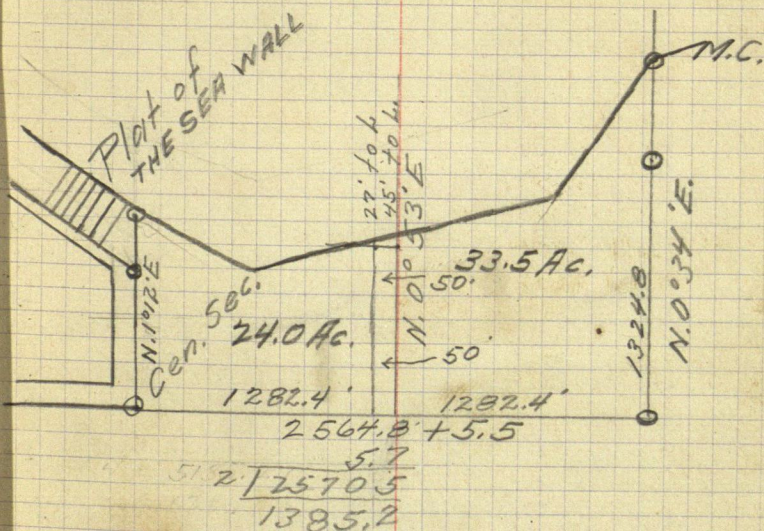
N. $0^{\circ}53'E.$ 915.7 to spike
6.6' to S.E. Cor.

July 11 1932

63

Sub-division N.E. 1/4 Sec. 16 - 140-31

TEN MILE LAKE

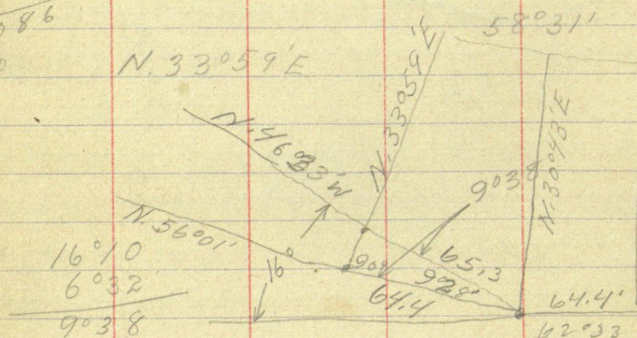


Anna McGrath
Pine Lodge
Hackensack Minn.

July 11-12-13-14	3 1/2 days	26.50
Expense		6.40
Help 1 1/2 days		3.75
		<u>36.65</u>

$N. 62^{\circ} 33' W$ $N. 27^{\circ} 27' E$
 $16^{\circ} 10'$
 $N. 46^{\circ} 23' W$ $43^{\circ} 37'$
 3 70.64
 $43^{\circ} 37'$
 $33^{\circ} 59'$
 $9^{\circ} 38'$
 $N. 56^{\circ} 01' W$
 $N. 33^{\circ} 59' E$ $62^{\circ} 12'$

$33^{\circ} 59'$
 $77^{\circ} 27'$
 60.86
 30



65.3
 $9859 \overline{) 64.4000}$
 59154
 52460
 49295
 31650
 29577

10143
 $9859 \overline{) 100000}$
 9859
 14100
 9859
 42410
 39436
 29740

$56^{\circ} 35'$
 $56^{\circ} 01'$
 $34'$

$56^{\circ} 01'$
 $55^{\circ} 34'$
 $3'$

46.033
 92.8
 56.00
 23.5

1			
2	N. 21° 19' W	205.2	
3		11.4	
4		10.3	
5		11.0	
6		11.4	
7		11.2	
8		11.0	
9		11.8	
10		12.8	
11	N. 21° 19' W	10.2	230.7 - 240.9
12	N. 24° 23' W	11.2	
13	N. 27° 27' W	7.7'	
14		12.1	
15		11.3	
16		11.4	237' - 248.4
17		10.7'	
18		11.7'	
19		10.0	
20		12.4	
21		11.2	252' = 263.2
22			257.9' 50.1'
23	N. 33° 59' E	10.5	243.5' 49.8'
24		10.6'	1.1 W. of Δ
25		10.0	200.0
26		10.0	
27		10.4'	
28		11.4'	
29		9.9'	193.1 - 12' = 181.1 = 190'
30		8.4	
		143'	136.8' = 151.1

68° 41' 21° 19'

62° 33' 27° 27'

56° 01' 46° 33' 33° 59' 56° 35'

$$\begin{array}{r}
 101.4 \\
 98638 \overline{) 100000} \\
 \underline{98638} \\
 136200 \\
 \underline{98638} \\
 375620 \\
 \underline{394552} \\
 18932
 \end{array}$$

$$\begin{array}{r}
 243.5 \quad 243.5 \quad 54.0 \\
 193.1 \quad 66 \quad 10798 \\
 \underline{50.4} \quad 177.5 \quad 92609 \overline{) 100000} \\
 \quad 38 \quad 92609
 \end{array}$$

$$\begin{array}{r}
 56^{\circ} 01' \\
 33^{\circ} 51' \\
 \hline
 22^{\circ} 10'
 \end{array}$$

$$\begin{array}{r}
 739100 \\
 688263 \\
 \hline
 908370 \\
 833481 \\
 \hline
 74889
 \end{array}$$

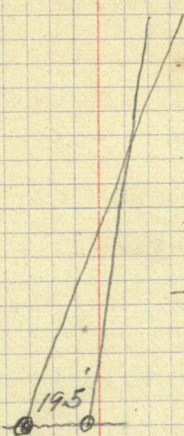
$$\begin{array}{r}
 50. \\
 23.7 \\
 \hline
 26.7 - 26.3' \\
 150. \\
 120.3 \\
 \hline
 277.0
 \end{array}$$

N. $10^{\circ}12'E$
 N. $0^{\circ}48'E$

24'

2640 - 3
 0073 - 7

792
 1848
 1927



$$\begin{array}{r}
 5.60 \\
 4.50 \\
 2.00 \\
 11.25 \\
 \hline
 23.35 \\
 1.00 \\
 1.00 \\
 \hline
 25.35
 \end{array}$$

$$\begin{array}{r}
 75 \\
 15 \\
 \hline
 375 \\
 75 \\
 \hline
 1125
 \end{array}$$