

75.

NOTE: THIS BOOK TO BE USED FOR NOTES
OF SURVEYS, ONLY, OF VILLAGE OF WALKER

INDEX

NAME OF SURVEY	PAGE TO PAGE
Chase Survey of lots 20+21 Blk. 3 Orig. Plat	A
Scribner Lots Horst	40
First Point Bates + Gaylord	42
Sun Rise Beach	44

Survey of Lots 21 & 22, Block 3,
Original Townsite of Walker, Minn.
Oct. 4th to Oct. 9, 1915

John W. Curo in charge of
field work

Assistants in survey were H.F. Baldwin
P.M. Scott, F.H. Molyneux, Nick Harig, Elmer
B. Horst, Robert ^{F.}M. Mahan, E. Tuster.

Known corners found at the S.E. + S.W.
corners of Block 4, Original townsite of Wake
which line produced east is the S.T. to the
curve as outlined to west part of Block 3

Known corner ^{I.M.} found at S.E. corner of Lot 1
Block 2, Original Town Site and one I.M. on
block line south side of Lot 25, Block 3.
previously set by Curo.

In measuring from the I.M. at the S.E.
corner of Lot 1 Block 4, to the S.E. corner of
Lot 1, Block 2 we have

	1067.1 ft
the recorded plat gives	<u>1059.5</u>

A difference of 7.6 "

A correction of $(7.6 \div 1059.5 = 0.007173)$

.007173 ft. per foot in distributing
between known iron monuments.

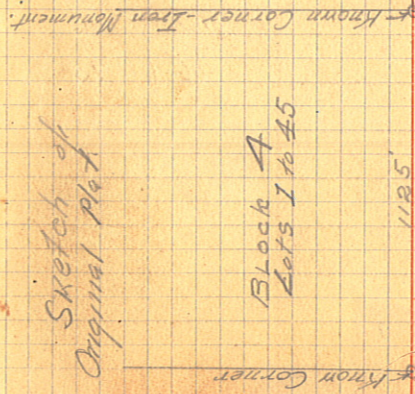
A correction for lots and streets
is follows:

Sketch of
Original Plat

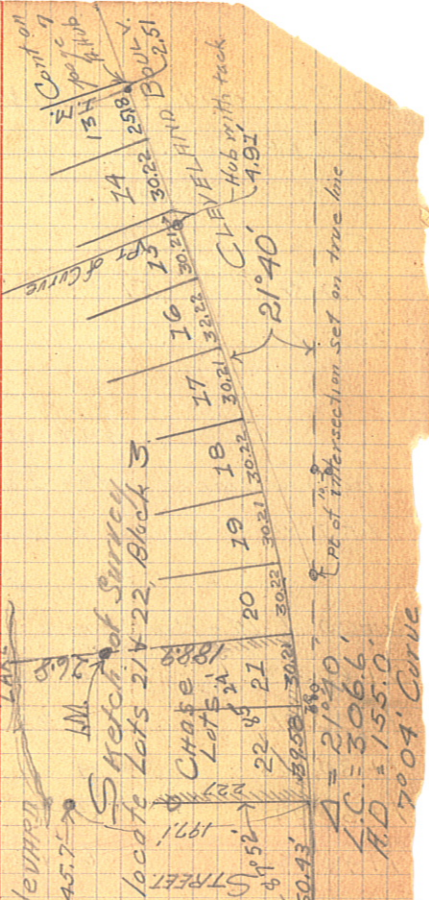
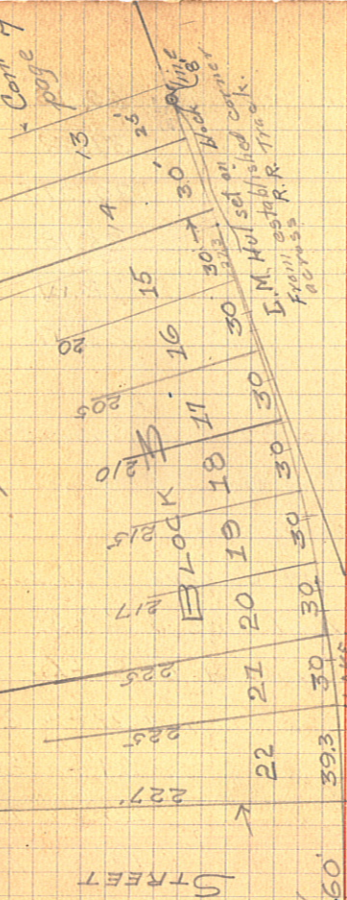
Block A
Lots 1 to 45

Block 4
Lots 1 to 45

CLEVELAND BOULEVARD



LAKE Old plat gives
Central angle $22^{\circ}36'$



Cont on
page 7

Cont on
page 7

Cont on
page 7

Block A
Lots 1 to 45

Block 4
Lots 1 to 45

Block 3
Lots 1 to 45

Block 2
Lots 1 to 45

Block 1
Lots 1 to 45

Block 0
Lots 1 to 45

Block -1
Lots 1 to 45

Block -2
Lots 1 to 45

Block -3
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Block -97
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Block -98
Lots 1 to 45

Block -99
Lots 1 to 45

Block -100
Lots 1 to 45

60 ft. St.	add. 43'	correction making	60.43' wide
39.3' lot	.28	"	39.58 "
30.	.215	"	30.215 "
25 "	.18	"	25.18 "
71.7 St.	.51	"	72.21 "
23.5' lot	.17	"	23.67

Curve and street + Lot alignment
 commencing at the I.M. at the S.E. corner of
 lot 1, Block 9 and running east

$\Delta = 21^\circ 40'$, $7^\circ 04'$ Curve, A.D. 155'

0+00	I.M. - P. of Curve	North side of 6 th St
0+60.43	2° 08'	Corner of 6 th St + Lot 22
1+00.01	3° 32'	" " Lot 22 + " 21
1+30.225	4° 36'	" " " 21 + " 20
1+60.44	5.40	" " " 20 + " 19
1+90.655	6.44	" " " 19 + " 18
2+20.87	7.48	" " " 18 + " 17
2+51.085	8.52	" " " 17 + " 16
2+81.3	9° 56'	" " " 16 + " 15
3+06.6	Hub. E. of C	10° 50'

Survey for Leonard Peterson
 March 18, 1932
 Blk 3, O.P. Walker
 Lots marked ⊕

F. Gustafson's yard

Iron in 100' 302.16 to 1. M.

72.2' ⊕

1	⊕	157
2	⊕	160
3	⊕	163
4	⊕	165
5		167
6		170
7		170
8		
9		
10		
11		
12		
13		

10972

Y



①

Feb 7-1916

Gusley Transit.

Curo. Levelman

Rodman

B.M. I.	+S	HI	-S	Elev	Diff'n
N ^o 1	5.29	1324.13		1.318.836	El/1000

5.39

5.39 18.74

5.41 18.72

5.93 18.20

6.29 17.84

5.55 18.58

5.38 18.75

5.54 18.59

4.99 19.14

Check levels -

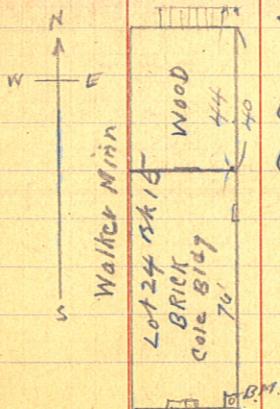
N ^o 1.	4.78	1323.62		1318.836
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5.78 17.84

6.18 17.44

6.12 17.50

6.00 17.62



(2)

Taking Levels of Cole Bldg &
Walker Hardware Co

Remarks

SE Cor Cole Bldg on NE Cor Bed plate on 11012

Column Pen of small square cut } USPE PBM
Cole 1318.836

At SE Cor of Cole Bldg on cement near bldg

" SW " " " " " " " "

" NE " " " " " " " " Brick part

" " " " " " " " " wood part

On Water table side door Cole Bldg Brick part

" " " " Front " " "

On cement W. side Spencer store on sidewalk
on sidewalk at cor of brick Crows store

On US PBM SE Cor Cole Bldg

on cement at NE cor wood pt of Cole Bldg

" Sidewalk at Sims NE Cor

On " " " Barber shop Tom Hammond

" " " " Barber's Jewellery store

John W. Cress
Feb 7-1916

Walker, Minn Wed June 21-1916
 Chas Kinkels and Stan Selvey
 want to find the acreage of
 Blocks 11 and 12- of Commercial
 Club Addition to Walker
 including the unplatted
 portion of Government Lot 2-
 Sec 23-T 142-R 31

At 10 A.M. Curo-Kinkels and
 Frank Hubbard go to the iron
 monument previously established
 at the corner to sections
 22-23-26-27-142-31 back right
 along an old random line
 coming from the West and run
 a picket line East
 No transit or chain

Curo and Kinkels leave Hubbard
 to cut brush, and walk East
 to the RR track to try to pick
 up some mark on the rails
 in order to find the stations
 where the line might cross
 We find no rails marked and
 quit for dinner

John W Curo

(2)

P.M.

Hubbard continues all P.M. Cutting
line East.

Curo gets the Village plat of Walker
at the Village hall and makes
some copies

At 2-p.m. Dan DeLury goes
with Curo-Kinkle and Herman
Rau to the NE Corner of Block 8
Commercial Club Addition and
start a picket line South
along a line of old hubs and
sacks previously set by James
D. Middleton who surveyed
the Commercial Club Addition
years ago

DeLury has a letter from Middle-
ton which reads as follows

"Bend Winn June 20-1916

Mr Daniel DeLury
Dear Sir:

Your request received
and it gives me great pleasure to
be in a position to grant it
Enclosed find a rough

③

sketch of the unplatted portion
of the lot lying South of the
Commercial Club Addition, with
the distances and angles thereon.

The distances 1167.9 and
1291.05 were figured out from
the angle $97^{\circ}34'$ and the
distance 1280 feet.

The distances 997.9 and
1280 were actually measured when
we were doing the work.

13453.5 was measured from
one of the LaPort-Engineers
stations, and is at the
intersection of the West line of
Garden Street with the Section
line. Hope that you may be

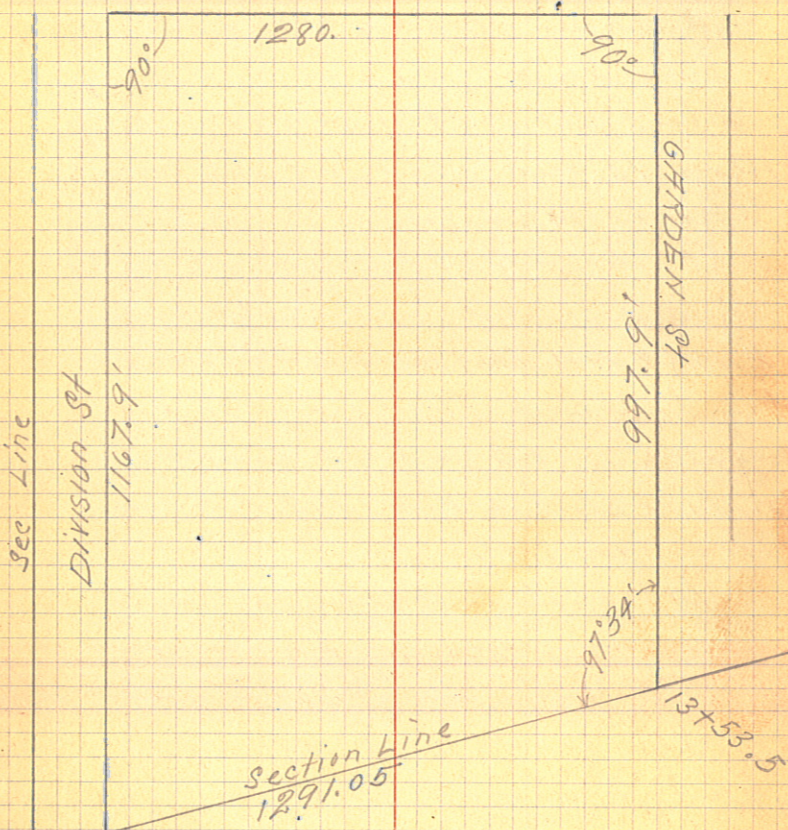
able to get the acreage from
these figures yours truly

Signed J. S. Middleton "

(4)

NORTH

Summet Ave



section corner

Note:- The above is the plat which came with Middleton's letter Curio

June 21-1916 Continued:

P.M.

Curo-Kinkeli-Rau cut brush south and chain roughly along a line of rotted hubs. Beg at an old hub and look set 60 ft West of NW Co of Block 12 and 60 ft S of S.E. Co of Block 8. Commercial Club Addition

At about 1000 feet rough chain we find an old half stake and 2.10 ft N of this we find an old big hub with two coaks close together in top and we take this for Middletons hot "997.9" called for in the notes

We call to Hubbard whose picket line coming from the west would pass about 300 ft south of this point - and we all quit for night.

Jam. Pomard returns from Mildred on 4-50 P.M. train

Time Sheet Workings for Kinkela and De Lury

June 1916

20 21 22 23 24 25 26 27

John W. Cuss

Chas Kinkela

Dan De Lury

Frank Hubbard

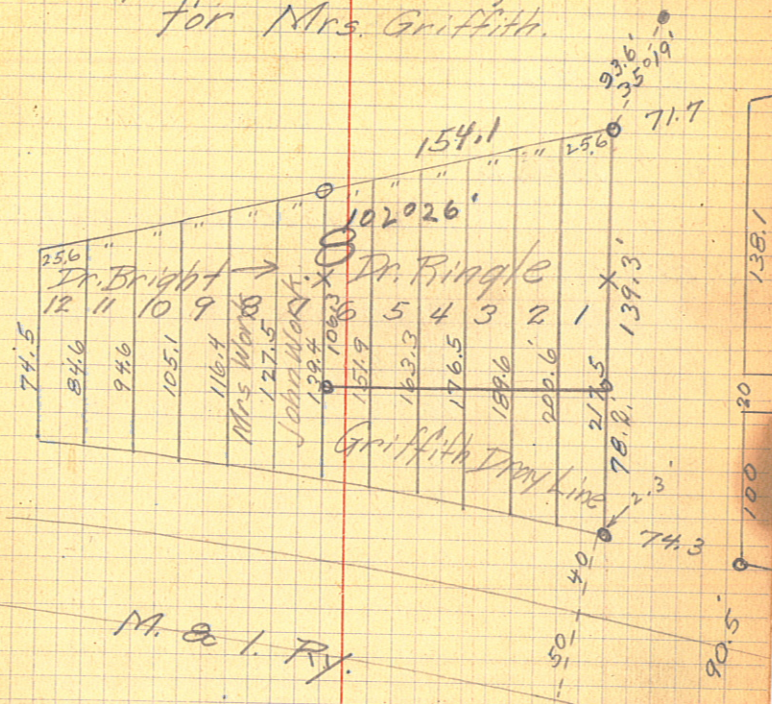
Herman Rau

?

John Pomasel

1	1/2 AM	0	0	0	0	0	0
1	0	out back	1				
1/2	0	0	0	0			
1	0	2 1/2	7/15	1			
1/2	1/2 AM	10 70	12	0			
0	1/2 AM	0	0	0			
0	1/2 AM	1	1				

April 13 & 14 - 1931
 Survey of Block 8, Original Plat
 for Mrs. Griffith.



Walker Village

Chase lots. 21+22 B/K #3

Sept - 26 - 1917

+ S	H.I.	- S	elev	obj
			1318.836	B.M. S.E.

334 1322.18

1.73 1320.45 Cem Walk S.E.

3.50 1323.95

3.80 1320.15 1.M. SW. Lot

7.55 1316.40 Pt 3 on 9

10.75 1313.20 " 5

2.85 1321.10 " 36

2.85 1321.10 " 34

4.35 1319.60 " 32

2.40 1321.55 " 54

2.00 1321.95 " 50

2.85 1321.10 " 48

12.65 1311.30 T.P. in St.

0.65 1311.95

1.25 1310.70 S.E. of exca'm a

3.60 1308.35 N.E. " "

4.85 1307.10 N.W. " "

14.00 1297.95 Lake Beach

5.00 1306.95 26 Ft S of

2.
Cor. Lot. 24. BIK. 15. U.S.P. B.M.

Cor BIK. 3. T.P.

22

Small Plat of Lots for Leveling Purposes
S. end Found'n.

above excavation.

S.E. Cor Lot 21 BIK 3. S.M.M.

tion

Lake on Bank.

S.W. Cor. Blk 2.2 - Village of Walker
+ S H. 1 - S Elev. Obj.

12.13		1320.15	S.W. Cor.
	1332.28	2.5 2.83	1329.78 1329.45 S.E. Cor
		8.7	1323.58 Cen. of block
		8.8	1323.48 across st.
		5.5	1326.78 75' W. of S.E. Cor
	12.00	1320.28	2.5' E of S.W. Cor
		2.3	1330.0 2.5' W. of Hospit
		1.3	1331.0 Hospital Cor.
		5.83	1326.45 ^{32.28} 1326.78
		5.53	5.50
		8.83	1323.45 1323.78
		8.50	8.50
		10.11	1322.17 1322.38
		11.39	1320.89 1320.98
		12.03	1320.25 1320.28
			12.00

1320.15 ±

12.03

.64

11.39

1.28

10.11

1.28

8.83

1323.45

1.28

1322.17

1.28

0.89

64

25

9.63

9.30

3.43

3.33

6.63

10.11

.64

10.75

End of Cong. Church Walk

at Cor. S

10.85

9.85

South side St.

1322.45

4%

1323.78

1332.28
1322.30
9.90

32.28

26.45

5.83

32.28

23.45

8.83

32.28

22.17

10.11

2.56%
28

0.60%

Church	Grindal	Bilben	Parson	Cong. Church	32.28
					20.89
					11.39

1329.45

1323.48

6.

1323.48

1320.28

3.2 125

125 2.56

320

250

700

625

750

750

#

1323.78

1320.28

3.50

125

350

250

1000

9.63

6.63

3.63

2.08

Cass County,
Blk. No. Village of Walker.

+s	H.l.	-s.	elev.	Fieldbj.	obj
4.6	104.6		100.0	.	1 M.
		8.1	96.5	3.5	
		12.5	92.1	7.9	AV
		11.6	93.0	7.0	50 ft
		13.6	91.0	9.0	100 "
		12.6	92.0	8.0	150 "
		10.4	94.2	5.8	170 "
		12.5	92.1	7.9	50 "
		12.9	91.7	8.3	100 "
		11.9	92.7	7.3	150 "
		10.9	93.7	6.3	200
		8.5	96.1	3.9	250
		7.4	97.2	2.8	300
		7.3	97.3	2.7	
		6.2	98.4	1.6	
		9.1	95.5	4.5	jin
		9.4	95.2	4.8	50 ft
		9.7	94.9	5.1	100
		10.7	93.9	6.1	150
		11.4	92.2	7.8	200
		11.9	92.7	7.3	250
		12.0	92.6	7.4	
		12.0	92.6	7.4	100'
		7.4	97.2	2.8	150
		5.9	99.7	1.3	

at N.W. Cor C. House Block.

street 25 ft N.

side st.

N.

"

"

" S side R.R. RT of way

E on

"

"

"

"

"

S. rail of main line on E line of Blk.
cent of Blk going W. from E. line
W. of E. line

on N st. line 50 ft E of W. line of Blk

"

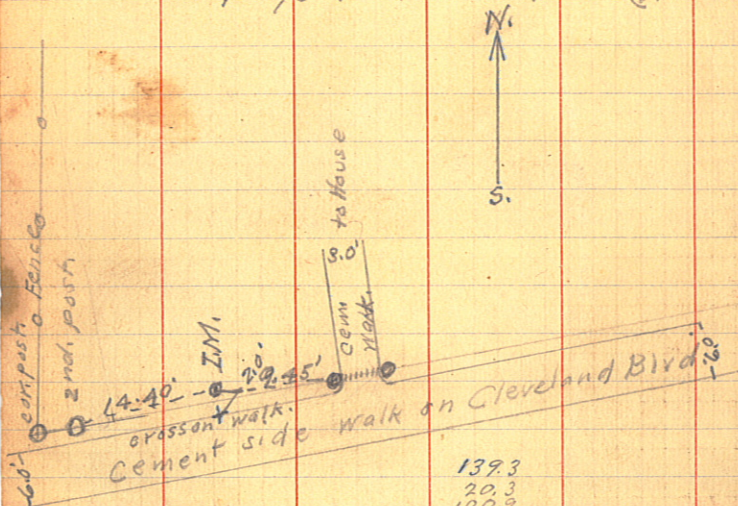
"

"

"

cent of st 50 ft. W. of E line

Ref. pts. to I.M. shown at Odin
Naustvalds. place near S.W. Cor. of
Lot 13, Blk. 2, Village of Walker
on page 7. of this book (No. 75)



139.3
20.3
100.9
260.5
258.1
2.4

$$319.3 : 299.3 :: 380.4 : X$$

$\begin{array}{r} 380.4 \\ 1197.2 \\ 2394.40 \\ 8977 \\ \hline 319.3 \quad 11385.37 \quad 2 \quad 356.6 \\ 9579 \\ 18063 \\ 15965 \\ 20987 \\ 19158 \\ 18292 \\ \hline 19159 \\ 5 \end{array}$	$\begin{array}{r} 2518 \\ 12 \\ 5036 \\ 2518 \\ 30216 \\ 282 \\ 299.34 \\ 23.67 \\ \hline 323.01 \\ 314 \\ 901 - \text{chained } 9.4 \end{array}$
--	---

$$52 \quad 380.4$$

$$33.2 + 28 = 61.2'$$

$$61.2 : X :: 319.3 : 299.3$$

$$50 : X :: 319.3 : 299.3$$

$$57.8 = 8.37' \quad 8^\circ 22.2'$$

$$47.6 = 6.84 \quad 6^\circ 50.4'$$

$$6.84$$

$$6.84$$

$$6.84$$

$$6.84$$

$$6.84$$

$$\underline{2.60}$$

$$51.81$$

$$\begin{array}{r} 3^\circ 50' \\ 1^\circ 18' \\ \hline 5^\circ 08' \end{array}$$

33.2	33.2	51.9
19.3	4.6	38.5
$3 \overline{) 13.9}$	28.6	13.4
4.6		4.4
		38.5
		4.5
		43.0

$$\begin{array}{r} 299.3 \\ 61.2 \\ \hline 7986 \\ 3993 \end{array}$$

$$419.3 \overline{) 24437.16} \quad 57.8$$

$$\begin{array}{r} 349.21 \\ 32544 \\ \hline 11706 \end{array}$$

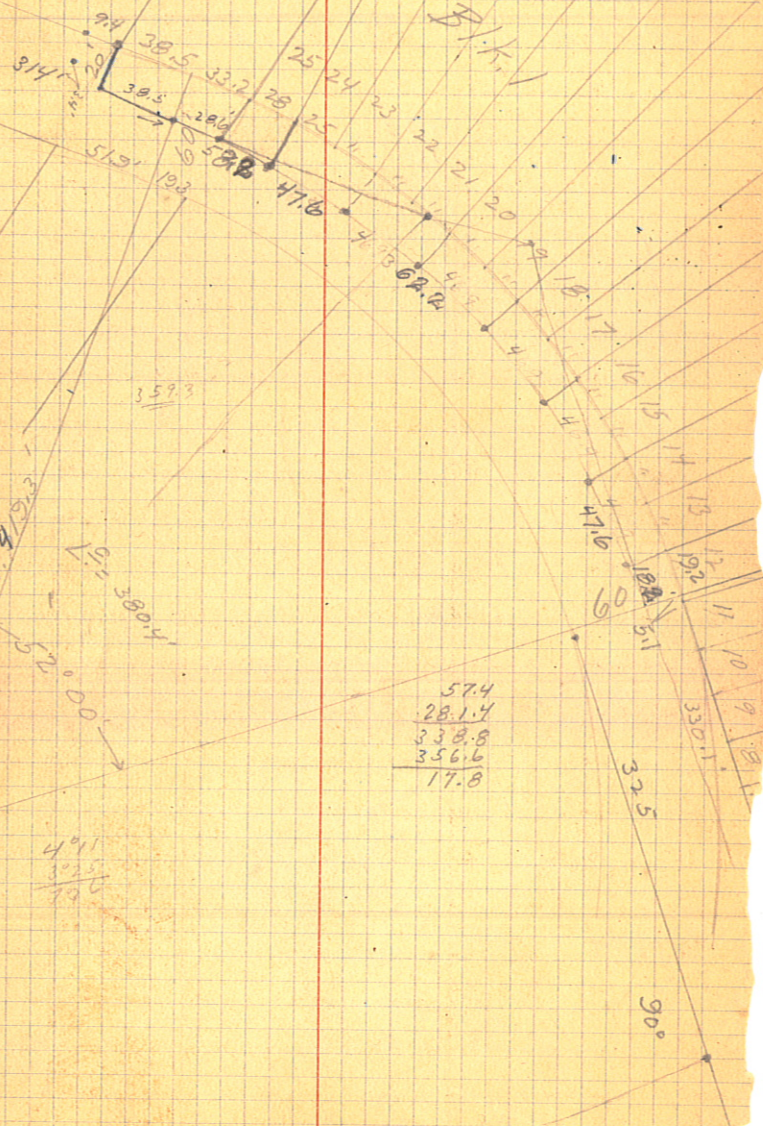
$$\begin{array}{r} 399.3 \\ 50 \overline{) 41.7} \\ 199650 \\ \hline 16772 \\ 31930 \\ 29351 \\ \hline 25790 \end{array}$$

$$36$$

$$41^\circ$$

$$\begin{array}{r} 421 \\ 303 \\ \hline 730 \end{array}$$

D.P.T.



$R = \frac{419.3}{52} = 8.0635$
 $L = 380.4$
 $90^\circ 00'$

$\frac{401}{325}$
 $\frac{790}{325}$

$\frac{57.4}{28.14}$
 $\frac{338.8}{356.6}$
 $\frac{17.8}{356.6}$

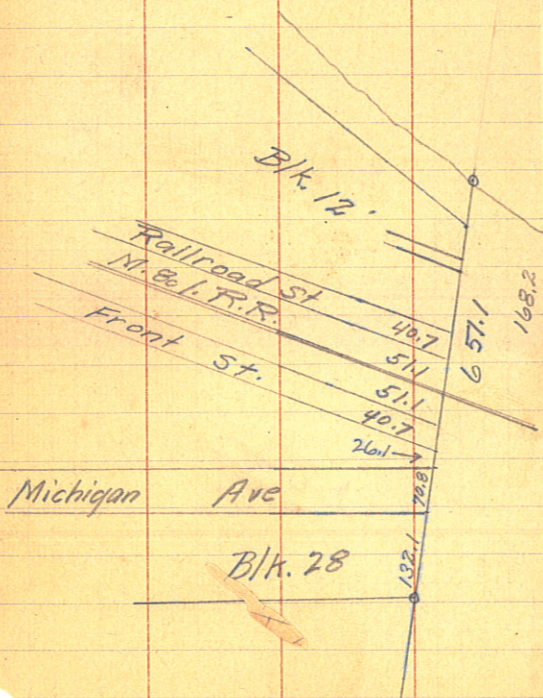
$\frac{350.1}{325}$

90°

See page 101

Plat of East line of
Original Plat and West line of
Commercial Club - Walker Village.

98.8	98.8
26.1	26.1
70.8	124.9
132.1	70.8
<u>327.8</u>	<u>205.7</u>



$$\begin{array}{r}
 837 \\
 4.21 \overline{) 520} \\
 \underline{4968} \\
 2320 \\
 \underline{1863} \\
 4570
 \end{array}$$

$$\begin{array}{r}
 6.21 \\
 57.4 \overline{) 356.6} \\
 \underline{3444} \\
 1220 \\
 \underline{1148} \\
 720
 \end{array}$$

$$\begin{array}{r}
 37 \\
 100 \overline{) \frac{x}{60}} \\
 \underline{222}
 \end{array}$$

$$\begin{array}{r}
 860 \\
 46.9 \overline{) 356.6} \\
 \underline{3283} \\
 2830 \\
 \underline{2814} \\
 16000
 \end{array}$$

$$\begin{array}{r}
 7.6 \quad 6.2 \\
 61.2 \overline{) 380.4} \\
 \underline{3672} \\
 1220
 \end{array}$$

$$\begin{array}{r}
 380.4 \\
 361.2 \\
 \underline{19.2}
 \end{array}$$

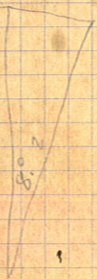
$$\begin{array}{r}
 7.6 \quad 456 \\
 50 \overline{) 380.4} \\
 \underline{35} \\
 30
 \end{array}$$

$$\begin{array}{r}
 31416 \\
 319.3 \\
 \underline{94288} \\
 282744 \\
 31416 \\
 \underline{94248} \\
 900311288
 \end{array}$$

$$\begin{array}{r}
 52 \overline{) 360} \\
 \underline{13} \\
 90
 \end{array}$$

$$\begin{array}{r}
 9 \\
 1103458 \\
 \underline{13} \\
 3310374 \\
 \underline{1103458} \\
 19344954 \\
 2828
 \end{array}$$

$$\begin{array}{r}
 2856 \\
 57.8 \\
 \underline{243.4} \\
 262.2 \\
 \underline{18.8}
 \end{array}$$



$$\begin{array}{r}
 18.8 \overline{) 362.2} \\
 \underline{188}
 \end{array}$$

$$\begin{array}{r}
 26 \\
 \underline{52}
 \end{array}$$

2

Levels.

E.B. Horst, Level.
Glen Bacon, Rod. & Tape.

June 2, 1921

Levels of Minn. Ave. + Front
St. + establishing grade for
cut to fill B/K. 13.

+S.	FF.	H.I.	-S.	elev.	B.M.
5.50		1324.34			
			4.39	1319.95	Sidewalk
			4.06	1319.98	
			4.08	1320.26	
			5.38	1318.96	
			5.22	1319.12	
			5.48	1318.86	← - -
			4.56	1319.78	
5.59	-	1325.37			
			8.12	1317.25	
			6.20	1319.17	
			7.05	1318.32	
			7.90	1320.47	
			2.64	1322.73	
			3.30	1322.09	
			4.02	1321.35	
			5.21	1320.16	
			5.91	1319.46	

U.S.C.E. P.B.M. elev. = 1318.836

N.W. cor. chase porch.

5.50

1324.34

N.W. cor. Opera House on side walk.

N.W. " BIK. 24 on I.M.

SW " Quams store on side walk.

N.E. " Drug store " " "

→ stone foundation under N.W. cor of opera House. E equals Crandalls B.M.

assumed elev. = 100.00

T.P. 2 flags W. of E. end C.H. Walk.

P.I. E. line 3rd st. + S. Rt. way line (Fill. 1.51) Mt. 1.

100 ft. E. on Rt. way line C. 0.81

200 " " " " " " C. 0.46

P.I. W. line 2nd + Rt way line C. 3.11

30 ft. E. of P.I. on hump of ground. C. 5.37

N.E. cor. BIK. 25. C. 4.03

Ap. on N. side " C. 3.49

100 ft. E. of N.W. cor. BIK. 25. C. 1.80

N.W. cor. BIK. 25. C. 1.80

June 3-4, 1921.

+ S.

H.I.	-S.	elev.
1325.37	4.13	1321.24
	2.17	1323.20
	2.45	1322.92
	2.55	1322.82
	3.45	1321.92
	3.68	1321.69
	3.70	1321.67
	5.35	1320.02
	5.00	1320.37
	7.23	1318.14
	7.66	1317.71
	7.80	1317.57

} alley

175 ft. S. of N.W. cor. 25 0

cent. on S. side 25 0

N.E. cor. of Blk. 30 F. 1.04

S.E. " " " 25 F. 1.14

S. N5 stakes on E. side 25. C. 1.26 } S. side
C. 1.03 } N. "

pt. on E. side of 2nd at alley C. 0.87.

" E. of N.E. cor. 25 C. 1.98

" on P.I. Rt way + E side 2nd st. C. 2.33

☒ of 3rd st. + ☒ M+T Track

C. " Blk 25 + " " "

☒ " 2nd. st. + " " "

36

E. B. Horst & McPherson.

Aug. 9, 1921 Grades & Bkts. cons.

+ S.

H.I. - S. elev.

4.50

1324.76

1320.26

T.P.

4.43

1320.33

5.51

1325.84

6.10

T.P.

1326.43

1320.33

= 1/4 M. at NW. Cor. Blk. 24. Walker.
Stake at M+I. Tel. Pole. MKd. T.R.

First Point

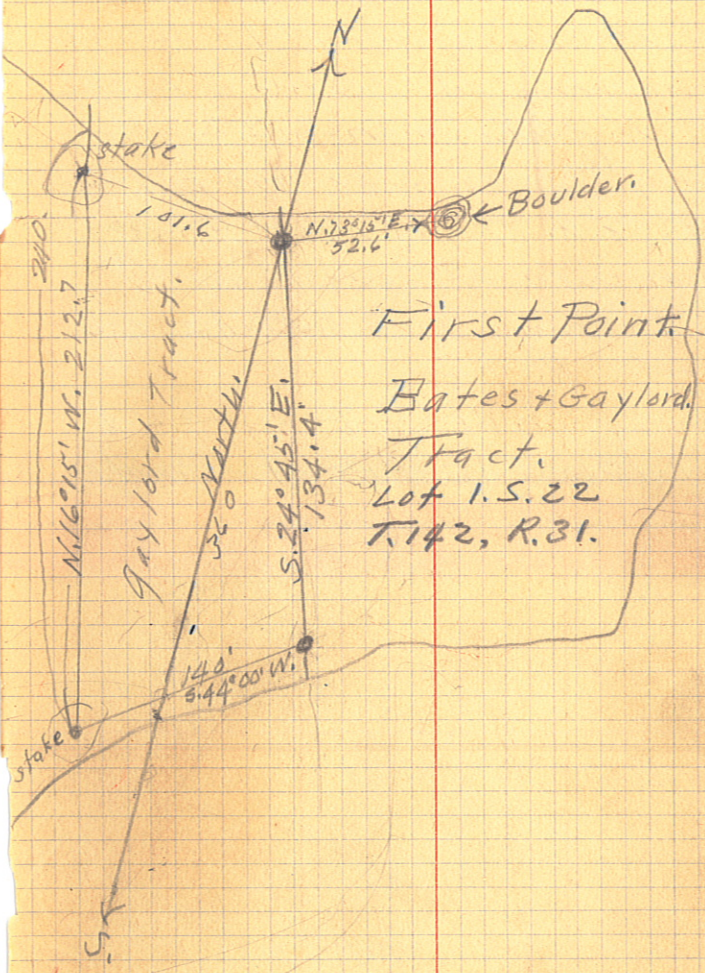
Aug. 27, 1921

Set a concrete mon. 6" x 24" in stovepipe mould, the largest Boulder on this shore bears N. $73^{\circ}15'$ E. 52.6 ft to closest point at bottom. This monument is at a point selected by J.S. Scribner as the N.W. extremity of Bates and Gaylord tract.

Thence from this Mon. Iron S. $24^{\circ}45'$ E. (var. $8^{\circ}45'$) 134.9 feet and set another concrete Mon. 6" x 24" in the ground, on S. side of point.

From Mon. No. 2. Iron S. 44° W. 140 ft. thence N. $16^{\circ}15'$ W. across point thence N. E 90 sterly 101.6 ft. to place of beginning, being a tract of land to be deeded to E.R. Gaylord for boat house.

Sunrise Beach



First Point
 Bates + Gaylord
 Tract.
 Lot 1. S. 22
 T. 142, R. 31.

Copy of description given
 in quit claim deed given
 by P.H. McGary to Si
 Scribner in lot 1-22-142-31,
 commencing at a point 5742.87
 ft N. of the SW cor S. 22 atan
 L.M. thence S. 88° 41' E. 195.15
 ft. ~~Pt. A.~~ thence N. 48° E. 837 ft.
 to an Iron. at Leech Lake.

Quit Claim Deed Record # C.C.
 Page. C.R.

Survey made Nov. 5, 1915 by,
 J. W. Puro. (E.B. Horst, transitman)
 (E.L. Justice, chairman)
 E.B. Horst.

N.

Diagram of R.P.s. to

I.M. at N. $\frac{1}{16}$ S. COR.

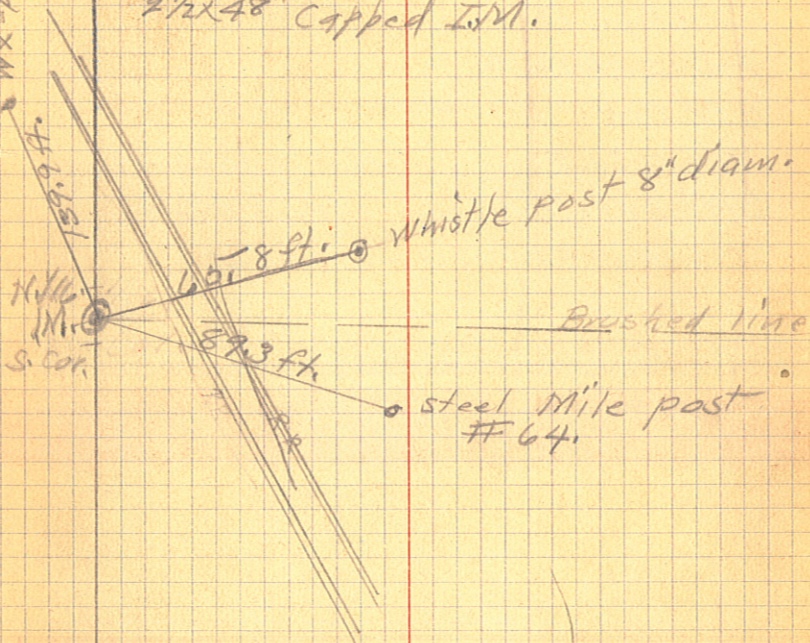
Between Secs. 21-22-142-31

Replaced May 12, 1922 by

E. B. Horst, & B. M. Beach

2 1/2 x 48" capped I.M.

WX-post. 1800



S.

Side Walk Grades Chase Hotel.
in. Blk. 4. Village of Walker.
Lots. 20-21-22 - Blk. 4.

B.M. = U.S.P. B.M. - S.E. cor. Cole

Bldg. 1318.84

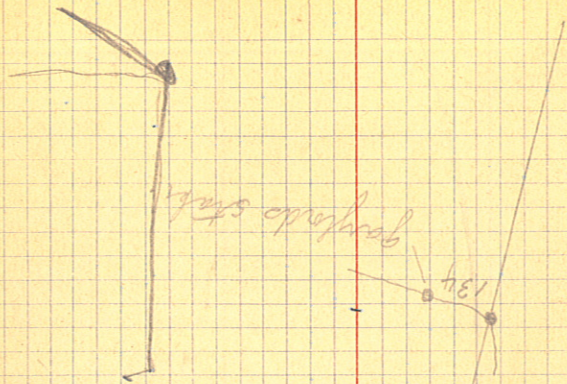
H.I. = 1324.74

N.W. cor. 5th + Cleveland.

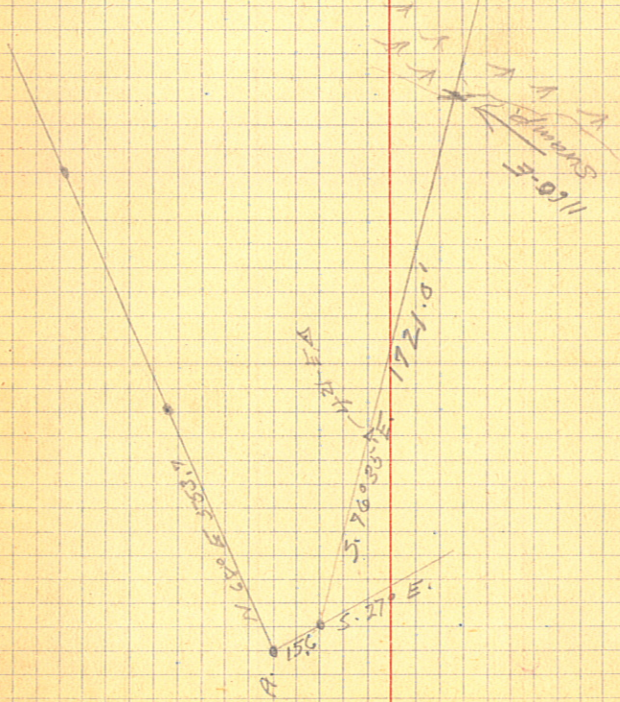
+ S = 3.65 elev. = 1320.49

S.W. cor. Blk. 4, elev = 1319.59

Rise per ft. going E = .0042,



134



Mt. Bertrams Crk.

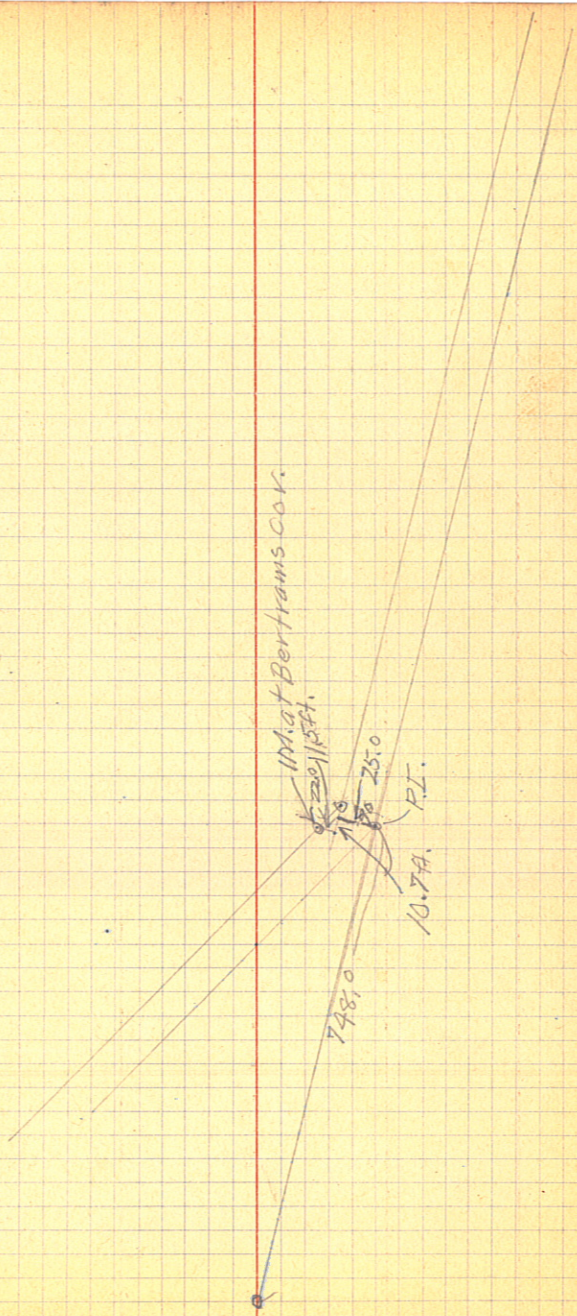
220/1354.

2510

P.I.

10.7A

798.0



5-2

Scribner.

April 8, 1922,

Musel & Montenez tract.

Begin at a Hub in center of Cem.

Road runs S.

at 666.8 set Hub on a
line Run by J.W. Curo as the
S $\frac{1}{4}$ line of sec. 22-142-31.
and Claimed by J.S. Scribner
as his S. line.

In running this line I take
no responsibility in regard to
the location of the $\frac{1}{4}$ line
as I do not believe it is correct-
ly established, but set the
points as directed by J.S. Scri-
bner. E.B. Hovet.

54

Creamery Grades.

May 3, 1922

E.B. Horst, + B.M. Beach,
for Village of Walker.Lots 7-8, Blk. 21 grades for
Creamery.

±S	H.I.	-S	elev.
1.06	1319.9		1318.84
1.6		1.6	1318.3
		2.0	1317.9
		2.8	1317.1
		3.3	1316.6
		4.0	1315.9
		4.2	1315.7
		2.3	1317.6
		5.2	1314.7
		6.6	1313.3
		5.5	1314.4
		8.9	1311.0
		13.5	1306.4
		14.1	1305.8
		8.6	1311.3
		2.3	1317.6
		0.0	1318.8
		11.65	1308.25
		22.95	1296.95

U.S.P.M. - S.E. cor. Cole Bldg.

N.E. cor. Motor Inn.

N.W. " " " on side walk,

S.E. cor. Bragg Lbr. Bldg. " "

100 ft W. of N.E. cor. Motor Inn. sidewalk,

end of side walk at N.W. cor. Lbr. Bldg.

☐ of St. 150 ft W. crossing.

N. Sidewalk at 100 ft W.

Floor of Braggs garage

☐ St. 175 ft W.

N. side walk in front of Mengis door.

☐ of St. at 2nd Tel. pole W.

" " " 3rd " " "

" " " 4th " " "

" " " 5th " " "

" " " 6 " " "

" " " ☐ of St. running N.

top of Retain wall at N. end Concrete Bridge

top of water in Lake Max creek.

57

(Creamery Lots. Graze)

grade stakes for lots 7-8-B.21

1314.45

NE Cor. Lot 7

Rod. Reading

4.455

1313.98

NE, Cor. " 8

4.920

1313.53

NW. " " 8

5.375

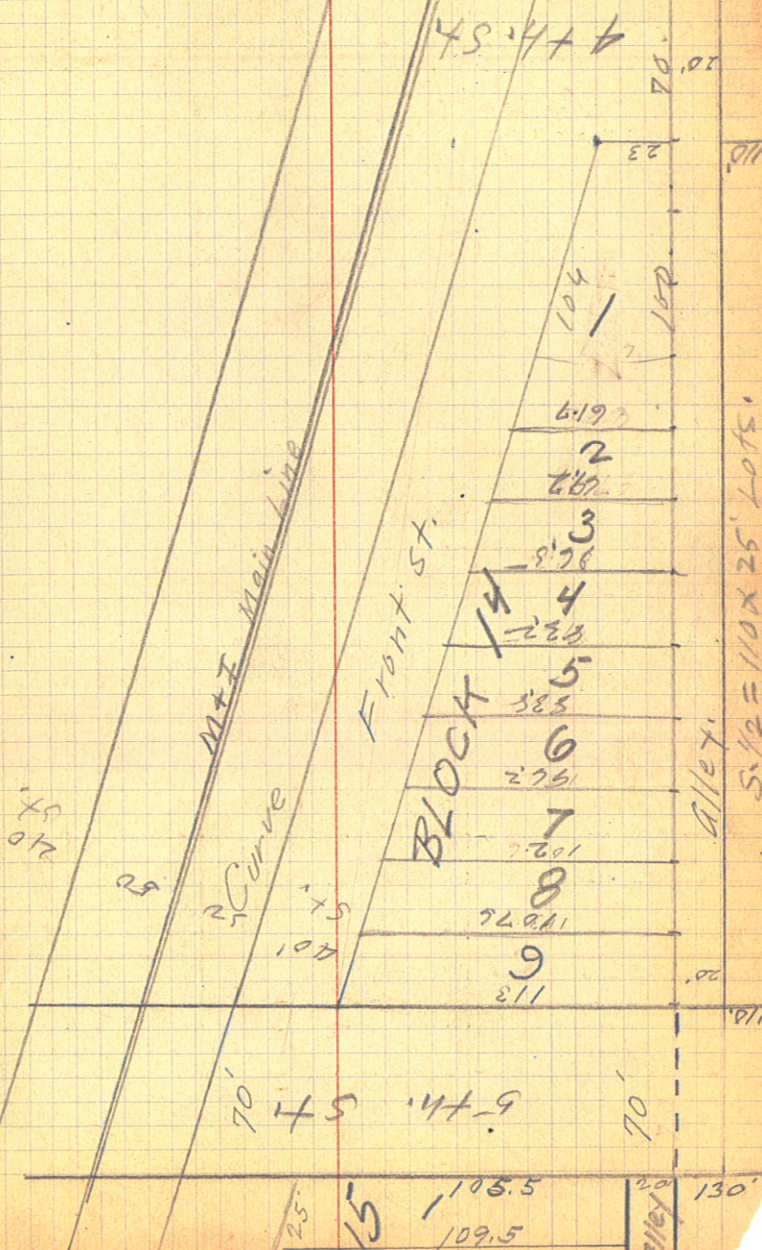
58

David Brassardi

a part of Lots. 5-6-7-8-9.

Blk. 14.

On W side Blk. 14 being the N.
45 ft. of W side lot 9 thence
East parallel to S. line Blk. 14.



G.B. Upham

Blk. 1 Quams Add.

142.32	130	130
<u>130.</u>	<u>94.88</u>	<u>94.88</u>
272.32	224.88	9
<u>17.44</u>	<u>237.2</u>	130
254.88	860	94.88
		<u>237.2</u>
		248.60

224.88
<u>30</u>
254.88



July 3, 1922. (Mon.)

E. B. Horst, B.M. Beach, for Bates.
We begin at a 2" x 60" (Flue)
Iron Mon. set by E. B. Horst
for the point of intersection,
of a line (agreed upon by
Mr. Wm. Mannis and J. E. Andrus
Jr. as a dividing line between
their properties) with Leech
Lake.

From this point we run a
line due North across First
Point to Leech Lake, a distance
of about 360 ft.

This line was established from
the true Meridian found by
an observation on Polaris at
9^h 11' P.M. July 3, 1922.

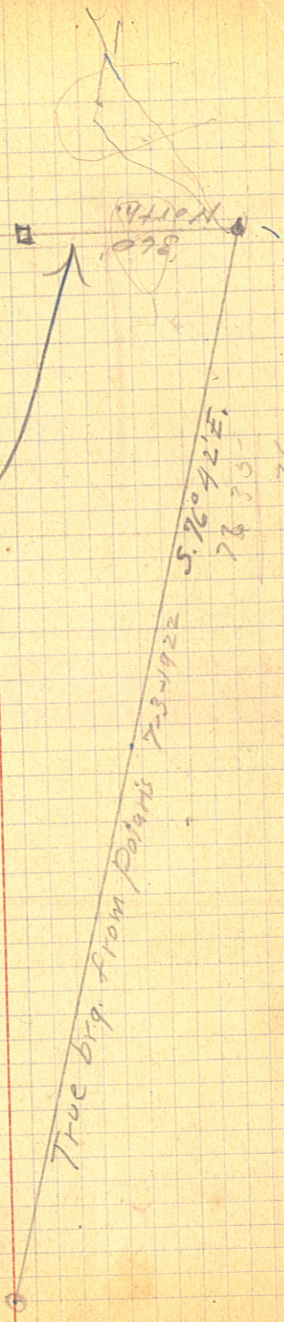
E. B. Horst

Line for Bater
C Sta. 6. 7-8-1922.

True brg. from Baker's 7-3-1922

S. 76° 42' E.
7630
7

North
800



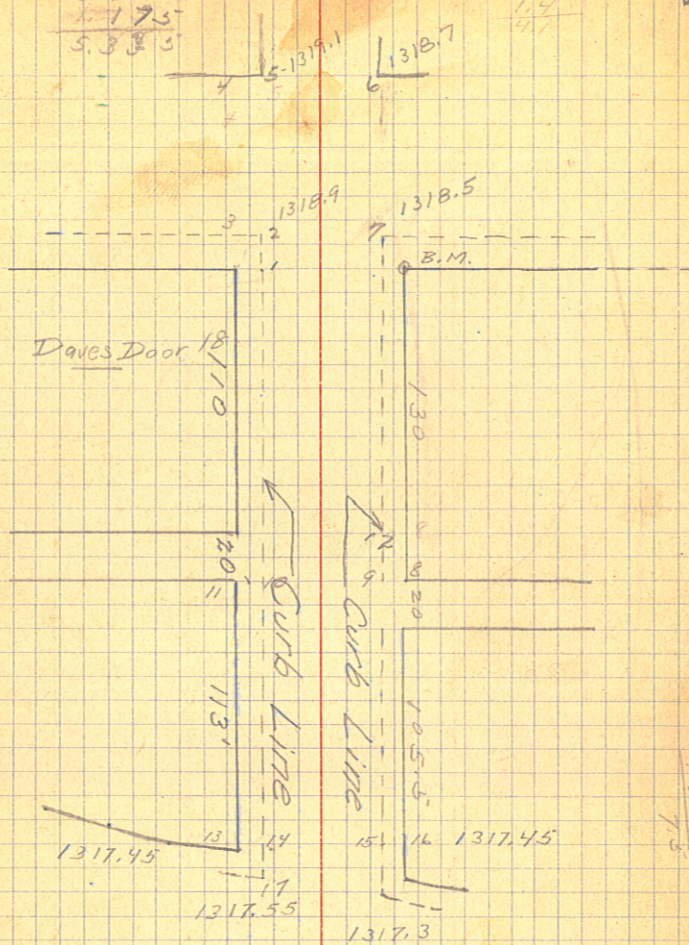
64.

May 31, 1929
Levels for Village of Walker

+S	H.I.	-S	Elev	Obj
			1318.84	
+4.33	1323.17			
		4.4		#1
		4.3	1318.9	#2
		4.3	1318.9	#3
		4.1		#4
		4.05	1319.1	#5
		4.45	1318.7	#6
		4.7	1318.5	#7
			1318.84	
+4.1	1322.9	4.6		8
		5.2	1317.7	9
		No Cor		10
		5.3	1317.6	11
		5.1	1317.8	12
		4.55	1318.3	Quams Cor
		4.1	1318.8	
		4.0	1318.9	#2
		5.45	1317.45	13
		5.35	1317.55	14
		5.6	1317.3	15
		5.45	1317.45	16
		5.35	1317.55	17
		5.5	1317.4	18

3.5
 1.175
 5.335

5.5
 1.4
 4.1



6.75 - 16 Diff .15
 5.25 - 15 Diff .25
 7.75 - 14 Diff .10
 4.75 - 13

Curb .35 above sidewalk at corner, S, W
 Curb .2 above sidewalk at N, W. Cor.

2.03
 235.5
 1.5
 250.0
 2.50
 2.50

66

$$D = 2^{\circ}30'$$

$$\Delta = 66^{\circ}30'$$

$$R = 2292.01$$

$$\log R = 3.360217$$

$$9.816658$$

$$3.176875$$

$$T = 1507'$$

Curves BIR 1-10-11
Walker Proper

$$\frac{\Delta}{D} = \frac{52}{16}$$

$$R = 359.265$$

$$\log R = 2.553415$$

$$\log 26^\circ = 9.688182$$

$$\hline 2.243597$$

$$T = 175.2$$

$$\Delta = 26^\circ 35'$$

$$R = 470.3$$

$$\log \tan \frac{1}{2} \Delta =$$

$$\log R = 2.672375$$

$$\hline 9.381129$$

$$12^\circ 12' 0$$

$$\hline 2.053504$$

$$T = 112.1$$

$$\begin{array}{r} 12.20 \quad | \quad 26.583 \\ \hline 244 \\ \hline 218 \\ \hline 122 \\ \hline 968 \\ \hline 976 \end{array}$$

Lot 1, S. 22. 142-31

July 27, 1922.

E. B. Horst and G. A. Bacon
for C. G. Bates, on 1st Point.
We try and retrace a survey
made by Jas. D. Middleton
2 yrs. ago but find several
errors and are unable to use
it.

We set a 3" x 3" x 48" concrete
Cass County I.M. mkd thus:
with following B.T.s.

Ash 9" S. 25° 02' E. 34'

Elm 10" N. 70° 45' W. 37 1/4

R.P.

1922.

A.

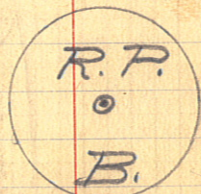
Thence from this I.M. we
run N. 51° 05' E. (Mag Dec. = 8° 30')
a distance of 55 ft. to a point
at the N.E. end of First Point
and at the waters edge of
Leech Lake.

This is a part of a dividing
line which is to separate the
Properties of C. G. Bates and
E. R. Gaylord now jointly
owned.

July 28, 1922.

Horst & Bacon.

From R.P. A. W. run S. $51^{\circ}05'$
W. 230.7 ft. where we set
a 3" x 3" x 48" reinforced concrete
Mon. Marked:



Thence:

S. $33^{\circ}51'$ W. 101.8' ✓

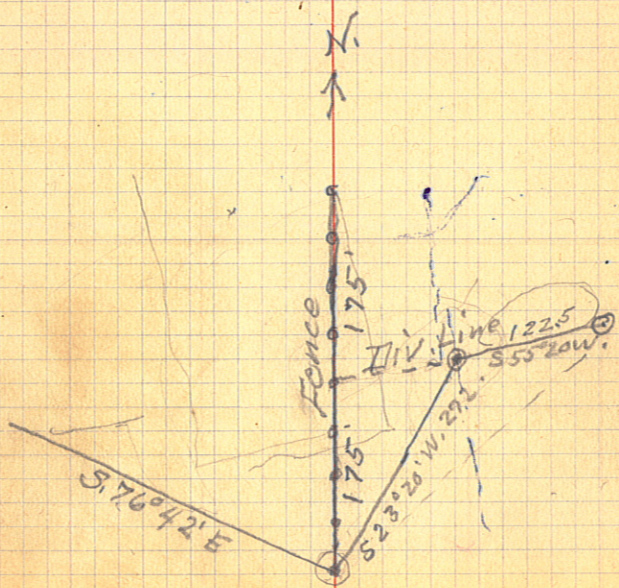
S. $43^{\circ}47'$ W. $39.5 + 10.5 + 69.0 = 119.0'$ ✓
House.

S. $53^{\circ}08'$ W. 43.6' x

S. $67^{\circ}52'$ W. 169.7' x

S. $55^{\circ}20'$ W. 122.5' to Cem. Mon.

Thence S. $23^{\circ}20'$ W. 272.0' to I.M.
at S. end of Fence erected by
C & G Bates. running N & S. across
Point.



74

Curve Data on Gt. Nor. through

Sta. 3312+20 = P.C.

3346+22.5 = P.T.

 $C = 2^{\circ} L.$ $\Delta = 68^{\circ} 03'$ $R = 2864.93$ $\log R = 3.457115$ $\log \tan \frac{1}{2} \Delta = \log \tan 34^{\circ} 12' = 9.829396$ $\log 1934.2 = 3.286508$

Tangent between curves = 3536.7

Sta. 3381+59.2 = P.C.

3390+83.0 = P.T.

 $C = 3^{\circ} 30' L.$ $32^{\circ} 20' = \Delta$ $\frac{1}{2} \Delta = 16^{\circ} 10'$ $R = 1637.28$ $\log R = 3.214122$ $\log \tan 16^{\circ} 10' = 9.462715$ $\log 475.6 = 2.676837$

Doc. 22-142-31

75

76

Water Tower to Lester's

	H. I	- S	Elev	Obj
+ 5	100.25		100	U.S.P.B.M.
0.5	100.5		88.15	T.P.
	<small>Should be 12.1</small>	12.1	88.15	T.P.
		12.35	88.15	T.P.
1.2	89.35	13		
		13.9	75.45	T.P.
6.4	81.85			
		0.55	81.30	T.P.
12.25	93.55			
		0.0	93.55	T.P.
10.9	104.45			
		0.0	104.45	T.P.
12.55	117.00			
		1.3	115.7	T.P. Cor. S.G.
12.6	128.3		✓	
		1.0	127.3	T.P. S. House Water Table
10.2	137.5			
		2.45	135.05	T.P.
11.9	146.95			
		1.6	145.35	T.P.
11.3	156.65			
		.05	156.60	T.P.
11.5	168.1			
		3.0	165.1	T.P. 1st Hill
5.3	170.4			
		1.2	169.2	T.P.
12.0	181.2			
		2.6	178.6	T.P. 2nd Hill

73
2,25

$$\begin{array}{r} 5,5 \\ 3,85 \\ \hline 1,65 \end{array}$$

level with 5th floor

f.s	H.1	-S	Elev.	Obj
2st Hill	178.7	13.75	164.95	1st Hill
2.0	166.95			
		10.55	156.40	
0.2	156.6			
		11.45	145.15	
0.15	145.30			
		10.5	134.8	
2.4	137.2			
		10.25	126.95	Water table
1.1	128.05			
0.5	127.45			
		12.7	115.35	
		14.0	113.45	
0.25	115.60			
0.55	114.00			
		11.5	104.15	
		12.25	101.75	
0.2	106.25			
0.4	102.75			
		11.1	95.15	
		14.00	88.15	✓
1.25	96.40			
3.55	91.70			
		14.00	82.40	
		12.75	78.95	✓
.75	83.15			
2.05	81.00			
		5.6	72.55	6.60 81.15
		1.5	79.50	
9.3	86.85			
10.8	90.3			
		2.25	84.55	
		1.7	88.6	
10.1 ✓	96.65			
11.5	95.75			
		0.25	96.40	✓
		0.35	94.40	Av 95.9

$$\begin{array}{r}
 0.25 \quad 55 \\
 \quad \quad 3.2 \\
 \quad \quad \underline{2.3} \\
 55 \\
 3.45 \\
 \underline{2.05} \\
 14 \\
 \quad \quad 1.3 \\
 \underline{\quad \quad} \\
 12.7
 \end{array}$$

$$\begin{array}{r}
 5.92 \\
 \quad \quad 5.5 \\
 \underline{\quad \quad} \\
 11.45
 \end{array}$$

$$\begin{array}{r}
 55 \\
 \quad \quad 4.4 \\
 \underline{\quad \quad} \\
 11
 \end{array}$$

$$\begin{array}{r}
 55 \\
 \quad \quad 4.75 \\
 \underline{\quad \quad} \\
 15
 \end{array}$$

$$\begin{array}{r}
 80.15 \\
 \quad \quad 2.35 \\
 \underline{\quad \quad} \\
 77.85
 \end{array}$$

$$\begin{array}{r}
 4.25 \\
 \quad \quad 2.5 \\
 \underline{\quad \quad} \\
 9.75
 \end{array}$$

$$\begin{array}{r}
 85 \\
 \quad \quad 14.0 \\
 \underline{\quad \quad} \\
 71
 \end{array}$$

$$\begin{array}{r}
 15 \\
 \quad \quad 2.5 \\
 \underline{\quad \quad} \\
 12.5
 \end{array}$$

$$\begin{array}{r}
 16.5 \\
 \quad \quad 5.5 \\
 \underline{\quad \quad} \\
 7.15
 \end{array}$$

$$\begin{array}{r}
 4.75 \\
 \quad \quad 5.5 \\
 \underline{\quad \quad} \\
 10.25
 \end{array}$$

$$\begin{array}{r}
 6.75 \\
 \quad \quad 5.5 \\
 \underline{\quad \quad} \\
 12.25
 \end{array}$$

$$\begin{array}{r}
 14.00 \\
 \quad \quad 12.5 \\
 \underline{\quad \quad} \\
 26.5
 \end{array}$$

$$\begin{array}{r}
 5.0 \\
 \quad \quad 1.5 \\
 \underline{\quad \quad} \\
 3.5
 \end{array}$$

79

$$\begin{array}{r}
 3.8 \\
 \quad \quad 5.5 \\
 \underline{\quad \quad} \\
 9.3
 \end{array}$$

$$\begin{array}{r}
 177.6 \\
 \quad \quad 92.40 \\
 \underline{\quad \quad} \\
 85.2
 \end{array}$$

$$\begin{array}{r}
 55.0 \\
 \quad \quad 2.9 \\
 \underline{\quad \quad} \\
 2.55
 \end{array}$$

4.25

$$\begin{array}{r}
 93.40 \\
 \quad \quad 6.3 \\
 \underline{\quad \quad} \\
 87.1
 \end{array}$$

+S	H.I.	-S	Elev
			100
0.35	100.35		
		7.15	93.20
1.65	94.85		
		9.75	85.10
3.45	88.55		
		2.55	85.60

$$\begin{array}{r}
 163.95 \\
 \quad \quad 93.90 \\
 \underline{\quad \quad} \\
 70.05
 \end{array}$$

$$\begin{array}{r}
 163.95 \\
 \quad \quad 93.40 \\
 \underline{\quad \quad} \\
 70.55
 \end{array}$$

80.

+S	H.I.	-S	Elev.	Obj
----	------	----	-------	-----

11.6	1.0	1.0	1.0	1.0
------	-----	-----	-----	-----

1.0	1.0	1.0	1.0	1.0
-----	-----	-----	-----	-----

1.0	1.0	1.0	1.0	1.0
-----	-----	-----	-----	-----

1.0	1.0	1.0	1.0	1.0
-----	-----	-----	-----	-----

1.0	1.0	1.0	1.0	1.0
-----	-----	-----	-----	-----

1.0	1.0	1.0	1.0	1.0
-----	-----	-----	-----	-----

82. On Line between 21-22-142-31
W. Olsora } chain Greene, Eng.
M. Judo } April 30, 1923

Set up as near as possible
to P.I. of curve G.N.R.R. $\angle 32^{\circ}17'$
& int. with Sec. Line $19^{\circ}31'$

444.6' P.I. to Int. Sec. Line on tan.
nearly on M.E. rail

42.3' to Curves I.M.

287' to Horst's Mon.

$\angle 19^{\circ}24'$ set up on Curves line
and turned to Horst's Mon.

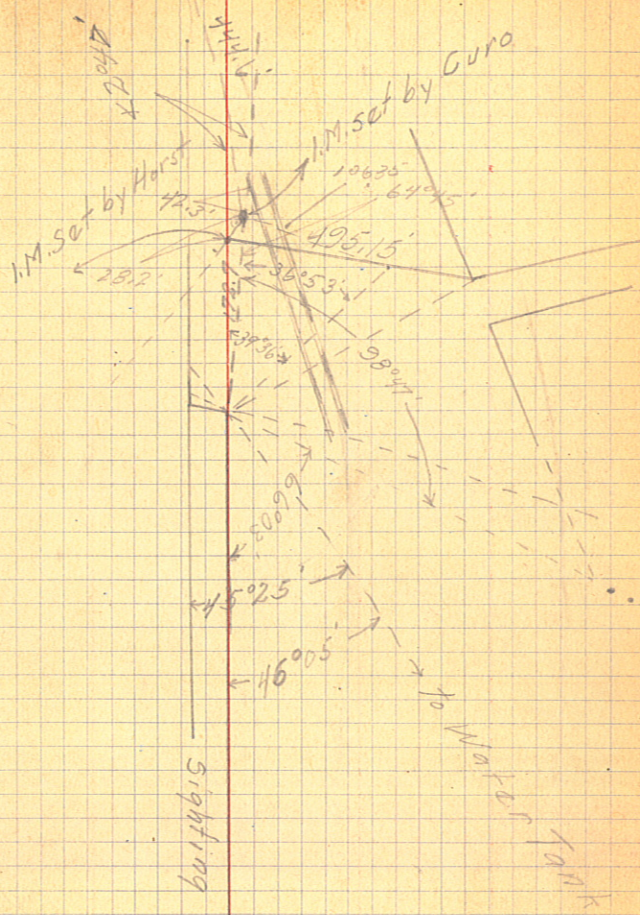
$\angle 7^{\circ}24'$ to point on M.&E. and in
our random line 161.3'

$\angle 64^{\circ}45'$ to Hub. East of tracks
Channing North Sta. 600' - opp. \angle in
61 county road. Sta 6175 crosses
county road where it \angle to brick
yard 1333' to \circ 2' from edge
of bank

106.35' to

Note - Survey continued

5792.87
1944.2



from Book 92

sighting to Post Set by Car

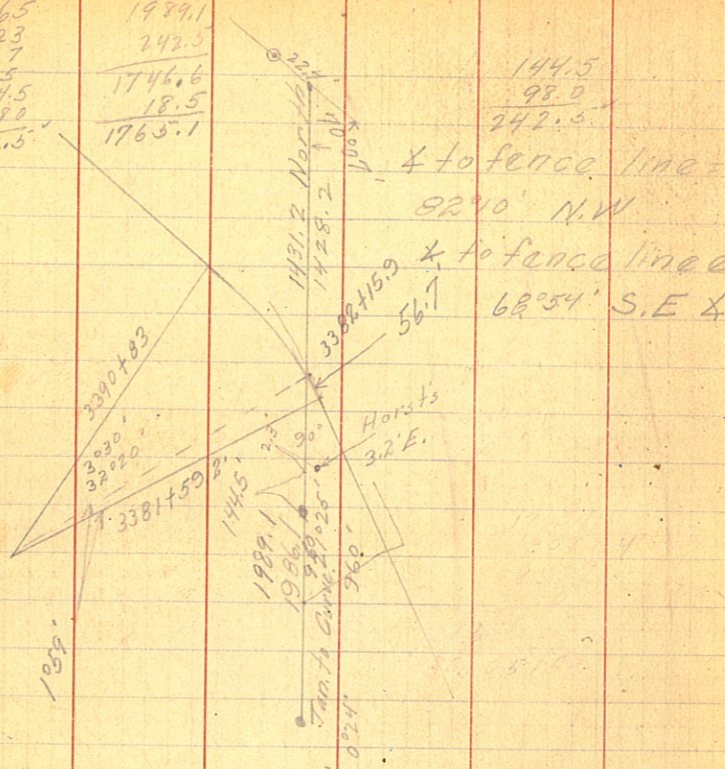
John M. Greene

84

20
65
23
7
15
14.5
980
<u>242.5</u>

1989.1
242.5
<u>1746.6</u>
18.5
<u>1765.1</u>

144.5
98.0
<u>242.5</u>



✕ to fence line =
82°10' N.W

✕ to fence line ca.
68°54' S.E ✕

$R = 1637.28 \quad \log R = 3.214122$

9.627852
<u> </u>
7.841974 = 695

N.E. edge of Pt. of Way
= 87.5 from Q.G.N. track

$$87.5 - 82.9 = 4.6$$

$$40 + 4.6 = 44.6$$

$$170.5 : A'B :: 82.9 : 4.6 :: 82.9 : 44.6$$

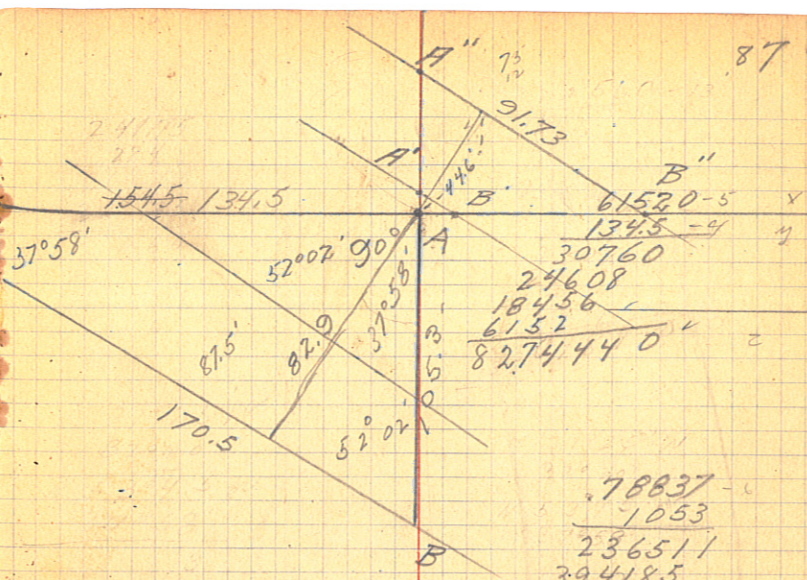
$$\begin{array}{r} 170.5 \\ \underline{4.6} \\ 10230 \\ 6820 \\ \hline 82.9 \overline{) 78430} \quad 9.46 \\ \underline{7461} \\ 3820 \\ \underline{3316} \\ 5040 \end{array}$$

$$\begin{array}{r} 170.5 \\ \underline{44.6} \\ 10230 \\ 6820 \\ \hline 82.9 \overline{) 7604.30} \quad 91.73 \\ \underline{7461} \\ 1433 \\ \underline{82.9} \\ 6043 \\ \underline{5803} \\ 2400 \end{array}$$

$$105.3 : AA' \quad 82.9 : 4.6 :: 82.9 : 44.6$$

$$\begin{array}{r} 105.3 \\ \underline{4.6} \\ 6318 \\ 4212 \\ \hline 82.9 \overline{) 484.38} \quad 5.84 \\ \underline{4145} \\ 6988 \\ \underline{6632} \\ 3560 \end{array}$$

$$\begin{array}{r} 105.3 \\ \underline{44.6} \\ 6318 \\ 4212 \\ \hline 82.9 \overline{) 4696.38} \quad 56.6 \\ \underline{4145} \\ 5513 \quad 56.6 \\ \underline{4974} \quad -5.8 \\ 5390 \quad 50.8 \end{array}$$



$$\begin{array}{r}
 6152 \overline{) 9.5000} \\
 \underline{6152} \\
 33480 \\
 \underline{30760} \\
 27200 \\
 \underline{24608} \\
 25920
 \end{array}$$

$$\begin{array}{r}
 78837 \overline{) 9.5000} \\
 \underline{78337} \\
 166630 \\
 \underline{137674} \\
 89560 \\
 \underline{78837} \\
 107230
 \end{array}$$

$$\begin{array}{r}
 78837 \\
 \underline{1053} \\
 286511 \\
 394185 \\
 788370 \\
 \hline
 83015361 \\
 \underline{82.7} \\
 82.9
 \end{array}$$

$$\begin{array}{l}
 xxy = z \\
 y = z \\
 y
 \end{array}$$

88

21.7

$134.5 : B.B' :: 82.9 : 4.6 :: 82.9 : 44.6$

$$\begin{array}{r} 134.5 \\ \underline{4.6} \\ 8070 \\ 5380 \end{array}$$

$$\begin{array}{r} 134.5 \\ \underline{44.6} \\ 8070 \\ 5380 \end{array}$$

$$82.9 \overline{) 61870} \quad 7.46$$

$$\begin{array}{r} 5803 \\ \underline{3840} \\ 3316 \\ \underline{5240} \end{array}$$

$$829 \overline{) 599870} \quad 7236$$

$$\begin{array}{r} 5803 \\ \underline{1957} \\ 1658 \\ \underline{2990} \\ 2487 \\ \underline{5030} \end{array}$$

90

Flat of Stanton Springs

0	10'	±70'-68'	
1	3'	broken	Sand
2	4'	58	
3	13'	61'	Rocks
4	20'	65	
5	17'	48'	
6	9'	55	
7	12'	55	
8	5	58'	
9	5'	89'	
10	30'	61'	wet ground
11	2'	54'	Sand
12	2'	63'	
13	12'	67'	
14	2'	35' Bag 70'	
15	12'	40' 80'	Bag
16	10'	edge 35'	
17	edge	35'	sand scattered rock.
18	6'	35' Rock	
19	4'	40' Rock	misses point of
20	6'	35' sand	catches "
21	30'		

91

1664'
1333' from nail in R.R. tie

Flashing bag

92

Charley Kinkle

Sec. 22 - 142-31 lying south

39.31 chains

66

23586

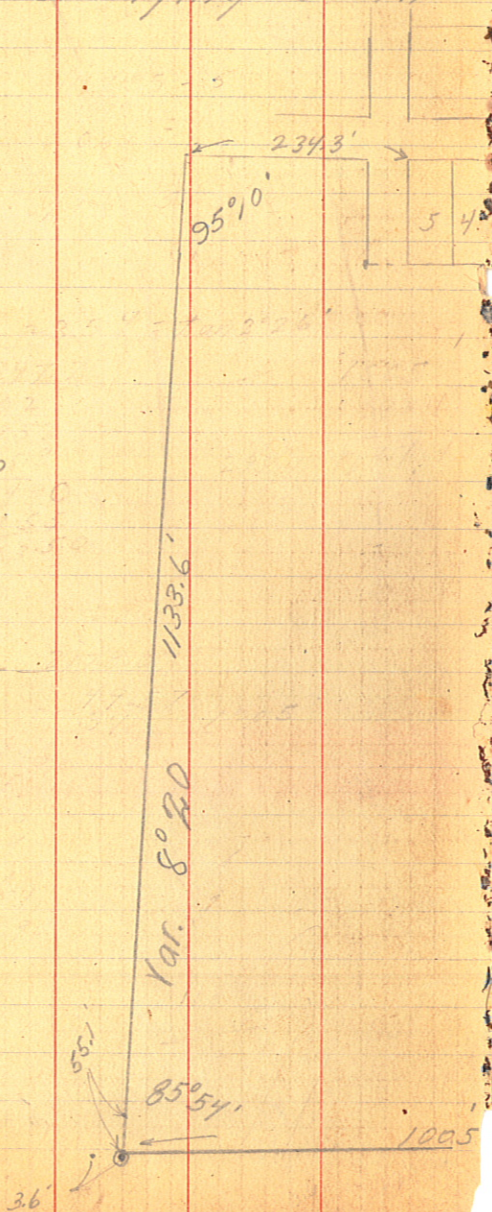
23586

25944 6 = 39.31 ch

1297.2 = 1/16 Cor

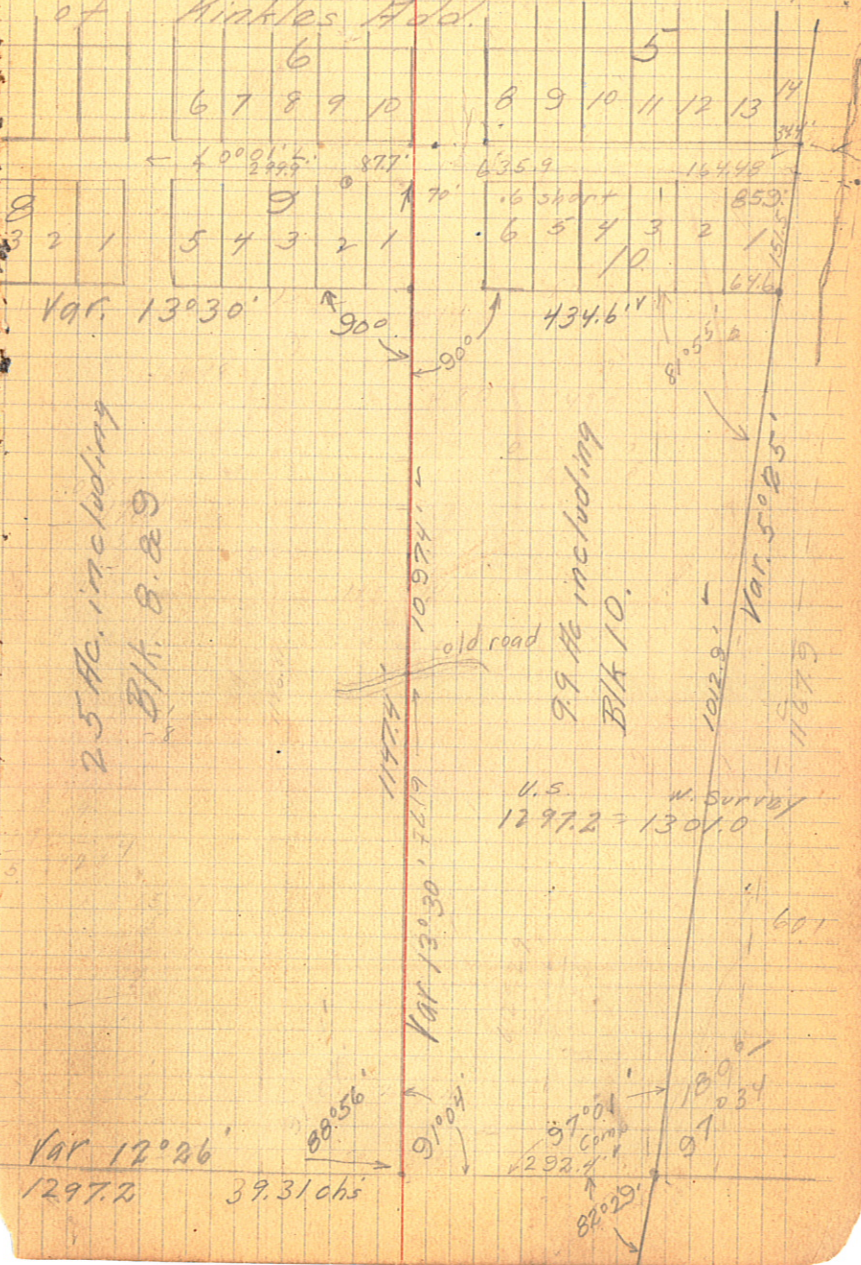
Bill rendered

June 25-23	9.50
26	11.50
27	9.20
July 2	1.00
Use of truck	3.00
	<u>\$34.20</u>



June 25-1923 93

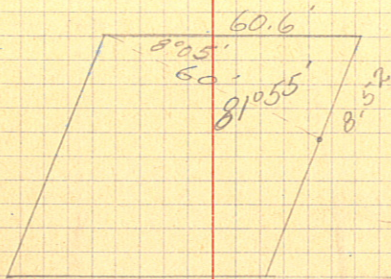
Survey of Unplatted land in
of Winkles Add. 75.04



22 23 24
 30 29 28 27 26 25
 31 32 33 34 35 36
 2 1

150
 .70
 10500

95048



1167.9
 8.52
 1159.38
 7.97
 1167.35
 99006
 700410

105051500
 1050615
 11557465410
 1022.32
 2178.07

1.21

60.5

304.92
 468.4
 2773.32
 386.66
 1151.3-2
 1022.32

450
 180
 400
 142.32
 1172.32
 150
 1022.32

304.92
 773.32
 25
 21748.32
 374.2

115998
 38666
 193330
 38666
 38666
 445161.658
 10500
 43,4661

83°

The south line of Summit Ave,
on platform south of toilet and hits

$$\begin{array}{r} 2972.4 \\ .00116 \\ \hline 17544 \\ 2924 \\ \hline 2724 \\ \hline 3391.84 \end{array}$$
 Found an old oak hub at
line division street. cha
Add. 0.6' East = 385.3' we found
house

1133.6' =

1/16 Cor = Sta. 0

Hub 404.2

Old Hub 961.8 - 1.5' E.

Int. S. side Summit 1133.6'

East 234.3' to cor. Block 8

prolonged crosses North of G.M. Depot
south side of red barn beyond.

Int. S. Line Summit Ave and west
road 385.9', found cor. black 10 kinkles
d all black corners to cor school

1155.74
24.53

1131.21
1133.6

24

1133.6
961.8

171.8

643
170

1297.4 - 5
1891 - 1

12974
116766
103792

12974

24533834

70'
300'
70'
300'
740'
2343'

505.7

98

Martin Guam

July 27 start work at 3 o'clock
Continue South line of summ.
Sixth street locatee states as
Extend East line 6th Street South
N.W. Cor. 150' south of intersection
of Summit Ave.

Description as follows
the East line of 6th St and
run south on the east line of 6th
150' to a point, hereinafter called
south along the same line 100'
of 120' to a point, thence at Rt. 45
to a point; thence at Rt. 45 in a
of beginning.

Street to intersection with
 follows at intersection S.W. - S.E. - N.E.
 250' lay off gravel pit 3.100' X 120' E
 of East line, 6th St and South line

Starting at the intersection of
 the South line of Summit Ave.
 St. prolonged a distance of
 place of beginning, thence continue
 to a point, thence ^{in an easterly direction} a dis.
 in a Northerly direction a dis. of 100'
 westerly direction a dis. of 120' to place

100

142-31

Sec. Line bet. Sec.s 22 & 23

Cor. Sec's 22-23-26-27 I.M. =		0+0
South line Hinkley's Add.		10 12.9
South line Summit St		1 51.8
North " " "		11+64.7
South line Highland Ave.		60.7
North " " "		12+25.4
Southeast Cor. Original Plat		3+03.6
South line Michigan Ave	74.1	15+29.0
North " " "	45.5	60.7
South line Front St.	200	15+89.7
Line R.R.	319.6	6 09.6
North line R.R. St	75	21+97.3
South line Alley - Block 12	394.6	1 31.6
North " " " "	5.4	23+30.9
N.E. Cor.		70.8
U.S.M.C.		24+01.7
Dis. on old plat =	394.6	26.7
Street	74.1	24+28.4
3 +	32.3	91.8
	619.5	25+20.2
	18.2	91.8
	644.1	26+12.0
	635.1	98.8
S. 70° 29' E	9.0	27+10.8
		20.4
		27+31.2
		49.0
		27+80.2
		70.1
		28+50.3
		2860.0

75
 394.6
 469.6



107

Bearing	Dis.	Sin	Cos
N. 87° 0' W.	101.5	99863	05234
North	2080.0	0	1
N. 85° 18' E	¹⁰⁰ 270.0	99664	08194
South	1846.0	0	1

$$1.578 = 32^{\circ} 22'$$

<u>165.73</u>	261.43
	16573
	95700
	82865
	<u>128350</u>
	116011
	<u>123390</u>
	132584

20224
<u>9</u>
182016

North	South	East	West
5.31			101.36

2080

$$\begin{array}{r} 8.19 \\ 27.16 \\ \hline \end{array}$$

$$\begin{array}{r} 99.66 \\ 267.09 \\ \hline \end{array}$$

1846

2107.43

1846

261.43 = S

269.09

103.36

165.73

W.

2107.43

$$\begin{array}{r} 8.19 \\ 2115.62 \\ 18.16 \\ \hline \end{array}$$

269.62

269.09

99.66

368.75

101.36

267.39

35937

32.3433

$$\begin{array}{r} 70014 \\ 94108 \overline{) 900000} \\ \underline{846972} \\ 530280 \\ \underline{470540} \\ 597400 \\ \underline{564648} \\ 327520 \end{array}$$

104

120
120
120
120
120

229'

466'

Evergreen Cemetery

237'

20' 10' 20' 15'

North Ave.

8	7	6	5	4	3	2	1
9	10	11	12	13	14	15	16
24	23	22	21	20	19	18	17
25	26	27	28	29	30	31	32
40	39	38	37	36	35	34	33
41	42	43	44	45	46	47	48
56	55	54	53	52	51	50	49
57	58	59	60	61	62	63	64
72	71	70	69	68	67	66	65
73	74	75	76	77	78	79	80
88	87	86	85	84	83	82	81
89	90	91	92	93	94	95	96

Street Street

160' 460' 466'

Central Avenue

20' 20' 15'

104	103	102	101	100	99	98	97
105	106	107	108	109	110	111	112
120	119	118	117	116	115	114	113
121	122	123	124	125	126	127	128
136	135	134	133	132	131	130	129
137	138	139	140	141	142	143	144
152	151	150	149	148	147	146	145
153	154	155	156	157	158	159	160

West East

20' 20' 15'

South Avenue.

229'

466'

108

Survey Blk 3 - Kinkles Add.
for Kenneth MacDonald

$$70 + 142.32 + 20 + 130 = 362.32 = 1.M.$$

69.2'

$$72.1 + 82 + 85 \quad \times 26^\circ \quad 48.77$$

= 352.2'

Oct. 9 - 1931

Survey for Earl Thomas

From Mon. Court House Cor. This mor.
sets .75 S of 75' North of Kinkles Cor.
Blk. Cor. 0°09' East - running south - concrete.

$$\begin{array}{r} 4.77 \\ 613 \\ \hline 13.68 \end{array}$$

60

46.32

13.68'

17.9751

37.35

Court House

109
70'

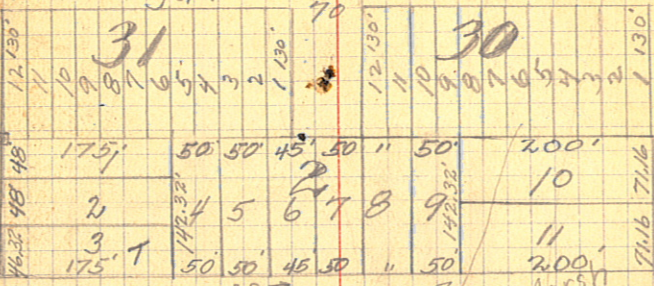
Michigan Ave.

31

30

Cedar Street
70'
70'
70'
70'
60'
15'

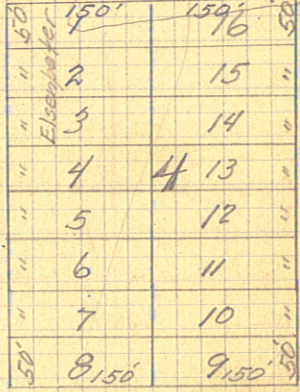
FOURTH STREET



WISCONSIN AVE. Marsh

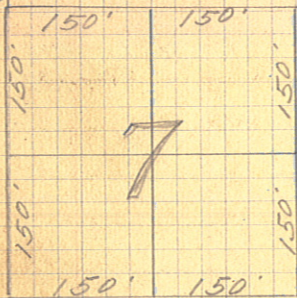


THIRD STREET



SECOND STREET

HIGHLAND AVE



SUMMIT AVE.

o Oak Stake

Alignement T.H. #34

Line	6 th Sta.	Sta.	
		164+48 ²	
P.T.		153+88 ³	5° C.L.
P.C.		150+02 ²	
P.T.		130+37 ⁵	$\Delta = 19^{\circ}23'$ $T = 195.8$ $L = 396.3'$ $R = 1146.28'$
P.C.		119+80 ²	
P.T.		113+19.8	$6^{\circ}38' \text{ C.L.}$ $\Delta = 70^{\circ}07'$ $T = 606.5$
P.C.		105+41.5	
P.T.		100+68.9	$L = 1057.0$ $R = 864.24$
P.C.		96+92.7	
			5° C.L.
			$\Delta = 38^{\circ}55'$ $T = 405^{\circ}$ $L = 778.3$ $R = 1146.28$
			4° C.R. $\Delta = 15^{\circ}04'$ $T = 189.5$ $L = 376.7$ $R = 1432.69$

164482
153883
10592

150020
130375
19645

Rt. of Way Blk 25 = 33'

11980.3

" 26 = 33'

11319.8

660.5

Comm. Club " 6 = 33'

" " " 5 = 70'

" " " 4 = 50'

" " " 3 = 33'

" " " 10 = 33'

" " " 11 = 50'

Elev. Plan

5.9' - 1/5 L

-0.8 82.5

-1.0 82.3

-8.1 85.2

-8.8 84.5

-2.5 88.6

-7.2 83.9

-8.1 83.0

-3.4 81.7

-8.1 83.0

-1.3' 91.0

-5.7' 86.6

-6.7 85.6

-8.0 84.0

-9.7 82.6

-11.4 80.9

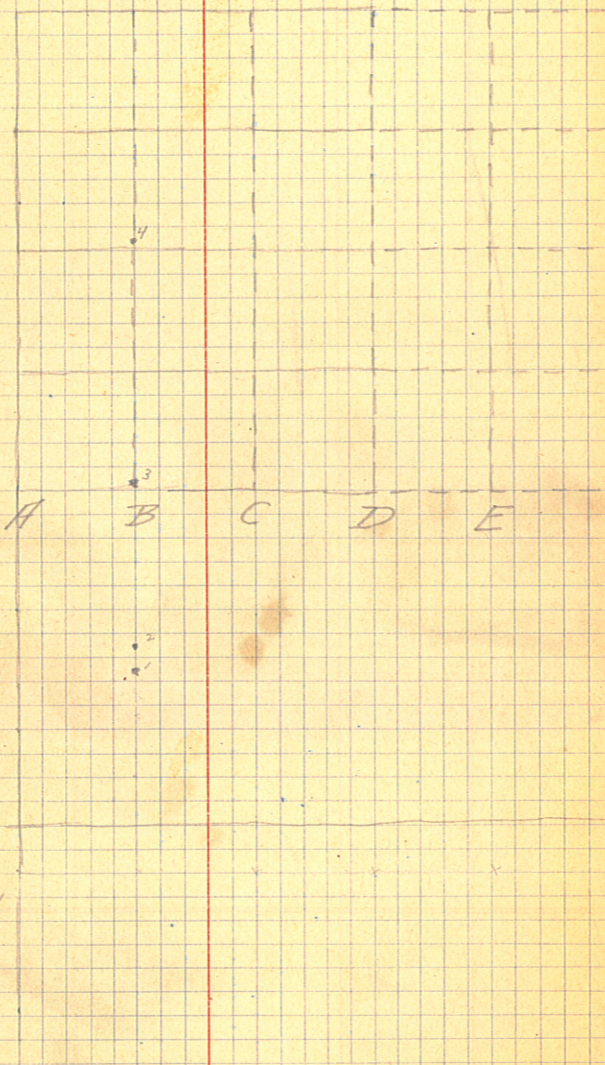
-7.4 88.6

-5.6' 85.4

-5.8 85.2

-7.5 88.5

-10.7 80.3



115

$\pm S$	H.I	-S	Elev.	Obj.
1.575	101.575		100.00	N.W. Cor. Blk
		1.575	100.00	N.E. Cor. "
		1.63	100.0	75' west
		5.33	96.3	A.
		8.25	93.3	B.
		8.82	92.8	C.
		8.43	93.2	D.
		10.12	91.5	E.
2.26	93.7	12.1	89.5	70' west of E.
4.22	93.7			
		7.53	86.2	E-3
		10.2	83.5	85.3' of E.3.

117

fs	H.I	- S	Elev	Obj	
			100.0	End W. / Cox wd	
	105.00	Not Ground	Grade Ground		100
4.45	Elev 100.55	100.40	99.66	7.7'	C. 0.74
4.3	100.7	100.45	99.70	7.4'	C. 0.75
4.6	100.4	100.15	99.82	31.4	C. 0.33
4.75	100.25	100.0	99.92	50.7	C. 0.08
4.8	100.2	99.95	100.17	100.7	F=0.122'
5.95	99.05	98.80	98.82	150.7	F=0.2
7.35	97.65	97.40	97.67	200.7	F=0.127
9.10	95.9	95.65	95.65	250.7	Grade
11.65	93.35	93.10	93.65	300.7	F=7.5
4.95					
		100.4	99.66	C=0.74	✓
		100.00	99.66	C=0.34	✓
		99.95	99.66	C=0.29	✓
		98.80	98.66	C=0.14	
		97.40	97.66	F=0.26	
		95.65	95.66	Grade	
		93.10	93.66	F=0.56'	

89
100

34
100

34
12
68
34
408

29
12
38
29
348

118

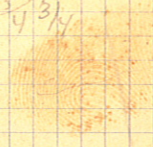
4

26
54
24
3

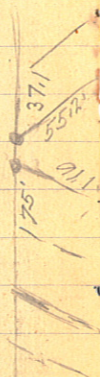
12
12
48
168
432

Walk
100.00 99.
100.03
100.15
100.25
100.50

56
12
112
56
6.72
3



Parkside Add. for John Andrus
SURVEY OF LOT 1, Block 4



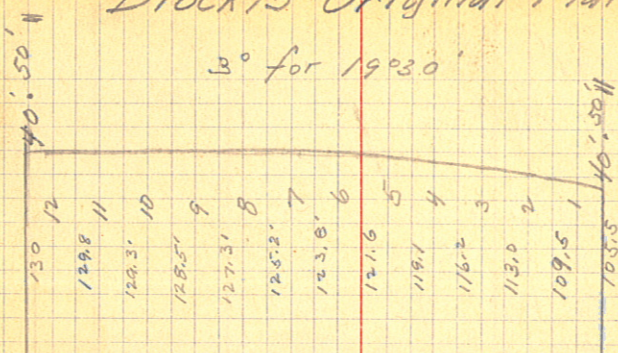
Survey for Chas Carlson
Club House Cor. Set back 7'
Ran Line 6.3'

May 24, 1932

Survey for Roy Broughton

Block 15 - Original Plat-Walker

B^o for 19030'



80' 110'

Minnesota

Ave.

80' 110'

Levels for Water Tank

f5 H.1 - S Elev Obj
100.

0.3	100.3	12.1	88.2	
1.1	89.3	7.75	81.55	
4.85	86.40	1.75	84.65	
12.5	97.15	0.00	97.15	
10.5	107.65	0.00	107.65	
7.45	115.10	0.00	115.10	
9.7	122.8	3.7	119.1	Cor. S. G
12.1	131.2	0.5	130.7	Water Table
	130.7		<u>37.8</u>	
	<u>38.0</u>		168.5	Elev. 1st Hill
	168.7		<u>12.5</u>	
			181.0	Elev. 2nd Hill
			168.6	Elev. 1st Hill
1.5	170.1			
		1.4	168.7	T.P.
12.6	181.3			
		0.2	181.1	2nd Hill
		2.7	178.6	T.P.
10.9	189.5			
		1.75	187.75	
9.9	197.65			
		4.15	193.50	3rd Hill

Water table 130.7
 Hill No. 1 168.6 Diff ^{check} 37.9

Water table 130.7
 B.M. at Tower 100.0 Diff. 30.7

127.3	165.1	Height	68.6
<u>100</u>	<u>127.3</u>		
27.3	37.8		
<u>37.8</u>			
65.1			

163.95	125.95	125.95
<u>125.95</u>	<u>93.40</u>	<u>130.7</u>
38.00	32.55	95.25
<u>31.55</u>		
69.55		

93.40

About level with top of Tank

T.S	H. I	-S	Elev	Obj.
			100	
0.25	100.25	12.1	88.13	
2.3	90.45	9.3	81.15	
5.6	86.75	.75	86.00	
14.0	100.00	1.25	90.75	
11.1	109.85	0.2	109.75	
11.5	121.25	0.25	121.00	
12.7	133.7	1.1	132.6	
10.25	142.85	2.4	140.45	
10.5	150.95	0.15	150.80	
11.45	162.25	0.2	162.05	
10.55	172.60	2.0	170.60	
13.75	184.35	0.1	184.25	2nd Hill

NA	Chas	Stadia Reading	200	200	3rd Hill
Scri	S. 48° E				North-down Street
First					
Sum			135	135	2nd Hill
	S. 30° 15' E				
			50	50	1st Hill
	S. 86° W.				

Check Levels

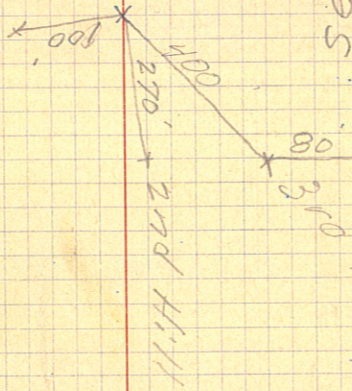
+ 5	Hil	- S	193.50	3rd Hill
4.15	197.65	13.25	184.40	T.P.
1.55	185.9	11.8	174.1	T.P.
- 1.1	173.0	5.55	167.45	1st Hill 1st
			168.6	
5.55	174.45			

N

6
4.75
?

4.75
2.90
<u>1.85</u>
3
4.75
1.85
<u>6.60</u>
3.5
<u>1.10</u>

QUIT
SAS
SEG LINE



ft

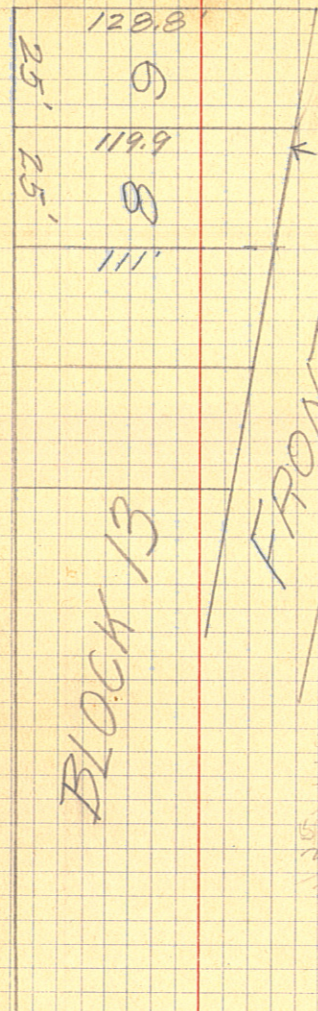
June 9, 1930 J.M. Greene
 Survey & Levels for Tony Patvin

Fill	H.I.	-S	Elev	Obj	
10	2.5	2.5	7.5	Edge of Grade	5' ↑ West Line
1'		3.5	6.5	10' S	
2.6		5.1	4.9	S.W. Cor	
4.4		6.9	3.1	12' N.	
0.0		2.6	7.4		
0.9'	10.00 7.6	3.5	6.5		10' East Line
2.2	2.7	4.8	5.2		
3.9	7.5 2.4	6.5	3.5		
0.0	5.1	2.7	7.2		20' East Line
1.9		4.6	5.3		
2.3		5.1	4.9		
3.6		6.4	3.6		
0.0		2.7	7.2		30' East Line
2.3		5.1	4.9		
1.5		4.3	5.7		
3.2		6.0	4.0		
0.0		2.7	7.3		40' East Line
2.5		5.2	4.8		
3.1		5.8	4.2		
4.0		6.7	3.3		
0.0		2.7	7.3		50' East Line
2.6		5.3	4.7		
3.4		6.1	3.9		
4.2		6.9	3.1		

70 4TH ST.

W.M.

80'



5
2.9
2.6

5
2.8

5.4
2.4
3.0

MINNESOTA

BLOCK 13

5' 20' E from S.E. Cor.
 6.5
 4.4 - 3' from Road 10' W
 6.5' Bottom of ditch

7.3
 5.6
 1.7

West Line
 10' East Line
 20' East Line
 30' East Line
 40' East
 50' East

3.0
5.1
9.1

3.8
5.5
9.3

NAI
Chas
Scri
Frist
Su

+S	H.1	-S
5' above grade	5.8 ^A	
	7.8	
	7.6 ^B	
	8.3	
	9.2 ^C	
	9.2	
	10.9 ^D	
	9.7 ^{D-5}	
	9.1 ^E	
	9.3 ^F	
	9.4 ^G	
	9.3 ^H	
	9.5 ^I	

NAI
Chas
Scri
First
Sun

10
3.15

x 0

1 x 0.4

x 0

x 0

x 0 1.7

x 0

11

A	B	C
1' 10'	2.6' 12'	4.4'
x	o	x

4' Filling
Ditch

ditch

2 1/2

Edge of bank

0.9'	2.2'	3.9'
x	x	x

1.9'	2.3'	3.6'
x	x	x

0.6 High

2.3'	1.5'	3.2'
x	x	x

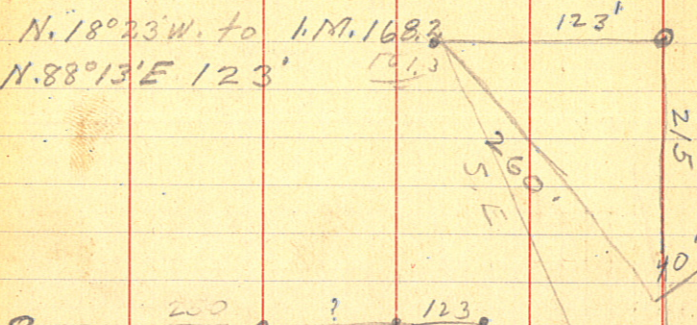
2.5'	3.1'	4.0
x	x	x

2.6'	3.7'	4.8'
x	x	x

1.7

$$\begin{array}{r} 282.0 \\ 226.7 \\ 123 \\ \hline 635.0 \end{array} \checkmark \quad \begin{array}{r} 165 \\ 00 \\ \hline 132.0 \end{array}$$

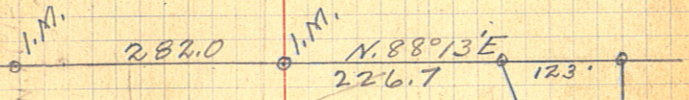
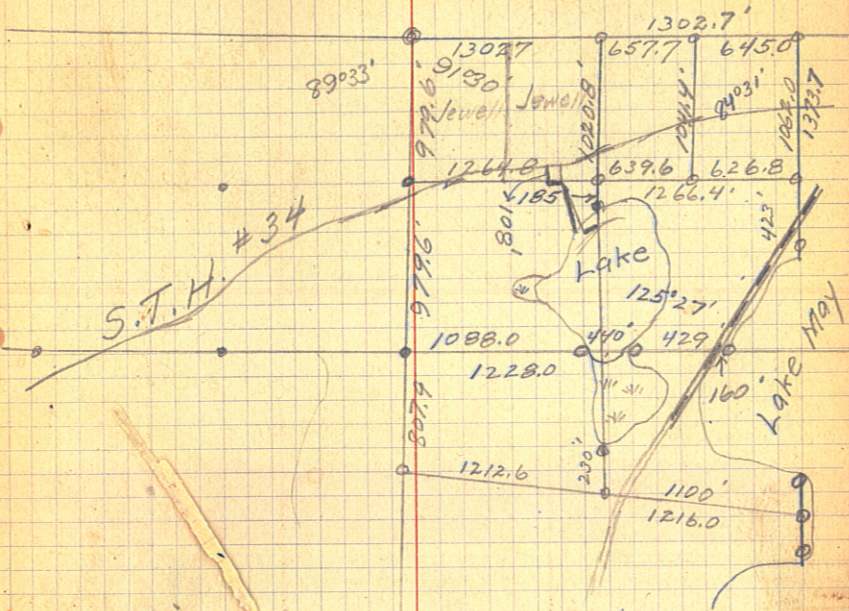
$1266.7 = 1264.8$
 Nels Lindgreen
 S. $41^{\circ} 46'$ W.
 N. $27^{\circ} 56'$ W. to Hub. 93.1



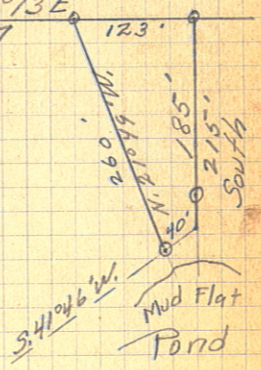
Jewel to Lindgreen
 635' E of N.W. Cor. of S.W. of N.E.
 Thence E 282', thence North 103'
 Thence west 282' thence S. 38' to
 place of beginning—

635.0
 N.E. Cor. of S.W. of N.E. thence W. 123'
 thence S. Ely 260' thence N. Ely
 40' along lake shores thence N
 215' to place of beginning.

Sec. 28 - 142-31



635	123
<u>282</u>	<u>226.7</u>
917	349.7
	<u>917.0</u>
	1266.7



Silver Springs Resort

May 20 - 1956 Sec. 7 - Lot 1 - 142-31

Silver Springs Resort has
sold their 2 West CabinsThe line running $\frac{1}{2}$ way between
the second and third cabin on
the west end of Resort

distance between cabins

N. end 21.4 at S end 20.4

distance from N end cabin No 2
to line 10.7 distance from S
end cabin No 2 to line 10.2drive 60 ft spikes at each point
Tower one spike site on the other
spike set spike on bank 2 ft from
brink, 5 feet waterRains hard have to stop
rain stops.Tower one spike site thru the other
and set 60 ft spike on right of way
line of S. M. R. R.Tower N E Cor Lot 1 Sec 7 - 140.6 N
of I M on Sec. line measured.N from I M 50 ft N of $\frac{1}{2}$ RR Tract
run N $68^{\circ}48'W$ 298.5 ft toI M place of beg. thence S $5^{\circ}28'$
W 155.45 ft to I M on 100 ft

Right of Way line of N.P. R.R.
Go to Office and write
Description

A tract or parcel of land situated
in that part of the East 550 feet
(measured along the shore of Leech Lake)
and lying North of the N.P. Railroad
Right-of-way in Gov't lot 1 Sec. 7 Twp
142 N Rge 31 W of the 5th PM Cass County
Minnesota described as follows to-wit:
All that part of said East 550 feet
of said Lot 1 lying N of said N.P.R.R.
R/W. and lying West of a line
drawn as follows

Commencing at the I.M. on the bank of L.S. L.
where the E. line of said lot 1 intersects
the same. said Iron being the NE cor. of
said lot 1. and running $N 68^{\circ} 48' W$ 298.5 ft
to an I.M. on the bank of said L.S. L.
and being the NE corner of the land
being conveyed and place of beginning
Thence $S 5^{\circ} 28' W$ 155.45 feet to an I.M.
on the R/W line of said N.P.R.R. and the
SE cor. of the land herein being conveyed
the land herein being conveyed extends N to
the water edge of said L.S. L. The E. line of
said lot 1 is considered a true N & S line in this
description

NA
has
C.R.
Frist
Su

104.6

$$\begin{array}{r} 9563 \overline{) 100000} \\ \underline{9563} \\ 43100 \\ \underline{38152} \\ 59480 \\ 103.1 \end{array}$$

$$\begin{array}{r} 9703 \overline{) 100000} \\ \underline{9703} \\ 27700 \\ \underline{28109} \\ 5910 \end{array}$$

2

NA
Chas
Seri
First
Su

$\frac{19.5}{3}$
 $\frac{5.7}{1125}$ ✓
 $\frac{16.95}{3.50}$ ✓
 $\frac{12.45}{12.45}$

$\frac{75}{15}$
 $\frac{375}{75}$
 11.25

$64 \sqrt{500}$
 $\frac{448}{52}$

$24.75 + 2'' = \text{width}$
 $\frac{1}{2} = 153.26$
 $16'' = 256$
 $\frac{1}{100} = 0.13$
 $\text{Diff} = \sqrt{102.74}$

$\frac{1}{201} \overline{) 0274}$
 $\frac{201}{17400}$
 $\frac{1}{2020}$

$12' 4\frac{1}{2}''$ $12 \frac{9}{24}''$
 $10' 1\frac{1}{2}''$ $10 \frac{3}{24}''$

$12 \frac{9}{24}$ $\frac{297}{24}$
 $10 \frac{3}{24}$ $\frac{243}{24}$

$24 \overline{) 384}$
 $\frac{24}{144}$
 $\frac{144}{59049}$
 $\frac{24}{59049}$

$\frac{297}{297}$ $\frac{243}{243}$
 $\frac{2079}{2673}$ $\frac{729}{729}$
 $\frac{594}{88209}$ $\frac{486}{59049}$
 $\frac{88209}{1472586}$

$\frac{88209}{24}$ $\frac{59049}{24}$

384
 $\sqrt{147258}$
 $\frac{9}{9}$
 $\frac{372}{1644}$
 $\frac{1644}{7602858}$

2

N. 51° 05' E,

94204
55

M
Cha
Scr
Fris
Su

75° 8
90°
165° 8

113
20
68
201
80
281

471320
471320
5784520

90° 02'

450
132
125 31,8000 (12464
40 250
85 680
600
500
750
500
500

90° 02'

340
180
2040

45.00
20.40
25.60
24
12

31.8

124
24
96
48
576
132
1896

35
36

24
16
 8

20.3
410
 6.5

45
24
 21

3.25

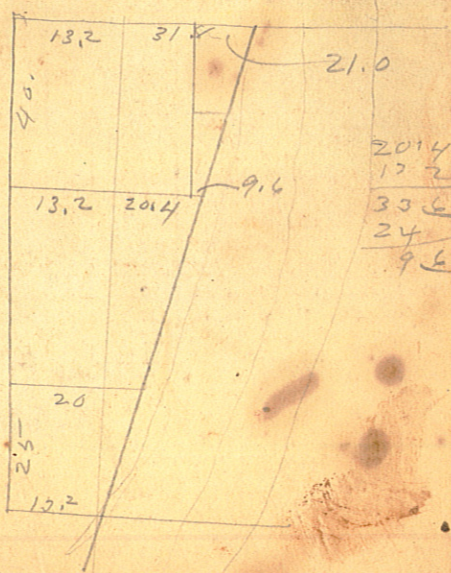
180
75
 900
1260
 73500

25
60
 1500

325
1500
 162500
725
 497500 1800

21.
9.5
 2006
 1850

27
27
 217
216
 1500
1750
 1150



2

n
Che
Scr
Fris
Su

1326.123
1323.96

2.47

1315.900
1.125
1314.775

99.16

98.41

0.75

1324.34

5.42

1318.84

9.12

1314.65

1313.3

1306.6

5.11

1324.14

3.65

1320.49

9

1319.59

1317.9

1316.6

1.3

837.0

293.3

553.7

105.70

6.69

98.41

1325.84

1318.04

7.8

1325.84

1320.66

670.0
3.2

666.8

210.40

150

40

220

371

328.4

307.1

21.3

1318.84

1.06

1319.90

1315.9

55

1307.4

1319.9

4.000

4.125

4.250

4.375

2.6

3.25

750

52

78

50

1314.45

125

525

11.4

26

10

19.30

2358

175

33

39.5

16.5

230.7

8.6 1.25
10

69

79.0

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES $1\frac{1}{2}$ TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

MADE IN GERMANY.