

90.

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MINING  
TRANSIT BOOK  
363

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SW Curo,  
Walker,  
Minn.



# Index.

pages 1 to 25 - Twp 138-30  $\frac{265}{361}$   
pages 25 to 48 Twp 141-Rgs 27 & 28  
Pg 48-51 - Twp 138-30  $\frac{265}{}$   
Pg 51-58 Twp 137 Rgs 29-30  $\frac{266}{261}$   
 $\frac{258}{}$  64-69. Twp 137. Rge 30 E R H. T-Rd



265

① 138-30

Monday

Feb. 15, 1915.

I left Hackensack at 10:01 A.M. for Mildred via N.E. R.R. and arrived at Mildred 10:29 A.M. P.R. fare 28¢. Stay at Mr Eastwald's for dinner and Mr Eastwald & I walk to Mr. Tract's 1 mi SW of Mildred.

A. Eastwald, A. Tract and I start at <sup>and set out</sup> <sup>as survey</sup> <sup>from old 03 B.T.S.</sup> <sup>by</sup> Euro to Sec 21-22-27-28-138-30 of start a random line and chain 5 sittings stakes every 300 ft and hubs as follows:

Hub A 1003. \$

" " 1906.30 \$

2792.40 \$.

At 2640 Where Government note call for:

N.P. 14 S 68½ E 55

N.P. 18 S 80 W 96.

I find no trace of old B.T.S. Quit going right. Marked a corner



138-30

(2)

Tuesday

265

Feb. 16, 1915

A. Hoppman, A. Eastwood, A.S.  
Trout and work.

Starting at Hub 2792.40 S I  
continued setting stakes  
every 300 ft and hubs as  
follows:

Hub at 3801.80 S

" " 4361.90 S

" " 5222.90.

I try to locate V.S. Bts where  
notes call for.

Birch 8, N 74° E 39

N 70 5, N 88° W, 82.

Birch 6, S 52° E, 35-

I find no trace of old Bts.  
and continue S to Twine.  
10 ft.

Hubs at 6248.10 S

Ht 7920 I try to locate old  
V.S. Bt where notes call for:

Tam 55 88° W 57

" 4 N 77½° E 21

Bts all gone. Continue S

Hub at 8473.50

Quit for night

M. J. Gorman



(3)

265

(3)

138-30

Wednesday

Feb. 17, 1915

Beginning at Hub at  
8473.50, Hoggman add  
front setting  
Eastward & changing We  
continue S and S-E

Hubs as follows:

" at 9091.40 + with

" " 10217.50 "

" " 10678.55 "

At sec cor on S town line  
33-34-138-30 U.S. note

call for

WP 16 N 13 E 713

asp 6 N 14 W 89

" 6 S 5 W 27

" 5 S 3 E 33

No trace of BFs could be  
found.

W. P. Gornia



265.1

④

138-30

4

I go to  $\frac{1}{4}$  sec <sup>+ Monmouth</sup> iron post  
 (set by Caro) on S side of  
 sec 34 chain W along state road  
 to  $\frac{1}{4}$  sec stake on S line of  
 sec 33.. and find distance  
 to be 5272.20 ft. I set up  
 transit on hill and line  
 in flagman at 7636.10  
 temp. Sec. cor btw sec  
 33-34. I met Mr Corrie  
 who said there is an oak  
 stake in permanent cor  
 to sec. 33-34. He helped us  
 locate stake and we find  
 it 2,007 ft N of true line  
 run from  $\frac{1}{4}$  stake S line  
 of 33 and  $\frac{1}{4}$  stake S line  
 of 34, and 2632.70 from  
 $\frac{1}{4}$  cor stake on S line of sec  
 34 and 7640.7 ft E of  $\frac{1}{4}$  sec  
 stake on S line of sec 33.

I continue N to random  
 line and find it missed  
 sec cor stake to 33-34-128-  
 30-34 in Twp S, 87.40 ft to  
 W and find whole line  
 N. D. German



5

265

5

138-30

from cor 71-22-28-27 to  
be 10600 ft.

Quit 700 night

5-22-94

Thursday

Feb. 18, 1915

I start at  $\frac{1}{4}$  cor 8th sec  
27-<sup>34</sup>28-138-30 and run a  
random line and chain  
N setting stakes every 300 ft.  
Hoffman & Trout  
cutting, Eastwalt and  
I chaining. I set hubs  
as follows:

H7 440 enter lake

" 1692 leave lake

Hub at 7196.90 Hub & look

" " 7744.

H7 7744. I look for Bts to  
MC No 15 but find nothing

H7 3490 enter Hoffman lake

" 4700 lv.

Bts to MC No 14 are missing

Hub at 5718

Hub & look

" " 6716.90

"

"

W. L. Gorman



# Time Sheet for Trp. 138 P. 9.30 February 1915

Mar

	15	16	17	18	19	20	21	22	23	24	25	26	27	28	1
Gorman, N.D.	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1
Trout R.D.	$\frac{1}{2}$	1	1	1	1	1	0	1	0	$\frac{1}{2}$	1	1	0	1	$\frac{1}{2}$
Eastford, A.	$\frac{1}{2}$	1	1	1	1	1	0	1	1	1	1	1	1	1	1
Hoppmann, A.	0	1	1	1	1	1	0	1	0	$\frac{1}{2}$	1	1	1	1	1

265

6

138 30

6

W. Gorman



⑦

265

⑦

138-30

Friday

Feb. 19, 1915

Trout & Hoggman cutting  
Eastman chainman,  
Gorman, Vancitman  
start at Hub at 6716.90  
and continue W with  
chain and random  
line.

Hub at 7844. at 7920  
I look for Bts to cor to  
Sec's, 28-29-32-33-138-30  
where V.S. notes call for  
Tan 4 N 47° E 9  
" 4 N 61° W 34  
" 5 S 55° W 41  
" 4 S 69½° E 76

I find no trace of old  
V.S. Bts and continue W  
P.M.

Set Hubs as follows:

Hub at 8479.70 at Hub + look  
" " 9304.50  
at 10560 I look for Bts  
to ¼ cor NW sec 29-32

W. Dorman



# Board and Room on survey of 138-30

much

15 16 17 18 19 20 21 22 23 24 25 26 27 28 1

Spain } Gorman

Eastward } Gorman

Trout } Gorman

265

138-30

W. K. Gorman



9

265

138-30

When U.S. notes call for  
WP 12 N 9 E 20

" 24 S 40 W 35

Bts are gone and we  
continue W.

Cano comes from  
Hackensack to see how  
we are getting on and  
helps try to find a bone  
Bts. He comes for  
Mildred grow where  
he will take M & I for  
Walker.

I set Hubs at 10865.10  
" " 12455.

At 13200 I try to locate  
Bts to cor 29-30-31-32-35  
30 but all are missing  
and we continue W.

Set Hub at 13324.90.

I am using Gurley  
Transit in good ad Mt  
and Chicago. 300 ft  
steel chain.

Quit for night  
M. Gorman



138-30

Saturday 265<sup>10</sup> Feb 20, '15<sup>10</sup>

Beginning a Hub 13324.90, W  
 Cornman Vanset man,  
 Eastwood Chamman, Trout &  
 Haggman Alman, I continue  
 in setting stakes every 300 ft.

At 14658.80 set Hub + stake

" 13840 & temp <sup>look for</sup> cor to  
 1/2 mile b/w sec 30-31-138-30

Where U.S. notes call for  
 Bts as follows.

As p 4 N 29 E 65.

WB 4 S 41 W 39

I find no trace of Bts  
 and continue W.

at 16500 Enter E Bk of Pine  
 River and at 16550 Bk W  
 Bk of River.

At 16787.20 Set Hub + stake

At 18372 true cor to Sec.

30-31-138-30-24-25-138-31

Set 195.25 77 S. True cor

is marked by galvanized  
 iron pipe sticking about  
 10 in's. over ground. Set

by ~~corro~~ in mound & dirt

Just for right.

W. L. German



115

265

138-30

(11)

Sunday Feb. 21, '45.  
Stay at Trants all day.

Monday Feb. 22, '45.

With Trout and  
Hoffman cutting  
Estuads and chaining  
I start a random line  
W. to W. sec. 21-<sup>28</sup>29-138-30.  
Hub at 394.10 Hub + lost  
" 1052.80  
" 1836.90  
" 2700.00.

At 2640 I look for B.T.s.  
by no trace can be found.  
Continue W setting stakes  
every 500 ft. and Hub  
as follows: 3577 <sup>Hub + Tech</sup>  
40 ft. 50

I missed the cor to sec  
<sup>20</sup>24-<sup>21</sup>25-29-33 ft to the S or  
at 5314.50 cor set N 33 ft.  
Beginning at the cor (galvanized  
iron post) <sup>not by curve</sup> to sec <sup>20</sup>24-<sup>21</sup>22-2829 I  
start a true line W.  
At 5 ft. 600 ft N  
M. Dorman



138-30

(12)

265.7

12

I set out transit, back-  
Sight on sec cor <sup>and</sup> <sup>previously cut by curb</sup>  
fore sight on  $\frac{1}{4}$  sec. cor

67 W Sec 20-29-138-30, Flagman  
Set up a line of stakes  
over this line marked "true line."

I run true line W. to  
galvanized iron pipe at  
cor of Sec. 19-20-29-30 <sup>set by</sup> <sup>as survey curb of line</sup>  
and set a line of stakes  
marked "true line."

Beginning at the <sup>iron</sup> cor  
to Sec 19-20-29-30 I start  
a random line and  
chain W setting stakes  
every 300 ft and  
stake as follows:

Stub. at 173.75' + tick

" " 1158.50

Quit for right

W. L. Forman



(13)

265

(13)

138-30

Tuesday

Feb. 23, 1915.

Eastward chain man  
 German transit man.  
 Crosscutting Back.

Establishing cor. to sec. 15.

27-28-33-34-138-30.

At 2623.50 cor goes N 959 ft.  
 to 2633.09. At 5280 cor goes  
 S 207 ft. to 5300.00

From Hub at 5222.90 of chain  
 S 77.10 to 5300. At this pt I  
 set up instrument, back sight  
 on hub at 5222.90 and  
 turn right angle to E. and  
 set a line of pickets.

From hub at 2744 on E & W  
 random line of chain E  
 110.91 ft along random line  
 to 2633.09 W. here is set up  
 transit and turn right  
 angle to S and run a  
 line of pickets which

W. B. Brown



265

①4

138-30

CL

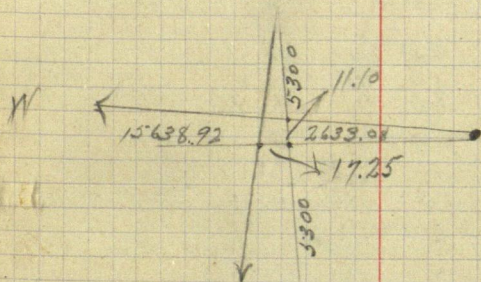
intersects E & W line of  
pickets 11, 107 ft S of E & W line  
and 17.25' E of N & S random  
line. At this pt. I establish  
traces to sec's 27-28-33-34-  
138-30. Drive 80 ft spike in  
ground and put following  
Bts N. 90°

Oct 10 N 24° 2' E 48.00

S.P. 4, N 62° 40' W 52.25

N

At 5300.5 cont. S E 17.25



Correcting back to W sec's

27-28.

[00<sup>32.55</sup>32.55]

Hub at 1003 goes E 3.34 7.326

" " 1906.30 " " 6.17 " 6.10

" " 2792.40 " " 9.93 " 9.09

" " 3801.80 " " 12.30 " 12.38

" " 4361.90 " " 14.11 " 14.20

" " 5222.90 " " 16.90 " 17.00

" " 5300. " " 17.25 "

Continued Page 16 M. E. Gorman



(15)

265

(15)

138-30

P.M.

Correcting back on E & W  
random line BtW sec's.

21-28-138-30.

chaining from cor to sec's

21-22-27-28 true cor to sec.

20-21-28-29 set 5314.50 ft  
W and 337 ft N of random  
line. [006209]

Hub at 394.10 goes N 245° ft. v

" " 1052.80 " " 6.54 " v

" " 1836.90 " " 11.40 " v

" " 2657.25 " " 16.598 <sup>What in hell?</sup>

" " 3577.00 " " 22.20 " v

" " 4041.50 " " 25.09 " v

At 2657.25 I set true 1/4 cor  
BtW sec 21-28. From hub at

2657.25 I turn right angle  
and set true cor 16.598 ft  
N. I drive 80 spike and set  
following Bts. Vgo

NP 12 N 15° 10' W 89.10

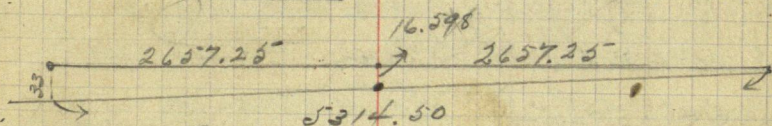
SP 10 S 20° 28' W 44.40

Bts take to nail driven in  
blazed spot at base

W. H. Brown



of trees. Over spike  
 Set a square post (2x2)  
 braced on three sides  
 Marked "True  $\frac{1}{4}$  cor to sec's  
 21-28. Feb. 23<sup>rd</sup> 1913 set by Curo  
 per Gorman"



Quit for Night.

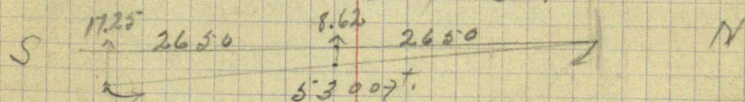
Continued from Page 16

Establishing  $\frac{1}{4}$  cor Bt'w sec's.  
 27-28-138-30.

From hub a 2792.40 of chain  
 N 142.40 to 2650.00 at which  
 pt I set transit and turn  
 right angle a set true cor  
 8.62 ft to the E. I drive 80 ft  
 spike and put the following  
 Bts. Up

NP 4 S 79° E 37.26

NP 5 S 30° 8' E 41.60.



Set post (2x2) Marked "True  $\frac{1}{4}$  cor  
 Bt'w sec's 27-28-138-30. set by Curo  
 per Brown"

W. Gorman



(17)

265

(17)

138-30

Wednesday

Feb. 24 '15

Starting at 4 sec past  
 City sec. 28-29-138-30.

Gorman Transitman  
 E. Arnold chairman  
 & T. Adamson cutting  
 brush. I run random  
 line at 8° Var. and  
 chain S.

Hubs at 224.50

" " 942.50

" " 1933.

" " 3734.75

P.M.

Trant & Hoffman come  
 to cut brush, continue  
 chain S. and set hubs  
 as follows:

Hub at 4582.50

" " 5664.85

" " 7154.25

At 7920 go look for stake  
 set by Curro but do  
 not find it.

Quit for night.

W. Gorman



① 138-30 **265** 48  
Feb. 25, '15

Thursday

We go to the S Twp line  
btw. Secs. 32-33-138-30  
at try to locate stake.

Mr J. Rice had seen  
the stake but was not  
able to locate it. If find  
old BT-but. haven't  
field notes.

I go to sec line btw secs  
19-30. to continue line  
N from Hub at 1155.50.  
Hub at 2366.50

Enter swamp @ 2490.

Lv. " " 3960

Hub at 4421.85

" " 4867.

5065.50 = Whole line at  
5065.50 cor. to sec 19-30 -  
138-30-24-25-138-31 sets  
N 22.00 ft.

Correcting Back

5068.80 = U.S. chain whole line

5065.50 = My. " " "

3.30 = difference

.000652 = correction.

W. Gorman



19

265

19

138-30

Thursday

Feb. 25, '15

At 4 post Where U.S. Notes  
calls for 2640 W cor. goes E  
1.72 to 2638.28

Correcting as to offset.

Random line missed stake  
22.00 ft.

.00432 correction

Hub of 173.25 goes N 74.8 ft.

" " 1155.50 " " 5.00 - 499

" " 2638.28 " " 11.39 " = 11.39

" " 4421.85 " " 19.10 " = 19.10

" " 4867.00 " " 21.02 " "

The <sup>Top</sup> 4 post Btw secs 19-30  
goes E 1.728 N 11.30.

For true cor I drive 20 ft  
spike and put following  
pts. 90 Var.

J.P. 7 N 74°30' E 267.70

Oak 4 N 37°22' E 82.30

Over spike I set Pine  
post Marked True 4 cor  
Btw secs 19-30-138-30

Set by Caro per Gorman.

Quit for night.

W Gorman



138-30

(20)

Friday. 265. Feb, 26, '90

Starting at cor. post to sees  
 21-22-28-~~27~~-138-30, Hoggman  
 Tract Aqman. Eastward  
 chain German transit  
 man I run a random  
 line<sup>N</sup> (Var 8°) and chains,  
 setting stakes every  
 300 ft. and hubs as  
 follows.

Hub at 934. Hub and look

" " 1157.

At 1357. I intersect road  
 running E & W. and from  
 this pt road runs N.  
 I find that by offsetting  
 14 ft. to the E I can follow  
 cut out road N & S.

On offset random line  
 I set hubs as follows  
 Hub at 1800

" " 2100

at 2672 true con. btw sees  
 21-22 sets E 2150 ft.

Correcting Back.

M. German



265

②D

138-30

(Continued) Feb. 26, 1915

Correcting Back.

2150

True cor

2100H

1800H

1400H

1400H

1400H

1357H

934H

True cor

S

Random line

first started if  
continued would  
miss True cor 35,20 ft  
correction (0.1357)

934H goes E 12.63

1357 " " " 18.37

1800H " " 24.37

147H or 10.37

2100H goes E 28.43

14 or 14.43 ft.

Quit for Night

Saturday

Feb. 27 '15

I walk to Pine River  
to see Curo about field  
notes. We work on notes  
until 2:00 P.M. I walk  
back to Mildred

W. C. Gorman



(22) 138-30

Sunday Feb. 28, 1915. <sup>2.65</sup>

I go to S. town line btm  
secs 33-<sup>32</sup>34 where I find  
cor post set by <sup>Superintendent</sup> ~~W. J. Foster~~  
T. P. ~~Chamman~~

continuing my random  
line btm. Secs 33-<sup>32</sup>34 I find  
that at 7880. cor set E  
64 ft.

Correcting Back,

Establishing cor. to sec's.

28-29-32-33-138-30.

From hub at 8100 on E & W  
random line I chain E  
194.11 to 7905.89. Which is  
1.40 ft W of N & S random line.  
From this at 2635.00 on

N & S random line I chain  
N <sup>8.33</sup> 9 ft to 2626.67 and W 1.40 ft  
where I set the true cor. to sec

28-29-32-33-138-30 (see Fig. on  
Page 33) True cor. is 27.10 ft S  
of E & W random line.

Drove spike in ground and  
put following Bts 90

Turn at S 54° W 46.05

Poplar 8 N 11° 27' W 139.50

W. German



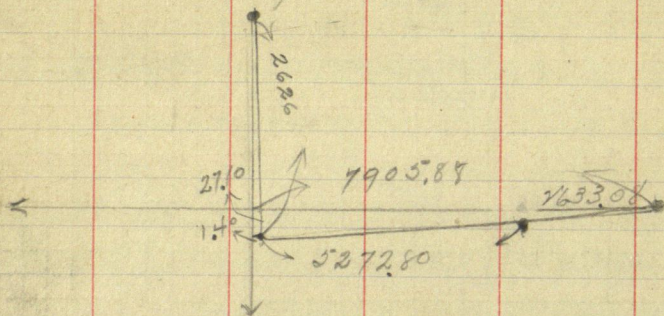
(73)

265

138-30

(73)

Continued from Page 22



Connecting back to  
establish  $\frac{1}{4}$  cor b/w sec  
32-33.

At 5254<sup>5253.34</sup> on N&S random line  
true  $\frac{1}{4}$  cor b/w Secs 32-33-138-30  
sets E 31.30 ft.

From apt. 5254<sup>5253.34</sup> ft S of true  $\frac{1}{4}$   
cor. b/w secs 28-29 or 2626<sup>67</sup> ft  
S of true cor. to sec 28-29-32-33  
I set up transit and turn  
right angle from random  
line at set true  $\frac{1}{4}$  cor  
b/w secs 32-33, 31.30 ft. E

Drive spike in ground and  
put following Bts g. V. in  
tam 73° 55' W 112.35

Balsam 71° 38' 15" W 100.40

W. Lerman



Tree cor 28-33  
28-33  
1.40

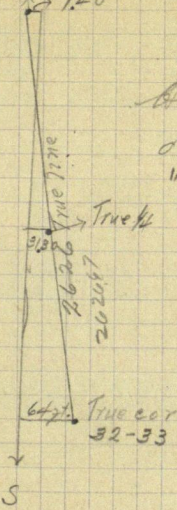
(22)

138-30

(24)

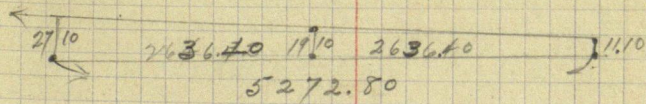
265

I set a 4x4 pine post  
braced on three sides  
over the spike, "Marked"  
"True 1/4 cor btw secs 32-33"



Establishing true 1/4 cor btw secs  
28-33-138-30.

From a pt 5400 ft I chain  
E along E & W random line  
to 5269.48. From 5269.48 True  
cor. set S 19.10 ft.



For true 1/4 cor I drive 80# spike  
and put galling Bts 90°.

N 13° 45' E 57.20

Popular N 20° 47' W 4.20

Set pine post "Marked" "True  
1/4 cor. Btw sec 28-33-138-30"

*[Signature]*



(45)

265

(25)

138-30

Monday

Mar. 1 1915

Treat Chairman Gorman  
Transit man.Establishing 4<sup>th</sup> cor E. W. Secs  
33-34-138-30.At 7950 true 4<sup>th</sup> cor sets E 52.327T.

S ←

87.40 2650

52.32 2650

725

True sec  
cor5300  
True 4<sup>th</sup> cor.True sec  
cor

correction [013235] + 17.25

Hub at 6248.10 - 5300 = 948.10 goes E 29.80

" " 8473.50 - 5300 = 3193.50 " " 59.25

" " 9091.40 - 5300 = 4791.40 " " 79.66

Fr 2-11-15I leave on 4:00 P.M. Train  
for Hackensack from where  
I take train to Bimadji.

Tuesday

Mar 2 1915

All day at Bimadji

Wednesday

Mar. 3, 1915

Go to Pine River, get instruments  
and return to Hackensack  
where I stay all night.

M. Gorman

Dep Co Surveyor



361 Rg Line btw Rgs 27 & 28 <sup>141-</sup> 26

Twp No 141 Rg. No 27 W 5<sup>th</sup> Mer.

Thursday Mar. 4, 1915.

I leave Hackensack for Ben  
Clarks place via Longville.

Went drove me over.

Friday Mar 5, 1915.

I go to Roy Devores farm to  
employ him to work and  
subvey of Rg line btw Rgs  
27-28. Devore and I go to  
Andy Fords and find  
him not at home.

We go to the cor. to sec. 19-30  
Twp 141 R 27 & 24-25 - Twp 142 Rg. 28

I find post set by surveyor  
and iron marked.

"Secs' 24-25 Twp 142 Rg 28, sec 19-30  
Twp 141 Rg 27.

U.S. note call for Bts as follows:

W.P. 30 S 30 W 47

N.P. 20 S 10 E 46

I find to Bts which ck out  
as follows:

W.P. 30 S 17° 32' E 31.02

N.P. 30 S 26° 5' W 30.36

W. L. Gorman



77

② 141-27-28

The B's show iron marks which appear to be those of G.M.T. Surveyor also iron marked by later surveyor.

We go to 4 cor. 6.7W sec 19-141-27 & 24-142-28 and find small stake set by surveyor Clark.

U.S. Notes call for:

iron wood 4 S 45° W 13.

Sugar Maple 12 N 45° E 11

I find sugar maple plainly marked but no trace of iron wood.

Maple cks cut correctly.  
P. M.

Devore goes to town. I can get no men until tomorrow.

I copy notes from transcript for field use.

M. D. Gorman



③

141-27-28

Saturday

Mar. 6 1915<sup>28</sup>

Gorman Transitman

Devore Chainman

361"

Manders Arman

Commencing at the cor. to

secs 19-30-141-27 &amp; 24-25-142-28

Run transit line and chain

N on Rg line Btw Rgs 27-28

Var 4°

260.75 set Hub

1424. enter arm of small lake

1545. Leave same

1720. enter arm of 2<sup>nd</sup> small lake

1780. Leave same

2087.75 set Hub

2270. enter bog

2578. Lv. bog

4321.50 1/4 cor Btw 19-141-27 &amp;

24-142-28 lies E 9.90 ft.

Correction [.00229]

260.75 goes W .60

2087.75 " " 5.88

4321.50 " " 9.90

Commencing at cor to sec's.

19-30-141-27 &amp; 24-25-142-28



29)

④

141-27-28

Run Transit line & chain  
S 6th Rgs 27-28 Var. 5°

300 enter Marsh

380 Lr same

633 set Hub

840 enter Marsh

1124 Lr same

1178.25 set Hub

Quit for night.

Sunday

Mar 7 1915

Met Andy Ford who claimed  
he knew another cor. for  
secs 19-30-141-27-24-25-  
142-28. I go to said cor.  
and find White Pine marked  
dimly "141" and Norway  
Pine blazed but a part  
of the blaze (where Iron marks  
should be) burned off.

361



Time sheet on survey of Pg line btw Pgs 27-28

March	Sun		Mon		Tue		Wed		Thurs		Fri		Sat		Sun					
	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Gorman, N.Z.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Peterson, Roy	1/2	1	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Manders, H.C.	1	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ford, Andy	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Peterson, Gynn	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Atake 1

Team

(5)

141  
27-28

30

361



31)

141-27-28

⑥

Monday <sup>361</sup> Mar 8, 1915.

Gorman Transfman

Devore Charman

Mander Axman

Ford Axman

I start hub at 1178.25  
and continue setting  
stakes every 300 ft.

At 1850 2x marsh

" 1983 Hub

" 2700 "

" 3606.10 "

" 4111. "

" 4118.75 miss stake that  
to be cor to sec 30-31-141-27 &  
25-36-142-28, 206.50 ft to  
the W or at 4118.75 stake  
lies E 206.50 ft.

U.S. Notes call for:

Poplar 4 S 87° E 7, 4.62 ft

W.P. 8 S 47° E 17, 11.22 "

Poplar 10 S 8° W 25, 16.50 "

S Maple 10 N 80° W 25, 16.50 "

I find a S Maple  
beiged but rotted



# Room & Board at

Mrs. Ben Clark's White on survey of Pine b'n Pgs 27-28  
10/5

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Mrs. Clark	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16
Gorman	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16	11/16
Fried Hotel																							
Spain.																							

⑦ 141  
27-28

132

361

11-22- At Chase Hotel in Wakear



33)

361

⑧ 141-27-28

so that no iron marks  
are visible. There is  
absolutely no trace  
of any other BT or  
stump of one.

I continue S to stake  
previously used as  
cor to sec 30-31 & 25-36

The stake is set in a  
Spermac Swamp, and  
find no BT's whatever.

Quit for Night.

Are using Burtley  
Transit in good  
adjustment and 30 ft  
steel chain.

Tuesday Mar. 9 1915

Electron Day

Crew all went to the  
polls

I go to town to send letter  
to Curo in AM

P.M. try to locate cor to  
sec 30-31-141-27 & 25-36-142-28



⑨ 141-27-28

(34)

I find no Bt that will ck out.

361

Wednesday May. 10, 1915

Gorman Transz. man.

Before Chairman

Manders Alman

Ford Alman

Starting at true cor to sec's.  
19-30-141-278 24-25-142-28, at  
spike set by Curo.

Correcting for true line.

Distance this said cor. stake  
and 4 cor on W 17 ne 9 Sec 19 =  
2723.85 ft. [0.3518]

True N  
cor 19-24  
19-24

Hub at 425.60 goes E

Hub at 2231.67 " E 87.41

2723.85 " E 105.75

2723.85

→ 105.75

True sec cor

19-30 24-28



35)

(10)

141  
27-28

Wednesday (cont)

Mar. 10, 1915

From 4 cor 6th sec 19-141-27  
and 24-142-28 & chain and  
run random line N

1104.25 Hub

1330 enter small round pond

1699 2v same

2095.35 Hub

2663.35 Hub

3148.35 "

3400 enter long lake

6543.10 Hub

6600 2v long lake.

Quit for night

Thursday

Mar. 11, 1915

German Transitman

Devore Charman

Manders Axman

G. Devore "

Starting at Hub 6543.10.

set Hub at 6813.

at 7031.50 true cor to sec's

7-18-141-27 & 12-13-142-28

lies E 85 ft.



141  
27-28

136

Thursday (cont.)

From M.C. corner N Bk. of  
Long Lake I start a random  
line N ( $Var 6^\circ$ ) over  
Middleton cutout line.  
Set Hub at 300 ft

" " " 1201

" " " 1323

" " " 1801

" " " 2701

at 2850.15 I find  $\frac{1}{4}$  cor  
6th sec's 7-12 set by  
Middleton which does  
not ck out with B.T. where  
U.S. notes call for:

W. P.  $30 S 5^\circ E 80 = 52.80 ft$   
at 2847.30 I establish  $\frac{1}{4}$   
cor 6th sec 7-12.

at 2847.30 Random line  
is 4.90 W or at 2847.30  
on random line True cor  
lies 4.90 E.

correcting back. [0017209]

At 209.22 True cor to sec  
7-18 & 12-13 goes E. 36 I find  
this cor established by



37)

(13)

171  
27-28

Middleton correct  
Hubat 300 goes E .52

" " 1201 " " 2.07

" " 1801 " " 3.10

" " 2701 " " 4.65

2847.30 " " 4.90

N  
4.90 True 1/2 err  
Btw 7-12

2638.08

True, cor.  
209.22 E 7-12-13

Mc  
Hong Lake

361.



141  
27-28

138

Friday

Mar. 12, 1915.

Same crew.

I continue north on  
true line (Var 6°) BTW Sec's  
7812 - Rgs 278' 28. setting  
stakes ever 300 ft and  
Hubs as follows:

94.75	Hub
362.35	"
998.75	"
1779.50	"
2535.50	"
2947.75	"
4329.25	"

361

at 5240.35 missed 1/4 cor  
42 ft to the W or at  
5240.35 true 1/4 cor BTW sec  
1-142-288 7-141-27 lies  
E 427 ft

At this cor U.S. call for.  
W.P. 30 S 10° W 2.2.2. I find  
old BT plainly marked  
and iron post set for  
original cor w hick ct  
as follows: S 20° W 146.10 ft



39)

(15)

141  
27-28

Friday (cont'd) Mar. 12, 1915

From True  $\frac{1}{4}$  cor. b/w sec's 6-141-  
27 & 1-142-28 I run random  
line N (Var 7 $\frac{1}{2}$ ) and chain  
setting stakes every 300 ft.

@ 566.50 Hub.

@ 900. "

@ 2387. "

@ 2685.65' misc sec corner N  
TWN 7 ne to sec's 1-6-31-36  
27.40 ft to the E or at  
2685.65 True cor to sec's 1-6-  
31-36 lies W 27.40 ft.

Quit for night.

361



①⑥

141  
27-28

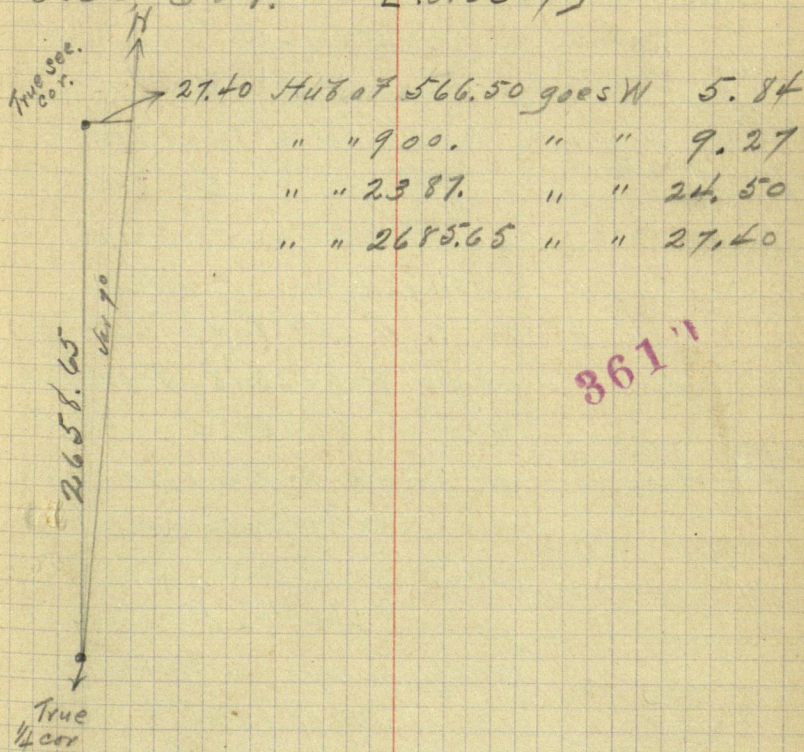
39

Saturday

May. 13, 1915.

Correcting Back

From  $\frac{1}{4}$  cor to Twn Line & W  
Sec's 6 & 1. [010307]



Gorman Transitman

Devore Chainman



40

Saturday (cont'd)

17

Mar. 13, 1915

141  
27-28

27-28

correcting Back from  $\frac{1}{4}$  cor  
stake on W line sec 7 to  $\frac{1}{4}$  cor.  
stake on W line sec 6 - 141-27

[0080147]

H48 @ 94.75 goes E 8.75

" " 362.35 " E 2.90

" " 998.75 " E 8.00

" " 1779. 50 " E 14.26

" " 2535.50 " E 20.35"

at 2620.17 set True cor. to

see's 6-7-12-13. From

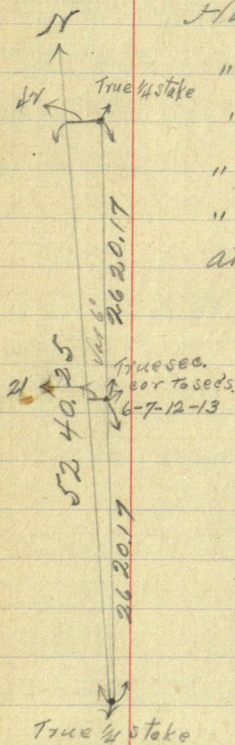
Hub at 2535.50 - chain

N 84.67 & E 21 where I  
drive 805 spike for true  
cor to sec's. 6-7-12-13

from which: (Var 6°)

WP Stamp 30520°21'W 30.75

NP " 30 N 63° 15' W 33.50





Sunday

A 72 day at Clarks

(18)

141

27-28

May. 14 1915

41

Monday

May. 15 1915.

Gorman Transit man, Devore Charman,  
Andy Ford & R. Monders, Axmen.

Starting from Truecor to see's.  
19-30-24-25 and run S on  
true line (Var 7°)

@ 557 Hub

@ 1093 "

@ 1834.75 "

@ 2359. "

@ 2400. enter swamp

@ 3800. Lv same

@ 3877.25 Hub

@ 3880. intersect road

@ 4062.20 Hub

@ 5713.00 "

At this pt I search for BT to  
cor to see's. -30-31-25-36 where  
U.S. notes call for:

W.P. 8 S 47° E 17

Poplar 10 S 8° W 25

" 4 S 87° E 7

S Maple 10 N 80° E 25

361'



48

(19)

141  
27-28

Monday, (cont'd)

Mar. 15, 1915

I find WP stump plainly marked and two Populus stumps which cut as to measurement

From B.T.s is establish

True cor to sec's - 30-31-25-36.

Drue 80' spike from W tick;

New B.T.s. (Var 6° True line)

Pop. 16 N 52° 20' W 79.25

Birch 6 S 70° 50' E 62.10

361

At 5225.00 True cor. to sec's -

30-31-25-36 lies W 110.90 ft.

or at 5225 on random

line missed True cor. 110.90 to the E.

Quit for night

Am using Survey transit in good adjustment and 300 ft. Chicago steel tape.



Tuesday

(90)

141  
27-28

143

Mar. 16, 1915.

Gorman, Transittman, Pelore Char-  
man, Ford & Manders Axmen  
S starting from True cor to  
Sec's. 30-31-36-25 True S en  
to Var to locate  $\frac{1}{4}$  cor Btw sec's  
31-36.

86

@ 569.25 Hub

@ 675. enter tall swamp

@ 800. Lr same.

@ 1018. Hub

@ 1370. enter spruce swamp

@ 1802.90 Hub

@ 2700 Lr spruce swamp

@ 2803 Hub

@ 4817 "

@ 6027.50 "

@ 7385.90 intersect S Trwn True  
1979.75 ft W of True cor to sec-  
1-6-31-36. At 7385.90 True  
cor. lies E 1979.75 ft.

At 2640 I make a through  
search for B's to  $\frac{1}{4}$  point but can  
find nothing.

Quit for night

W. R. Gorman



44)

141  
27-28

Wednesday

(20)

Mar. 17, 1915

Gorman Transitman, Devore Chain-  
man, Ford & Manders Axmen.

Correcting back [2680.4]

Hub @ 569.25 goes E 152.25 7'

" @ 1018 " " 272.86 "

" @ 1802.90 " " 584.27 "

" @ 2803 " " 751.31 "

" @ 4817 " " 1291.04 "

" @ 6027.50 " " 1671.95 "

" @ 7385.90 " " 1979.75 "

361

Starting at cor to sec 30-31-  
25-36 & run True line E  
through true line stake E  
from Hub at 569.25.

Var. of True line  $22^{\circ}15'$  E

@ 316.25 Hub

@ 450. enters Tam Swamp

@ 724. 2v same

@ 987.50 Hub

@ 1350. enters spruce Swamp

@ 1500. 2v. " "

@ 2094.35 Hub

Quit for night

W. P. Gorman



(5D)

141  
27-28

145

Thursday

Mar. 18 1915

Same Crew

Starting at Hub 7094.35  
continue line and chain  
S.

@ 3841.75 Hub

261

@ 5299.25 "

@ 6808.50 "

@ 7594.50 cor post to sec's 31-36  
1-6 Rg 141-27 & 141-28 Twp E  
35.50.

Correcting Back

Hub a 7594.50 goes E 35.50 to  
cor. post.

Hub @ 6808.50 goes E 31.82

" @ 5299.25 " E 24.76

" " 3841.75 " E 18.95

@ 3797.25 I establish 14 sec.  
cor b'n sec's 31-36, 17.75 ft. E  
of line. Drive 80 ft spike from  
which the following B's (22 1/2' ✓)  
at 5350 intersect Leach  
Lake Reservation.

W. D. Gorman



46

141

27-28

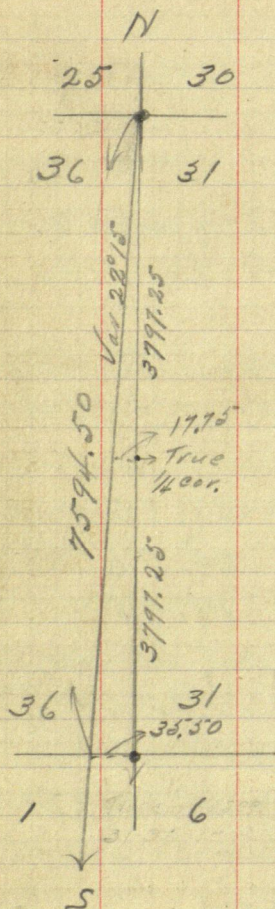
(977)

Thursday (cont'd) May 18, 1915

Hub @ 2094.35 goes E 9.79

" @ 987.50 " " 4.62

" @ 316.25 " " 1.48



W.D. Toman



(V3)

141  
27-28

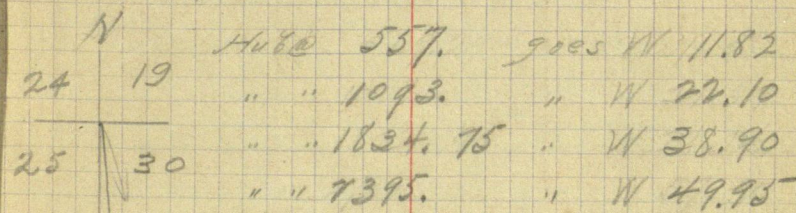
47

Friday

Mar. 19, 1915.

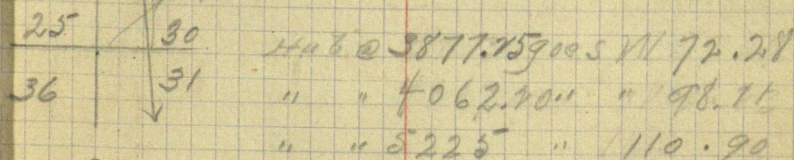
Correcting Back [021225]

German Transitman, Devore Charnman.

From cor. of 19-30-24-25  
to cor. of 31-30-25-36.At 2612.50 establish  
True 4 cor. to sec's 25-30At 2612.50 True 4 cor. goes  
55.45 ft W. Drive 800  
spike from which I  
put following Bts.  
Var 7°

D Tam 4 N 11° 55' E 26.45

Balam 10 S 18° 35' W 149.20



Cor. post to sec's 30-31-36-25

H. D. Gorman



(28)

(74)

141  
27-28

Friday (cont'd)

Mar. 19, 1915.

Correcting Bark [012088]

From 1/4 cor 6th sec's. 19-24 To  
Sec. cor to sec's. 7-18-12-13

361

12

7

Hub 104.75 goes E 13.34

" " 2095.90 " " 25.34

13

" " 2663.35 " " 30.19

13

18

" " 3148.35 " " 38.05

" " 7031.50 " " 85.00

At 2306.41 I set sec

cor to sec's. 13-24-18-19

27.88 ft E Drive 80<sup>th</sup> spike

Long Lake

from which I put the

following Bts 70<sup>th</sup> Var.

W. Cat 105°10'15" W 15.35

W.P. 8 N 59°41' E 29.65

To Buckhead in tree.

27.88

3200

2306.41

true 1/4 cor.

24

19

Leave Clarke for Langville  
where I stay all night.

Saturday Mar. 20, 1915.

Take stage for Pine Pine  
from where I take train  
to Hackensack

M. J. Green







50)

138-30

265.4

Thursday May 13, 1915.

Leave Walker on Midnight  
Train stop at Hackensack.Bed and breakfast. (Fare 78¢)  
Friday May 14, 1915.Leave Hackensack on  
10:01 for Milford. (Fare 78¢)  
Gorman Transit.

Trout Chapman

Setting Road centers

Set centers as follows

3097.4 goes E 10.00 ft interval

5777.9 " " 17.01 " "

5300. " " 17.25 ft to in

Sec. cor. to secs 27-28-33-34)

5700 <sup>chain</sup> goes E 23.54 Chain EOK6000 " E 26.51 <sup>substation</sup> <sup>me line at</sup>

6600 " E 34.4 37834

6900 " E 38.42

Stay at Trout

Saturday May 15, 1915

Leave Milford on (Fare 12¢)

John W. Carr  
Co. SurveyorsW. D. Gorman  
Dep. Commr.



138-30

20-137-29

(51)

(47)

265

10:49 and go to Pine River  
where I expect to meet  
Alf Olson but he telephons  
telling me to stay in Pine  
River until Monday.

Sunday May 16 1915

All day Pine River -  
Travelers Hotel.

Monday, May 17 1915

Leave Pine River at 10:39 (Fare 17¢) (Hotel bill 3.00) 266  
267  
meet Alf Olson at  
Snikens and he sent me to  
Geo. Ellers where I begin survey  
for road on sec. 20-137-29

Beginning at cement monument on  
cor to Secs. 20-21-28-29-137-29. I  
chain W over road to cement monument  
on cor to sec.s 19-20-29-30-137-29

Distance btw cors is 5302.75 267  
setting flags on both cors. I work  
Transit on line and establish 4 cor

N. L. Johnson



52)

20-137-29 267.

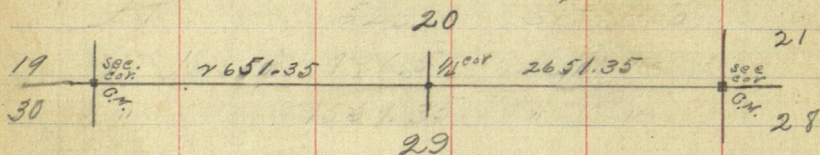
①

at 2651.35 on S. line of sec 20.  
For cor. drive 2x8 in poplar stake  
and place stone.

Bill Jokela chairman

A. Jokela Ax

C. Sarkio Ax

N  
|||

From 1/4 cor 3rd sec's 20-29 just  
established I run Transit line of  
chain N.

@	523.00	Hub
"	896.5	"
"	1559.35	"
"	2200.00	"
"	2450.00	enter swamp
"	4435.	" Poplar ridge
"	4600.	" swamp
"	5296.5	1/4 cor. 3rd sec's.

20-17 Pres W 49.3 ft in 10 ft of  
water.

W. P. Gorman  
Dep't. Survey



Time Sheet on survey of road in Twp. 137-29

17 18 19 20 21 22 23

Gorman 1 1  
B. Jolepa 1/2 1  
A. Jolepa 1/2 1  
C. Sorkino 1/2 1  
J. Sorkino 1

70137-29 (2)

267

253

Expenses for a Survey of Gorman

	17	18	19	20	21	22	23
Gorman	17	14	15	16	17	18	19
Travlers	17	14	15	16	17	18	19
Hotel	17	14	15	16	17	18	19
Rate	17	14	15	16	17	18	19
Anderson	17	14	15	16	17	18	19

W. L. Sorkino



54) 20-137-29③ 267  
Tuesday May, 18, 1915.

Gorman Transitman

B. Jokela chairman

A " Ax

J Sarkio Ax

correcting Back on N & S center

True sec 20-137-29. [00930992]

Hub @ 2200 goes W 20.47

" " 1559.35 " W 14.21 <sup>ok</sup>

" " 896.5 " W 8.34 <sup>ok</sup>

" " 523.00 " W 4.86

sec 1.M.  
49.3

Finish at Noon and  
leave for Pine River-  
Petersons Livery.

5296.5

2 0 1/4 cor

2.9

H. Gorman



137-30

④

266

55

Tuesday (cont'd) May, 18, 1915

Take B. Lokela & J. Sarkkio and  
begin survey of road b/w sec's  
3-4 Twp 137-30Beginning at I.M. on Twp. line  
b/w sec's 3-4. Offset 2 ft to W  
get by fence. Run transit line  
and chain S (Var 90°15')

330.5

HUB

33

34

707.75

"

state road ←

1158.75

"

1554.3

"

2103.6

"

2635.75

"

2676.65 1/4 cor b/w sec's 3-4

Pres E 55.25 ft

(0198942-CURD)

Correcting Back [0198185+27] 2676.65

330.5 goes E  $6.55 + 2 = 8.55 (= 8.58)$ 707.6 " "  $14.02 + 2 = 16.02 (= 16.08)$ 1158.75 " "  $23.05$   
 $17.965 + 2 = 19.965 (= 25.05)$ 1554.3 " "  $30.92$   
 $30.8 + 2 = 32.80 (= 32.92 \text{ curd})$ 2103.6 " "  $41.81$   
 $41.69 + 2 = 43.69 (= 43.85 \text{ curd})$ 2635.75 " "  $52.43$   
 $53.13 + 2 = 55.13 (= 54.43 \text{ curd})$ 

2676.65 " " 55.75 to 1/4 cor b/w sec 3-4 55.25

W.D. German

V IM



56)

266

⑤

Wednesday May, 19, 1915.

Mr Dummell, of the Walden  
Twn Board, & I take car and  
go out to 4<sup>th</sup> cor. btw sec's, 3-4  
137-30 where we set "I.M." 2<sup>nd</sup>  
cement. Go back to Pine River.

P. M.

Leave Pine River for Pete  
Anderson's to start survey of road  
btw sec's. 20-21-28-29-137-30.

Thursday May 20 1915

Start survey for road

Gorman Transitman

Pete Anderson chain

A. Anderson Ax

B. Olson Ax

I go to cor. to sec's 20-21-28-29  
where V.S. notes call for the following  
Bts.

Asp 8 N 35 W 57

" 9 N 18 E 70

DBir. 6 S 60 E 22

Br. Oak 8 S 37 W 138 of D. for main



137-30 ⑥

266

157

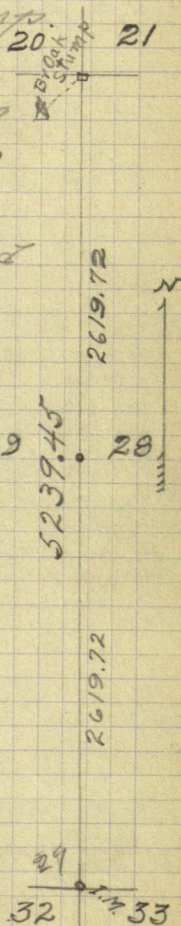
I find the stump of the Br Oak still standing. There is a trace of an old blaze and Pete Anderson and J. Johnson will testify that they saw scribe before blaze was destroyed.

I set cor to Br Oak stump. At I.M. on cor to sec's. 28-29-32-32 I set Flag. Set Flag on cor to sec 20-21-28-29 just established.

I work Transit on line and set road centers about every 600 ft.

At 2619.72 I establish cor. b/w sec's 28-29. 29

W. L. Gorman  
Dep Co Surveyor





58) 137-30 (7) 266

Friday May 21 1915

Beginning at cor to secs. 16-17-20-21  
Cor. is marked by large grey stone  
which is recognized by land owners  
as being correct corner

From cor to secs 16-17-20-21  
run a Transit line and chain  
S (Ver 8000). E

At 423.66 Hub & rock

" 735.75 "

" 1601.2 "

" 2280.9 "

" 3158.3 "

" 3919.9 "

" 4386.75 "

" 5306.35 cor to secs 20-21-

28-29 set 147+ W

N. D. Gorman



Time Sheet 04 137-30

May 19 20 21 22 23

T. Gorman

1 1 1 1

P. Anderson

1 1 1

A. Anderson

1 1

B. Olson

1 1

⑧

266

159

W. Gorman



54)

137-30

⑨

266

Friday (contd) May 21. 1915

Correcting Back [002638]

Hub at 423.6 goes W 1.12

" " 735.75 " " 1.95

" " 1601.2 " " 4.22

" " 2280.9 " " 6.01

" " 2653.17 " " 7.00 to 4<sup>20</sup> 21

cor. b/w. secs 20-21. I establish

cor. and drive 1x12 in iron pipe.

Hub at 3158.3 goes W 8.33

" " 3919.9 " " 10.33 -

" " 4386.15 " " 11.57

" " 5306.35 " " 14.00 to

sec cor to secs 20-21-28-29.

20 21

I set I. Monuments on

following sec cor's.

cor. to 20-21-28-29

" " 16-17-20-21

29 21



137-29

(10)

267

255

Saturday

May 22 1915

Mr Peter Anderson and I go  
1/4 cor. betw sec's. 20-29-137-29  
and set I.M.

I go to Sinkins take 3:30 train  
to Pine River.

N.P. Gorman

Leif C. Runy



58) 139-30 (2)  
Wednesday May 26 1915

Leave Walker on 9:20 train  
for Backus. J. Horton's  
team takes me to his farm.  
Have dinner and leave for  
see 14-139-30 which is  $3\frac{1}{2}$  mi  
North.

I locate M.C. No 9 on N 13k of  
Portage Lake set by Frank  
Donner May 15, 1915.

I search for N.E. cor to see.  
14-139-30 where U.S. notes  
call for:

$$WP \ 74 \ N \ 80^{\circ} \ E \ 56 = 36.96$$

$$NP \ 74 \ N \ 31 \ W \ 36 = 73.76$$

$$NP \ 105 \ 77 \ W \ 88 = 58.08$$



139-30

259

Thursday

May, 27, 1915

I have been able to get but on man,  
Mr. Greenberg, so far.

Starting from M.L. N 99 on N Bk. of  
Portage Lake Sec 14-139-30, run transit  
line N. Var  $90^{\circ}30'$

@ 502.50 Hub

@ 700.00 7<sup>th</sup> stump of old Bt.  
which I use in finding two more  
Bts.

U.S. Notes call for:

WP 74 N  $80^{\circ}$  E 56 = 36.96

NP 74 N  $31^{\circ}$  W 36 = 23.76

NP 10 S  $22^{\circ}$  W 88 = 58.08

I find two stump and one tree  
plainly marked, from which I set  
cor. to sec's. 11-12-13-14. Bts. ok  
as to measurement.

Continue random line

@ 722 cor. just established sets  
11.50 ft. E

Correcting Back [015928]

Hub @ 502.5 goes E 800 ft.

" @ 722 " E 11.5 ft to True  
cor. to sec's 11-12-13-14-139-30



60)

(4)

Friday May, 28, 1915

Golman Transit.

Greenberg Axman

Beginning at true cor. to see's,

11-12-14-15. Run transit time

W. Var.  $9^{\circ}20'$



# Time Sheet on Survey of sec. 14 Twp 139-179 30

May

25 26 27 28 29 30 31 1 2 3 4 5 6 7

Gorman

1 1

Greenberg

$\frac{1}{2}$  1

## Expenses of Surveyor on Survey of sec 14-139-30 ③

May

25 26 27 28 29 30 31 1 2 3 4 5 6 7

Gorman  
Greenberg

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



64) TWP 137<sup>8</sup> Rge 30.  
Friday May 18-1917.

358'

E.B. Horst Walker to  
Jenkins on 9-28 train.  
R.R. Fare \$0.74

Dinner at Jenkins Hotel.  
Hardy's Car to John Myres  
Work at 1-30

Horst, transit.  
John Myres. Chain.  
Louis Holten, Chain.

Clarence Holten, Flag  
Begin at corner to Secs  
35 and 36 on 9th Standard  
Parallel between Twp  
136 and 137, Range 30  
being an 8"x8" Cement  
Monument previously  
established by County.

Surv'r John W. Curo.  
from this cor sight E. on  
S.R.H reverse telescope.  
turn N.  $1^{\circ}50'$  and run W  
on center of S.R.H 996. Ft  
turn S.  $1^{\circ}21'$  to line up  
with an old road



137-300

358

665

May. 18. 1917- continued.

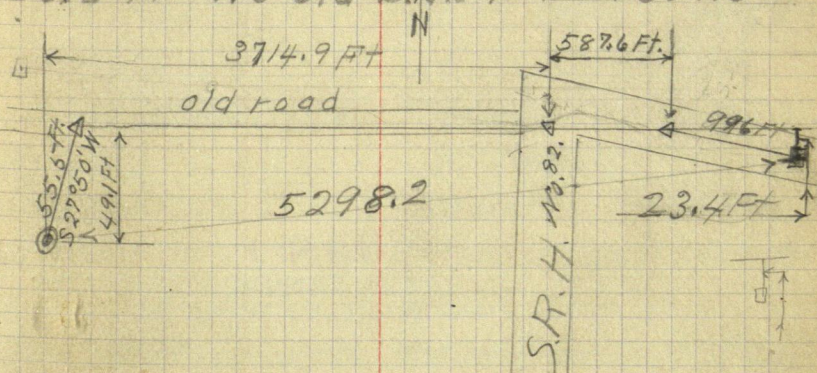
at  $\Delta 587.6$  Ft S.R.H turns S

We continue W. now on old road

at 1621.0 set Hub in road

" 4276.6 Set " " "

A  $2\frac{1}{2} \times 4'$  I.M. set by A.W. Maulster  
 marking the S.W. Cor of Sec 35  
 Twp 137 Rge 30 sets S.  $27^\circ 50' W$ .  
 55.5 Ft No old B.T.s to be found



New B.T.s to Cor of Sec.s 34-35  
 are as follows

Jack pine stump  $12 N 44^\circ W 39.9$  FtNorway Stump  $20 N 52^\circ 53' E. 65.0$  FtWith transit on  $\Delta 4276.6$  W.

I set a Hub on same line at sta.

4302.5 W. and 49.1 Ft N. of corner

I set transit over this Hub and  
 backsight E. Reverse turn  $0^\circ 28'$



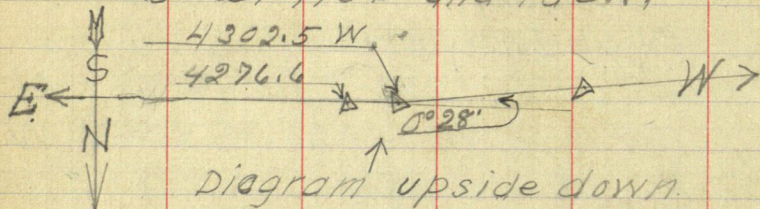
66)

(10)

May-18-1917. continued  
S and run W

at 50 Ft. W. cross road run-  
ning N. - 15 Ft S. a road runs W.

350.5 set Hub and tack,



358'



137-⊕ 30.

167

Saturday May. 19-1917.

Horst, transit & chain

Mr. Holten. Sr. chain.

358

Louis Holten, Flag.

Oscar Pederson, Axe.

Continue W on S side of sec 34.

723.5 W intersect center of road

Running W. Continue W. on center

1694.9 Ft W. set Hub Correction Cor

sets S. 3.9 Ft. from random line

2188.5 Ft W. set Hub.

2640.0 " " " Stake

4152.0 " " " Hub.

5298.3

← New Bts on next page " " 2 1/2" by 4 Ft

IM. set by A.W. Moulster by

proportionate measurement for

cor. to sec's 33 & 34 sets S. 32.1 Ft

I continue W to sta 6948.5 to E. end

of a graded road.

at 6948.5 W I chain S 26.8 Ft and set

a large stake for road center at E.

end of graded road

Correcting back

at 2649.1 Ft W. I chain S. 40.6 Ft. and

set a 3" X 30" Popple post for 1/4 Cor

S. side sec 34 In swp. E.B. Horst.



{ New B.T.s to cor of sec's 33+34  
 on stand Parallel as follows  
 White Oak 10 N 36° 38' W 123.6 FT  
 " " 8 S 64° 30' W 77.0 FT }

For the  $\frac{1}{4}$  cor on S. side of  
 Sec 35 T137-R9e30

at sta 2649.1 ft. W. I chain S. from  
 Random line 36.25 ft and set  
 a 4" x 24" stake in pasture field

Finish at 1:30 P.M.

Mr. Dudgeon with his car  
 takes me to Jenkins for  
 a smoke.

I buy the smoke and  
 take 3:30 P.M. train N.



