

98.

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FIELD BOOK

360.

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Recorded



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141-31

323

00.

## Harry Todd's Notes

Beg @ MC Bet Aug 25-26-141-31  
on South side of Portage Lake  
Run South  $8^{\circ}10'$  Var

88.25 Hub @ 93 cm of road E + W

206.50 Hub 286. Hub @ 300 fm

428.30 Hub 528.90 Hub 592.10

Hub 600. stake in cr of E & W  
wagon road

637.10 line M.C. sets East 11.75  
ft old BT  $N 55^{\circ} W$  5.40

" "  $N 72^{\circ} 20' E$  40.26 ft

New BT.  $N 85^{\circ} 20' W$  39.40 ft

Oak  $35 25^{\circ} E$  6.15 ft @  $8^{\circ} 10'$  var

Red Mitchel + Harry Todd  
July 6-1912

323



10.

323

141-31

July 7-1912

Beg' @ M.C. Bet Sec 25 & 26 on  
South Side of Portage Lake  
run South 9° W  
@ 637.30 feet the M.C. on N  
edge of Ten-Mile-Lake across  
E at 11.70 feet

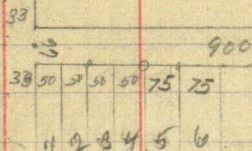
592.10

45.20

637.30

Curv RE Sect map

637.30



12 ft edge  
Y sand  
38 ft edge  
sand

323

John W. Curv



133-30

Sat. July 29

1911

W. B. Jones & myself go to cor.  
10-11-14-15-133-30 previously set by  
Euro. We pull up the 7 1/2 ft and set  
a three inch iron pipe, three feet long,  
in the ground and fill it with cement.  
We then go to cor. 9-10-15-16-133-  
30 previously set by Euro where we  
put in an iron pipe three feet long by  
three inches in diameter filled with  
cement. Over night with W. B. Jones  
Harry & Todd

Sunday July 30 1911

W. B. Jones. drives me out to gull Lake  
with survey outfit, cement, and iron  
post. Paid Jones \$3.00 Livery Bill  
over night @ Vanhook's

Monday July 31 1911

We go to S.W. cor. sec. 7-134-29 where  
gov. notes call for. Pine 5866 W. 41

Br. Oak 47934 W 52, Birch 4635 E. 65 Birch 48422 E 104

We look for the trees but find none except  
the Pine which is standing plainly marked  
from which we set the cor @ 90° 20' S.  
We then start a line East @ 90° 20'

Harry & Todd. 163



2 163 continued from Page 1 133 30

@ 159 Hub. 300-600 stake, 683 Hub.  
900 stake 955 Hub. 1050 enter full  
1200 stake, 1320 temp  $\frac{1}{16}$  cor. 1500 stake  
1565 Hub 1800 stake 1920 Hub, 2036.75 Hub  
2100, 2400 stake, 2640 temp.  $\frac{1}{4}$  post.  
Nothing here so continue 2700, 3000  
stake. 3021.70 Hub in edge of high  
bank about fifty feet from waters edge  
on Gull Lake.

We go back and correct the line  
back and start a line south on  
the  $\frac{1}{16}$  line. but as it is raining  
quit for right over night @.  
Vansickle, C. M. Hough & I  
chaining.

Tuesday Aug. 1 1911

We finish up the  $\frac{1}{16}$  line we began  
yesterday and then went up to  
the S. W. cor. sec. 7-134-29 where  
we pull up the hub driven for cor.  
and set an iron post full with  
cement three feet long by three  
inches in diameter, in a bed of  
cement. C. M. Hough helped  
me. Vansickle then drives me  
to Sighan and I walk to Pillager  
to find out about the a job 163 over night  
at City Hotel Pillager.



133-30

163

3

Wednesday Aug 2 1911.

Laid up waited for Jones

Thursday Aug 3, 1911.

We go to cor. of 11-12-13-14-133-30  
where Gov. notes call for.

N.P. 14 N. 34 E. 5' N.P. 20 S 48 W. 6' B.P. 8 S 12 E. 64.

we find all three trees standing plainly  
marked from which we set the cor. by  
proportionate measurement from face of  
B.T. We then start a line west @  $90^{\circ}20'V$ .  
@ 300, 600, 900, 1200 stake 1320 temp  $\frac{1}{4}$  ca.  
@ 1500, 1800, 2100, 2400 stake 2640 temp  $\frac{1}{4}$  ca.  
nothing here so continue. It starts to  
rain and so we quit for night.

Over night at Jones. Chas. Ellige  
+ d chaining. Laurence Hines axman

Friday Aug 4 1911

continue our line of yesterday @  
2700, 3000, 3300, 3600, 3900 stake 3960 temp  $\frac{1}{4}$  ca.  
4200, 4500, 4800, 5100 stake @ 5369.70 inter-  
sect iron cor set by me. we then  
correct the line back and go over  
to the train to meet Jones. He doesn't  
come. Chas. Ellige + d chaining  
Laurence Hines axman  $\frac{1}{2}$

Harry L. Todd

163



163

Sat. Aug 6<sup>th</sup> 1914

Chas. Ellige, Carter Parsons & d. take  
 goness team and drive to cor.  
 11-12-13-14-133-30 previously set  
 by me and we set an iron post filled  
 with cement three feet long by three  
 inches in diameter in a bed of cement.  
 then drive to Pillager  
 and take the two o'clock  
 train for Walker. Got left  
 in Brainerd and then took  
 midnight train for Walker  
 Harry S. Todd.

163



139-31 Redox Derbyfield 5  
Wed Aug 9 1911

Curo + I leave Walker @  
9:33 A.M. and arrive at Hack  
10:00 A.M. We take dinner  
and then drive out to Inters  
I got in one day for Derbyfield  
Curo one day for Cars. Co.

Thur. Aug 10 1911

Curo + I worked setting +  
establishing positions for iron  
monuments. We locate the  
point for  $\frac{1}{4}$  between secs. 8 + 9 from  
old Hub set by Curo three years  
before.

We set the true cor. to secs.  
7-8-17-18 at a point 26407.54-30  
= 26941.30 ft. West of  $\frac{1}{4}$  between  
secs. 8-17-139-31 and at a point  
10657.50 ft. north of true cor. to sec.  
19-20-29-30-139-31 Henry + John Inters

Friday Aug 11, 1911  $\frac{1}{2}$  day. setting cor.

Curo + I find the positions  
for corners on dup. line  
and then Curo goes back  
to Walker and I set the  
 $\frac{1}{4}$  between secs. 16-17-139-31  
 $\frac{1}{4}$  between secs. 8-9-139-31  
cor. to secs. 4-5-8-9-139-31

all returned  
all true  
all correct  
all set  
all done



6 ✓ 139-31 continued Deerfield/  
Aug 15<sup>th</sup> 1911

These places have all been established by Curo three years previous and his hubs are still in good condition with a tack in the top.

Over night with Luten, Ralph Holden, Art Holden and Ed. Luten.

Saturday Aug. 12 1911

We go to Loc between sec. 8-17-139-31 previously established by Curo three years ago.

We find his new Bts. and also his hub. We pull up hub and set a four foot two in ch. galvanized pipe in cement in its place for true cor.

We then go to 1/4 post between sec. 7-18 and establish this from Curo old line.

We put in a galvanized pipe four feet long and two inches thick. set in a bed of cement

We then go to S. W. Cor

155 7-139-31 and put in a galv. pipe set in a bed of cement in the place where Curo hub was. He had Bts. to this cor. and the check out fine for course



139-31 continued Deerfield 7  
Aug 12 1911

and measurement.

Quit for night, over night  
with Lintem.

Ed Lintem gets in full day  
Art. + Ralph Holden get in  
 $\frac{1}{2}$  day apiece.

Aug 14 1911

We go to cor. 19-20-29-30  
139-31. we find the pts here  
and set the cor. d drive a  
stake into the ground and  
hit curro Hub that was put  
in three years ago but had  
been graded over. We set a  
galvanized pipe here set in a  
bed of cement for true cor.

We then go to cor. to secs  
17-18-19-20-139-31 and  
set the cor. from Bts. put  
in by curro three years previous  
we find his old Hub and set  
a galvanized iron pipe in its place  
for true cor.

We then go to cor. to secs.  
7-8-17-18-139-31 where curro



139-31 continued Deerfield  
155 Aug 14 1911

has established it. We pull up his hub and set a galvanized pipe four feet long by two inches in diameter in a bed of cement.

We then go to cor.  
5-6-7-8-139-31

We find the hub driven by Curo for true cor and pull it up. We find that he has driven the hub into the top of another stake which we suppose to be the old gov. stake.

We set a galvanized pipe here set in a bed of cement for true cor.

quit for night over night  
@ Lintens.

John Lintens, Ralph Halden  
Art. Halden.



139-31

155 Deerfield V<sup>9</sup>  
Aug 15 1911

We go to S.W. cor. sec. 6-139-31  
We find euro Bts. here and set  
the cor. from them. in the  
center of wagon road.

We put in a galvanized iron  
pipe four feet long by two  
inches in diameter set in a  
bed of cement.

We then go to  $\frac{1}{4}$  cor. on  
west side of sec. 6. 139-31. We  
find euro Bts. here and set  
the cor. from them. We  
find the old Gov. stake as  
we dig down. We put in a galvanized  
iron pipe four ft. long by two inches  
in diameter set in a bed of cement.

We then go to N.E. cor. of sec. 6-139-31  
we find euro stake and Bts. all  
check out fine for course & measurement

We also find old Gov. Bts. which  
check out good. We pull up the  
stake and set in a galvanized iron  
pipe set in a bed of cement. Quit for  
night. Ralph Holden, Art Holden  
Ed. Linton.



139-31

155

Aug 16 1911 Deerfield

We go to cor. of 7-8-17-18-132-31  
where I previously set an iron  
corner and run a line west on  
curo preliminary line. We chain  
west 1336.85 ft and then South  
35.30 ft to true  $\frac{1}{16}$  cor.

We then start a line north from  
this cor. @  $7^{\circ}35'$  W.

@ 490.50 Hub. 1312 Hub. 1345 enter  
swamp 2000 leave same 2270 Hub.  
2450 cross road N.E. & S.W. and enter  
plowed field not planted.

3030 <sup>enter</sup> ~~leave~~ wagon load N & S.

3160 leave same. 3180.50 Hub.

3629.50 Hub. Here we turn off  
an angle of  $1^{\circ}18'$  West of North  
and run to Hub. 4370.80

We then turn off angle of  $2^{\circ}12'$   
East of our other line and run  
to Hub. 5280.

Quit for night. Over night  
@ Linton's. Henry Linton  
Ralph Holder driver  
Art Holden & d chaining.

155



139-31

155

Deerfield

Aug 17 1911

We go to the true  
S.W. cor. sec. six previously  
set by me and start a line  
East @  $90^{\circ}30'$  and run up  
road. @ 2866.70 Hub.  
3785.10 Hub. Temp.  $\frac{1}{4}$  cor.

@ 5105.10 true S.E. cor. sec 6  
sets north 403.45 ft. angle taken  
from preliminary line.

We then go back and correct  
over the  $\frac{1}{4}$  cor. which goes  
North 297.70 ft.

Quit for night. Over night @  
Suttons.

John Sutton, Harry Sutton,  
Ralph Walden, Chas. Walden  
Art. Walden & Channing.



12/39-31 155

Aug 18 1916

Reg @  $\frac{1}{4}$  cor on South side sec. 8-139-31 we run East @ 9030' Var.

@ 2620 sub. Here we set up the machine and by Stadia determine distance across goose lake which we find to be 927.24 ft. @ 4399.56'

Sub temp  $\frac{1}{4}$  foot on S side of sec. 9-139-31. we spend the rest of the day looking for Bbs. to this cor. but they seem to be all burned and no marks.

Put for night over night with Lintin.

Henry Lintin, Lucien Holden

Ralph Walden axmen

Art Walden & d charming.



139-81

155

Deerfield

Aug 19 1911 ✓<sup>13</sup>

Continue transit line  
East @ 5773.04 Hub.

6415.30 Hub. 7243.10 Hub.

7930.56. Hub. We here look  
for Bts but find nothing  
so quit for night.

Over night with Linton  
Henry Linton, Ralph Holden  
Lucien Holden, Axmen  
Art Holden + chaining.

Aug 20 1911.

We go back to end of our  
line and put in A.M. looking  
for Bts. (nothing doing)

When we go home to dinner  
the chairman of Twp Board  
tells me to go a half a  
mile ahead and if I find  
nothing to drop, the line

we pass thru to the  $\frac{1}{4}$  cor  
between secs. 10-15 and hunt  
for Bts. but find nothing quit  
for night. Henry Linton,

Lucien Holden, Chas. Seward  
Axmen Art Holden + chaining



✓

39-31

155

Deerfield.

aug 20 1911

We go to  $\frac{1}{2}$  cor. West of S. E. cor.  
of sec. 7-139-31 which has been  
previously set by me where  
we put in a galvanized iron  
pipe four ft. long by two inches  
in diameter set in a bed of cement.  
We then go to  $\frac{1}{4}$  cor. West of the  
N. E. cor of sec. 7-139-31 previously  
set by me. We pull up the  
Hub and set in a galvanized  
iron cor. set in a bed of cement.  
quit for night.

Art Walden, Lu Holden,  
Ed. Linton.

155 11



134-29 C. M. Hough. 1911  
164 Sat. Aug 26, 1911

We go to N. W. cor sec 18-134-29  
previously set by me and run  
a line south to M. C. on Gull  
Lake. We find one of the trees  
plainly marked but the other  
one has fallen over and been  
washed away. We missed  
the M. C. about four ft.  
no chainage.

Quit for night. Chas. Van Sickle  
Shel Payne, over night with Van Sickle.

Sunday, Aug 27, 1911

We go back to N. W. cor. sec 18  
134-29 and turn a positive  
 $90^\circ$  angle from the range line  
and chain east 1320 ft where  
we drive a good solid hub  
in the ground for true N. W. cor.  
We continue line to the  
lake no chainage.

We go back to N. W. cor.  
and turn a positive  $90^\circ$  angle  
and run a line south to the  
lake no chainage quit for night  
Chas Van Sickle Shel Payne  
over night with Van Sickle.

164



11. Cass. Co. 167 139-30 Friday Sept. 1911

I leave Walker on the  
9:33 A. M. Train and arrive  
@ Bachus 10:22 A. M.

I walk out to B. L. Perry's  
and he hitches up his horse  
and we drive out to S.E.  
Cor. of sec. 21 - 139-30.

Here we start a line West  
at  $80^{\circ} 21' 5''$  Var. and soon the  
road enters for the road  
no chainage.

B. L. Perry. Floyd Perry  
overnight at Perry's.



Cars Co.

167

139-30 17

Saturday Sept 2 1911

We go to S.E. cor sec. 20  
139-30. previously set by  
Curo and run a line West  
at 8°30' N. ar. @ 300, 600  
900 stake, 1142.50 Hub, 1200  
1500, 1800 stake 2016.50 Hub.  
2100 enter Swamp. 2250 leave  
same. 2400 stake 2630.76  
temp 1/4 cor. Nothing doing so  
continue. 2677.51 Hub.  
2700, 3000, 3300 stake 3591.40  
Hub. 3600, 3900, 4200 stake  
4300 Hub. 4500 stake 5100  
stake, 5313.40 true cor bears  
3. 49 ft. This cor. has  
been set by Curo and we  
find his Hub + tack which  
we check upon and then go  
back and check our line over.  
We set the 1/4 cor and then  
quit for right.

Martin Peffinger &  
Andrew Tils.

over night at Perrys.

167



15 Cass Co 167 139-30

Sun. Sept. 3 1911

B. L. Perry, Floyd Perry, John Nobles  
A. O. Nobles drive, with Nobles's  
team, to the  $\frac{1}{4}$  on North side  
of sec. 24 - 139-30 which has  
already been established by  
cure from B. L.'s. Here we  
start Nobles & his son John cutting  
a line south from  $\frac{1}{4}$  cor.

Perry & I go to  $\frac{1}{4}$  on west  
side of sec. 24 & look for  
B. L.'s here but as we find nothing  
Perry goes up & gets Wayne  
Moffett to come down & show  
us where M. C. No 7 was. He  
could find nothing definite and  
saw quit for night.

Over night @ Tom Lees.

- ✓ B. L. Perry
  - ✓ Floyd Perry
  - ✓ John Nobles
  - ✓ A. O. Nobles
  - ✓ Wayne Moffett.
- one day.



Cars Co

167.1 / 139-30

19

Mon. Sept. 4, 1911.

We go to 14 on N. side of sec.  
24 and run a transit line  
south. @ 300 stake in sand dune  
pile 526 hub. 600 stake 700 center  
of wagon road bears E + W.  
900 stake enter open field 1165-  
leave same. 1200 stake. Here  
we quit as it is raining and  
at stake p. m. train for Walker.

Tom Lee

Herbert Wilson } one half day  
Floyd Perry }

Tuesday Sept. 5 1911

go from Walker to Backus +  
out to B. L. Perrys. Laid up  
on acct. of rain. over night  
with Perry.

Wednesday Sept 6 1911

Laid up on acct of rain @  
Perrys.

167.1



20 Cass Co.

167<sup>1</sup>

139-39

Thur. Sept. 7, 1911.

I walk out to Moffetts and.  
we go to station 1200 on  
N + S. center line sec 24 and  
continue Transit line south.  
@ 1500 stake, 1644.50 Hub. 1700, 2100  
stake 2200. 50 Hub. 21100 stake  
2545 cross road bears N.W. + S.E  
2640 temp center post. 2700 stake  
3000, 3300 stake, 3572 20 Hub,  
3600, 3900 stake. quit for night  
over night @ Doc. Moffetts.

Wayne Moffet }  
Herbert Wilson } one half day.  
Thomas Lee }

167<sup>1</sup>



Cass Co.

139-3021

Friday Sept. 7 1911

Continue transit line south.  
4200, 4500 stake 4547.60 Hub. 4700,  
5100 stake @ 52.78 true cor. bears  
West 27 ft. We found both B. to.  
there and set a wooden stake  
for cor. We then go to  $\frac{1}{4}$   
on East side sec. 24 - 139-30 and  
after searching three hours find  
the cor. We then start a line  
West at  $5^{\circ}$  V. @ 300 stake quit for  
right. Over right with Moffett.  
Thomas Lee }  
Herb. Wilson } one day  
Wayne Moffett }

1671



22 Cars Co 167.

139-30  
Sat Sept. 9/91

Continue transit line West.  
300, 600, 900 stake, 945.0 Hub  
1200, 1500 stake 1555.0 Hub  
1700, 2100 stake 2230.10 Hub  
2400 stake 2640 temp Center  
post 2644.15 Hub cross  
North + South survey  
line 2700 stake 3000 stake  
3183 Hub 3300, 3600  
stake 3740.90 Hub.  
3900, 4200 stake 41296  
Hub. 4500 stake, 4548  
Hub 4659, Hub 4800 stake  
4875 center log 5100  
stake in SW amp.

6280 temp 1/4 cor on  
West end sec 24, quit for night

Tom Lee

Hub Walter

Wayne Moffett

} one day.

over night with Moffett.



Cars Co.

167. 139-30 23  
Sunday Sept. 10 1911

Laid up No crew. go to  
Backus over night with  
Perry.

Monday Sept 11 1911  
Laid up walked out to Moffett

Tuesday. Sept 12 1911

We go to cor. of 23-24-25-26-  
139-30 where Gov. notes call for.

N. P. 3797 E 150, W.P. 24328 W. 65

we search all day for these  
trees but find nothing. We find  
M. C. No. 16-139-30 and chain  
thru to where cor. ought to be  
but find nothing quit for night  
over night @ Moffetts.

Herb Wilson }  
Chas Barnes } one day.  
Moffett }

over night w Moffetts.

167.1



24 139-30

167

Cars Co  
Sept 13 1911

We go to 44 cor. on west side.  
see 25 but find nothing. We  
then go to M. C. No. 1 but find  
nothing. Then Moffett & I row  
across Brackaway Lake to M. C. No. 3  
but find nothing there. quit  
for night, over night with  
Moffett.

Herb Wilson }  
Chas. Barnes } One day  
Doc. Moffett }

167



Cars Co

167

139-30 25  
Sept. 14 1911

Wayne Moffett & I take a team  
and drive to Buckus where we  
get some cement & chon corners  
and set the S. W. cor. of sec. 20  
139-30 where it has been  
previously set by Euro. We  
then correct over line and  
establish position for  $\frac{1}{4}$  on the  
south side sec. 20. Quit for  
night. Over night with  
Doc. Moffett.

Wayne Moffett & I leave one day.

167



2<sup>d</sup> Cass. Co. 167

139-30  
Sept. 15-1911

Moffett & I take a team &  
drive to  $\frac{1}{4}$  on south side  
of sec. 20-139-30 which  
has been previously established  
by me and set an iron corner  
in a bed of cement for cor.  
We then drive to Backus and  
meet Euro. Euro & I get Perry's  
team and drive out to cor. on  
west side of sec. 24-139-30  
We find nothing and then  
go to cor. to sec. 23-24-25-26  
-139-30 and after searching and  
chaining up from M.C. No. 16  
find the Bts. plainly marked.  
Euro goes back to Walker  
& I go out to Moffett.

Wayne Moffett & team one day.

167



Carr Co

139-30. 27

167

Sept. 16 1911

Herbert Wilson + al go to 1/4  
on north side of sec 24-139-30  
and run a line East @  $8^{\circ}50'N$ ,  
@ 248.50 Hub, 438.90 Hub 474 Crow  
Wagon road. N + S. 807.50 Hub.  
1146.10 Hub. 1424. Hub. 1772.40 Hub.  
2164.90. Hub. 2454.70 Hub. 2653 true  
cor. sets. N. 28. ft.

Quit for night. over night at  
Meffets.

Herb. Wilson one day.

Sept. 17. 1911

Laid up.  
over night at Meffets

167



28 Cass Co. 167 139-3d  
Sept. 18 1911.

We go to S. S. cor. cor. sec. 24  
and set the cor. from old  
Bts. after which I put in  
new Bts. as follows.

Birch stub 8 S. W. 34.80 ft.

" " 4 N. W. 24.45 ft.

We then go to N. E. corner  
North side of sec. 24 and put  
in new Bts. for that cor. as  
follows.

Ash. 5 N. 52° 33' W. 44.40 ft

W.P. 2 N. 7° 5' E. 61.15 ft

We then go to N. E. cor. sec.  
24 and put in new Bts.  
as follows.

J. P. stump. 6 N. 64° 15' E 24.10

" " 12 N 25° 58' W. 16.50

Bts. set at 7° 50' var.

Just for night.

over night at Moffetts

Wilson }  
Barber } and day



Cass Co.

SW

167

139-3029

Sept. 19, 1911

We go to S. E. cor. sec. 24  
previously set by us and  
start a line north @  $90^\circ$  V. @ 77.30  
enter lake. 484.04 sub. leave  
lake. 600 stake. 607.20 sub  
813.20 sub. 1001 sub. 1303.20 sub.  
1390.40 sub. 1500 South Bank of  
Portage creek.

We then go to  $\frac{1}{4}$  on south  
side sec. 22-139-30 and start  
a line east.

Quit for night over  
night with Moffett.

Wilson + Barnes. one day.



30 Cass Co. 167

139-30

Sept 20, 1911

Continue line from above  
S. side of sec. 22-139-30 West  
@ 100, 200, 300, 400, 500, 600, 700  
800, 900, 1000, 1100, 1200, 1300, 1400  
1500, 1600, 1700, 1800, 1900, 2000  
2100, 2200, 2300, 2400, 2500  
feet. @ 2633.50 time corrects  
south 16.25 ft. We then check  
our time over and quit for night  
Wilson } overnight with Moffett.  
Burnes } one day.  
Moffett }



Cass Co

167

139-30

Sept. 21 1911

Continue transit line north  
along west side of sec. 24-  
139-30 @ 1620 North bank of  
Portage Creek, enter tan swamp  
2100 leave swamp 2281.70 Hub.  
2640 temp 1/4 post, nothing here  
so continue 2772.80 Hub.  
3083.90 Hub. 3130 center of wagon  
road bears NE & SW. 3300 enter  
hay swamp 3319 cross Portage  
Creek. 3425 cross Portage Creek.  
3467.80. Hub on high bank  
of Lake. We look the rest  
of the day for Bts. to m. c. to 7  
but find none. so quit for  
night. Over night in the moffett  
Wilson

moffett } one half day

Barnes } full day

167



32 Cars Co

167

139-30  
Sept. 22 1911

We set the cor. of 23-24-25-  
26-139-30. We put in a  
galvanized two inch pipe  
in a bed of cement and then  
check our line <sup>over</sup> on the  
N. side of sec. 24-139-30  
and also the N + S center  
line of sec. 24-139-30.

I had Wilson + Barnes  
rechain the mile to see  
if there were any mistakes  
all O.K. over right at

Moffett

Wilson

Barnes

Moffett.

} one day

167



Cass, Co.

167

139-30 33

Sept. 23 1911

Wayne Moffett takes his team and we set the  $\frac{1}{4}$  on north side of sec. 24 and then they drive me to town but as a Miller wants his  $\frac{1}{6}$  cor. set I do not go to Walther, but back out to Moffett for right.

Moffett and team.

Lodge. } one day

Sept. 25- 1911

We set the  $\frac{1}{6}$  cor. East of the  $\frac{1}{4}$  cor. on the South side of sec. 20-139-30, from our line.

Moffett & team

Ed Lodge

} one-half day



34 Cass Co.

167

139-30

Sept 25 1911

el came to walk on  
p. mts and Lake S. M.  
to Bernidji.

167



Cass. Co. 167 139-30 36  
Oct. 2 1911

Curo, Perry + I drive out  
to  $\frac{1}{4}$  on W. side of sec. 24-139-30  
and locate the  $\frac{1}{4}$  cor. then  
Curo + Perry drive back to  
Walker + Ed. Tyrrell + I  
correct over the line running  
E + W. thru the sec. We  
then set the  $\frac{1}{4}$  on the  
E. W. side of sec. 24-139-30

We put in a galvanized two  
inch pipe four feet long set  
in a bed of cement.

over night with Ed.  
Paid Ed. 50¢.



36 Powers Imp. 167 139-30  
Oct. 4/ 1911

I hire a hiring team  
and drive out to Kenworthy's  
Kenworthy's all went to  
auction sale so I didn't  
work but got in a day just  
the same.



Powers' Imp.

167

Oct. 5 1911 139-3037

We go to S. W. cor. 86-139-30.

Euro has been here before us and  
set a post for cor. and as all  
the Bts. are here we check up  
on his corner and find it  
correct. We then start a line  
north @  $90^\circ$ , @ 300 cross road 24 A.  
550.10 Hub. 781.10 Hub. 1320 Temp Co.  
cor. 1528.80 1931.70 Hub. 2174 Hub.  
2651 true  $\frac{1}{2}$  cor. bears. East 32.70 ft.

Both trees are here and we  
set the cor. the trees checking  
out perfect. We then start a  
line N. from  $\frac{1}{2}$  cor. at  $90^\circ$  var.  
We run it to the lake with no  
chain and as we cannot find  
the M.C. quit for night.

E. B. Kenworthy, Chester Kenworthy  
J. W. Issajeff. over night at  
Kenworthy. Issajeff



25 139-30 <sup>SW</sup> 167 Powers. Imp.  
Oct. 6. 1911.

We go to <sup>SW</sup> cor to see 35-139-30  
we find that Euro has been  
here before us and set the  
cor. We set upon his cor.  
and find the Bts. which  
check out pretty good.

We then start a line N. at 9°45'  
V. @ 271 Hub. 419 Hub. 1008.50 Hub.  
1449.90 Hub. 1724.40 Hub. 2000  
enter meadow. 2150 south Bank of  
Portage Creek. 2250 North Bank of  
same. 2312.60 Hub. in old road  
@ 2652.55 true  $\frac{1}{4}$  cor. bears  
West 33.75 ft. Both trees are  
here and we set the cor. and  
check our line over. We then  
go to our other line and check  
it over over night at Kenworthy's  
Ches. Kenworthy, J. Borst.  
A. J. Whittemore, E. B. Kenworthy



139-30

167 Oct. 7 1911 Powers, Inf. 39

We go to  $\frac{1}{4}$  cor. between  
secs. 35-36-139-30 run  
N. @  $8^{\circ}30'$  V. @ 516.20 Hub.  
706 cross wagon road  
bears N  $20^{\circ}$  W. 85.7 Hub. 1320  
temp. 116 post. 15.7 3.40 set  
temp. M. C. cor. No 3. All  
Bts. are gone here.

Kennworthy then drives  
me to Backus and elput  
in a bill to the Town  
board for \$14.65 10% Dis.



40 J. H. Koop.

139-30  
Oct. 8, 1911.

167

167



42 Powers Trp. 168 139-80  
Oct 10 1911

el. get a team of Vaneys  
and drive out to Exches  
and stay over night.

one day for Powers. &  
pay Van. \$2.00 for Team.

One day for Powers Trp. \$4.00



Powers. Trip. 168 139-8043  
Oct. 11 1911

We go to ~~the~~ cor on North  
side of sec 4-139-80 when  
Gov notes call for

B.P. 6-N 19 W. 15. B.P. 6-82 E 50

both trees are gone but as  
Curo has been here before  
us and set the cor. with  
new Bts. I go to Hackmuck  
and telephone to Curo for  
the notes to his Bts. Paid  
40¢ telephone. I get the  
notes over the phone and we  
go back and set the cor.

We find an iron bolt driven  
in for the cor. We set upon  
this and start a line S. at 90°

@ 637.30 Hub. 1274.30 Hub.  
1929.40 Hub. 2400 Hub. quit  
for night over night with  
Sikes. Gilbert Applebee, Chas  
Ward. axmen Henry Sikes  
& I chaining

One day for Powers Trip 4.00



44 Powers Turp 168' 139-30  
Oct. 12 1911

Reg. @ Hub 2400 continue  
transit line south thru  
sec. 4-139-30,

@ 2640 temp center post.  
2937.70 Hub. 3566.90 Hub

4309 Hub. @ 5264 true  
1/4 cor. on south side of

sec. 4-139-30 bears  
east 178 ft. We could  
not find the Bts. for this

cor. so we go to S.W. cor.  
of sec. 4-139-30 and run a

line E. @ 99 v. @ 149 Hub.

727.70 Hub. 1451.60 Hub. 1656.20

Hub. 2055.75, Hub. 2080 cross Wagon

bears, NE + SW. 2478.50 Hub, cross

our N + S transit line 2640 temp

1/4 cor. nothing here so continue

2969 Hub in field. quit for

night Over night with Sydes

Henry Sydes, Lape Sydes got in

full day Gilbert Applebee

worked in forenoon. Nels Stolsmo

worked in P.M.

One day for Powers Turp \$4.00

168'



Powers Twp.

168

139-3045

Oct. 13 1911

It rained all forenoon but  
as we wanted to get done we  
go out at 11:30 A. M. and  
continue transit line E. along  
the south side of sec. 4-139-30.  
@ 37 03.80 Hub. 3966. Hub. 446 34.40  
Hub. @ 63 14. True cor. bears S  
63.70 ft. We find all Bts. but  
they have been blown down  
they are marked plainly and we  
set the cor. by proportionate  
measurement from heart of  
B. T. We then put in new Bt.  
as follows.

J. P. 12 S 49° 52' E. 12.20 ft.

We then check our lines  
over and quit for night, and  
Sycks drives me to Backus.

Over night @ Palace Hotel.

Mrs. Stolsmo, Lafa Sycks & others.

Henry Sycks & all charming

They all get in 1/2 day for  
Powers.

One day for Powers Twp \$4.00

Oct 14 Ni

168



46

Cass Co.

139-29

168.1

Oct. 15 - 1911

B.L. Perry & I drive out to Dourys  
with survey outfit and look  
up some of the corners for  
the State road No. 5. Then  
Perry goes home & I stay at  
Dourys.

Oct. 16 1911

Rained hard all day.

Laid up at Dourys.

15<sup>th</sup> One day for Cass Co.

\$ 4.00 2

16 Rained viz

168.1



Cars Co

168

Oct. 139-29<sup>th</sup>  
17-1911-

Reg. at a point 31 ft. west of true cor. as established by A. W. Moulster to sec. 8-9-16-17 139-29 run N @  $8^{\circ}$  V. 50 as to run up old road. 1241.257 Hub. 1908.30<sup>th</sup> 2646 true  $\frac{1}{4}$  cor. on W. Side of sec. 9 bears E. 18.40 ft. We found the one witness tree here standing plainly marked from which we set the cor. from face of pt.

Then Reg @ a point 18.40 ft West of true  $\frac{1}{4}$  cor. run north @  $8^{\circ}$  Var. @ 572 Hub. in road 1120 cross wire fence bears E + W. 1320 set temp  $\frac{1}{6}$  cor. 1421.76<sup>th</sup> Hub. 1620 cross rail fence. bears E + W. 1900 enter little swamp 1950 leave same 1988.30 Hub 1990 cross wagon road NE + SW. 2209.80 Hub. 2260 enter little Swamp. 2300 leave same. @ 2642 true cor. to sec. 4-5-8-9-139-29 bears West. 80 ft. Moulster set this cor. and after checking up on it, we use it. quit for night. Over night with Dory. J. A. Dory. Horse King asman  
Suzmore Butler & d channing

168



48 Cass Co 168 139-24  
Oct. 18-1911.

Reg. @ true cor. to sec. 4-5-8-9  
139-24 previously set by Moulster.  
run E. @  $7^{\circ}30'N$  @ 241. Hub. in  
old road. 560 cross wagon road N.E. &  
S.W. 633 Hub. 737. Enter meadow  
875 cross wire fence. in meadow  
1282 Hub. in meadow, 1840.60  
Hub. leave meadow. 2151.60

@ 2640 stump by cor. nothing  
here so continue 2800 Hub.  
3588 Hub. 4210 Hub. 4627 Hub.

@ 5288 true cor. to sec. 34-9-10  
139-24 bears north. 2.80 ft.

We found the stump of the  
S.W. B.T. plainly marked but  
there was nothing of the other  
B.Ts. except shoots of the stump.  
We set the cor. and put in  
new B.Ts. as follows.

Pap. 4 N.E. T. 5.0 ft

" 3 N.W. 6 ft.

We cut the letters B.T. at the  
base of the tree and as we  
had nothing else to drive in  
drove in 4" chunks of lead in  
each tree. We then check



Continued  
Oct 18-1911

Our time over + quit for  
night. over night with Dory  
J. A. Dory Hosea King  
axmen. Seymour Butler & el  
chaining

One day for Carr Co \$4.00 Oct 18.

Note:

The foregoing notes  
were written by Harry S. Todd  
John W. C. C. C.  
Feb 13-1943



50 Cass Co

168

139-29

Oct. 19-1911

J. A. Dory + I check  
our n. + S line over and  
in the afternoon Perry  
comes out after me and we  
take the survey outfit  
and set in an iron  
monument four ft long by  
2 in. in diameter at the true  
1/4 cor. on the West side of  
Sec. 19-139-29 which had  
been previously established  
by me. Over night at  
Palace Hotel. Backus.

One day for Cass Co Oct 19<sup>th</sup>

Oct 20 at Backus Wis

168



Cass. Co. 171 141-142-30-31 57  
Oct. 21 1911.

et take a row boat and  
row down to the State Bar  
then walk over to the cor.  
to Twp. T. 141-142- R. 30-31  
which had previously been  
established by me and put  
in a galvanized iron 2 inch  
pipe four ft. long for cor.

Being the NE Corner of Section  
1- T 141 R 31

One day for Cass Co	400
Hotel bills	100
Boat hire	50

Sunday Oct 22nd Laid up  
in Galena



52 168 139-30

Oct 23rd 1911 working for  
Coss Co setting Monuments

I get B. L. Perry's team @ \$3.00  
per day and work alone

Perry looks up roads on his own  
account

Set the corner to section 3-4-9-10  
139-30 & set 2 x 48 inch galv-  
vanized pipe at point previously estab-  
lished (Set in cement)  
with one new BT 1/2"

J P 12' S 49° 52' E 12.20 feet

I am to pay Perry \$3.00 for  
team.

One day for Coss Co  
Turner Hotel

\$4.00
3.00
1.00
<hr/> 8.00

Todd's notes

Harry S Todd



Borkus

139-29-30 ~~168~~<sup>53</sup>  
Oct 24-1

worked all day alone setting iron  
See Car Team of B.L. Perry for which  
I am to pay \$ 9.00

Set the corner braces 8-9-16-17

139-29 previously established by  
A.W. Moulton 2x48 in iron in

Cement: set NE Cor 24 139-30

= NW Cor 19-139-29 2x48 galv

anized iron in Cement Cor

previously established by me. see notes

Same kind of post in cement

at Cor to be set 22-23-26-27

139-30 previously established by same  
see notes (lost winter)

One day for Cor C.

Team  
Halter bills

4.00

3.00

1.00

8.00



34

Bochno Oct 25 - 1911

139-30 All day for Co. Co.  
set iron mon' at  $\frac{1}{4}$  on N  
side Sec 4 - 139-30 being from  
2x48 in cement on previously  
established by Co. Co.

Worked alone

Perry, Team  
Hotel E & F

400

300

100

800

168



172 55  
Walther Oct 26 - 1911

142-31. All day for Conn Co  
Set Iron mon @ Co. to Secs

28-29-32-33 142-31 being  
2 x 48 inch iron no cement

John Eche consulting at point  
previously established by Conn

One day for Conn Co 4.00

Held 4 x 48 1.00

5.00

Eche Hrs 1<sup>st</sup> coming for  
Conn

Oct 27 - 1911 141-30

I go from Walther to Ten Mile Lake  
all day for Conn Co establishing  
iron monuments. Reg @ NW Cor 31  
find all the old BTS and set post for  
line corner. Quit for night over  
night with Red Matches

One day for Conn 4.00

R R find Walther to 10 m. L.

Held 4 x 48

30

1.00

5.30

172



56 Lathrop 170 141-30 Oct 28-11

Worked all day setting front for  
non monument

Beg @ NW Cor Sec 31-141-30 con  
N

one day for Cor  
Hole E

RR for 170.

400  
100  
30  
530



Walker Oct 29. 1911

57

Team of John Simpf @ 5<sup>00</sup> Friday  
Fred White - driver set an iron  
post 2x48 No cement at SE Cor  
per 12 and SE Cor 14. 141-31

Curs set iron @ Cor Secs  
14-15-22-23 Harold Curschelfen

One day for Cor.

Harold 1/2 x 1/2

4 <sup>00</sup>
<u>1<sup>01</sup></u>
5 <sup>01</sup>

170.

Paid to here  
Oct 29 inc



58

Lothrop 170 Oct. 30 1911

I go down on the train  
to cyphus and take an iron  
corner and walk to the N. W.  
cor. of sec. 31-141-30 where  
I put in an iron post 2x48 in.  
no cement. I had previously  
established this cor. from  
Bts.

one day for cars Co.	4.00
Hotel Bills	1.00
R R. fare	40
	<u>\$5.40</u>

LV Walker @ 9.33 am in cyphus 10 am.

R R fare 20<sup>¢</sup> set iron

1703



141-3

Oct 31 - 1911

Cass Co 170.59

Harry S. Todd worked alone  
for Cass Co in establishment of  
Section corner and points for  
iron monuments

Lv Walker @ 9.37 a.m.

R R fare	10c
one day for Cass Co	4.00
Hotel Expense	1.00
	<hr/>
	\$ 5.10

170.



<sup>600</sup>  
Cass Co

140-30

Nov. 1/19/17

170;

Work alone in  
Birch Lake Twp. locating  
points for iron monuments  
and establishing section  
corners.

Lv. Walker 9:33 am. Arrive  
at Hackensack 10:10 A.M.

one day for Cass. Co	4.00
Hotel Expense	1.00
	<u>\$ 5.00</u>

170;



140-30

324

61

Cars.

Nov. 2 1911

I go to cor. of 20-21-28-29  
 140-30 where Gov. notes call  
 for. Asp. 4 N 86 E 12 = 7.92 ft in 26  
 Bl. P. 5 S 34 W 37 = 24.42 ft in 29  
 Bl. P. 5 N 9 W 31 = 20.46 ft in 20  
 Bl. P. 5 S 45 E 15 = 9.90 ft in 28

All the trees are gone except the  
 S.W. which is standing plainly  
 marked from which I set 2x48"  
 1 m. for line Sec Co quit work and take  
 P. M. train for Walker.

One day for Cars Co. \$ 4.00

Hotel Expense 1.00

Set on iron monument \$ 5.00

2x48 inches in size

No. Cement

324



Nov <sup>62</sup> 20<sup>th</sup> 1911

①

139-30 168 ;

Walker to Boches to run levels on  
State road No 5



Tuesday 100<sup>②</sup> 189-29 Nov 21<sup>st</sup> 1911 (63)

Lv Walker @ 9.33 A.M. On Backus  
10-30 A.M. RR fare 65<sup>°</sup> Meet Mike  
Smith who takes dinner with me at  
Jack Hayes Hotel I pay 50<sup>°</sup> for our  
dinner 40<sup>°</sup> for Mike's team at  
Vanep's stable 30<sup>°</sup> freight on  
19 iron Turp & saw Corp Walker to  
Backus

Lv Backus 1 P.M. On Mike Smith  
6 P.M. Supper & over night with  
Smith one day for Ponté

Wed Nov 22<sup>nd</sup> 1911

Mike Smith & team. Ruben Smith &  
Andrew Hall are men working for  
Ponté. Swan Johnson Tour. Clerk goes  
along on no pay.

At Cor 1- Dec 19-20-29-30-139-29

Goat notes call for

WP 24 N 73° E	22 links =	14.52 feet
WP 16 N 14° W	48 "	= 31.68 "
NP 15 S 46° W	81 "	= 53.46 "
VP 20 S 48° E	59 "	= 38.94 "

We find the stumps of the NE & NW lines plainly  
marked from which we set a 2 inch galvan-  
ized pipe 4 feet long with 60 # spike in  
bottom end (no cement) by flat measure  
from face of B.T.S. after which the stumps  
stand perfect for course @ 7° 50' variation



139-29

100

(3)

19-20-29-30

(64)

Nov 22nd 1911 Continued

The root of an old stump bears SE about the right course but is 0.50 feet too close for the right measurement and an upturned root bears SW about the right course but is a foot too far away and as these two old roots are not marked we decide not to use them but draw our iron corner from the NE & NW BT stumps

Set new bearing trees as follows  
 JPine to N  $14^{\circ} 41' E$  feet

73  $34^{\circ} 16' E$  "  $83^{\circ} E$   
 Jackm stump We plant a line South @  $7^{\circ} 50'$

Var and another line N. @  $7^{\circ} 50'$  for  
 left Rube Smith and Andrew Hall  
 to cut both ways while I and Mike  
 dine to his place for dinner  
 100 foot tape H & B Liaunt  
 PM.

Smith and I dine to Cr of 28-29-32-33-139-29 where walls call for a post and the following trees:

NP 15	$39^{\circ} E$	142	lks =	93.72	feet
" 15	$N 53^{\circ} W$	92	" =	60.72	"
BP 6	$S 16\frac{1}{2}^{\circ} W$	144	" =	95.04	"
BP 6	$N 65^{\circ} E$	155	" =	102.30	"

We find the NE Jackpine standing green plainly marked and stump of SE Norway plainly marked from which we establish the true corner by flat measure from face of BT stumps



7 drive a 2 inch galvanized pipe  
 7 feet long (capped) for the line  
 corner We find old stumps NW and  
 SW but they are too far away for the  
 old bearings the NW stump is  
 about 14 feet too far away and the  
 SW stump about 3 feet too far  
 away and as they are not marked  
 and we have no assurance that  
 there ever were the old B.T.s we  
 ignore them After driving the  
 iron one old J.P.B.T. bears

N 64° E 102.30 feet old N.P. stump  
 marked bears S 2° 50' E 93.72 feet

We set new lines as follows:

J.P. 10 N 72° 50' W 21.50 feet

" 10 S 31° 50' W 30.02 "

10 lock heads drive in flat spot  
 @ 7° 50' Var

We then drive to SE corner sec  
 32. and try to dig up stone corner set  
 by mountain and I but it is frozen too  
 hard 4 Mr. Russell is with us.



66)

100 5 108  
139-28-29 Nov 23 1911

Pass Co or Pontotoc Twp

Rube Smith and Andrew Hall  
cut line all day for Pontotoc Twp  
Cutting South to Hattie Lake in A.M.  
and cutting from Co to Secs 19-20-  
29-30-103-29 in P.M.

Mike Smith + team and I and  
5 iron monuments which we set at  
points previously established by me  
We drive to the corner to sections  
26-27-34-35-139-29 where Gout sets  
call for Tam 15 N 39° E 23 links = 15.18 ft

" 103 56° E 34 " = 22.44  
W Birch 10 N 63° W 17 links = 11.22  
" " 10 S 29° W 40 " = 26.40

We find the stumps of the SE and NE Tam  
trees plainly marked from which we  
drive a 2 inch post 4 feet long and  
leave it sticking up 18 inches after  
which the two Tam stumps stand  
or follow Tam stump 15 N 36° E 15.18  
Tam stump 10 S 53° E 22.44 feet @ 8° 20' Va  
set New BTS Var 21.25 feet  
Spruce 6 N 20° W 3  
" 8 N 65° E 29.15 "

Tam stump 12 S 14° E 10.90 feet  
to back heads driven in a white spot  
@ 8° 20' Va compass course 100 foot  
start tape



139-29 28

Nov 28<sup>th</sup> Continued

H. B. Liebert 100 ft at lake

going to SE Cor Sec 25-139-29

previously set by me. Gout holes

lites. Jack Pine 10 N 18° E 4 lks = 2.64

Tern 4 S 61° E 21 links

Spruce 7 S 80° W 16 "

J.P. 6 N 35° W 20 " = 13.20 feet

The NW Jack Pine is still there but the pines are partly buried and it is down and out by the roots and the stump of the NE lites is still in place from which we put a 2 inch galvanized pipe 4 feet long capped, for the line corner after which the old hem and spruce root check out fairly well for course and distance but as they are loose we do not use them.

We set new bearings as follows: J.P. 10 N 55° E 68.70 feet  
 " 3 N 19° E 27.65 " @ 8° 20' in  
 leave iron sliding up 18 inches in edge of  
 Tern swamp.

Driving to NE Cor 25-139-29 Olson

Beals and son go with Mike Smith and I where gout holes call for: port and

BTS Vig! - Tanager 7 N 78° E 9 lks =

Tern 10 S 26° E 19 lks =

" 11 S 54° W 40 " =

" 10 N 17° W 28 " = We find the lip and the point

of a 9 inch square port set last year by me from all of the old lites but lost because they had not burned all of the old lites. We pull up the point of the old port and drive in its place a 2 x 4 inch galvanized post with new 15°.



18929-

(68)

1687

Nov 23rd 1911 Contd

as follows:-

Dead Tam 12 N 21° W 46.60 feet to back down  
in spot No other trees near. 8° 20' Var  
set with a Gurley compass run 100 feet top  
Beals and I channing

Mike Smith and I drive west

a mile - to cor of sections 23-24-25-26-139  
29 where goat mark call for - NP 18 N 56° E 10 hrs - 6.60  
WP 9 N 56 1/2 W 42 hrs - 27.72 feet  
NP 9 S 57 W 42 hrs = 27.72 feet We find the stump  
of the NE Norway plainly marked and the dead  
slab of the NW white pine plainly marked from  
which I set the point in corner flat ch from  
NE + NW stumps & foot of figures after which the  
stumps stand a.c. for corner @ 8° 20' Var We drive  
a 2x48 inch galvanized pipe for the West  
corner but is too late to set gauge this  
Evening with Mike Smith.  
Mike and I get in one day for Cars & white  
Ruben and Huel get in one day for Porto  
lake trip.

Nov 24, 1911. Friday Ruben Smith and A Hall  
go to the corner corner 28-29-32-33  
18929 and start a compass line west  
@ 8° Var run picket line and leave Ruben  
and Huel to finish out the day cutting  
line. Huel goes to Mike's for dinner  
p.m.

Mike Smith takes his team and drives out  
to Backus where I catch the 4. PM train to  
Walker over night home.  
I look up from But at Backus.

Mike Smith gets in 1/2 day for me with his team  
I get 1 day for Porto on morning on going home

1687



140-25 224

Cars Co. 69  
Jan 27-1912

We go to cor to secs. 1-2-11-12  
140-25 where Esoc notes call for  
Asp. 10 N 33 1/2 W 40 Asp. 10 S 48 W 20  
Bch. 10 S 49 1/2 E 15 Bch. 6 N 61 1/2 E 35-  
we find the SW. tree standing  
plainly marked, but the  
rest are gone. We find the roots  
of an old pop-stump that may  
have been the NE tree but  
as it stands a little too  
far away we don't use it but  
set the cor from the SW. tree  
with new Bts. as follows.

Birch 12 N 69° 15' E 9.85 ft.

Pop. 14 N 18° 6' W. 33 ft.

Bts set at 8° 30' var.

P.M.

We go back to this cor  
and I start Harley Cosner  
cutting west & Martin  
Hawk cutting East. Then I  
go down a half a mile East  
to look for Bts. to 1/4 cor between  
secs. 1 & 12. I find nothing  
quit for night, over night with  
Linn Morrow Record N 224.



70) 140-25-

Coro. Co

Jan 28-1912

224

Levi Morrow + I walk  
over to Con Metzgers place  
+ take dinner. We then  
pace thru on blazed line  
from cor to secs. 4-5-7-9  
to 14 cor. between secs. 4-9.

Here Gov. notes call for

W. Bch 6 S 79 1/2 AN 34

W. P. 4 N 79 1/2 E. 6.

We find the W.P. stump  
plainly marked with the  
B.T. but the Birch had  
grown over so that we could  
not see any marks and  
had no ax with which  
to chop it out. We then

go to M.C. No 14 on  
Little Thunder Lake. The  
Bets. are two cedars  
and they stand there  
plainly marked green.

Quit for night!

Levi Morrow  
one day.

Read No. 224



140-25-

224 Cass Co (71)  
Jan 29 1912

I take C. W. Metzger and  
start him in on that  
line running West from  
corner to secs. 1-2-11-12-140-  
25. I leave him there  
cutting Brush & I go to  
1/4 between secs 2-11-140-25  
where Gov. note call for  
Maple 6' N 62 E 6' Asp. 5' S 36 W 4

The maple is standing  
green plainly marked but  
the top is down. I dig  
around in the snow and  
find the stump & old Bt.  
The tree had rotted off but  
the marks are plain on  
it. I then go to cor to  
secs. 2-3-10-11 where Gov. note  
call for B.P. 15' N 35 1/2 E 7 B.P. 5' S 75 E 16

B.P. 8' S 23 W 41 Spruce 6' N 70 W 10  
I find the S.W. stump plainly  
marked and a cor set by some one  
sets in about the right place.

Just for night C. W. Metzger on duty  
over night with Morrow &

Record No

224 :



77/140-25

224

Cars Co  
Jan 30 1912

I put C.W. Metzger cutting  
line East from cor to  
secs. 1-2-11-12 and then  
I go to the NE cor sec.  
12-140-25 and put in  
a half day looking for  
that cor. I find nothing  
and then walk to  
Shovel Lake to get my  
mail. C.W. Metzger  
One day

Record 72



140-25

Cass Co

224

Feb. 1 1912

73

We go to cor. 1-2-11-12  
140-25 already established  
by me and run the cutout  
line East on  $8^{\circ}30'$  var.

@ 847 Hub 1390 Hub.  
1900 Hub. @ 2640 set temp  
 $\frac{1}{4}$  cor. We find a Bt. here  
laying in the snow but  
the marks on it do not  
look right and the  
work of marking has been  
too recent so we do not  
use it, but continue east  
on same line. @ 3000 West  
bank of Willow River bears  
N + S. @ 3120 East bank  
of same river bears N + S.  
@ 3336.30 hub. Quit for  
night C. W. Metzger

J. A. Hawk. Martin Hawk.  
over night with Morrow

Sunny Read N<sup>e</sup>



79) 40 - 25-224 : Cars Co  
Feb 2 1912.

Continue Transit line  
East from Hub 3336.30  
@ 3600 enter heavy cedar  
swamp. Here the river  
has taken a bend so  
that the North bank  
comes within 75 feet  
of the line. @ 4273.80 Hub  
4450 ~~leave~~ leave heavy  
cedar swamp and come  
upon a sort of a hill covered  
with highland cedar &  
spruce. 4503.30 Hub on hill  
4763.70 Hub. 4800 leave  
highland and enter heavy  
cedar swamp. @ 5300 true  
cor bears N. 166 ft.

20  
2 We find both of the Bts.  
here but they are down  
and we have to dig them  
out of the snow. There is an  
old stake probably old Gov.  
stake here and sets perfect  
We put in two new Bts  
as follows.

224  
Balsam 3 NW. 18.30 ft  
cedar 4 NE 26.80 ft.



continued

224

75

We here quit for night  
as it is dark. Martin  
Hawk. J. Q. Hawk.  
over night with morrow.

N<sup>o</sup>

224



76) Caro Co. 224

140-25  
Sat. Feb 3 1912

I take Harley Cosner and  
we go down our survey line  
and check it all over setting  
the  $\frac{1}{4}$  cor where we put  
in new Bts as follows

Cedar 6 N 30 E 3.90 ft

" 8 S 5 E 4.55 ft

We then go to river and  
set a stake on corrected  
line in middle of the river  
this point being 221 ft  
from NE cor. sec. 12 and  
439 ft from  $\frac{1}{4}$  cor. between  
secs. 1 & 12 - 140-25

quit for night.

Record No



Cass Co.

224

140-25

(27)

Sun. Feb 4 1912

Lewi Morron C. W. Metzger  
+ I work all day setting  
corners. we set the cor.  
to secs. 2-3-10-11-140-25 with  
new Bts as follows.

Birch Stump 12 NE 47.80 ft

J. P. Stump 8 SE 62.50 ft

we then go to cor. 3-4-9-10  
and set that cor. the S.W. + SE  
Bts. have been grubbed up but  
we find the Bt mark on  
the stump of the N.E. Bt.

We find the roots of another  
stump which checks out good  
so we take it for the N.W. Bt.  
Put in new Bts as follows.

W. P. 8 NE 6.80 ft

W. Birch 7 SE 46.50 ft

We then go to 1/4 on N Side  
sec. 8 and set that with  
new Bts. as follows.

Birch 10 S-W 22.30 ft

" 8 N 2 W 16.10 ft

Quit for night.

N<sup>o</sup>

224



78/ Cass Co 224

140, 25-  
Feb 5-1912

I go to car to see, 4-5-  
8-9-140-25 and put in the car.  
all four gov. bts. are standing  
here and all check out  
pretty good so I do not put  
in any new bts. I then  
go back down south  
two miles and find nothing  
so quit for night.

Over night with Monow

Feb. 6 1912

Laid up.

Feb 7 1912

I leave I have 2 at se for  
Benedict. ~~Go to Chandler~~  
~~J. F. Sanchez. Mackle Lane~~  
~~Ed. Hethcock.~~

Record No:

Dated at Walker Minn

Feb 8<sup>th</sup> 1912. Harry S Todd  
Deputy County Surveyor  
Cass Co Minn



Cars Co. ①

211 Feb 19 1912 144-23 79  
1912 26

I leave Bernidji for Ball Club  
arrive at Ball Club 2:30 p.m.  
over night at Paynes.

Feb. 20, 1912

Frank Payne drives me out  
to his farm in Am and  
in P. M. He and I walk  
back to Mississippi River  
to find some corners.

I find neither of the M. Co.  
but find the 1/4 cor on E  
side sec. 12 - 144 - 26 with  
both lots standing.

Quit for night over  
night with Frank Payne

Recorded



80) Cars Co ②

211

144-26-26  
Feb. 21-1912

We go to ~~the~~ NE cor. sec. 24.  
144-26. here we find two  
of the Bts standing plainly  
marked but the NE & SE trees  
have been grubbed out for  
a logging road. we set the  
corner and start the men  
cutting brush north from  
this cor. I quit work at  
4:30 p.m. on acct of sickness

Feb. 22 - 1912

Laid up all day on acct  
of sickness. Same crew  
worked to day that did  
yesterday Geo Chandler  
J. F. Zacher Michele Lane  
Ed Guthrook Frank  
Payne

Recorded

211



Cass Co ②

144-26-25

211  
Jul 23 - 1912

Be of at NE cor. sec. 24  
-144-26 run N up cut out line  
at 8030' W. at F 3-9.607 Hub.

870 cross road bears N 50 W.

@ 1564' Hub., 2117' Hub. @

2689.50 true by cor. bears E.

85-85 ft. This line has been  
run exactly thru a high  
cedar + Jam. swamp.

We find the NE b.t. standing  
plainly marked but the  
other one cannot be found.

We set the cor. and quit for

night. Frank Payne + I run

the line. Ed Heathbrack

Mickle zone and a couple

of men furnished by Geo

Chandler cut brush South

from 1/4 cor. on E side of sec

24. 144-26

We put in new Bts to 1/4 on E side  
of sec. 13-144-26, as follows

Cedar 8 N 75° E 19.50 ft

" 12 S 70° E 33.10 ft

211



82 Cars co

211

(4)

144-25-26

Feb. 24 1912

We go to NE cor sec 25 and set that cor. All the Bts. are standing here plainly marked and check out good for course & measure.

We start a couple of men furnished by Geo Chandler cutting south from this cor. and then Frank Payne Geo. Chandler & I go to

1/4 on E side of sec. 13 and run that line north, on  $8^{\circ}30' N$ , Beg. at a point 87.36 ft W of true 1/4 cor. run north. @ 698.25 14/55

P. Hub. 2259 Sub. 2640 set temp NE cor sec. 13-144-26 we find so old trees here but they check out no way for cor. and are not the same trees called for in notes so we do not use them.

Quit for night over night at Paynes.

211



Cars Co.

(5)

144-26-25

211

Feb 25 1912

Beg at N.E. cor sec 24-144-26  
previously established by me  
run South @  $7^{\circ}45'N$  @ 1308.25  
Hub 1350 cross road bears  $85^{\circ}W$   
@ 1599 Hub 1748 Hub @ 2640  
set temp by cor. There has  
been an old cruiser or surveyor  
here and set a corner. We  
try to find the Bts but fail  
so ~~continue~~ quit for dinner  
and in P.M. I go down  
ahead and look for N.E. cor to sec  
36-144-26. I find one  
Bt. but it don't set in the  
right place and isn't marked  
right. We find no other Bts.  
I then walk to Ball Club to  
telephone for a check on notes  
Frank Payne Geo Chandler  
Ed. Grathrock Muckle Toone

correcting



84 Mars Co

211<sup>6</sup>

144-25-21

Feb 26 - 1912

Continue Transit line south  
from 14 on E side sec. 24-144-25  
@ 3150 cross road bears 810 W  
3126 Hub, 3707.60 Hub 4200 Hub  
4432.30 Hub, 5003.30 Hub @ ~~4500~~  
5292.50 true cor. bears W 33.70  
ft. We find all the Bts here  
and as the check out good  
for course and measurement  
set the corner with new  
Bts as follows

Balsam 9 330 W 44.90 ft

Cedar 9 360 E 34.70 ft

Quit for night. over night  
at Paynes. Geo Chandler  
and his two men Frank  
Payne.

[00063675]

Conchney E. side of sec 24

@ 5292.50 18 E on 144 W 33.70

5292.50	18 E on 144 W 33.70	W	
5003.30	"	W	
4432.30	"	W	
4200.00	"	W	
3707.60	"	W	
3126.00	"	W	
2646.00	13.47	W	10.81
1846.00	"	W	11.78
1599.00	"	W	10.19
1308.25	"	W	9.50
900.00	"	W	5.70
600.00	"	W	3.80
800.00	"	W	1.90

211



Cass Co.

⑦

211

144-25-26

(85)

Feb 27 1912

Reg @ NE cor. sec 25--144-26  
previously established and  
set by me run South @ 7'V.  
@ 575 cross road bears E + W 900  
Hub. 1389.50 Hub 1835.30 Hub  
on a little raise of ground  
in SW amp. @ 2640 true  $\frac{1}{4}$   
cor. bears East. 130.50 ft.  
I find only one bearing  
tree here the other being gone  
I set the cor from this  
SW tree and put in two  
new Bts. as follows.

Cedar 12 N  $52\frac{1}{2}^{\circ}$  E 42.25 ft

Ash 12 S  $70^{\circ}26'$  E 54.20 ft

We then start the men  
cutting brush south from  
the corner. quit for night  
over night with Payne.

Frank Payne, and a man  
furnished by Geo Chandler.



86) 144-26-25

211

⑧

Cass Co

Feb 28 - 1912

Beg at  $\frac{1}{4}$  cor. between secs 25-144-26 and sec. 30-144-25, ~~from~~ previously established by me, run South @  $8^{\circ}45'$  V. @ 410 Hub. 900 Hub. 1596.60 Hub. 1590 cross road bears, E + W @ 2237 Hub. @ 2635 a corner set by some man bears W. 413 ft and there is one B.t. then so I pass it up. Quit for night.

Frank Payne, Geo Chandler and a couple of men furnished by Geo Chandler, after correcting the N.E. Cor of Sec. 36-144-26 I put in following B.t.s.

cedar 12	N 60 W	18.65 ft
" 8	N 85 E	22.50 ft

211



144-25-22

(9)

Cars Co.

Feb 29, 1912 (87)

~~See~~ Continue Transit line  
South from Hub 2635.

@ 3300 Hub. 3897 Hub on a  
little raise off ground in swamp.

4273.90 Hub 4400 leave swamp  
and go up a slightly raised  
piece of land @ 4570.60 Hub

@ 5271.60 true 44 cor. bears West  
72.30 ft. I find both

Bts here and set the cor.

by proportionate measurement  
quit for night. Over night  
with Payne.

Frank Payne Ed Geithbrock



11) 144-25-26

(10)

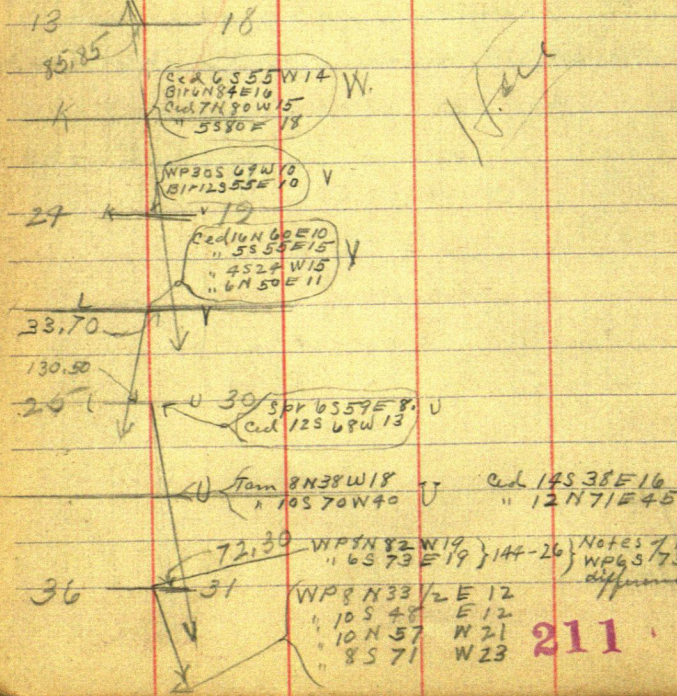
Cars to

211

March 1 1912

Reg. at 1/4 on E side of sec.  
36 - 144-26 previously set  
by me. run South at 80° V.  
@ 927.20 Sub. 16 36.50 Sub @ 2201  
Sub. @ 2640 set temp. temp  
Cor. We search here for  
Bts and as we find nothing  
we check our line back to  
1/4 on E side of sec. 24-144  
- 26. quit for night  
Ed Guthrie Frank Payne

144-26





Cars Co

(11)

211

144-26-25-99

March 2 1912

Continue Transit line N from  
temp N E. cor sec 13. 144-26

@ 3051 Hub 3300 leave high  
swamp and enter low river  
swamp. @ 3850 leave swamp  
and go up side of little hill  
bearing N 75° E @ 3966 Hub at  
4290 leave high land and enter  
river bottoms @ 4682 South  
edge of Mississippi River bears  
N 75° E @ 4860 North bank of  
same river bears N 45° E.

@ 4892 Hub on River bottoms  
5100 leave river bottoms and  
go up hill on high land

@ 5340.50 Hub 1/4 on E side  
of sec. 12-144-26 bears E  
148.50 ft. We then check

our line back and quit  
for night. Frank Payne

Ed Guthbrock, Mickle Lane



70<sup>(A)</sup>

182

McKenley Twp, 138 - 32

June 21/12.

2 transits - 2-300' Chicago  
Steel Tapes.

J. W. Curo } transitman  
M. A. Kemp }

S. Stainbrook (Trustee)

Harry "

Hans L. Larson (Trustee)

Harry Larson

Richard Aldridge

Howard Mallmo and team

Christ Wachs (Wachs)

all doing a little of  
everything.

11- At the  $\frac{1}{4}$  cor. between Secs.  
17 & 18, spot, notes call for  
N.P. 8 - N  $27^{\circ}$  W. 93 lks. (= 61.38')  
N.P. 18 - S  $78^{\circ} 30'$  E - 50 lks. (= 33 ft.)

we find the tall stump of the  
S.E. tree standing plainly  
marked & the short stump  
of the N.W. tree from which  
we set the corner by flat  
measurement from face  
of B.T.'s.

182

John W. Curo

M. A. Kemp



June 21-1912 188-32

182

(91)

After which the N.W. stump  
bears N  $26^{\circ} 05' W.$  - 61.38 ft.  
and the S.E. stump bears S.  $81^{\circ} 32' E$   
33 ft. to tack heads driven  
in the stump.  $9^{\circ} V.$

We set hub & tack for  $1/4$  cor.  
with new bearings as follows:

J.P. 8 - N  $35^{\circ} 47' E$  49.56 ft

J.P. 5 - S.  $80^{\circ} 45' W.$  45.83 ft.

@  $9^{\circ} V.$  to nail heads & new  
iron scribes. Run N. on  $9^{\circ} V.$

@ 300 ft. stake, @ 320. Road N.E. &  
S.W. @ 600 stake, @ 900 hub,

@ 1200, 1500 stake, @ 1678.6 tack in  
log. at 1800, 2100 stakes - @ 2250

enter open meadow. @ 2640

hub in meadow, @ 2661.30 the

true corner to Secs. 7, 8, 17, 18 bears  
west 42.20 ft. - no plumb bob in chaining.

At the cor. to Secs. 7, 8, 17, 18  
lost. notes call for

asp. 10 S  $3^{\circ} E$  - 660 lks (= 435.60 ft.)

W.P. 24 N  $88^{\circ} 30' E$  - 1110 lks (= 732.60 ft.)

We found the white pine standing  
green, and the asp. plainly  
snaked but broken off

John W. Wiers  
182  
M. K. K.



92 MC Kinley 138-32 (E)

**182.**  
a fast & fine the ground,  
from which we set the  
corner by feet measurement  
from the face of the trees  
after which the W.P. bears  
N E 432.60 ft. and  
the asp. bears S. E 435.60 ft.  
we set hub and back for  
true corner at a point about  
20 ft. W. & about 60' N. of  
a 20 ft. stream running S.W.  
solid sand bottom.

Beginning at Co. to Secs.  
7-8-17-18, 138-32 just estab-  
lished we run N on 9° W.  
across big open meadow  
at 10.50 enter a small brush  
island about 1 ac. in size, about  
2' above meadow level. At  
11.57.50 hub.; @ 1390 set small  
stake for temporary 1/16 cor.  
where Curo takes a compass  
shot E. @ 7° 50' W. to show  
Lawrence Edmundson ("Old man  
the Island.") about where  
his line would come, and

**182.**

J. M. Kinley  
J. M. Kinley



McKinley

188-3218

①

(93)

"Ole" borrows one of the tapes  
& with assistance of a thin-  
lander chains 1320 ft E.?

Continuing N. 21295 enter  
4 ft ditch N.E. - S.W. (This  
ditch is 25 ft. S. of temp. 1/16 cor.  
set for "Ole") at 2600 enter  
brush island 1 ac. in size  
about 20 ft above meadow  
level. at 2242 turn on  
island. at 2640 a stake  
in the big meadow bears  
E. about 25 ft. at 4600  
enter small island. at

set double centre  
hub and quit for night.  
at the 1/4 post between  
Secs. 7-8, effort. notes call for  
Tamm. 6 N. 75° 30' E. 122 ft. (

" 4 N. 77° W. 47 ft. (

Both appear to be gone.

Larson furnished lunch for  
dinner. Supper and over  
night with Staimbrook.  
Vaneps brought us from  
Backus this morning by  
auto.

W. A. Kemp 182  
John W. C. C.



94 138-32 (E)

182

June 22/12

McKinley 138-32.

Correcting:

@ 2661.30 cor. to Secs. 7-8, 17-18  
bears W. 42.20 ft.

Hub 1678.6 gues W. 26.62 ft.

Hub 900 " W. 14.27 ft.

K. & E. Transit.

300' chain

S. Stamm break cutting brush

H. " } chain

Run S. on 9000' S. from  $\frac{1}{4}$  cor.  
between Secs. 17 & 18 set yesterday.  
@ 300 stake; @ 522.35 hub  
@ 600 stake; @ 840 entered  
meadow swamp; @ 900 stake  
@ 915 edge of swamp; @ 1053.30 hub  
@ 1200 stake; @ 1350 enter  
swamp; @ 1500 stake; @ 1800  
stake. @ 2100 stake & edge of  
swamp; @ 2123.90 hub (double  
ant) @ 2400 stake; @ 2653.2 pub.  
at 2653.2 Stone Sec. Cor. 17-18-19-20  
bears E. 17.6 ft.

John W. W. C.  
M. A. Kemp

182



McKinley

(F)

138-32 (95)

Old B.T.'s from Stone cor. now  
bear as follows.

182

16" J.P. S.  $49^{\circ} 11'$  E - 59.2 ft. (stump)

18" J.P. N  $34^{\circ} 50'$  W - 35.8 ft. (stump)

Set new B.T. as follows:-

10" J.P. N  $54^{\circ} 40'$  W. - 48.10 ft.

Connecting:-

2653-20 Sec cor. (Stone) bears E. 17.6 ft

Hub 2123-90 goes E. 14.10 ft.

" 1053-30 " E. 6.90 ft.

" 522-35 " E. 3.47 ft.

Set Stone  $1/4$  cor. 17-18 in place  
of hub & tack set yesterday  
M.A. Keuff

Mr. Stainbrook provided the  
lunch at noon.

Curo-Larson & Larson and Wachs

continue transit line a mile North to cor. of Secs  
5, 6, 7, & 8 but can find no bearing lines and quit  
this line.

P.M. Curo-Wachs, Memo  
and Aldridge set  $8 \times 8 \times 36$ " cement post for  
line  $1/4$  sec 19 + 30-138-32 from one old 157  
being WP 10 N  $72^{\circ} E$  38 LKS (= 25.08 ft) The  
B. line 135-56  $1/2^{\circ} E$  29.4 Ks is down and out by the  
rocks and we do not use it.

Curo and crew set  $8 \times 8 \times 36$  inch cement posts  
from old front bearing lines at the following places:  
The corner to sec. 7-8-17-18; The  $1/4$  sec 8 and 17  
" " " " 8-9-16-17 " " " 8 and 9  
" " " " 16-17-20-21 " " " 16 and 21

sapper and over night with Larson

John W Curo

M.A. Keuff

182.



138-32

182

⑥

June 22/12

90 After lunch I drove over to stone  
Sec. Cor. 1-2-11-12 with Mr.  
Larson & Harry Larson.  
Sec. corner marked with stone  
monument with X on top &  
is about 50 yards N. of  
Bert Mallin's mail-box. Set  
over corner (K. E. Transit)  
and ran W. with  $8^{\circ}50'5''$ .  
We did not chain but set  
stakes & hubs. Set hub  
& quit for the night at 6 o'clock  
after running a little over  
half a mile. M. A. Kenney

John W. Cress



138-32

(McKinley)

(H)

182<sup>92</sup>

June 23/12.

Started chaining from Stone Sec.  
 Cor. 1-2-11-12 with Thur Larson.  
 Harry Larson, Watch & Mr. Stainbrook  
 in the party. Mr. Larson & I chaining.  
 @ 300 stake, @ 600 stake, @ 676.1 HUB  
 @ 900 stake, @ 1200 stake, @ 1500 stake <sup>edge of swamp</sup>  
 @ 1320 stake, @ 1600 stake <sup>1640 edge of sw.</sup>, @ 1500 stake  
 @ 1940.5 HUB, @ 2100 stake, @ 2400 stake  
 we did not look for 1/4 cor. as all  
 marks have been burned out.

@ 2700 stake, @ 3000 stake, @ 3138.2 HUB  
 @ 3300 stake, @ 3600 stake, @ 3900 stake  
 @ 4088.4 HUB, @ 4200 stake, @ 4400  
 edge of swamp, @ 4500 stake

@ 4510 leave swamp, @ 4800 stake  
 @ 4850 HUB, @ 5100 stake <sup>9.7 Tam. Sec.</sup>, @ 5280 stake

at 10.00 o'clock Mr. Stainbrook  
 caught up & handed me sec.  
 cor. field notes for Cor. 2-3-10-11.  
 Govt. notes call for

Tam.	9 N 46 1/2° E	32 lks (= 21.12 Hr.)	)
"	7 N 15 1/2° W	33 lks (= 21.78	)
"	9 S 48° E	12 lks (= 7.92	)
"	5 S 6° W	6 lks (= 3.96	)

John W. Curo  
 M. McKinley

182



98 138-32 McKinley ② June 23-1912

We ~~hunted~~ for corner in  
tan sw. until noon but  
could find no B.T.'s. All  
had dinner at Larson's.

Also planned at noon to  
meet him at  $\frac{1}{4}$  between  
Secs. 10 & 11, 138-32, where  
Goit. notes call for.  
B. P. 11 S 87 W 10 lks. (= 6.60 ft.)  
B. P. 12 N 76 E 14 lks. (= 9.24 ft.)  
we find stumps of both B.T.'s,  
the E one plainly marked. Both  
stand perfect for course but  
are .36 ft. too far apart, measuring  
from face of stumps. We set  
hub & tack for true  $\frac{1}{4}$  cor.  
after which one old stump  
bears S. 87° W 6.75 ft. and the  
other bears N. 76° E 9.45 ft. @  
90° V. In order to locate  
cor. to secs. 2-3-10-11 we  
begin at  $\frac{1}{4}$  cor. between Secs.  
10 & 11 just set we run a com-  
pass line N. @ 90° V. @ 1400  
enter green tan. swamp E. &  
W. @ 2640 set stake @

182.

John W. Wiers  
M. A. Kemp



June 23-1912

(J)

138-32

about 2643 ft. N. we intersect  
our new transit line coming  
from the East at a point about  
5281.5 ft. W. of the cor. to secs.  
2-3-10 & 11. We find the stumps  
of the old split B.T.'s and  
will set corner in the  
morning.

M. A. Kern  
John W. Cuts

Curo, Melma, N. M. J. Aldridge & L. Daugherty  
go to the corner of secs. 15, 16, 21, 22, 138-32  
where James H. Canfield and John W. Cuts  
established a point for the true corner and  
set new bearing lines as follows  
BR 10 N 59 W 215 LKS  
BR 11 N 62 E 116 LKS we find the stake  
and both bearing lines which check out  
correct and we set an 8x8x36 inch  
cement post for the true corner

at the 1/4 bet 15 and 16 we set an 8x8x36  
inch cement post from one old 36  
BT stump @ 90° W. face of the stump

at the NW cor. sec 1. The 1/4 bet 1 and 2  
and the cor. 15-11-12-13-14-138-32  
We set an 8x8x36 inch cement post for the  
true corner.

at the 1/4 between Secs 15 and 22  
138-32 Gov. moles call for  
NA 12.968 1/2 W 73 LKS = 48.18 feet - 419.10 ft  
" 14 N 49 E 562" = 370.92"  
We find the SW tree standing green and  
the stump of the NE tree both plainly marked  
but the distance via corners is  
22.20 ft too long.

continued on page 102



McKinley

Meals + Lodging

H. L. Larson

June 21 <sup>st</sup> 1912	Kemp	LD	25	
	Cuts	LD	25	
" 22 "	Kemp	S-L	50	
" " "	Cuts	S-L	50	
" 23 "	Kemp	B-D-S-L	100	
" " "	Cuts	" " "	100	
" 24 "	Kemp	B-D-S-L	100	
" " "	Cuts	B-D-S-L	100	30
" 25 "	Kemp	B	25	
" " "	Cuts	B	25	
			600	50

Stembrook

June 21 <sup>st</sup> 1912	Kemp	S-L	50	
	Cuts	S-L	50	
" 22 "	Kemp	B-D	50	
" " "	Cuts	B-D	50	
			200	

Hans L. Larson - Harry Larson -  
Maylin - Nelina - Alvin - Ella

At NE Co Sec 5-138-31

We set new post with new BTS by

JP 4S 58° E 38.70 feet Compass  
" 4S 11° W 38.70 "



JUNE 1912 McKinley Trp

	21	22	23	24	25	26	
1 Curo	1	1	1	1			Expt Stone Horse Camp crew
2 Kemp	1	1	1	1			Expt of Quarry Camp crew
3 J Stainbrook	1	1	1	0			Expt of Stone Horse Camp crew
4 Harry "	1	1	0	1			Expt Quarry Camp crew
5 H. Larson	1	1	1	0			
6 Harry "	1	1	1	1			
7 Richard Aldridge	1	0	0	0			
8 Howard Melnot Team	1	1	1	1			
9 Christ Wachs	1	1	1	0			
Wm J Aldridge & my horse	0	1	1	0			
Geo Watson & Team	0	0	0	1			

182 (L) McKinley 101

182



182

McKinley Twp

138-32

June 23<sup>rd</sup> 1912 Continued.

At the  $\frac{1}{4}$  corner between Secs 15 and 22, the half mile running E runs on  $9^{\circ}15'$  Var while the half mile running west runs on  $10^{\circ}15'$  Var making the mean course of the line

$9^{\circ}45'$  Var

$10^{\circ}15'$  Var

$9^{\circ}45'$  Var

$9^{\circ}15'$  Var

The distance between the NE and SE lines via courses @  $9^{\circ}45'$  Var is  $48.18 + 370.92 = 419.10$  feet Gout Chain and 441.30 ft my Chain or 22.10 feet too long

Went an  $8 \times 8 \times 36$  inch cement post for the true  $\frac{1}{4}$  Cor



McKinley Twp 188-82.

(N)

(103)

182

182



104)

322

①

144-25-26

### Ball Club -

December 24 - 1913 Wednesday

Range Line - State Road  
N<sup>o</sup> 6. Working for Cass Co.

all day at office in walker  
writing up field notes pre-  
paring to go to Ball Club  
Set up all night to catch  
early morning train to Bem-  
idji.

December 25 - 1913 Thursday

### Christmas

Leave walker (in company with  
Frank Payne of walker) at  
2.50 A.M. Ar Bemidji

4-30 A.M. RR fare 60<sup>00</sup>

Breakfast in Bemidji <sup>2.00</sup> 50

Lo Bemidji 6-30 A.M.

Ar Cass Lake 7.05 A.M.

RR fare 32<sup>00</sup> Breakfast and  
dinner at Cass Lake 7<sup>00</sup>.

Lo Cass Lake at 12.45?

Ar Ball Club 1-45 about 1

322

John W. Cass



Ball Club - 144-25-26 322

(105)

Dec 25-1913 Continued

Trail road face Cross Lake to Ball Club  
66.8

I meet Tom Callins and go home  
with him to S.E. 1/4 25-144-26  
where we look up section lines.

Over night with Callins

John W. Cunn

Dec 26-1913 Friday

Callins and I look for the Great  
bearing trees along Todd's cutout  
transit line but Traps 144-25-

and 144-26. we correct up  
half a mile of line and set  
red flags on true line along East  
Side of NE 1/4 of Sec 24-144-26

and set good plain stakes with  
red flags to mark true line

Corrected as per schedule on page

84 and 105 of this book

[40063675] 1308.25 set red flag west 8.30 ft  
1599, set red flag w. 10.19, @ 1848, set red flag w. 11.78.  
@ 2116, set red flag w. 13.47, @ 2440 set red flag w. 16.81  
Out for night Over night with Callins

John W. Cunn

322



144-25-26-

322

Ball Club

December 27-1913. Saturday

Olof Persson; August,

Bowman, Tom Callins and  
John W. Curs, go over line along E.  
side of 24. 144-26 Curs & Callins

go North to 1/4 Cn on E. side of 12-  
144-26 where both old BTS. are

plain & standing - Dinner at Bull  
Club 35<sup>2</sup> (Bk. Lat 8 N 16° E 40. = 26.40  
" " 10 N 9 W 41 = 27.06)

I pay Collins \$1.75 in full for board  
and take 1-30 P.M. train

Arrive Bernedji 3:00 PM. RR temp 98°

lunch at Benedji 50

10 minutes	11-30 PM.	50
------------	-----------	----

21 Bernidji 11-40 PM. RR fare 60<sup>9</sup>

Dec 28-1913 Sunday

Arnie Walker 12. am.

sleep till noon and in PM  
work on notes to see that my  
connections are correct

All day in office at Walker

John W. Cress



144-25-26 322.1

107

Ball Club

Work on State road No 6 on Range line  
bet 144-25 and 144-26 5 P.M.

December 1913

John W Curo  
Exp  
Tom Collins

24	25	26	27	28
1	1	1	1	1
0	<sup>4</sup> 3.58	<sup>4</sup> 100	<sup>3</sup> 3.20	0
0	1	1	1	0

JANUARY 1914

John W Curo  
Exp  
Olof Persson  
Aug Bowman  
Robert Kihlmo

28	29	30	31
1	1	1	1
0	0	1	
0	0	1	
0	0	1	

Feb 1914

John W Curo  
Exp

1	2	3	4
1	0	0	0
0	0	0	0

at home  
in walks  
on morning  
Rian

John W Curo 322.1



144-25-26

Ball Club

December 28-1913

Notes

Tom Collins gave me some information as follows: Bob Leum and Theo W Cooley are after King of Deer River - Young Cooley told Collins so and suspected Collins was sent out as a spy by King Erwin Horns of Jesse Lake (12 miles N. of Deer River) and Tom Collins worked on survey with Young Cooley @ \$40<sup>00</sup> a month. Young Roy Weaver also worked and the three have not got their pay for the last few days work. The horse waits for it several times - have got answer.

On April or May 1913

Young Cooley got a boat from an old Frenchman who lives on Little Tamarac River on Range line bet T 152 N R 31 on Co line. Got boat after dinner and did not return it but left it - Collins told King Frenchman put up a horse. Cooley's behavior not becoming a gentleman. Collins.



Jan 28-1914

144-25-26

⑥

322

109

Ball Club

Range line - Slati Road No 6

Working for Cass Co. Continued

Jan 28-1914 - Wednesday -

I copy some notes I must  
have as the US notes do not check  
and take train to Cass Lake via  
G.N. Bus 25¢ RR fare 44¢

Supper at home - Lunch in Cass Lake  
40¢ Over night at Euclid  
Hotel

Thursday Jan 29-1914

(Blizzard  
not started 10:  
noon)

Breakfast and dinner at Cass Lake  
waiting for Ball Club G.N. train

I get two checks cashed at  
First National Bank

Village warrant drawn to John  
W Curo for \$52.00 Village warrant  
to Harry A Todd \$30.00 = \$82.00

on Cass Lake Village. Discount  
3% = \$2.46 received \$79.54

Todd's check for \$30.00 minus 90¢  
discount equals \$29.10 Todd  
requests me to deduct \$6.00 he

John W Curo.

322



322 144-25-26 Ball Club

Jan 29-1914 Continued  
 owes me which leaves a balance  
 due Todd of \$23.10 which I  
 will send him as soon as I get  
 back to Walker.

P.M.

I pay Eendine Hulet \$1.50 in  
 full and take 12-30 P.M. train  
 to Ball Club RR fare 66¢

I leave suit case with Frank  
 Pain (Merchant) and walk out  
 part way with Geo Godfrey and  
 John Bertils. Examines a new  
 Co. set at NE cor of sec 13-144-26  
 dated Jan 5<sup>th</sup> 1914 and find it  
 marked wrong.

Supper and over night  
 with Olo Persson - and Aug  
 Bowman road contractor in camp  
 on SE 1/4 of NE 1/4 Sec 24-144-26  
 Robert Kirkema a young fellow  
 as also with Bowman & Persson



144-25-26-

⑧

Ball Club

322

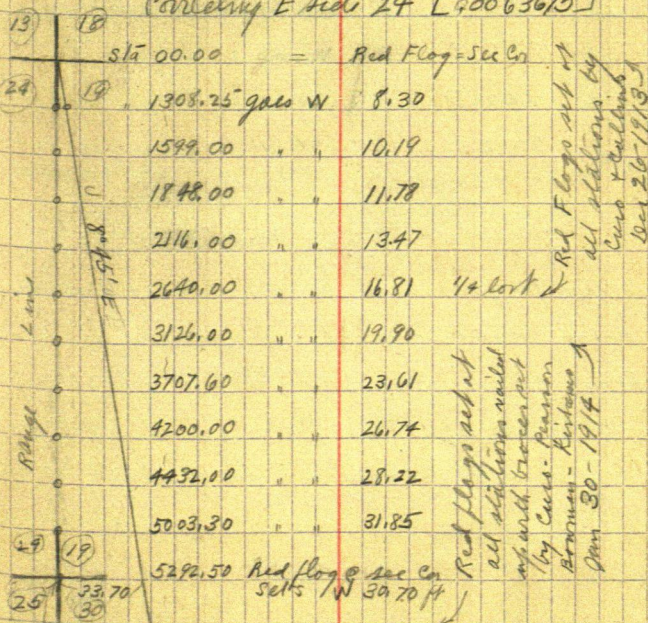
111

January 30-1914,  
A.M.(wind gone down - calm  
10° wind?)

John W Curo - Gurley Compars 100"  
Chain - Bowman - Pearson - Kirkema  
working - Kirkema goes to Ball Club  
for nails and a letter to Commissioner  
Swanberg as Pearson has written  
for Swanberg to send up a surveyor  
to finish the survey we send him a  
letter announcing Curo is here.

We correct G. Bldg of Sec 24-144-26 viz:

Correcting E side 24 [90063675]



New B.T. at by Todd Balsom 9530' W 44.90' FT  
euler 95 60° E 34.80' ? (must be 35.30) ?

John W Curo

322



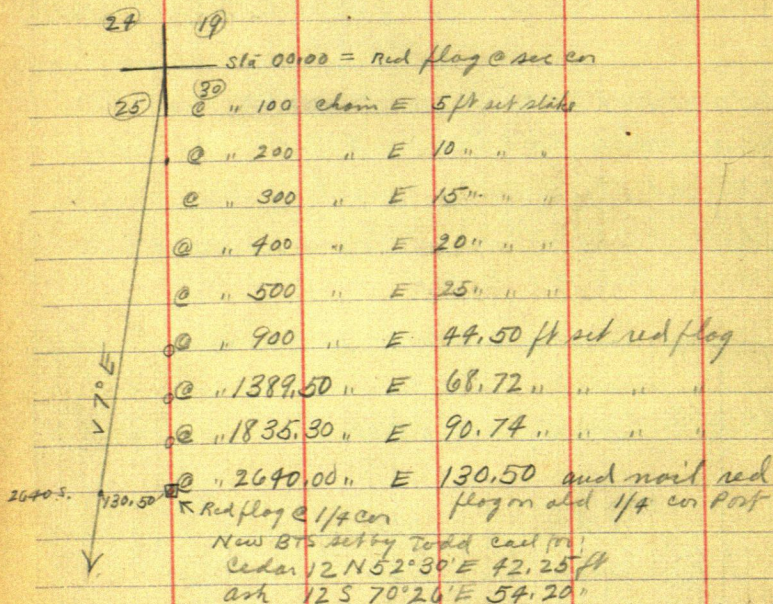
(112)

322

⑨

144-25-26

Ball Club

January 30-1914 Continued P.M.We correct E. side of NE 1/4 of Sec 25  
144-26 as follows: [34944]

We set red flags on line at the places indicated  
and as ground is frozen we brace them up  
with three braces nailed to flagstoffs.

We chain half a mile further to  
and find old hubs and ticks set by Todd  
Carr - Pearson - Kirkman - Bowman get in  
field day. Quit for night over night  
with Pearson & Bowman.

Jahnes Carr

322

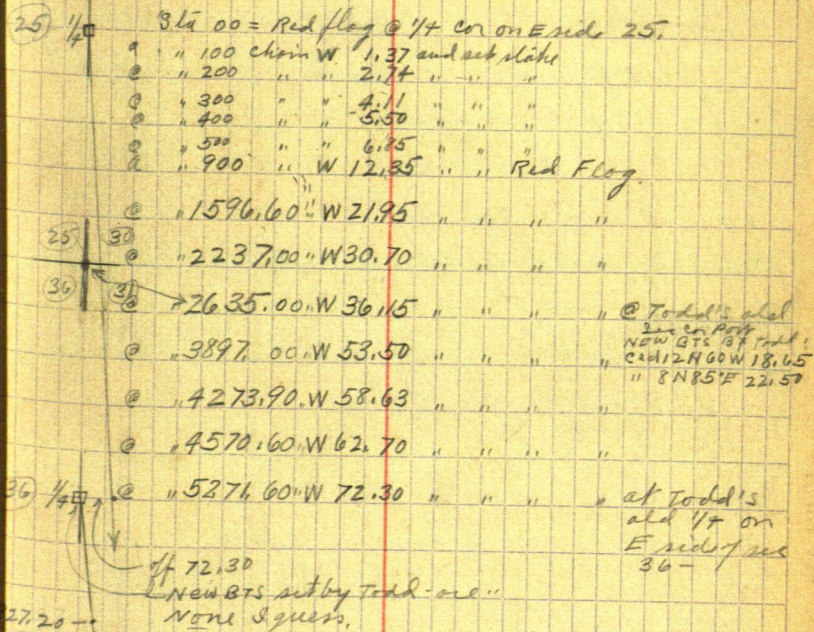


144-25-26

Ball Club

January 31-1914 Saturday.

As the true Range line is straight from the  $\frac{1}{4}$  cor on E side of 25 to  $\frac{1}{4}$  on E side of 36-144-26 we correct Todd's old transit line as follows. [1372]



John W. Curo



322  
144-25-26

Ball Club

Jan 31-1914 continued

Get back to camp @ 10-30 AM.  
get early dinner. I pay Olof Persson  
\$2.00 for my two days board in full and  
take receipt for same.

As Persson has furnished himself and  
crew of two men for 1 1/2 days making  
in all 4 1/2 days I make the time all  
out to him as follows:

Walker Min Jan 31-1914

Cass Colburn to Olof Persson - for  
work assisting in survey of State Road No. 6  
on Rg line bet T144 Rg 25-26, worked

Jan 27-1914	1/2 day @ 2.00	1.00
-------------	----------------	------

Jan 28-29-30-31-1914	4 days	8.00
		<u>\$9.00</u>

My reason for using Jan 27-28-29-1914  
as the dates for Pearson's work on this  
survey is because Pearson really  
did work on these dates in setting  
survey stakes to cut by. It was  
Con County's business to set the  
stakes and Pearson should have pay  
for it.

P.M.

I leave Pearson &amp; Bowman's camp

322

John W Curo



(12) Jan 31-1914 cont'd (115)

144-25-26-

Ball Club

on NE Cor of Sec 24-144-26 @ 11:32.

A.M. and walk to Ball Club: Arrive  
Ball Club 12:52 P.M. = 1.12 20 m.

I run half of the time loose snow  
heavy walking

Lo Ball Club 1-30 P.M. RR fare 97¢

At Bemidji 2:45 P.M.

Supper at Markham Hotel Bemidji 50¢

Lo Bemidji 11:40 P.M. RR fare 62¢

Feb 1-1914 Sunday

Arrive home in Walker @ 1-

A.M. sleep till noon then check up  
my notes to see that they are  
correct.

John W. C. 322



116)

322..

143-144 Pg 25-26

Ball Club

322



Smoky Hollow Trp. 140.-25 ①  
Wednesday May. 13 - 1914. 321 117

I leave Walker for Bemidji @  
3 o'clock P.M. arrive in Bemidji @  
7:30 P.M. R.R. fare 65¢ Breakfast  
in Bemidji 25¢. Leave Bemidji for  
Shovel @ 10 o'clock P.M. Get off  
at Pine Tree Spur. R.R. fare 13¢.  
Dinner in Remer 15¢. Walk out  
to Con Metzger's place with the  
outfit. Arrive @ Metzger @ 4 o'clock  
and take a walk up the road  
which is being cut out by  
Metzger and Hawkes.

Supper and over night @  
Con Metzger's place.

Thursday May 14 - 1914.

I go to the  $\frac{1}{4}$  corner on  
the north side of Section 8  
140-25 <sup>lot 5 & 8</sup> set by Harry Todd in  
1912, and check up corner on  
Todd's new B.T.'s as Metzger says  
the stake had fell down a  
couple of times and he had  
set it up again. I set corner  
again after which it stands  
perfect for corners and

321  
Guy A. Todd



② could (118) 321 140-25

Thursday May 14-1914  
measurements. I then start a  
compass line south on 8°  
south thru the center of Sec. 8.  
I offset east 8 feet to miss  
Metzger's barn. James O. Harsh  
and Adolph Metzger agree.  
Metzger and I chain rough  
with a 100 ft. Monarch steel tape  
and put in a stake every  
hundred feet. 100-200-300-400  
500-578.20 but and back set  
8 feet west to true random line  
600-700-800-900-1000-1100-1200  
1300-1320 Temp 1/6 corner, a  
squared up Jack Pine for that  
1/6 corner set by same cruiser  
sets east about eight feet and  
south about 10 feet. 1400-1500  
1600-1700-1800-1900-2000  
2100-2200-2300-2400 stakes  
2450 cross wire fence E+W.  
2500-2600 stakes. @ 2620 an  
old E.W. blaze and I am  
following a N+S blazed line  
south on my compass line

321. Guy, A. Todd



contd

140-25

321 (119)

Thursday May 14-1914

@ 2640 Temp.  $\frac{1}{4}$  corner in center of Sec. 8-140-25.

2700-2800-2900 stakes

2950 enter <sup>small</sup> slew bears E & NW.

3000 in slew 3025 leave same.

3100 stake and quit for night. James Hawk, Adolph Metzger and I get in one day for Cass County. Breakfast. Dinner. Supper and over night with Con Metzger.

Guy. A. Todd 321



(4) <sup>could</sup> 140-25-  
120) Friday May 15 - 1914.

Beginning @ 3100 stake south  
I continue compass line south.  
Hawk and Metzger assemer  
metzger and I chain 100 ft.  
monarch steel tape. Gurley  
compass. 3200-3300-3400  
3500-3600-3700-3800-3900 stakes  
3960 temporary  $\frac{1}{16}$

4000-4100-4200-4300-4400  
4500-4600-4700-4800-4900  
5000-5100-5200 stakes

We are at the  $\frac{1}{4}$  corner on  
south side of Sec. 8-140-25<sup>but sec 8+12</sup>  
where U.S. notes call for stake  
and the following bearing trees  
W.P. 5 N  $89^{\circ}30'W$  T. W.P. 8 S  $61^{\circ}30'W$  14.  
We find both trees standing  
and plainly marked. The  
N.W. W.P. is standing green  
and the S.W. tree is a dead  
stub. We set the corner  
from the face of old B.T.  
where we drive a 4x4x36  
elm stake after which the  
trees stand perfect for

321

Guy A. Todd



140-25

⑤  
121

321

Working for Cass County - 140-25

May - 1914

Guy A. Todd

1 2 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

Adolph Meyer

0 0 1 1 1 1 1/2 1 1 1 1 0

Jesse O. Hunt

0 0 1 1 1 1 1 1 1 1 0

Car Meyer

0 0 0 0 0 0 0 0 0 0 0

Lawrence Hawk

0 0 0 0 0 0 0 0 0 0 0

note: One day May 22. going home, Guy Todd.

321

Guy A. Todd



⑥ cont'd 321' 140-25-122  
Friday May 15-1914

course and measurements.

I find @ 5281 the true  $\frac{1}{4}$  corner on south side of section 8-140-25 sets East 3 feet.

Correcting Back

3960 goes S 9 inches and E 27 inches

2640 " 36 " " E 18 inches

1820 " 33 " " E 9 inches

@ 3960 we check over and drive in a  $2 \times 2 \times 36$  in. poplar stake for the true <sup>line</sup>  $\frac{1}{16}$  corner and put in the following S.T.s  
W.P. 10 N  $36^{\circ}45'$  W 13.55 feet  
W.P. 8 S  $76^{\circ}$  W 13.50 feet.

We go to 2640 and correct over and drive a stake for temporary  $\frac{1}{4}$  corner in center of Sec. 8-140-25 so I will have to run the E & W center line of Sec. 8 to get the true center of section.

We go to 1820 and correct over and drive a  $2 \times 2 \times 36$  inch pop stake for the true <sup>line</sup>  $\frac{1}{16}$  cor. and put up the

321'

Guy A. Todd



could

190-25-

⑦

Friday May 15-1914. 321 123

following new B. Ts

W.P. 8 N 62°15' E 22.85 feet

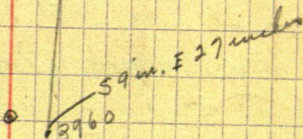
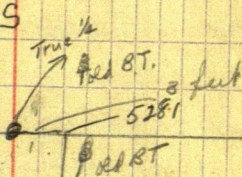
W.P. 7 S 54 E 13.75 feet. Put for  
night. Breakfast dinner Supper and  
over night with Con Metzger.

Course set @ 8° Upr E

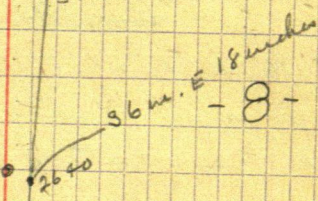
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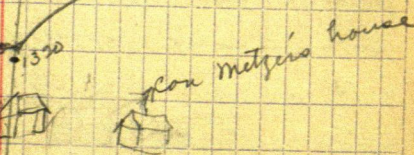
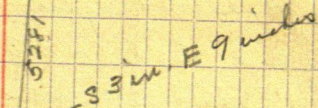
-17-



Sec.



-8-



Sec.

True 1/4  
N

5 321



⑧

(124)

321

140-25

Saturday May 16-1914

James Hawk adolph Metzger and I go to my temporary  $\frac{1}{4}$  corner in center of Sec. 8-140-25 and run a compass line west on  $8^{\circ}$  Var. E. I run compass and Hawk + Metzger chain rough with a 100 ft. Monarch steel tape. Chain out to 2700 feet west and look for the  $\frac{1}{4}$  corner on west side of Sec. 8-<sup>but 8+7</sup>140-25 where U. S. notes call for a stake and the following B. T.'s

St. B. @ 5. W.P. 5 N  $31^{\circ}$  E 11 lks. 7.16 ft.  
 Sec. 8 S  $51^{\circ}$  or  $59^{\circ}$  W 9 lks. 5.90

We find the N.E. W.P. standing green and plainly marked and the rotted stub of the S.W. Circle lying on the ground. We set the corner by flat measurement from old B.T.'s where we drive a 4x4x48 inch dry W.P. stake solid in the ground after which the old trees stand perfect for course and measurement and put in new bearings as

321

Guy A. Todd



140-25- (9)  
Saturday May -16- 1921, (125)  
follows.

W.P. 10 N 31 E 726 ft. old U.S. tree  
W.P. 10 N 31° 10' W. 2230 feet to flat  
spot at base of trees, corner  
set on 8° Uae E.

I then start a compass line  
east thru the center of Sec. 8.  
140-25 on 8° Uae E. Metzger and  
Hawk Apimen. Metzger and I  
chain. 100 ft. Monarch steel  
tape. @ 100-200-300-400-500  
600-700-800-900-1000-1100-1200  
1300 - stakes, 1320 temp  $\frac{1}{16}$  corner  
Hubs - are as follows.

201.10 - 380.60 - 652.70 - 806.80  
1070.20 - 1215.50

Just for night. Breakfast Dinner  
Supper and over night with  
con Metzger.

321  
Guy. A. Toar



(10)

(120)

190-25

321

Sunday May 17-1914.

Adolph Metzger, James Hawk,  
and I go to hub 1320 on  
my compass line running east  
from the  $\frac{1}{2}$  corner on west  
side of Section 8-140-25 and  
continue line east on 8° Var.

Hawk and I chain. 100 ft.  
Maurick steel tape. Gurley  
compass. Metzger and Hawk  
spermen: 1400 stake. 1464 hub  
1600 stake 1652.45 hub  
1800 stake 1810 hub 2000 stake  
2059.10 hub 2200 stake  
2216.20 hub 2400 stake  
2410.70 hub. - 2532.40 hub  
2639.40 hub in center of  
my old N+S compass line  
running south thru center of  
Section 8-140-25. Quit for  
dinner and Adolph Metzger  
does not want to work in  
P.M. so he goes home.  
James Hawk and I continue  
to cut compass line east all  
P.M. We do not chain

321

Guy A. Todd



140-25 -  
Sunday May 17-1914 321 (127)

any in P.M. Adolph Metzger  
gets in one half day and I  
and Hawk one day for Cass  
County

Quit for night. Breakfast  
dinner supper and over night  
with Con Metzger. Big fires  
going thru the woods all  
day.

Guy A. Todd 321



(128)

cont

140-25

321

Monday May 18-1914

Adolph Metzger, James Hawk.  
and I go to 'hub 2639.40  
east on my compass line  
running east thru centre  
of Sec. 8-140-25 from  $\frac{1}{4}$   
corner on west side of Sec  
8-140-25 and chain  
east 100 ft. Monarch steel tape  
2772.70 hub 2800 stake  
2887. hub. 3000 stake 3019.30 hub  
3158.70 hub. 3200 stake  
3267.30 hub 3400 stake  
3435.70 hub 3528.70 hub  
3600 stake and enter small open  
bog. N.E.S.W. 3650 leave same  
3798 hub 3800 stake  
3960 temp.  $\frac{1}{16}$  4000 stake  
4196 hub 4200 stake  
4374 hub 4400 stake  
4600-4800-5100 stake  
@ 5260 the  $\frac{1}{4}$  corner  
on east side of Sec 8-140-25 sets North 305 feet.  
This corner has been set  
by Watson County Surveyor

321

Guy. A. Todd



could

140-25

(13)

Monday May 18-1914

321

(129)

of Adair County and new  
bearings put in by him. I can  
find no trace of the old  
bearing trees that Govt notes  
say are

Bush 10 S 11 W 10 links

Bush 6 N 11 E 38 links

so I use his corner and  
check over my line with it  
Correcting back

Hub 3640 goes N 152.50 feet  
" " " " 10 feet.

We check this over and at the  
intersection of the E & W correction  
and the N & S correction I drive  
a 4 x 4 x 36 inch dry W.P.  
stake for the true  $\frac{1}{4}$  corner  
in center of Sec. 8-140-25

with new bearing trees as follows:

W.P. 6 N 13 W 19.40 ft. to flat top of a one of trees

Bush 6 S 61 W 6.90 " " " " " " " "

Hub 1320 goes N 76.25 feet  
" " " " W 5 feet when I

drive a 3 x 3 x 24 inch corn  
wood stake for the true  $\frac{1}{4}$

Guy A. Todd

321



(14)

321

contd 120-25-  
Monday May 18-1912

(130)

corner with new bearings as  
follows. U.P.U.P. 6 N 69½° E 33.80 ft. to flat spot a bare tree  
Spr. 10 S 41° E 40.10 ft. " " " "I then start a compass line  
north on 9° Sae and continue  
north all rest of P.M.Just good night. Breakfast  
dinner supper and over night  
with con mitzen

321

Guy. A. Todd



140-25

321

(13)

(131)

Tuesday May 19-1916

James Hawk, Adolph Metzger  
laid I working Reg. @

the  $\frac{1}{16}$  corner established by  
me yesterday we chain north  
120.3 hub, 200 stake 270.60 hub-  
400 stake 465.6 hub 589.6 hub-  
600 stake 752 hub 800 stake  
910.8 hub 1000 stake 1043.8 hub  
1188 hub 1200 stake 1282.30 hub  
1400 stake 1407.35 hub 1585.50 hub  
1600 stake 1736.85 hub 1796.35 hub  
1800 stake 1915 hub, 2032.7 hub  
2182.4 hub 2200 stake 2317 hub  
2506.5 hub. @ 2656 N the true  $\frac{1}{16}$   
corner sits East 122 ft.

Correcting Back.

Hub 120.3 goes E 5.52 ft.

" 270.6 " " 12.92 "

" 465.6 " " 21.37 "

589.6 " " 27.06 ft.

752 " " 34.50 ft.

910.80 " " 41.80 "

1043.8 " " 47.91 "

1188 " " 54.53 "

1282.30 " " 58.86 (continued)

Guy 321 Fred



(16)

(132)

140 - 25

321

Tuesday May 19-1914

Hub	1407.35	gws East	64.60 ft.
"	1585.50	" "	72.77 "
"	1736.85	" "	79.12 "
"	1796.35	" "	82.90 "
"	1915	" "	87.90 ft.
"	2032.7	" "	94.22 "
"	2182.4	" "	100.27 "
"	2317	" "	106.35 "
"	2506.5	" "	115.04
"	2656	" "	122 ft.

when we check over all hubs  
to correct line and drive  
hubs and put 5 ft. stakes  
at each hub marked  
"Road Center" at each  
corrected hub to cut out  
line by. Adolph Metzger  
James Hawk and I working  
just for night. Breakfast dinner  
luncheon and over night  
with con Metzger

321

Guy A. Todd







(18)

(134)

140 - 25

321!!

Wednesday May 20 - 1974.

Adolph Metzger, Lawrence Hank  
and I go to the Sec. corner to  
Sections 4-5-8-9. where U. S. notes

say Br. Oak. 5N 71E 25' Asp. 10 S 64E 35'

Aspen 7 S 23 1/2 W 20 W. P. 10 N 47 W 23

We find Harry Todd's old stake  
down and I reset the corner  
from face of old B.T.s by flat  
measurement. The N.W. W. Pine is  
standing green and plainly  
marked. I find the other two  
Aspens and B. Oak laying on the  
ground but the B.T.s are still

usable. I set corner on 8°30' Var

where I drove a 3 x 3 x 36 inch  
Maple stake and put in new  
B. trees as follows on 8°30' Var

Balsam 5N 30E 38.60 feet distant <sup>in line</sup>

Maple 7 S 34 E 34.50 feet <sup>in line</sup>

Maple 10 S 30 W 30.00 feet <sup>in line</sup>

Maple 5 N 24 W 32.90 feet <sup>to</sup>  
nail heads driven in flat  
spot at base of trees

We then go to the 1/4 corner  
on the north side of Sec 9-140-25

321 continued

Guy A. Todd



140-25 (19)  
Wednesday May 20-1914 321 (135)

where U.S. notes say

W.P. 4 N 79° 30' E 5 W Bch 6 S 79° 30' W 34

I find the old 4 inch stub of the  
S.E. W Pine plainly marked, but  
the Bch is completely gone. No trees.

I set the corner from the N.E. W Pine  
by flat measurement from fore of  
old B.T. where I drove a dry  
W. Pine stake 3 x 3 x 36 in. after which  
the old B.T. stands perfect for  
course and measurement. and

put in new B.T. as follows.

W.P. 8 N 38° W 56.30 ft distant <sup>in sec 4</sup>

Bch 8 S 34 W 38.60 ft. " to <sup>in sec 9</sup> nail

heads at flat spot at base of trees.

We then go to the Section corner  
to Sec. 3-4-9-10 where U.S. notes

say. Tm 8 N 65° E 25 W.P. 8 S 65° E 37

W.P. 9 S 42 W 16 Tm 8 N 38° 30' W 33

I find the stump of the S.E. W Pine <sup>in sec 10</sup>  
marked plainly and the stumps with  
the stubs blown over set with the  
marks still visible except the S.W.  
W. Pine from which I reset the corner  
as the stake put in by Harry S. Todd

continued

Guy. A. Todd 3217



(20) <sup>contd</sup> 140-25- (136)  
321 Wednesday May 20 - 1914

has fallen down, and his new  
B.T's he put in, in 1912 are not  
noted complete. See Todd's notes on  
much Bearings to Sec. corner to Sec  
3-4-9-10 on page 77 of this note book  
I set the corner by flat measurement  
from face of Old B.T's and put  
in new bearings as follows.

Elm 6 N 38 E 37 ft. - run 3

Oct 9 S 30 E 44.60 ft. Harry Sells new B.T.

I then run a compass line west on  
9°30'E. Adolph Metzger and Lawrence  
Bank asmen. I compass.

Metzger and I chain perfect

200 stake 355.50 hub 400 stake

559.80 hub 600 stake 849.30 hub

1000 stake - 1200 stake - 1274 hub

1400 stake 1600 stake 1635.80 hub

1800 cross creek bears N W 3/4 S E

2000 stake 2165.70 hub 2200 stake

2400 - 2600 stakes. @ 2639 the  
true 1/4 corner on north side of Sec

9 - <sup>140-25-136</sup> 140-25<sup>136</sup> set by me sets North  
10 feet.

321 continued

Guy. A. Todd



contd

140 - 25

Wednesday May 20 - 1914

321

(27)  
(137)

Correcting Back,

Hub 355.50	gone N	1.33 feet
" 559.80	" "	2.10 feet
" 849.30	" "	3.19 feet
" 1274.00	" "	4.78 feet
" 1635.80	" "	6.14 feet
" 2165.70	" "	8.12 feet
" 2639.01	" "	10.00 feet

I correct all hubs over and  
dive in new hubs on corrected  
line and set up 6 ft. stakes beside  
the corrected hubs marked  
road center.

I then begin a new line west  
from the  $\frac{1}{4}$  corner on north side  
of Sec. 9 - 140-25 back sighting on  
my corrected hubs, and the Var.  
reads  $9^{\circ}30'E$ .

Metzer and I chain

200 - 400 stakes 470 hub 600 hub  
800 stake 893.7 hub 1000 - 1200 stakes  
1371.60 hub 1400 stake and quit  
for night Breakfast dinner Supper  
and over night with Cox Metzer

321  
Gay. A. Ford



(22)

(138)

140-25

321

Thursday May 21-1914

Adolph Metzger Lawrence Hawk  
 examen. We go to hub 1341.6  
 west running west from the  
 Sec. <sup>1140 west 440</sup> corner to Sec 3-4-9-10  
 140-25 and continue compass  
 line west @  $9^{\circ}30'$  Use E.  
 Metzger and I chain perfect.

1400 stake 1534 hub 1600 stake  
 1792 hub 1800-2000 stakes 2052. <sup>hub</sup>  
 2200 stake 2213.30 hub 2397 hub  
 2400 stake @ 2642 the true corner  
 to Sec 4-5-8-9-140-25 sets South  
 9 feet. Correcting back. (100 3407)

1 hub 470 goes 8 1.60 feet

" 600 " 8 2.05 "

" 893.7 " 3 3.05 "

" 1341.6 " 3 4.57 "

" 1534 " 3 5.23 "

" 1792 " 3 6.11 "

" 2052 " 3 6.99 "

" 2213.30 " 3 7.54 "

" 2397 " 3 8.17 "

" 2642 " 3 9.00 "

we count hubs over and drive  
 in hubs mounded true road center  
 on corrected line. over night with C. Metzger

321

Buy A. Fox



140-25-321 23  
Friday May 22-1914 139

Leave C.R. Myers @ 10 o'clock  
A.M. and walk to Pine Tree  
Spruce where I catch the Soo to  
Bemidji R.R. fare \$1.36  
Dinner 20¢ at camp.

Note: Con Myers says to tell  
commissioner Perry that he  
cannot get his road contract  
done by the first of June.

Guy. A. Ford 321



(140)

# **322** Township 144 - Range 25-26 Ball Club.

Nov 24 - 1914

Curo & Bryant leave hockensack  
 on freight train @ 7:00 arrived  
 at Walker 11:25 we went to Cret  
 House after field notes of <sup>143</sup>144-25-26  
 and Harry Todds Note Book  
 Curo stayed in Walker and I  
 caught freight from Walker @ 11:00  
 to Bemidji and arrived in  
 Bemidji 12:10 Train had gone  
 EAST so I staid at  
 over night. Bed was \$1.00 + Breakfast  
 50¢.

Nov 25. 1914

I caught train going East @  
 12:08 and arrived Int Ball  
 Club 1:38 I get dinner at  
 Hotel and then Frank pain  
 and walk South to corner of sec  
 1-6-31-36 T 143-144 Rg 25-26 where

US notes call for fort and

WP 8 N 33 1/2 E 12	7.92
" " 10 S 48 E 20	13.20
" " 10 N 57 W 21	73.86
" " 8 S 71 W 23	15.18

We find an old 6" Twp corner down but plainly  
 marked also find old B.T. stumps

**322**

John W Curo



from which we set the post after  
which all stumps have to follow  
old V.P. stump N  $33^{\circ}30'E$  7.92 ft in no 31-

" " " S  $48^{\circ}$  E 13.20 " " " 6

" " " N  $57^{\circ}$  W 13.86 " " " 1

" " " S  $71^{\circ}$  W 15.18 " " " 36

At 2040 ft a rough chain on  
Todd's old transit line the temper  
sets west 13.20 ft

Correction back = .005 of foot  
west for each foot so

Correct  $\frac{1}{2}$  mile N. or follow

2201-S goes W 12.00

1636.50 So " " 8.18

927.20 So " " 4.64 ft

Nov 26-1914

Finish correcting line and go to  
Ball Club

John W. Cress



821

W.D.

Bay of the North Sea

new course from west bank

at the end of the

600 ft. 800 - 893.7 ft.

1000 - 1200 - 1341.6 ft. - 1400

1534 ft. - 1600 - 1713 ft.

1794 ft. 1800 alt 2000

2052, 50 ft. 2200

2213.0 ft. 2397 ft.

2400 - 2642 ft. the sea

to sea. 4.5 - 9 - 10 alt 5.9 ft.

correcting back -

1.60

9.05

3.05

4.57

5.23

5.84

6.11

6.99

7.54

8.17

9.00

321

154



300  
153.3  

---

146.7



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.