

Book 100

Field Notes Surveys Etc.

Cass County.

1915.

Minn

MINING
TRANSFER BOOK

363

J. C. C. C.

County Surveyor

66
80
3280

Field Notes

Surreys etc

County Surveyor Cass County

J. Curo

County Surveyor

1915

169
68
76

P.R. Boese

1915

April 3rd

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Horst on Co road in 142-28 and Sim 141-28

Road begins at Hekman store runs E. Page 26 to 53

March 28, 1917

36-141-31

2 Walker & Hackensack

Left Minneapolis @ 7:40 PM on N.P.Ry. April 3rd 1913
Rly fare Minneapolis to Walker \$3.80; arrived @
Walker @ 3:00 AM April 4th; Slept @ Chase Hotel.
Reported to J.M. Curo @ 10:00 AM.

Left Walker for Hackensack @ 9:30 April 5th
Rly fare Walker to Hackensack paid by
M.D. Gorman, who I am to assist with work
near Hackensack which has been started,
arrived @ Hackensack @ 10:20 AM arrived
@ Antoni Linberghs House @ 1:30 PM. had dinner
@ A. Linberghs, went out in afternoon to
help M.D. Gorman to correct from Random
Line which was run before I arrived, had
supper and slept @ Linberghs, Breakfast
@ Linberghs; Started work at 7:30 AM. Apr 6
Ran Random Line on '14 Line Westerly,
had Dinner in field; Supper @ A. Linberghs
and slept there; Had Breakfast @ A. Linberghs
on April 7th took Dinner out with us; Ran
Random Line on '16 Line W., had supper @
Linberghs and went to Hackensack, slept
@ Spains Hotel caught Train @ 2:25 AM April
8th to Walker fare \$28, arrived @ Walker @
3:00 AM slept @ Chase Hotel. Helped J.
Curo to make Survey of Road about 1 Mile

PMB

Walker 2 Hackensack 3 133-29-30 (7+12)

Shungohsee Twp Rd Sec 21-22-142-31.

North of Walker, @ 2:00 PM Started from a Point on Section Line between Sections 21 & 22 838.93 feet North of $\frac{1}{4}$ Section, thence we ran NE about 260' to a point; thence NE about 160' to a point on the $\frac{1}{4}$ of Existing Road East of NP and GN Rly. finished @ 4:15 returned to Walker, I started to put notes taken on above Road in to Record Book marked B Record No 251.

Left Walker for Sylvan Min @ 12:20 April 9th Slept @ Hackensack, slept @ Spains Hotel and had Breakfast, Left for Sylvan @ 10:55 AM arrived @ Sylvan @ 12:25. Railway fare from Walker to Sylvan \$1.46. 525

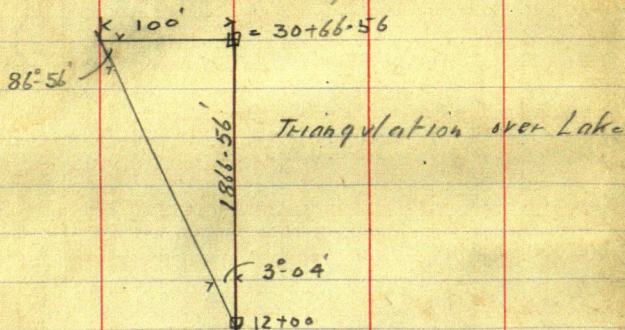
Received \$5 for expenses from J. Curro. Reported to Pyle who is Chairman of the Town Board, Stayed with G. Ramsey. had Dinner @ Ramsey's heavy rain no work done today

April 10th started work @ 7 AM. assisted by ^{Chairman} (P. Yde, P. Staub) ^{Axeman} (J. Kemp) to run $\frac{1}{4}$ of Road in Section 7. Tp 133 R 29. We leave Sylvan @ 7 AM and go about $\frac{3}{4}$ of a Mile East and $\frac{1}{2}$ Mile North and find an Iron Post driven in to the Ground which is @ the SW corner of Section 7 Township 133 R 29 from this point I set up with Transit and

525

PMB

Foresight on an Iron Pipe North of this point
 (both of these Iron Pipes have been set by
 I Core) one at SW corner of Sec 7 and
 one at Meander to the Lake on the Section
 Line North from SW corner of Section) which
 is a Meander Post on Section Line between
 Sections 7+12. Then chain North from SW corner
 as above, 1610 feet and put in Hub. on
 Section Line; thence we run Random Line $N29^{\circ}20'E$
 and put in Δ^s @ Stations 4+00, 8+00, 12+00 (@ 12+00
 we run to edge of Lake) at 12+00 produce the
 line over the Lake and Triangulate



I then go to 30+66.56 and put a Δ in @ 27+92.5
 which is a point on the Northerly E-W $\frac{1}{4}$ Line
 in Section 7. at the intersection of the Random
 Line, said point being 1575 S. West of centre of
 N $\frac{1}{2}$ of Section 7. I then make corrections from

PMB

The Random Line to the True Line (said True Line being to a Point which is 1160 feet West of the Centre of NW of Section 7 on the Northerly 1/4 E & W Line. Corrections made as follows:-

27+92.5	355.5	East to True Line
12+00	152.82	" " " "
8+00	101.88	" " " "
4+00	50.94	" " " "
0+00	0.00	

(Note centre of NW of Section 7 and the N on West Line of Section 7 have been established with Iron Pipe corners by J. Caro). We then call on Anderson who is the owner of the property thro which the Road runs, to view the Road that we have run, but he is not satisfied with it and wishes us change it (The Road would run thro one end of the Lake in its present location). We then @ his suggest run Run a Traverse of the existing Road to see if it is possible to use the same (Have Dinner @ Andersons Horse) Notes for Traverse are as follows:- Beginning @ a point on existing Road 32 East of a Δ on the original Survey said Δ is @ the South end of of the Line which runs N $38^{\circ} 07'$ E distance 137 ft. Call this point 0+00 See page 6.

525

6

133-29-30 (7212

Station

Angle

Bearing Distance

Traverse of existing Road in Section 7 Tp133 R29

19+92

S 39° 38' W 92'

19+00

20° 17' R

S 19° 39' W 300'

18+00

6° 00' R

S 13° 39' W 200'

14+00

0° 46' L

S 14° 25' W 366.5'

10+33.5

7° 37' L

S 22° 02' W 658'

3+75.5

8° 13' L

S 30° 15' W 375.5'

0+00

MHP

525

825 1 7

133-29-30 (7-12)

= Δ on N + S Section Line between Sections 7 & 12
Tps 133 R 29 & 30 1610' N. of SW corner of Sec 7

= Random Pt on existing Road 33' East of Δ
on Original Survey of Proposed Road, Δ is @ South
End of Line which runs N 38° 07' E 137 ft

PMB

825

133-29-30 (7 & 12)

8

133-29 (17 & 18)

325

We then go back to Sylvan @ 6:15 PM; in the evening I make a Plan of existing Road with a projection for a new Road as near the existing as possible;

Sunday 11th no work April 11th

April 12th Start @ 7 AM. we then show Anderson the plan of projected Road, to this projection he is quite agreeable and we run the same for him to see: Herein are the notes for same:-

Beginning @ a point on the Town Line between Tp 133 Range 29 Section 7 and Tp 133 Range 30 Section 12 1697 feet North of South West corner of Section 7; thence $N39^{\circ}26'E$ 1640'; thence $N44^{\circ}34'E$ 283 ft. to a point, said point is a Δ on the original Survey as described in the Petition for the road; at the South end of Line which is described as being $N38^{\circ}07'E$ 137 feet. from this point we follow the original line of Survey ^(Kuro's survey) and tie on to a Δ on E & W 1/4 Line North in Section 7 1160 ft West of Centre of NE of Section 7; thence follow the original Survey as described in Petition (Old County) Dinner @ Andersons. (P. Kile. P. Staub. J. Kern, assist, Finished this work @ 12:45 PM;

Went to South East corner of Section 7 Tp 133 R29 to run a $\frac{1}{4}$ of a Road going South from said

CVS

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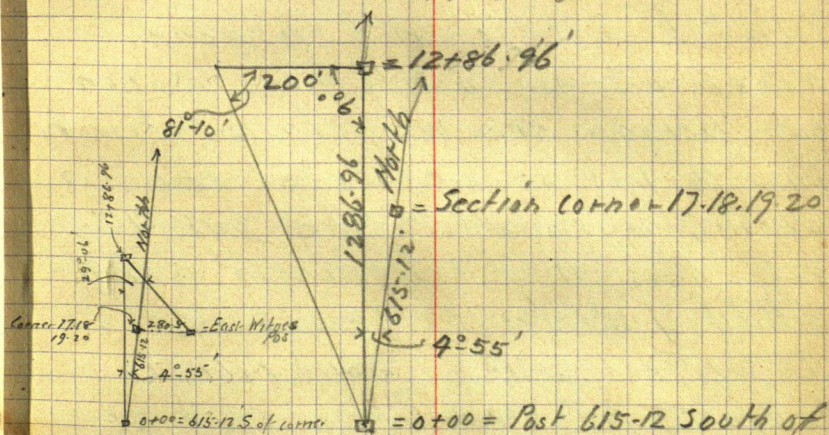
corner arrived there @ 2:35 PM, we find an
Iron Pipe driven in to the ground - same
was set by J. Cuto at previous time -
accompanied by P. Yde. P. Staub, J. Kemp
we go South of this point to locate the
 $\frac{1}{4}$ Section on the West side of Section 17
in the same township & Range, we
find an Iron Pipe driven in to the
ground but all bearing trees are
gone, there are also 2 wood posts
on the fence line which are 22' West
of above Iron Pipe, there are no marks
on these wood post of any kind to
describe them, one resident named
Philips claims that one of them is
a post set for the $\frac{1}{4}$ section by a
Surveyor named Hallett, we then go
South to the Section corner 17, 18, 19, 20
in same township, we find that the
water has been backed up several
feet at this point forming a
large lake. we find 2 Bearing Trees
described in the US field notes East
of the Section corner, from which
we establish a point described

as being East of Section corner 17, 18, 19, 20 a distance of 280.5 ft. in US field notes, we then go South from this point and find one bearing tree which is standing and is in good condition, we also find a tree lying on the ground which would answer the description in US field notes for a second one. The original position would have checked for bearing & distance but all marks have been destroyed by fire & decay. we also find an old Post which was set from the Bearing trees, which is OK for Bearing & direction and is described in US field notes as being South of Section corner 17, 18, 19, 20 615.12 feet, we quit work @ 6 P.M. and return to Sylvan

April 13th we leave Sylvan @ 7.15 AM and arrive @ Section corner 17, 18, 19, 20. I set up on Post South of 17, 18, 19, 20 and run a Triangulation Line over Lake, in a Northerly direction and put in a Δ (the direction of this

arrow

line is $4^{\circ}55'$ West of North.) I then set Transit on Δ foresight on point I have left and turn 90° Left and put in Δ at 200' distant. I then set on this Δ foresight on Δ that I left, turn $81^{\circ}10'$ R and sight Post 6/5-12 South of Section Corner 17, 18, 19, 20



Section corner 17 18 19 20.

by calculation I find that I am 1286.96
from said Post South of Section
corner 17, 18, 19, 20. at the 1st Δ
set from said Post. I then set
on 1st Δ @ 12+86.96 back sight
on said Post South of Section Corn

M. Boer

and produce line in same direction to Station 32+99.1 at this point I turn 90° -R put in Δ , which I find to be on the line between Section corner 7.8.17.18 and Iron Post Pipe before described South of 7.8.17.18 which is pointed out to me as being an established $\frac{1}{4}$ Section, by local knowledge and is generally accepted as such (There is however one person her who claims that this is not so, he states that a Surveyor, named Bob has disproved this, my informant is named Philips) distance from 32+99.1 to this Δ is 213.5' which I calculate should be true line. I then set up on Δ 213.5' from 32+99.1 foresight on 32.99.1 and turn $94^{\circ}55'$ R and by a production of this line I am sighting on Section corner 7.8.17.18. but I find that there will be many objects in the way of chaining this line to or from corner 7.8.17.18 so I set on Δ on

133-29 (17+18)

13

133-30 (13+24)

325

true line which is 213.57 East of
 32+99.1 on Random Line and sight
 on to true line, I then turn 90° L
 and put in Δ at 27' distant. I
 set on this Δ and foresight on
 Section corner 7.8.17.18 and
 run to corner 7.8.17.18 and
 chain the same distance 2686.5'
 I then make corrections to true
 line at the rate of .01004 feet
 per foot East from Random
 line, and I establish the
 centre of the road from
 Section corners 7.8.17.18 South
 on Section line between Sections
 17+18 for a distance of 1486.5'
 we finish this ^{to a burn in Road South of Log track} at 5 PM and
 return to Sylvan.

(Kemp, Axeman, P. Kle, P. Staub chaining)

April 14th Started to run $\frac{1}{2}$ of road in
 Sections 13+24 Township 13S Range 30W. P. Kle, P. Staub
 chaining. I Kemp, Axeman. we go to the 116th corner
 on the South side of Section 13, said corner is
 the SE corner of the SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Sec 13.
 and we find an Iron Pipe driven in to the

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PMP Boen

ground, to mark $\frac{1}{16}$ corner. said pipe was set at a previous date by J.W. Curo. I set the transit on this on this point and we run North from here on a Random Line till we intersect the $\frac{1}{2}$ of an existing road which runs E & W and parallel with the Northern Pacific Rly, a distance of 3285' from the said $\frac{1}{16}$ corner at the South of section, we then go to the $\frac{1}{4}$ Post on the West side of Section 13 and find it gone, together with its Bearing trees which have been cut down and the stumps are gone, there is no $\frac{1}{4}$ Post here, we then go to the South West corner of Section 13 and find Iron pipe which has been set at a previous date by J. Curo. I set the Transit on this corner and we run Random Line North to the NW corner of Section 13, distance on Random Line 5346' feet, at North corner my Random Line is 2-8' feet East of the NW corner of Section 13, at the NW corner of Section 13 I find an Iron Pipe to mark corner which was set by J. Curo at a previous date. I then make a correction to the true line at the $\frac{1}{4}$ post on the West

P.M. Boone

Time Sheet April 1930

Name	Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Total days	Rate per day	Amount		
P. R. Boese	Transitman	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	5	5	25.00		
P. Yate	Chainman	-	-	1	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	2	10.00	
P. Strub	Chainman	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	2	14.00	
J. Momb	Axeman	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	2	14.00	
J. Dade	Chainman	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	2	14.00
A. Dade	Chainman	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	2	14.00

325 15

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591 x 90 19
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Walker
Hackensack
"
Walker
Kenpe Minicop

325 11 PM Boese

side of Section 13 moving my Random Line 1.40 feet West and put in Hob to mark $\frac{1}{4}$ Section 2673 North of SW corner of Section 13. ^{quit work for the night April 15th} Then run Random Line from W $\frac{1}{4}$ Post of Section 13 to the East $\frac{1}{4}$ Post of Section 13 and find my Random Line upon reaching the East line to be 600.6 feet South of the $\frac{1}{4}$ Post and at right angles to my Random line. Then check the $\frac{1}{4}$ (which is a 2" Hob. in the ground) by going to the South of Section 13 at corner of Section 13.24.1819 at this point I find an Iron Pipe driven in to the ground by S Caro at a previous date. I set the Transit on this point and foresight on an Iron Pipe at the North of Section 13. said pipe was set by S Caro at a previous date, I then chain the distance between the South corner of Section 13 and the N corner of Section 13 and find the distance to be 593.35 feet, there are no bearing trees to mark the $\frac{1}{4}$ Section on this line, so I take $\frac{1}{2}$ this distance and check onto

Allison

Expenses; Board of Surveyor during the month of April 1915

Name of Hotel	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Name of Surveyor
Chase Hotel	PR Base	L III L				L III												L III L	Walker
Sparks Hotel	"					L	L III												Hackensack
Ramsey	"						L L III L III L III L											L III L III	Sylvan
Peterson	"														L III				Sylvan
Linnburg	"					L L III L III													Hackensack
Anderson	"							1		1									Sylvan

April Continued

Hotel etc	Name	21	22	23	24	25	26	27	28	29	30
Chase Hotel	PR Base	L III L III L III L III L									

325 18

Walker

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the Hub at $\frac{1}{4}$ Section a distance of 2646.62 feet from South corner of Sect 13 and on the Section line) length of Random line 3179.43. I take $\frac{1}{4}$ of this distance and which equals 1294.6 and correct at this point on to true line 150.15 feet N which equals $\frac{1}{16}$ corner W on $\frac{1}{4}$ line Sect 13. I then find that the Random line that I ran from SW $\frac{1}{16}$ corner is East of this point on the $\frac{1}{4}$ line 2623 feet South from said $\frac{1}{16}$ corner 20.62 feet. I make the following corrections from Rand N $\frac{1}{2}$ S from $\frac{1}{16}$ S W. of Section @ Station 3100 2.35 6100 4.70 9100 7.05 12100 9.40 15100 11.75 18100 14.10 21100 16.45 24100 18.80 and produce this true line through to the center of the road which runs E & W and hit the N.P.R. a distance of 662 feet. total length of Road North of $\frac{1}{16}$ corner to point intersecting road @ N.P.R. 3285 feet. We then go South to $\frac{1}{16}$ corner of W $\frac{1}{16}$ on Section line 13 & 24 and produce (with transit) the road (which we have run North,) South on the same true line

133-30 (13024)

19

133-29-(89-4

325

for a distance of 482, thence $567.55^{\circ}E$ 569.8 feet; thence $538^{\circ}25'E$ 639.8 feet; thence $572.40^{\circ}E$ 432.5 feet to 2" placed next to the centre of the North $\frac{1}{2}$ " of Section 24 T₁p 133. R 30. thence we run in, $N89^{\circ}25'E$ 1292.7 feet and intersect an Iron Pipe driven into the ground, that that marks position of the center of the NE $\frac{1}{4}$ of Sect 24. — of NE $\frac{1}{4}$ Sect 24 (Placed by J. Curo at previous date) on the same line we run 1294.5 feet and intersect an Iron Pipe which marks the $\frac{1}{4}$ corner on Section line on East side of Section 24 T₁p 133 R 30. we then quit for the night

April 10th. We go to Section corner 8-9-16-17 T₁p 133-29 and we find an old post in the ground (The following Bearing trees are called for in the U.S. notes, Red Oak 5" $S 52^{\circ}W$ 17 Links, Bk P. 9 $S 68^{\circ}30'E$ 50 Links, Bk P. 8 $N 18^{\circ}30'E$ no distance, Bk. P. 10 $N 48^{\circ}W$ no distance) we find the following trees. A red oak stump burnt off level with the ground $S 52^{\circ}W$ 13.2 feet, all marks obliterated

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PMBone

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20 133-29 (8-9-4)

Bk p. 9" $56^{\circ}30'E$ 42.7 feet with US marks on same; Bk P. $118^{\circ}30'E$ with Government marks OK. we accept the old post as being OK as all three bearings check and distances are close, (this Post has been accepted as the original for 25 years) I drive a 2 1/2" Iron Pipe at this point and from it I run North in a Random Line 2657.4 feet. at this point I find an old 1/4 Post between Sections 8 & 9, (US notes call for Bk P. 14" West 12 Links, Bk P 5" $N15^{\circ}E$ 44 links) I find Bk Pine stump 14" 7-9' West stump is burnt but there are still marks for old US scriber, Bk Pine 5" $N15^{\circ}E$ 44 Links is destroyed, there is however an old tree that checks for bearing & distance but it is blown down and decayed, I re establish the old post and drive an Iron spike 3 feet long for 1/4 section between Sections 8 & 9 my Random line at 2657.4 is 4.5' East of this, I then correct to true line from corner 8, 9, 16, 17 to 1/4 Section between 8 & 9, as follows:-

Stations	3+00	4.5	6+00	1.00
9+00	1.5	12+00	2.00	15+00
				2.50
				18+00
				3.00
21+00	3.50	24+00	4.00	2657.4
				4.5,

PMM Ben

325

325

21

133-29 (8-9-4)

I then set in $\frac{1}{4}$ Section and run, in Section B as follows: $587^{\circ}48'W$. 808.3 feet, $N50^{\circ}29'W$ 465 feet, $N10^{\circ}25'E$ 392.5 feet, $N37^{\circ}36'E$ 208.5 feet, $N49^{\circ}58'E$ 260.6 feet, $N38^{\circ}26'E$ 256.4 feet, $N39^{\circ}44'E$ 451.8 feet, $N69^{\circ}03'E$ 660.4 feet, $N52^{\circ}49'E$ 609 feet, $N37^{\circ}43'E$ 193.5 feet, $N29^{\circ}43'E$ 221.5 feet (This Hub is a point on Section Line between Sections 4 & 9, 9342.5 feet West of Section corner 3-4-9-10.) we then quit for the night (= total chain 71+75.9 from stump) April 17th. We go to Section corner 3-4-9-10 and find a 4"x4" Post placed in the ground to mark position of Section corner. (The US notes call for the following Bearing Trees. Bk Pine 6" $N25^{\circ}W$ 120 links; Bk Pine 6" $S60^{\circ}W$ 54 links; Bk Pine 6" $S8^{\circ}E$ 75 links; Bk Pine 12" $N68^{\circ}E$ 70 links). The bearing trees are all gone save one 17" Norway Pine which is scribed with the US marks and has been generally accepted as a Bearing tree to locate position of the corner from for the last 17 years or so, this checks for direction and distance and is $N66^{\circ}E$ 46.20 feet, there an old burnt stump $S60^{\circ}W$ 35.64 feet from these we

PMBorn

325

Sec 133-29 (4-9-8) 22

325

11 228

located the corner in 3-4-9-10 and find it to be in its present position. we then set up transit at this point and run West on Random line to the West corner of the Section 4-5-8-9, we find a post in the fire but the water and ice prevent us from going there with the Transit, however we find out from the farmers that this Post was located as the original section corner and has been preserved at all times as such, and has been used by Surveyors on all Surveys in that vicinity, we find an Oak 24" 531 E 530^{LKs} feet which checks for direction but owing to ice & water, which has been raised by a Dam on the river, we are not able to chain it out, we accept this as the original corner. we then find that the Random line for the Section line is 10' feet 10' North of this point a distance of 530.32 feet from the East corner of Sections 4, 8, I have to triangulate for the distance from 43+42.5 to Sec corner 4-5-8-9 as follows: at 43-42.5 on Random line that runs West I turn 90° Left distance of 221.5 feet I put in point at this distance set up on it, foresight on the point 43+42.5

P.M. 825

Sec 133-29 (4-5-8) 28

325

and turn $77^{\circ}01'$ Left and sight on a point 10' North of section corner 4-5-8-9.

I then calculate the distance from 43+42.5 to Section corner and find it to be 960.6 feet: $43+42.5 + 9+60.6 = 53+03.2$.

I then correct from my Random Line (South) East and West as follows:—Station 3+00 5+00 0.56

6+00 1.13 9+00 1.69 12+00 2.26 15+00 2.82

18+00 3.37 21+00 3.95 24+00 4.52 27+00 5.08

30+00 5.65 33+00 6.21 36+00 6.78 39+00 7.34

42+00 7.91 43+42.5 816 feet South. and Station

43+42.5 from Section corner 3-4-9-10

equals $71+75.9$ on line which starts from

Section corners 8-9-16-17; therefore the

total length of the Road measured

from Section corners 8-9-16-17 to Sec

Corner 3-4-9-10, equals $115+18.9$ feet,

we then quit for the night and

return to Sylvan. Bearing of Section line $S 88^{\circ} 40' E$

April 18th Sunday, no work

April 19th I work on making Records of all work done since April 9th to present date, for the town of Sylvan I take train on NP Ry @ 2:08 PM for Walker arrive Walker @ 4:20

325

PMBren

Railway from Sylvan to Walker
#1-48. / stay at Chase Hotel. quit
work at 6:30

April 20th in office @ Walker fixing up and
indexing notes on Sylvan and started to
make Plan for Record of Section 36
Township 141 Range 31 of work done by
Gorman.

April 21st Making Plat of Section 36 same
as yesterday, helping Miller to check up work.

April 22 Making tracing of Townsite of
Opibway

April 23 Made up and copy of Record
for Proposed new Road in Singabee Town
put same in Record Book B. with legend
also in Singabee's Town Record Book
together with field notes Section 2122 Twp 142
Range 31.

April 24th Doing odd jobs in Office, helped
Gorman on Township Subdiv. in Walker

April 25th Sunday

26

Friday

3818

~~Brevik Co road~~

Sept. 8, 1916

Brevik C. R. Extension

Horst working for Cass County
 copying field notes and getting
 survey tools to survey ~~Brevik~~ Co road
 beginning at N.W. corner of Sec 31-143-28
 runs E $\frac{3}{4}$ mi, S $\frac{1}{2}$ mi, E $\frac{1}{4}$, S $\frac{1}{2}$, E 1 mi and
 S one mile to connect with the Anderson
 Co road

leaving Walker at 5.00 P.M. Horst
 and outfit with Walter Haberman
 and his Saunck arrive at Brevik's
 landing 7.30 P.M. charges \$1.25

Horst for supper and over night with
 Ole Brevik

E. B. Horst.

318

318

Saturday, 142-28 Co. road.

318.1

27

Sept-9-1916.

Horst transit, Leo Breuk are flag
& chain. Alfred Roe and John H
Berger axemen Begin at wood post
(set by Horst from U.S. B.T.s for cor
to secs 30 and 31 T 142 R 28 and secs
25 and 34 Twp 142 Rge 29) and run
random sec line E at 9° Variation

Horst and Leo Breuk with 300 foot tape

at 274.1 ft E set Hub

at 615.0 " " cut pit hole

" 686.0 " " leave " "

" 733.4 " " set Hub

" 890.0 " " cut Jane's sup

" 1132.0 " " leave swamp.

" 1303.0 " " set Hub

" 1630.0 " " cross crooked wagon road

" 1948.5 " " set Hub

" 2792.0 " " set Hub, an old post sets 58

" 2663.10 " " We look for 4 cor

between sections 30 & 31 where U.S. Notes

call for post and following B.T.s

Popple 5 N 25 W 8. = 5.28 ft

Popple 6 S 70 W 10. = 6.60 ft } both gone

I find an old stake but not U.S. Post

we continue line E begins to rain at 4:30 PM

Quit for night

C.B. Horst

28 Sunday

142-28

Bojoring
Carrad

Sept 10-1916.

Brevik Co R4 Extension

318

No work

Rain all day

Horst at Brevik's all day

E.B. Horst.

318

Monday 142-28 Co road 29

Sept 11-1916

318

Forest transit and chain Leo Brunk
are flag & chain Alfred Bol and
John Berger axemen

We continue N line of Sec 31 East.
from Sta 2792.0 ft E

at 2817.0 ft E wire fence enters field

" 3374.0 " " cross old road N & S

" 3561.0 " " set Hub.

" 3781.0 " " leave field - enter brush

" 3971.2 " " set Hub

" 4195.5 " " " "

" 4328.4 " " " "

" 5100.0 " " " "

" 5280.0 " " set large stake

" 5556.0 " " set Hub and look for

B.T. & cor to Secs. 29-30-31-32 where

U.S. Notes call for

Cedar 20 N 61 W 13 = 8.58 ft

Cedar 12 S 32 W 12 = 7.92 ft

Cedar 20 S 55 E 23 = 15.18 ft

Cedar 8 N 19 E 35 = 23.10 ft

I find the 4 U.S. B.T. all dead and
down except cedar 20 N 61 W 13
which is still standing from the
original position of the B.T.s &

318

Sept 11-1916

Chain out the required corner
and find an old stake at proper
place I pull up old stake and
drive a 4"x4"x4 ft cedar post
from which New B.T.s are as follows

Tamck 10 N 49° E 56.8 ft. to tack at base
Cedar 20 N 63° W 8.5 ft. to tack at base
Cedar 10 S 49° 45' W 49.5 ft " " " "
Cedar 10 S 39° 30' E 80.8 ft " " " "

all at 9° Variation

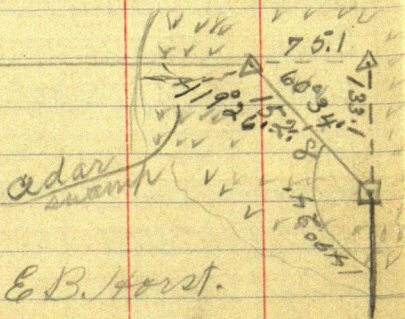
we return to Hub 5556.0 on random
line and cut line from Hub to cor
Cor sets Right 60° 34' 152.8 ft from
Hub 5556.1 E

{ Sine of 60° 34' X 152.8 ft = 133.1 ft }
{ Cosine. " " X 152.8 ft = 75.1 ft }

5556.0 E + 75.1 E = 5631.1 ft E

Corner to sections 29-30-31-32 sets
South 133.1 ft

□ --- 5556



Over, E.B. Horst.

142-28

318

31

Sept 11-1916

Correction $S = 133.1 \div 5631.1 = .023636$

of a foot S for each foot E

one foot U.S. Chain = 1.06185 ft my chain

I set transit over cor to 29-30, 31, 32

and start random sec line S at $8^{\circ}38'$ ^{var}(Angle of random lines = $88^{\circ}59'$ N.E. Cor)cut line S to at fake $\frac{1}{4}$ post and quit for night

This line not chained

a Cruisers scribed post site W of line 52 ft

intended for a $\frac{1}{4}$ cor E side of sec 31.

E. B. Horst.

318

32 Tuesday

142-28

Co. road.

Sept 12-1914

318'

Horst transit + chain with same
crew. Baer, Boe, and Berger

Continue sec line S between Secs

31 and 32 without chaining

at 10-30 A.M. rain rain all
afternoon. I work on notes

line cut S to corner of Secs 31 + 32

Twp 142-28 and Secs 5 + 6 Twp 141

Rge 28

E. B. Horst.

318'

Wednesday

Sept 13-1916

818

33

Horst transit and chain with same crew except Steffen Roe instead of Alfred Roe at an old stake set by some one for a sec corner on Twp line to sec 5-6-31-32 between Twp's 141 & 142 Rge 28 where U.S. Notes call for Post and following B.T.s

W Pine 18 N 80° E 20 = 13.20

W Pine 16 N 5° W 12 = 7.92 ft

W Pine 25 S 25° W 25 = 16.58 ft

W Oak 10. S 53° E 34 = 22.44 ft

we find W. Oak 10 in B.T. lying on ground bearing scribe snarks plainly also find stumps of W. Pine 18 N 80° E and W. Pine 16 N 5° W the last, only the large roots remain the Courses are all longer than called for but as the trees are the old U.S. B.T.s without a doubt I set a new post for cor, each post in each course getting 0.3 of a foot Course 13.20 = 17.16 ft to cor.

" 7.92 = 10.30 ft " " "

" 22.44 = 29.17 ft " " "

I mark New B.T.s as follows

W. Pine stump 26 S 40° W 51.0 ft.

W. Pine stump 30 S 44° 45' E 67.3 ft.

No other trees near.

818

from cor we run line W at 8° variation

EB Horst.

34 Sept 13 1916 cont.

P.M.

318

Berger and Boe continue cutting
Imp line W along S side of sec 31 and
Horst and Leo Brisk begin at
N.E. Cor of sec 31 and Chain S on
Random E boundary line, sec 31.

at	156.0	ft S	leave cedar swamp
at	243.2	" "	a Hack in Pop stump
"	388.0	" "	enter soft swamp
"	558.0	" "	leave " "
"	741.5	" "	Hub
"	1238.0	" "	Hub.
"	1704.0	" "	cross old log road
"	1718.0	" "	cut small swp
"	1820.0	" "	leave swp
"	2186.3	" "	Hub
"	2417.3	" "	a Hub
"	3300.0	" "	Carlsons tar paper
House sits E 15 ft -			enter field
"	3773.0	" "	cross old longville road
"	3958.1	" "	a Hub.
"	4446.0	" "	intersect E side of shallow pond
"	5038.0	" "	enter meadow
"	5196.0	" "	leave " "
"	5331.1	" "	Hub

318

EB Horst

Sept 13 - 1916 - Continued. 318 35

at sta 5339.4 ft S cor to sec 5-6-31-32
on trap line secta W 137.0 ft
correction for E boundary line = $137:5339.4 =$
 $= .02566$ of a foot W for each ft S
one foot 22 S Cham = ft my chain.

at this sec cor we chain W on S boundary
of sec 31 sec cor = Sta 0.00 W

at 231.0 ft W set Hub

" 395.0 " " enter meadow

" 544.0 " " leave meadow

" 940.9 " " set Hub

" 1050.0 " " enter meadow

" 1247.0 " " leave meadow

" 1686.2 " " set Hub.

" 1899.0 " " set Hub.

" 1904.4 " " set triangulation Hub

76.0 ft E of small lake

I turn 90° angle and cut a base line

S 143.6 ft

I then cause a Hub to be set on W
side of lake on random line.

from Hub 143.6 ft S of random line

I sight to Tri Hub on random line

inside angle to Hub on W side of lake

$= 75^\circ 10'$

E. R. Horst.

318

36.

Sept 13-1916 Continued

318

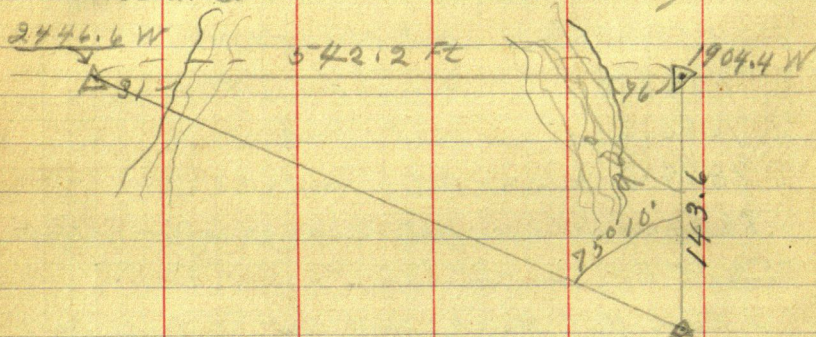
I take transit around to W. side
of lake to Hub set on random
line back sighting on random
line across lake & turn angle to
triangle Hub S of random line
angle = $14^{\circ}50'$

Tangent of $75^{\circ}10' = 3.77595$

Base line = 143.6 ft

tang X Base line = 542.2 ft

distance across lake to Triangle Hubs



at sta 2640.0 W where U.S. Notes
call for post and following B.T.s

Colm 16 N 20° W 10. = 6.60 ft

Popple 4 S 5° E 15. = 9.90 ft

we look for Bearing trees until
5:30 P.M. but find nothing and
quit for night. C.B. Horst.

318

Thursday

318

37

Sept 14 - 1916

Horst transit & chain Leo Brevik
axe, chain & flag. Steffen Bore and
John Berger axemen

Continue trap line W on S side of sec
31 from triangle Hub 2446.6 ft W
at 3219.3 ft W took in pine log (on Hill)
" 3318.2 " " set Hub.
" 3865.0 " " enter swamp
" 4014.0 " " leave swamp
" 4911.2 " " set Hub
" 5024.0 " " enter swamp
" 5270.0 " " leave " "
" 5280.0 " " Corner to traps 141 and
142 Ranger 28 and 29 sets S 30.6 ft
Trap cor marked by an I.M. set by
E.B. Horst. Oct-1915.

angle of random S boundary to Rge
line = $91^{\circ}02'$ (correction South = $.005795$ per ft ^W
one ft. to S chain = $\frac{1}{2000}$ ft. my chain)
we walk N on Range line one mile
to N.W. cor of sec 31 where I read
angle of random N boundary sec 31
to true Range line angle = $88^{\circ}33'$
quit for night

E.B. Horst.

318

38 Friday, 3181 142-28 Co road

Sept. 15, 1916.

Horiz. transit and chain with same crew go to N.E. cor of sec 31-142-28 where I get angle of random sec lines = $88^{\circ}30'$ we then go S to Hub 1238.0 S, we set a Hub on random line at sta 1334.85 ft S I turn 90° from random line we chain W 34.25 ft and drive a square stake at true N $\frac{1}{4}$ corner bet secs 31 and 32

we then walk S on random line to Hub 2417.3 and set a Hub at sta 2669.70 ft S. from this Hub we chain W, 90° from random line 68.5 ft to true point for $\frac{1}{4}$ cor between secs 31 & 32 and set a square wood post for temp. mark and take following B.T.s
W. Oak 7 N 7° W 51.8 ft

Water Elm 6 S 37° E 44.9 ft

walking S to Hub 3958.1 we set a Hub on random line at sta. 4004.55 ft S and chain W 102.75 ft (at 90° from random line) to true point for S $\frac{1}{4}$ cor between secs 31 & 32 and drive wood post for temporary mark

318

Sept-15-1916. Continued

beginning at true S.E. Corner of sec 31
142-28 on Turp line I backsight West
on random S boundary of sec 31 reverse
telescope and turn $0^{\circ}25'N$ and run random
Turp line along S side of Sec 32.
we cut line about $\frac{1}{2}$ mile without chaining
brush very heavy in spots.

E.B. Horst

318

40 Saturday

141 + 142 - 28 cor road

Sept 16 - 1914

318

Raining and cold all forenoon
I check calculations and figure
corrections for North and South boundary
lines of sec 31.

also calculate the position of the E $\frac{1}{2}$ cor
or center of E $\frac{1}{2}$ of sec 31

P.M. no rain after 11.30 A.M.

Horst and crew continue Random Trwp
line along S side of sec 32.

Berger and Poe cut line and Horst
and Brevik begin at S.W. cor of sec 32
and chain line out yesterday
at 756.0 ft E a Hub

" 1913.5 " " a Hub

" 2060.0 " " enter swamp

" 2373.0 " " Head of pond

" 2446.0 " " leave pond

" 2579.4 " " set Hub 4 ft E of N+S road

" 2640.0 " " we look for $\frac{1}{4}$ cor between
secs 5 and 32 on trwp line Notes call for
first and one B.T. Popple $3 N 25 E 25 = 16.5$ ft
which is gone, we continue line E

at 2750.0 ft E enter field 35 ft S of fence

2871.6 " " a Hub in Hog Lot

318 " 3036.0 " " leave field cross

Ericksons drive.
continued. E.B. Horst.

141-142-28. Time Sheet for Bopoint, County road.

September 19/6. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27.

E. B. Horst.

Leo Brevik

Alfred B. Boe.

John K. Berger

Steffen Boe

E.B. Horst, board $\frac{1}{2}$

use of Aer Brinks force one day - \$1.00

15 $\frac{1}{2}$ days

$11\frac{1}{2}$ days

2 1/2 days

10 1/2 days

days
cb

$16\frac{1}{4}$ days

42

318

1414/42-28

Sept 16-1916 continued

at 3160 ft E enter millet field

40 ft S of N end of field

at 3562.4 ft E a stub

" 3622.0 leave millet field

" 3970.0 set stake

" 4270.0 ft E cross Congreve road

" 4419.0 w " enter swamp

" 4524.0 " " leave " "

" 4620.0 " " W side of school lot

" 4747.1 " " a stub

" 4785.0 " " E side of school lot

" 5094.2 " " set hut and quit

for night

E.B. Horst.

Sunday. Sept. 17. 1916.

No work

Horst at Ole Brinks all day

E.B. Horst.

310

Monday
Sept. 18, 1916.

818

43

Forst, transit and chain.

Leo Brurik axe flag & chain.

Steffen Boe and John Berger axemen
we look for cor to sec 4-5-141-25
and sec 32-33-142-25

where U.S. Notes call for post and
following B.T.s

Norway Pine 12 S 35° E 100 = 46.00 ft

Popple 4 N 45° W 50 = 52.80

we cannot find any trees or stumps to
check with Notes but find post and 14 in

Jack pine S 24° 10' W 74.60 ft and

Norway 14 S 35° 00' E 69.60 ft the Jack
is scribed with sec. Inp. and Rge No.

The Norway bears no scribe marks

there are also 2-5 in Red oak trees ^{NE + N.W.} _{scouts}

blazed and scribed which to my judg-
ment were blazed 30 or 40 years ago

according to age of marks and growth

of tree over marks. settlers identify

this as being the original Govt Corner

also the spot where the Norway B.T. stood

this point checks with post for course and

distance so I drive new post and use

above trees Jack + Norway for B.T. no other
trees near

318

318

Sept. 18. Continued

I set transit over Hub 5094.2 ft E
and turn angle from random line N.
to see cor angle = $26^{\circ}44'$ distance = 163.7 ft

$$163.7 \times \begin{cases} \text{sine of } 26^{\circ}44' = 73.6 \text{ ft N} \\ \text{cosine of } 26^{\circ}44' = 146.2 \text{ ft E} \end{cases}$$

at sta 5240.4 ft E cor of sec 45-32-33
sets N 73.6 ft (Correction N. Per Ft = 0.14045)

I sight to Hub 5094.2 from sec cor
and turn SW. angle $63^{\circ}04'$ and run
random sec line S between sec 4 & 5

8° Variation

at 495.4 ft S set Hub

" 842.0 " " " "

" 1577.7 " " " "

" 2419.7 " " " "

" 2800.0 " " enter at woods field

" 2837.48 " " 22 S notes call for a

$\frac{1}{4}$ post and following Bearing trees

Norway Pine 10 $S74^{\circ}E$ 44. = 29.04 ft

" " 14 $S73^{\circ}W$ 71. = 46.86 ft

I find the Norway Pine 14 stump
bearing the B.T. plainly but my
notes are not correct so I decide
to return to Walker for true notes
before establishing this cor

318

E. K. Horst.

318

Sept 18-1916-Continued

we continue random line S

at 3223.0 ft S set Hub 28 ft E of On
atwoods House

at 3453.6 ft S set Hub

" 3504.0 " " leave field

" 3670.0 " " enter small lake E end

" 3852.0 " " leave " " " "

" 4163.0 " " ent W end of marsh

" 4318.0 " " leave " " " "

" 4344.0 " " cross wagon road, E+W

" 4380.5 " " set Hub

and quit for night

E.B. Horst.

318

46 Tuesday

141-142-28

3181

Sept 19-1916

Horst and same crew continue
line S between sees 4 and 5-141-28 ..

at 4443.0 ft S enter marshy lakeshore

" 4526.0 " " " Lake W end

" 4896.0 " " ent log S side of lake

" 4966.0 " " leave log

" 5410.5 " " set Hub

" 5624.8 " " set Hub corner to

secs 4-5-8-9 established by W. F. Baldwin

→ and marked by an I.M. Sets W. 16.4 ft

we return to Hub 4195.5 E on N

line of sec 31-142-28 and set a wood

Post at true point for E to cor

being at sta 4229.45 E and 99.97

feet S of random line

I set transit over true E to cor

backsight to Hub on random line

I turn left $1^{\circ}17'$ and run E to line S

at 2051.0 ft S set Hub

Quit for night

after supper I hire Habermans row

boat and Evinrude motor and go

across Leech lake for special notes

the night gets to dark to go on so I

camp on point E of narrows till daylight

Leo Brevik accompanies me

E. B. Horst

1 ft 22 S chain - 10558 ft - 1/2 chain
N.W. angle = 87°26'

318

318

Wednesday

141-142-28.

47

Sept. 20-1916

318

Horst and Leo Brevik get to Walker
I get notes and necessary information
and start across Seesh Lake for
Brevik's landing

Lake becomes very rough but we
continue across lake and arrive safe.
settlers claim we rode the highest
and roughest waves, of any row-boat
they ever witnessed on Seesh Lake
we arrive at 2 P.M.

Leo Brevik and I take some 1.M.s
and walk to cor of secs 30-31-25-36
on range line between Twp 142 Rgs 28
+ 29 and pull up wood post set by
Horst and drive a 2 in x 4 ft Boiler flue
we walk S $\frac{1}{2}$ mile to $\frac{1}{4}$ Cor between
secs 31-36 T 142 Rgs 28+29
and pull up wood post set by
Horst and set in its place a 2 in
by 4 ft Boiler flue!

quit for night

E. B. Horst.

318

318

48 Thursday 141-142-28

Sept 21-1916

Horst, transit and chain Leo Burik
are flag and chain

John Berger and Steffen Boe. apeman

Boe and Berger continue cutting E $\frac{1}{2}$

line S and Horst and Burik Chain

S on E $\frac{1}{2}$ line beginning at E $\frac{1}{2}$ cor

at 205.0 ft S set Hub

" 987.1

" 1064.0 " " cut swamp

" 1232.0 " " leave swamp

" 1425.0 " " set Hub

" 1950.0 " " set Hub

" 2673.9 " " set square post for

Center of E $\frac{1}{2}$ of sec 31. Return N.E. angle
and start E on $\frac{1}{4}$ line

P.M. rain no work in field

I work on field notes figuring

Corrections for road centers

CB Horst

318

Sunday

141-142-28 Co. Road 49

Sept. 22-1916

318

Horst. transit and chain with same crew
Continue E+W $\frac{1}{4}$ line E from E to line in
sec 31 to true $\frac{1}{4}$ cor between secs 31+32
we intersect $\frac{1}{4}$ cor at 1343.5 ft E
we return to E to cor on E+W $\frac{1}{4}$ line and
back sight on $\frac{1}{4}$ cor and cut true $\frac{1}{4}$ line
W to $\frac{1}{4}$ cor on W side of sec 31. no correction
we chain W on this line from E to cor
1343.5 ft and set a 2 in x 4 ft boiler
flue I.M. for true center of sec 31
we set 2 inch x 4 ft boiler flues at
following corners formerly established in
this survey and marked by wood posts
at N to cor on E boundary of sec 31.
at $\frac{1}{4}$ cor on E " " of sec 31.
at S to cor " " " " " 31.
at sta 4200 S on E " " " 31 I
set road center 107.77 ft W of random
line being on N side of shallow pond
42 ft W of water
at sta 4800 ft S I set road center
123.17 ft W of random line

Correcting S boundary of sec 32 on
Twp line correction $N = .014045$ per ft
E. over

E B Horst.

318 318

318

50

141-142-28

318!

Sept 22-1916. Continued.

setting road centers & corners.

Hub	756.0	ft E	goes N	10.62	ft	"
W to cor	1310.1	"	"	"	18.40	"
Hub	1913.5	"	"	"	26.86	"
N to cor	2620.2	"	"	"	36.80	"
Hub	3562.4	"	"	"	50.03	"
E to cor	3930.3	"	"	"	55.20	"
Hub	4767.1	"	"	"	66.95	ft

in correcting this line we set square
wood posts to mark corners until
we can set iron monuments
quit for night.

E.B. Horet.

318!

Saturday
Sept 23-1916.

141-142-28 Co road 51,

318

Horst transit and chain with same crew.

Setting sec corners and road centers

We go to $\frac{1}{4}$ cor between secs 4 and 5 Twp
141-Rge 28 where U.S. Notes call for Post and
Norway Pine 14 S 73° W 71. = 46.86 ft.

" " 10 S 74° E 44. = 29.04 ft.

I set transit over stump of Norway 14 S
73° W previously located and chain N

73° E 46.86 ft and set hub. I set transit
over this hub and chain S 74° E 29.04 ft

stump of Norway 10 sets S of this point
about 4 ft. The stumps check perfect for
measurement but not for course.

taking course in consideration I set the
cor post and drive an I.M. 2 in x 4 ft (pale
blue) the old B.T. stumps stand as follows
Norway Pine stump 14 S 65° E 28.2 ft

" " " " 18 S 77° 30' W 45.4 ft

we return to random line

at sta 2897.0 $\frac{1}{4}$ cor sets W 82.0 ft

I set transit over $\frac{1}{4}$ cor and sight S to
I.M. at cor to secs 4-5-8-9 and set road
centers on true sec line

To get around small lake at sta
3619.7 ft S (figured from random line)

E B Horst

318

Sept 23, 1916.

318 Turn Left $68^{\circ}49'$ - 117.3 ft,
 thence Right $81^{\circ}28'$ - 215.2 ft,
 thence Right $40^{\circ}42'$ - 78.9 ft to see
 line intersecting true line at sta
 3920.3 ft S

thence Left $53^{\circ}10'$ being angle of see
 line to last course

at sta 4586.0 true line intersects
 marshy shore of Shallow lake (Wend)
 at 4186.4 ft S true line leaves
 marshy shore of lake

we return to Hub 4380.5 ft S on
 random line from this Hub I set
 a Hub on random at sta 4260.9 S
 from this Hub we chain W 90° from
 random line 49.20 ft and set a
 2 in x 4 ft boiler flue for true Sta
 cor between sees 445 - 141+28.

we return N and set road center
 N of $\frac{1}{4}$ cor between sees 445

1 ft 22 S chain = 1.0779 ft my chain
 correction = .028 ft W, per ft south

Hub 1517.7 S goes W 42.50 ft

N to cor at 1474.05 goes W 41.27 ft set 1 M.

Hub 495.4 ft S goes W 13.87 ft W

Quit

318

Sept. 23-1916.

818

we used Geo Brwicks Horse and wagon
all day hauling iron monuments
and tools along line

returning home we go to Twp line
and set 2 in x 4 ft boiler flues at following
corners, at S.E. cor of sec 32 T142-R28-

at E to cor S side of sec 32

at $\frac{1}{4}$ " " " " " "

at $W\frac{1}{4}$ " " " " " "

at SW cor of sec 32 all being on Twp line

Correction for S boundary of sec 31

= .005795 S ... 1 foot US chain = my chain

at 1285.30 ft W on random and 7.45 ft S

we set 1 M. for E to cor sec 31

at sta 2570.60 ft W and 14.90 ft S of
random line I set 1 M. for true $\frac{1}{2}$ cor
sec 31 all being on Twp line

between Twp 141 & 142 Rge 28

quit for night

E B Horst

818

Sunday

141-142-28

Sept. 24-1916.

318

Horst, transit and chain

Leo Bruvik axe + chain

beginning at N.W. corner of sec 31

we set road center and iron monuments

monuments on N boundary of sec
going E

at Hub 274.1 ft E Road center goes S 6.48 ft

" " 733.4 " " " " S 17.33 "

W $\frac{1}{2}$ cor 1426.17 " " goes S 33.71 ft IM.

Hub 1948.5 " " " S 46.05 ft

$\frac{1}{4}$ Cor 2827.81 " " " S 46.84 ft

Hub 3561.0 " " " S 84.17 ft

at E to cor 4229.45 " " and S 99.97 "

I pull up wood post previously set
and set an IM. (Boiler flue)

I walk S on E to line to sta 1336.95

and set a 2 in x 4 ft IM. on true line

and equidistant from E to corners

on N boundary and E + W $\frac{1}{4}$ line

we return to Bruviks and I take

my outfit to Habermans store

to leave for Walker via Habermans

Saunich

E B Horst.

318

Monday
Sept 25-1916

Brevik Co Road 53
Extension 818

I with my outfit leave Brevik
landing for Walker in Walter
Habermans launch leaving at 7.00
A.M. arrive at 9.20 A.M.

{ Livery charges \$1.25

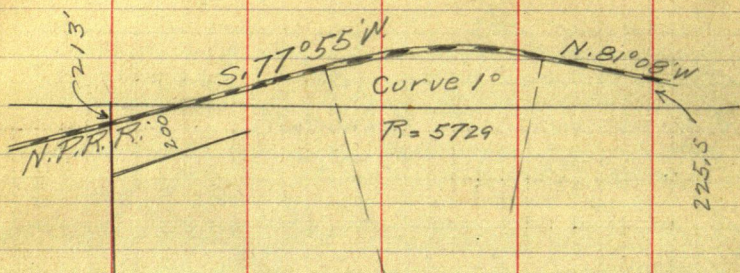
{ Boat hire on Sept 20-1916 \$2.00

{ Habermans hauling 25 LMC by boat from
Walker to Brevik landing charges \$1.50

I work on notes in office balance of
day
E.B. Horst.

Apr. 8, 1929 P.M. In office on notes
400 Rt. of W.

R.R. Tie to N.P.R.R.



Sec. 16

Rec. 325 p. 19-22 this book

	204.6	204.6
97784	200.000	33.8
	195568	2384
	443200	213.0
	391136	25.4
	520640	

	33.8
97784	330000
	293352
	366480
	293352
	731280

Survey for Sylvan Twp in 133-29

J. M. Greene

U.S. Notes between Sec. 16 & 17

Cor. 8-9-16-17 { R. Oak 5' S. 52° W. 17 B. Pine 8' N. 13 1/2° E -
B. Pine 9' S. 68 1/2° E 50 B. Pine 10' N. 48 1/2° W -

1/4 Cor. 16-17
R-C at 4 W. Oak 6' N. 4° E. 737'

Cor. 16-17-20-21 { W. Pine 12 S. 76° E 520
" " 12 N. 87° E 635

R-C at 3 { Oak 3' N. 37° E 31
" 3' S. 23° W. 70

Cor. 20-21-28-29 { N. Pine 6 S. 88° W 133
" " 6 N. 75° 10' W 177
" " 5 N. 40° 20' E 265

Q-D at 3 { B. Pine 6 S. 51 1/4° W 5
" " 6 N. 67° E 32

K-W at 4 { B. Pine 12 N. 34 1/2° W 47
" " 10 S. 37° E. 65

L-V at 4 { B. Pine 10 S. 9° W
W. Oak 8 N. 8° W

Cor. 15-16-21-22 { B. Pine 10 N. 40° E 38
" " 8 S. 42° E 46
" " 8 S. 56° W 42
" " 4 N. 32 1/2° W 54

Cor. 21-22-27-28 { B. Pine 8 N. 48° E 242
Birch 3 N. 25° W 87
Oak 4 S. 31° E. 29
" 3 S. 54 1/2° E. 41

Gus Kigg Anderson
Harry Feiffner
Irwin E. Robinson

Cor. 8-9-16-17

Miss. Bench S. $4^{\circ}15'$ E 264.4'

J. P. 20" N. $49^{\circ}24'$ E 121.5 - H. B. M.

Tel. Pole S. $68^{\circ}05'$ W 23.2'

J. H. #2 - 22' North

214' & Railroad

19.8 E. to B. M.

5280

276

5556

(26° 44' N.E. Sec. 5)

1340/660000 448
5866
6400
5860
10400
1022

60445
529
4032
291
2340
236992