

2  
102-B

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MINING  
TRANSIT. BOOK  
363

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$$\begin{array}{r}
 906.1 \\
 1164.87 \\
 \hline
 2070.97 \\
 2658.92 \\
 \hline
 587.95
 \end{array}$$

86.3

□  
□  
□

$$\begin{array}{r}
 10928 \\
 590.6 \\
 51502.2 \\
 \hline
 100.4
 \end{array}$$

$$992.8 \quad 806.5$$

$$\begin{array}{r}
 992.8 \quad 906.5 \\
 137.2 \quad 137.2 \\
 \hline
 1230.0 \quad 1043.7 \\
 300.5 \downarrow
 \end{array}$$

↓  
□ F.  
□ R.C.  
↓  
□ F.  
↓  
□ F.  
↓  
D old  
□ Hub

$$\begin{array}{r}
 491 \\
 66 \\
 458.91 \\
 \hline
 1015.91
 \end{array}$$

$$\begin{array}{r}
 992.8 \\
 763 \\
 \hline
 1754.8
 \end{array}$$

$$\begin{array}{r}
 906.5 \\
 762.0 \\
 \hline
 1668.3 \\
 86.3 \\
 \hline
 1754.8
 \end{array}$$

$$\begin{array}{r}
 260.67 \\
 210.34 \\
 92.24 \\
 \hline
 563.25
 \end{array}$$

$$\begin{array}{r}
 491 \\
 66 \\
 \hline
 557
 \end{array}$$

$$\begin{array}{r}
 211.0 \\
 \hline
 079.5 \\
 \hline
 290.5
 \end{array}$$

$$\begin{array}{r}
 587.95 \\
 1164.87 \\
 \hline
 1752.82
 \end{array}$$

$$\begin{array}{r}
 587.95 \\
 100.11 \\
 \hline
 688.06
 \end{array}$$

$$\begin{array}{r}
 92.24 \\
 210.34 \\
 \hline
 302.58
 \end{array}$$

Survey Record No. 209

Sec. 6 139 28

30 & 31 140 28

1 139 29

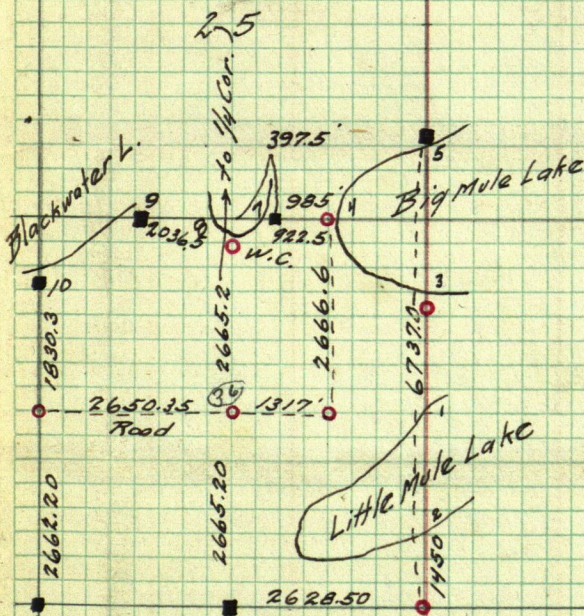
25, 35-36 140 29

139-28-29  
140-28-29

3

140-29

140-28



30

31

139-29

139-28

1

6

○ = Cor's established  
■ = U.S. Cor's found  
Var. 8°30'

Survey Record 286

Cor. 33-34 140-29

4-3 139-29

33

Asp. 15' N. 90°30' W.  
90112

34

STAKE

Pop. 8' N. 75°05' E

5158.5  
Var. 90°36' E.  
N. 0°24' E.

4

3

9

10

Sect. Cor. 1. M.

139-29  
140-29

140-29 = 139-29

N	G	Maple 11" N. 68° E. 13.2	Maple 6" S. 37° E. 14.4
		" 6" S. 8° W. 17.82	B. Oak 8" N. 66° W. 14.4
n	f	W. Pine 35" N. 70° E. 52.8	
		Maple 6" N. 2° E. 26.4	
O	F	W. Pine 16" N. 5° E. 15.48	Birch 7" N. 42
		Birch 8" S. 50 1/4° W. 9.24	N. Pine 15" S.
o	e	Aspen 14" S. 50° E. 34.32	
		Birch 8" N. 7° W. 26.4	
P	E	N. Pine 22" N. 75° E. 70.62	N. Pine 24
		N. Pine 20" S. 26° E. 119.46	
M.C. 28	M.C. 51	W. Pine 20" N. 30° W. 28.8	
		W. Pine 8" S. 30° E. 29.7	
M.C. 29	M.C. 52	W. Pine 20" N. 44° E. 11.66	
p.	d	Birch 10" S. 30° W.	
		W.C. 4.48 W. N. Pine 20" N. 75° W.	
Q	D	B. Pine 16" N. 37 1/2° E. 93.72	Aspen 15" N.
		B. Pine 8" S. 1° W. 39.6	B. Pine 8" S.
M.C. 34	M.C. 59	Aspen 5" S. 15° E. 12.54	
		Aspen 5" N. 50° E. 8.58	
M.C. 31	M.C. 63	B. Oak 8" N. 5° W. 23.76	
		N. Pine 10" S. 21° E. 55.44	
P-E at 1		W. Pine 24" N. 70° W. 39.6	
		B. Ash 9" N. 35° E. 62.7	

M.C. #11

#12

22

23

28

29

33

7

38

9

25.74

14.52

40°W. 23.1'

S. 85° E. 59.4'

24" N. 12° W. 136.62

49.5'

26.4'

N. 9 1/2° W. 60.72'

S. 4 1/2° E. 42.9'

S. E. Cor 36 140-29

S. 1/4 Cor 36

S. W. Cor. 36

S. 1/4 Cor 35

S. E. Cor. 34

East side Island Lake

West side Island Lake

S. 1/4 Cor. 34.

S. W. 1/4 Cor. 34.

East side Long Lake

West side Long Lake

E. 1/4 Cor. 34.

S. side Black water E. 34

N. " " E. 34

95  
590

$$\begin{array}{r} 497.4 \\ 470 \\ \hline 27.4 \end{array}$$

$$\begin{array}{r} 497.4 \\ 370 \\ \hline 127.4 \end{array}$$

$$\begin{array}{r} 458.91 \\ 370. \\ \hline 88.91 \end{array}$$

$$\begin{array}{r} 127.4 \overline{) 500.75} \\ 382.2 \\ \hline 118.55 \\ 114.66 \end{array}$$

$$\begin{array}{r} 300.15 \\ 130.1 \\ 200.1 \\ \hline \end{array}$$

$$\begin{array}{r} 630.35 \end{array}$$

$$\begin{array}{r} 88.91 \overline{) 630.35} \\ 622.37 \\ \hline 079800 \end{array}$$

$$\begin{array}{r} 7.09 - 8^{\circ}02' \\ 14^{\circ}21' \\ \hline 22^{\circ}23' \end{array}$$

$$\begin{array}{r} 9688 \overline{) 10000} \\ 9688 \\ \hline 31200 \\ 29064 \end{array}$$

Sec. 10-139-29

Jan. 16-1923

Uhlig and I go to  
M.C. where notes call for  
but can identify nothing.  
we then go to 40 on  
state road- Pine River -  
Longville. Reference  
points from road plans  
call for sta. 671+37.7

Pop 3" N.W. 118'

F.P. S.W. 26.1'

Dis. from M.C. #34 to Cor  
S.E. 10 is 61.66 ch.

Total Distance = 79.56

$\frac{1}{16}$  Cor = 59.67

2752 = dis. 61.66

Cor. Cor to W. Pine 1.99

14" 66

11.94

1194

R.P.S F.P N.E 53.0

J. Pine N.W. 41.1'

3879.9 to X P. 1.

3 13961.7 to  $\frac{1}{16}$  Cor.

1320.6

M.C #54

B. Pine 9" N. 80° E 40 lbs 26.4

A N. Pine 20" S. 10° E 34 lbs 22.44'

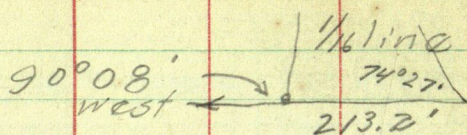
N.E. Cor. 10

J.P. 6" N.W. 44.3'

J.P. 4" S.W. 56.0'

19.89

Curo's corner is 5.2' West  
Road Cor but in +
$$\begin{array}{r} 39.78 \\ 66 \\ \hline 8 \end{array}$$



481.5' A. & R 13°17' sighting to East edge of fencepost

A<sub>2</sub> Run 1692.2' to O. Put in small stake R.P. S.W. 1.9'

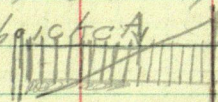
& R. = 2°24' supposed to be on 1/16 Line N. & S.

Mag Sighting back - Gable - North N. 6° W. end of Albrights House bears 0°13' left of backsight to A.

Run along 1/16 Line North a distance of 495.1 to a O

R.P. Oak 3" <sup>53°</sup> S.W. 6' Birch East 4.9'

Hit Calvays Gate at 9 paces from the W



Add 0°08'

180' Angle Left 87°44'50'

Mag Bearing S. 88° W

Angle Left 22°49' B. 72° W.

200' Angle Left 39°39' S. 27° W.

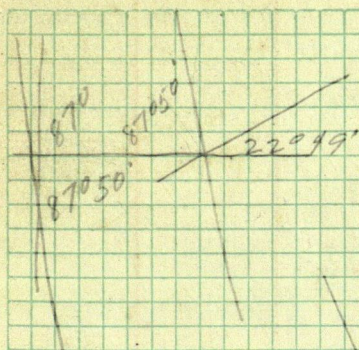
50' " " 13°40' S. 14° W.

200' " " 90° S. 82° E.

175 " " 71°6 1/2' S. 12°30' E.

222.6' " " 44°13'

175° 4 Left, 78° 35 1/2' N. 10° W. 13



180° 00'  
22° 49'  
157° 01'  
78° 35 1/2'

S. 79° 52' E  
71° 06 1/2'

150° 58 1/2'  
N 29° 1 1/2' E  
44° 13'

73° 14 1/2'  
N 15° 11 1/2' W.  
79° 35 1/2'

N 93° 47.0 W  
S 86° 13' W.

Time Continued  
to South

Sighted to North Peak of House  
X = 0° 13'  
1212961  
Loc 1403  
15° 41' 667.9'

90° 08' 159.7'

2.56  
136.17  
179

92'  
N. 88° W  
22° 49'  
565° 11'  
578° 11 W  
39° 39'

N 6° W  
87° 44'  
93° 44'  
586° 16' W  
27° 49'

563° 27' W  
39° 39'  
523° 48' W  
13° 40'

510° 08' W  
90°

579° 52' E  
71° 6 1/2'

150° 58 1/2'  
9° 01 1/2'

N 8° 45 1/2' E  
144° 13'

35° 28 1/2'

213.2

A

S.E. Cor 10 to  $\frac{1}{4}$  Cor.  
State - Moulster  
2640                  2573.9

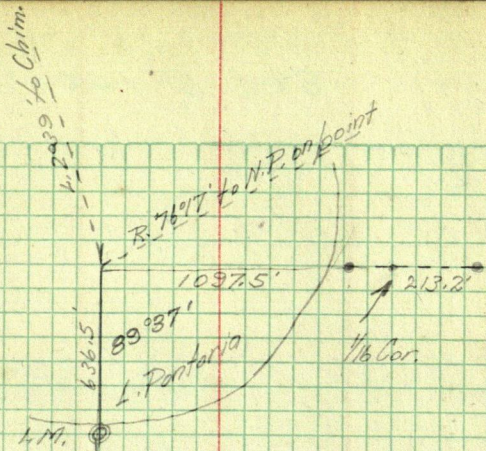
$\frac{1}{4}$  Cor to N.E. Cor.

762 + 70.1	Curo
736 + 51.2	2675.1
<u>2818.9</u>	
<u>66.1</u>	
579 + 0.0	
2685.0	

2640
2573.9
<u>66.1</u>

M.C. North Left  $0^{\circ}36'$  to  
gap on North side  
Left  $2^{\circ}39'$  to chimney  
Bearing N.  $82^{\circ}$  E.

Int X  $89^{\circ}37'$   
N  $72^{\circ}$  to W.P. on point  
 $76^{\circ}17'$  E to N.P. on Point  
636.5 from Cor on Lake 9-10-15-16  
1097.5    "    "    "    "    "



Uh/igs 1/6 Line N. 0°08'E  
 South Line East & West

	1097.5
	213.2
	<hr/> 1310.7
	1320.6
1.5	9.9

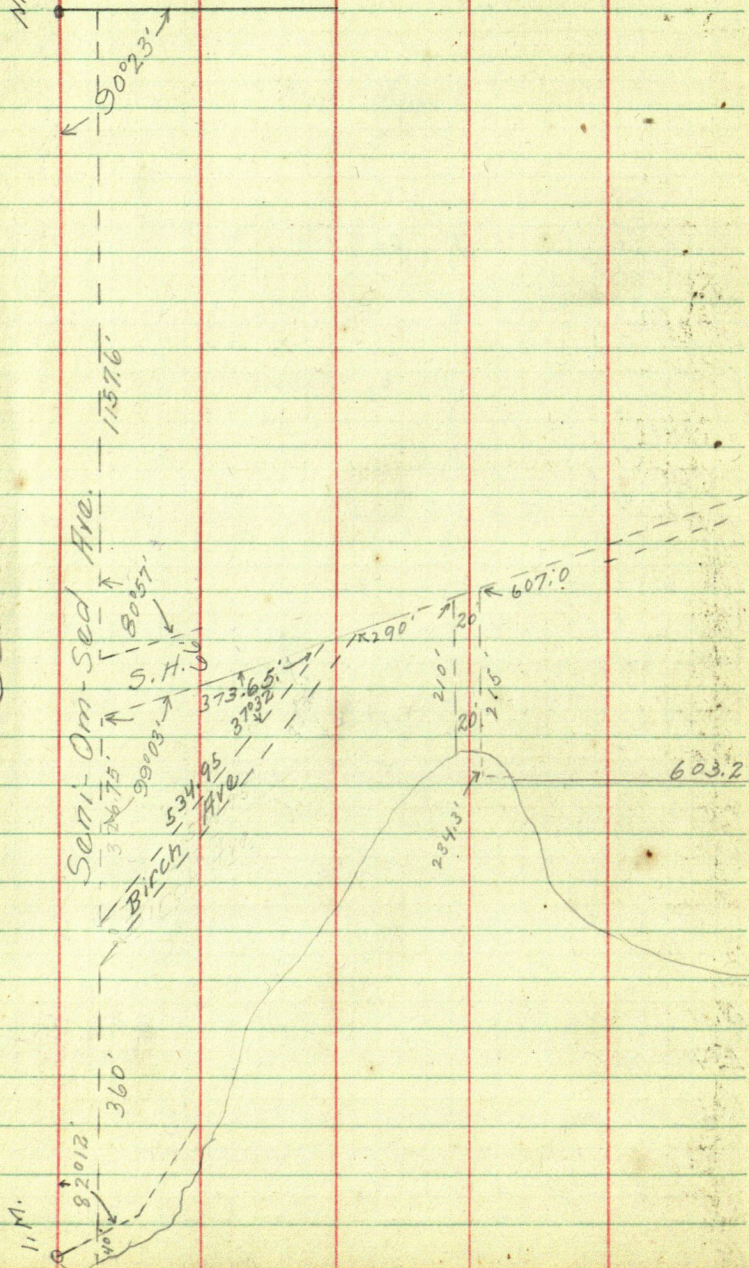
N. to M.C.  
 E. to M.C.

John M. Greene

N.W. Cor  
1.17.

Sec 15-140-29

Sec. 15-140-29



Copied from Plat

17

End - O' The Trail

Spain Ave.

100.00'  $\nearrow$  45° 13'

316.5'

90° 38'

1329.0'

S.W. Cor. Govt. Lot 3.

391.72'

66'

126.53'

S.E. Cor  
Govt Lot 3.

0

1



...

1

2

1



10



1

1

1

1

10



10

Copied May 20, 1923

19

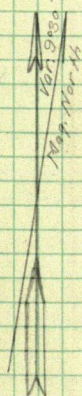
of Semi-circular Lodge.

Lodge.

the South East Cor. of Gov't Lot 1, Sec. 15  
west line of Road 19th of Way and  
33' from and parallel to the section  
of 524.8' to an Iron Men, thence  
south 318.9' to the shore of Woman  
13.5'; thence South  $50^{\circ}45'$  East, 184.4';  
North  $82^{\circ}30'$  East 168.6' thence  
beginning <sup>Contains 728 Acres</sup>

Notes May 21, 1923

Weather - fair - warm



33

$$2.4' = 13.75 = 490'$$

33

99736

9°03

98755 101.26  
100000

98755

124,500

98755

257450

197510

599300

1.0126

33

30378

30378

334158 60756

50.6

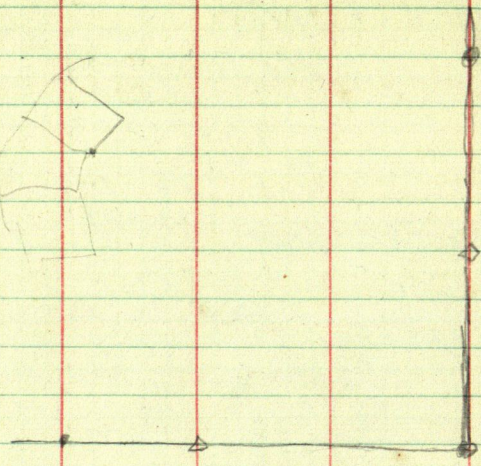
$$\cos 80^{\circ}57' = 98755$$

$$\begin{array}{r} 98755 \overline{) 660000} \quad 66.8 \\ \underline{592530} \\ 674700 \\ \underline{592530} \\ 821700 \\ \underline{796040} \end{array}$$

$$\cos 80^{\circ}51' = 98728$$

$$\begin{array}{r} 98728 \overline{) 660000} \quad 66.8 \\ \underline{592368} \\ 676320 \\ \underline{592368} \\ 838520 \end{array}$$

11/10/08



33 x 10126

50

50

60

40

50

50

50

15

50

50

50

40

60

50

50

50

50

40

50

51.2

15928

365

79640

95568

47784

5813720

149.7

66.8

216.3

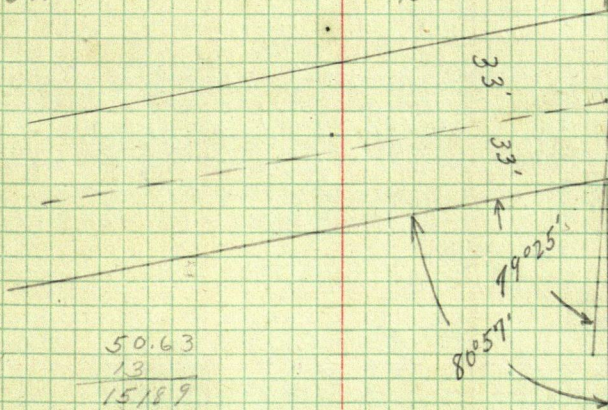
83.5

$$\begin{array}{r}
 365 \\
 1573 \\
 \hline
 7865 \\
 9438 \\
 4719 \\
 \hline
 57.4145
 \end{array}$$

$$\begin{array}{r}
 155.88 \\
 97.4 \\
 \hline
 58.48
 \end{array}$$

$$\begin{array}{r}
 105.68 \\
 47.4 \\
 \hline
 58.28
 \end{array}$$

$$\begin{array}{r}
 97.4 \\
 58.14 \\
 \hline
 155.54
 \end{array}$$



$$\begin{array}{r}
 50.63 \\
 13 \\
 \hline
 15189 \\
 5063 \\
 \hline
 658.19 \\
 121.5 \\
 121.52 \\
 15.2 \\
 51.8 \\
 \hline
 968.21
 \end{array}$$

$$\begin{array}{r}
 1573 - 7 \\
 968.1 - 6 \\
 \hline
 1573
 \end{array}$$

$$968.1$$

$$83.3$$

$$66.8$$

$$150.1$$

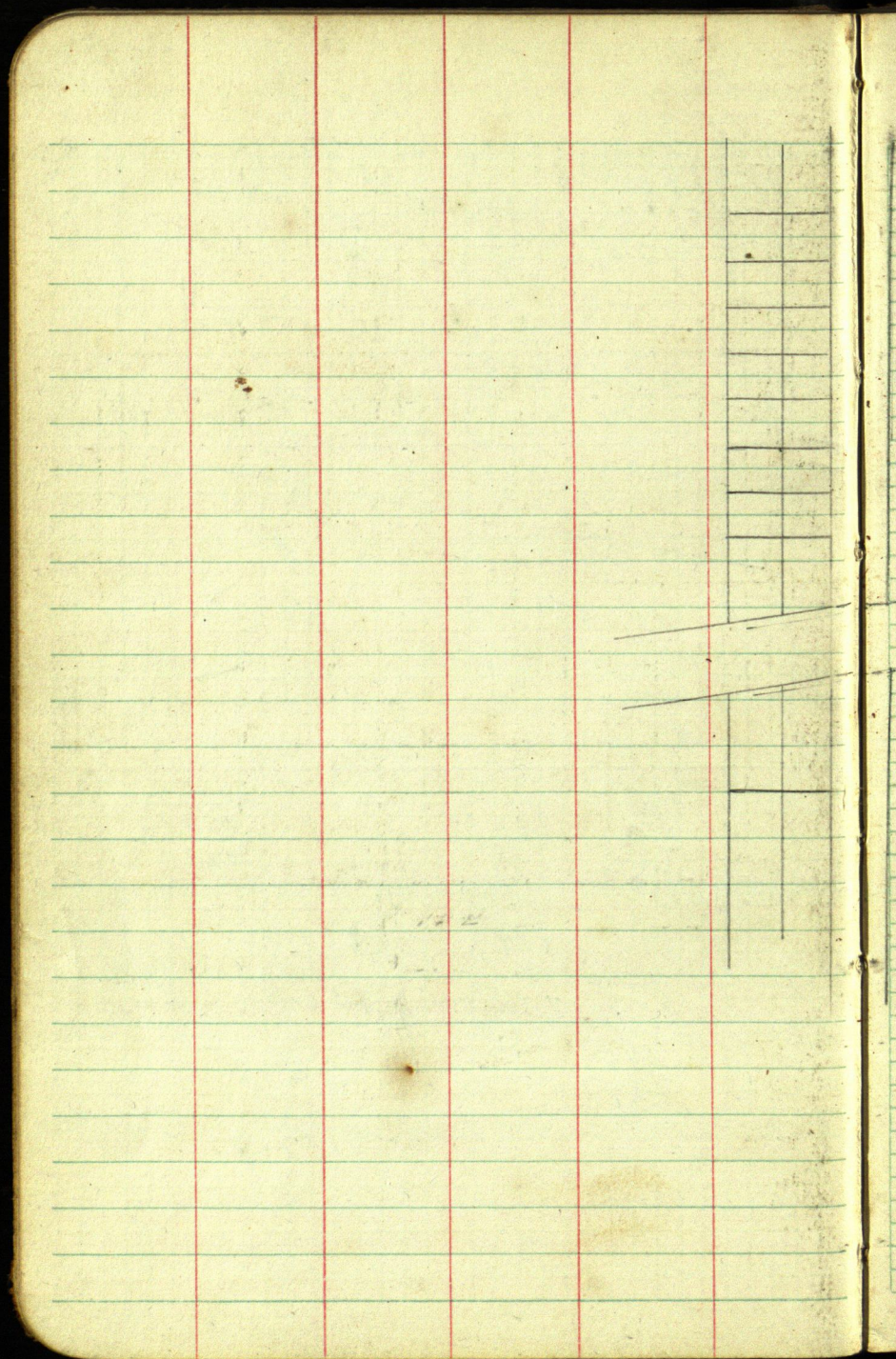
$$149.9$$

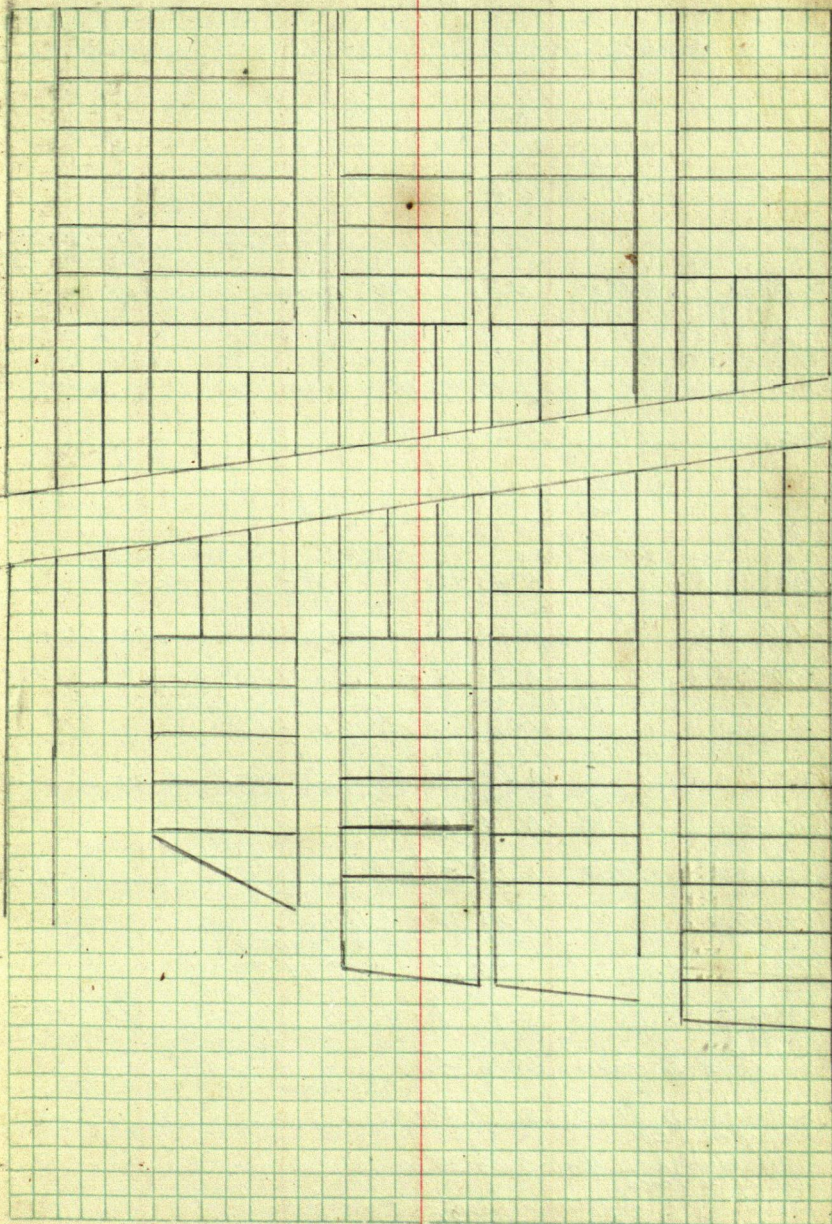
$$\begin{array}{r}
 1573 \\
 12584 \\
 9438 \\
 14137 \\
 \hline
 15228213 \\
 152.3
 \end{array}$$

$$\begin{array}{r}
 235.8 \\
 83.3 \\
 \hline
 152.5
 \end{array}$$

$$\begin{array}{r}
 249.7 \\
 97.4 \\
 \hline
 252.3
 \end{array}$$

$$\begin{array}{r}
 249.7 \\
 97.4 \\
 \hline
 152.3
 \end{array}$$





Sec 10-139-29

Oct. 14-1924

Survey Lot 4, Sec. 10-139-29 Uhlig

Sighting back to Corn. Cor. and on  
line with stake at turn of road

749.2' X R. 81°15' N. 8°45'W 4-3'-35' 190.4' West of  
9.5' East of

250.6' X L 17°30' N. 26°15'W 0+16' cross fence.

319.8' X R. 22°15' N. 4° W. mag. N. 11°W.

257.6' X L. 10°45' N. 14°45'W.

190.9' X L. 14° N. 28°45'W

213.4' X L. 32°15' N. 61°W

263.2' X L. 14° N. 75°W.

73.7-66°56'-186.5' 39°45' 1st X 41°49' R. to S.W. Cor. of plat.  
70°18' to Birch Hub on pr. 70°22' to S.  
199.8' X R. 140°15' N. 65°15'E 27 to S. 75°30' to peg.

219.0' X L. 19° N. 46°15'E mag. N. 39°E. 20' to S

167.7' X L. 14° N. 32°15'E. 20' to S.

217.5' X L. 10°29' Recheck 46' N. 21°45'E. 25' to S.

186.4' X R. 5°49' Recheck 35' N. 27°35'E. 15' to S. 1. Pin

199.85 X L. 11°13' Recheck 17° N. 16°17'E. mag. N. 9°E

50.15 X R. 13°40' N. 29°57'E

Cottage

199.85 X R. 39°35' N. 69°37'E. 1. Pin.

182.2' To Hub at edge of grass

180' X R. 22°54' 92°26' - 5.87°34'E

155.7 X R. 87°49' 35.5' to Hub at edge of grass 5.0°15'

152.0' X R. 86°18' S. 86°33'W

split and set stake at 111.3'

222.6' X L. 51°10' S. 35°23'W.

246 Fence Cor.

400 Hub X L. 11°45' S. 23°38'W

768 cross fence

1400 X L. 32°27' S. 8°49'E.



58°49'E

4 R. 90° S. 81°11' W to Int. with S

4 R. 72°43' 154°55' = N 26°06' W 184.6'

Closure = 0°00'

N. 26°15' W

72°43'

98°58'

N 81°02' E

58°58' W

N. 32°15' E 4 R. 73°13'

73°13'

105°28' 574°32' E

58°49' E

65°37'

x

65°37'

574°26' E

29.2 H. 6 181' total

Temp. 1/16 Cor. North 67°30' N 22°22' W

Set on Iron Pin N. 69°32' E

182.2'

4 R. 11°42'

N. 81°14' E

162.7

x L. 13°30'

N 67°44' E

310.5

4 R. 30°

97°44' = 5.8296' E.

283.2

x L. 59°30'

N 38°14' E

371.3

x L. 34°14'

N. 4° E

342.2

x L. 28°

N. 24° W.

211.8

x L. 56°

N. 80° W

103.1

x L. 47°

127° = 5.53° W

140.6

x R. 76°

N. 51° W.

By checking back on  
- N. 50°56' W.

269.5

x R. 10°09'

N. 29°30' E

N. 39°39' E

146.7

x R. 13°42'

N. 53°21' E

144.7

x R. 14°39'

N. 68°00' E

652.7

x L. 43°

N. 25° E

93.5

x L. 33°33'

N. 58°33' E

X. E/ek.  $19^{\circ}22'$  59.8' to Hvb. 64.45 on L - 0.1  
 $59.8' + 60.7 = 120.5 = 60.8 - 0.1 = 60.7$

S.  $75^{\circ}E$ .

$75^{\circ}30'$

$15^{\circ}0'30'$

N.  $29^{\circ}30'E$

$80^{\circ}26'$

N.  $50^{\circ}56'W$

N.  $32^{\circ}15'E$

$10^{\circ}29'$

N.  $21^{\circ}46'E$

$5^{\circ}49'$

N.  $27^{\circ}5'E$

$11^{\circ}18'$

N.  $16^{\circ}17'E$

$13^{\circ}40'$

N.  $29^{\circ}17'E$

$39^{\circ}35'$

N.  $69^{\circ}38'E$

$22^{\circ}54'$

N.  $22^{\circ}26'E$

$87^{\circ}49'$

N.  $180^{\circ}15'$

$86^{\circ}18'$

N.  $86^{\circ}33'$

$51^{\circ}10'$

N.  $35^{\circ}23'$

$11^{\circ}45'$

N.  $23^{\circ}38'$

$32^{\circ}27'$

N.  $8^{\circ}49'$

$81^{\circ}11'$

N.  $72^{\circ}43'$

$153^{\circ}54'$

N.  $26^{\circ}06'$

S.  $68^{\circ}30'E$  & R.  $52^{\circ}57'$

$36^{\circ}30'$

& L.  $36^{\circ}30'$

$105^{\circ}$

N.  $75^{\circ}E$

& L.  $31^{\circ}51'$

$31^{\circ}51'$

N.  $43^{\circ}09'E$

& L.

$26^{\circ}30'$

N.  $16^{\circ}39'E$

& L.

$105^{\circ}26'$

$106^{\circ}06'$  to J. Pine S.

N.  $88^{\circ}47'W$  to N.W. Cor.

190.3 & R.  $52^{\circ}57'$  S.  $68^{\circ}30'E$

251.7 & L.  $36^{\circ}30'$  N.  $75^{\circ}E$

157.5 & L.  $31^{\circ}51'$  N.  $43^{\circ}09'E$

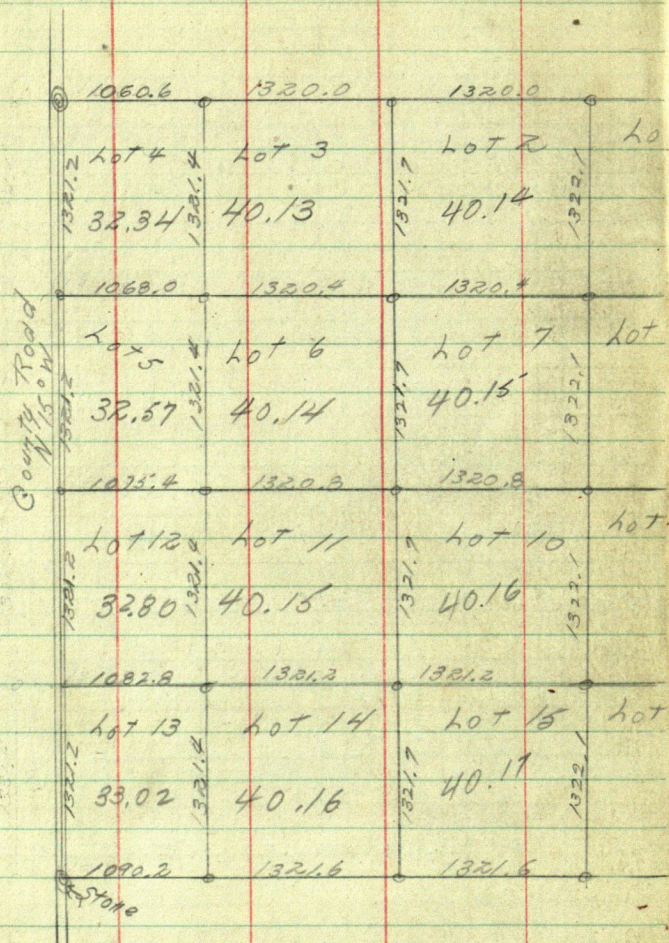
201.3 & L.  $26^{\circ}30'$  N.  $16^{\circ}39'E$

250.7 Total dis to last Hvb.

& L.  $105^{\circ}26'$  N.  $88^{\circ}47'W$  to N.W. Cor

& L.  $106^{\circ}06'$  to J. Pine on W. shore,

Sec. 31 T136 R31



31-136-31 CURD

N 89°36'E

1320.0 1320.0 1320.0

1  
A  
40.15  
NWL NEL  
4 4  
40.16 40.17

1320.4 1320.4 1320.4

8  
A  
40.16  
SWL NEL  
4 4  
40.17 40.18

1320.8 1320.8 1320.8

9  
A  
40.17  
NWL SEL  
4 4  
40.18 A 40.19

1321.2 1321.2 1321.2

16  
A  
40.18  
SWL SEL  
4 4  
40.19 A 40.2 A

1321.6 1321.6 1321.6

N 89°48'E

Road

# Plot of Sandy Point on Ponto Lake - Uhlig

Lot	to Lake	to bank	Lot	to Lake	to bank
52.4 1	18 + 12	20	23	15 + 4	25'
52.4 2	18 + 6	18	24	12 + 7	25'
52.4 3	18 16	20	25	20' + 5	15' + 6
27.3 4	22 + 6	12	26	18 + 4	20
24.6 4	50.3'		27	20' + 5	15'
50.2 5	15 + 5	10	28	50'	13'
50.2 6	18 + 8	16'	29	18' + 6	16'
50.2 7	15 + 12	18	30	16' + 9	18'
50.2 8	16 + 10	20	31	18 + 6	16'
50.2 9	16 + 12	18	32	50.8	16'
45 10	18 + 6	18	33	18 + 9	16'
50.2 11	50.1		34	15 + 10	16'
50.2 12	21 + 4	12	35	18 + 12	18'
50.2 13	18 + 6	15	36	21 + 6	18'
50.2 14	15 + 9	18	37	22 + 6	18
50.2 15	18 + 15	20	38	49.85	18
16	25	18	39	15 + 10	18
17	15 + 9	18	40	10 + 12	20'
18	20' + 3'	10'	41	10 + 12	20'
19	4 L. 70	25'	42	15 + 12	12 + 15 7 + 20
20	20' + 4'	8'	43	10 + 18	
21	25' - 3	6'		3 + 20'	
22	22' + 3	12'		16 + 20'	
23	24' + 18'	12'			
24	18' + 6	18'			
25	15' + 7	18'			
26	15 + 6	51.5			
27		18'			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					

Fri - 11	Micky	$\frac{1}{2}$	D-S-L - 2
Sat - 12	"	1 day	B-D-S-2-4
	Bartlett		S-L
Sun 13	Micky Bartlett		B-D-S-L-3
14	"		B-D-S-L-3
15	All day Stanley		
16	"	"	"
17	"	"	for Minni-Teepee
18	Rained	A.M.	
19	"	P.M.	go to Walter.
20	Back for Lunch		
21	Work for Stanley		
22			
23			

From p. 27B

		Cosine	Sin
West	3748.5		
West	403.6		
N. 8°45' W	749.2		
→	184.6		
N. 26°15' W	250.6	N. 26°	
N. 40° W	319.8	N. 8°45'	
N. 14°45' W	257.6	26°15' W	
N. 28°45' W	190.9		
N. 61° W	213.4		
N. 75° W	263.2		
N. 65°15' E	199.8		
N. 46°15' E	219.0		
N. 32°15' E	167.7		
→			
N. 21°45' E	217.5		
N. 27°35' E	186.4	9.947600	9.665617
		2.270446	2.270446
		2.278046	2.278046
		2.282479	2.282479
		2.301030	2.301030
N. 16°10' E	200	2.283507	1.745750
		9.696773	9.930252
N. 29°50' E	50	1.698970	1.698970
		1.325743	1.637228
N. 69°29' E	200	9.544663	9.971540
		2.301030	2.301030
		1.845693	2.278046
		2.155273	2.255273
S. 87°42' E	180	0.858762	2.254823
→		9.999999	7.366810
S. 0°28' W	435.1	2.674672	0.061509
		2.799660	2.537152
S. 2°16' E	1962.8	2.292743	2.292743
		3.202402	1.889895
		9.463805	9.463805
S. 15°33' E	481.5	3.682506	2.682506
		2.666377	2.710769
S. 74°26' E	181		
S. 8°49' E	1400.0		
S. 81°11' W	120.5		
N. 26°15' W	184.6		
	400		

North	South	East	West	Lat	Dep
				0.0	3748.5
			403.6	0.0	4152.1
740.6			113.5	740.6	4265.6
→ 165.8			812.5		
224.7			110.9	965.3	4376.5
319.0			22.3	1284.3	4398.8
249.2			65.6	1533.5	4464.4
167.4			91.8	1700.9	4556.2
103.4			186.7	1804.3	4742.9
68.1			254.2	1872.4	4997.1
83.6		181.4		1956.0	4815.7
151.4		158.2		2107.4	4657.3
141.8		89.5		2249.2	4568.0
202.1		80.6		2451.3	4487.4
165.2		86.3		2616.5	4401.1
192.1		55.7		2808.6	4345.4
43.4		24.9		2852.0	4320.5
70.1		187.3		2922.1	4133.2
	7.2	179.8		2914.9	3953.4
495.1				1.2	2419.8
1960.6		77.6			463.8
463.8		129.1			000.0
2922.1	2926.7	1250.4	1249.8		
	48.6	174.4		2200.6	4393.6
	1383.5	214.6		818.0	4176.2
	18.5			817.1	4179.0
				792.5	4295.3
			119.1	798.6	4298.1
165.8			81.2	964.4	4379.3
				2567.1	4233.2

5

① S.W. Cor. of plat

N. 26° 15' W to Traverse Hub

N. 33° 15' W to Hub on pt

S. 33° 44' W to M.C. on south side

S. 72° 40' W.

② on point

S. 75° 04' E to Traverse Hub S. 75° E to T. Hub

S. 24° 06' E. to E. M.C. S. 24° 02' E to M.C.

S. 5° 49' W to S. M.C.

S. 44° 40' W to W. M.C.

N. 3° 19' E. to cloth on J. P. North Line

N. 33° 15' W

41° 49'

N. 75° 04' W

38° 11'

113° 15'

66° 45'

N. 38° 11' E

66° 56'

105° 07'

74° 53'

H.M.C. on E. side sighting to S.E. Cor

X R. 65° 58' to pt. X 130° 10' to S. M.C.

N. 24° 02' W S. 59° 50' W

X R. 0° 08' N. 89° 52' W to W. M.C.

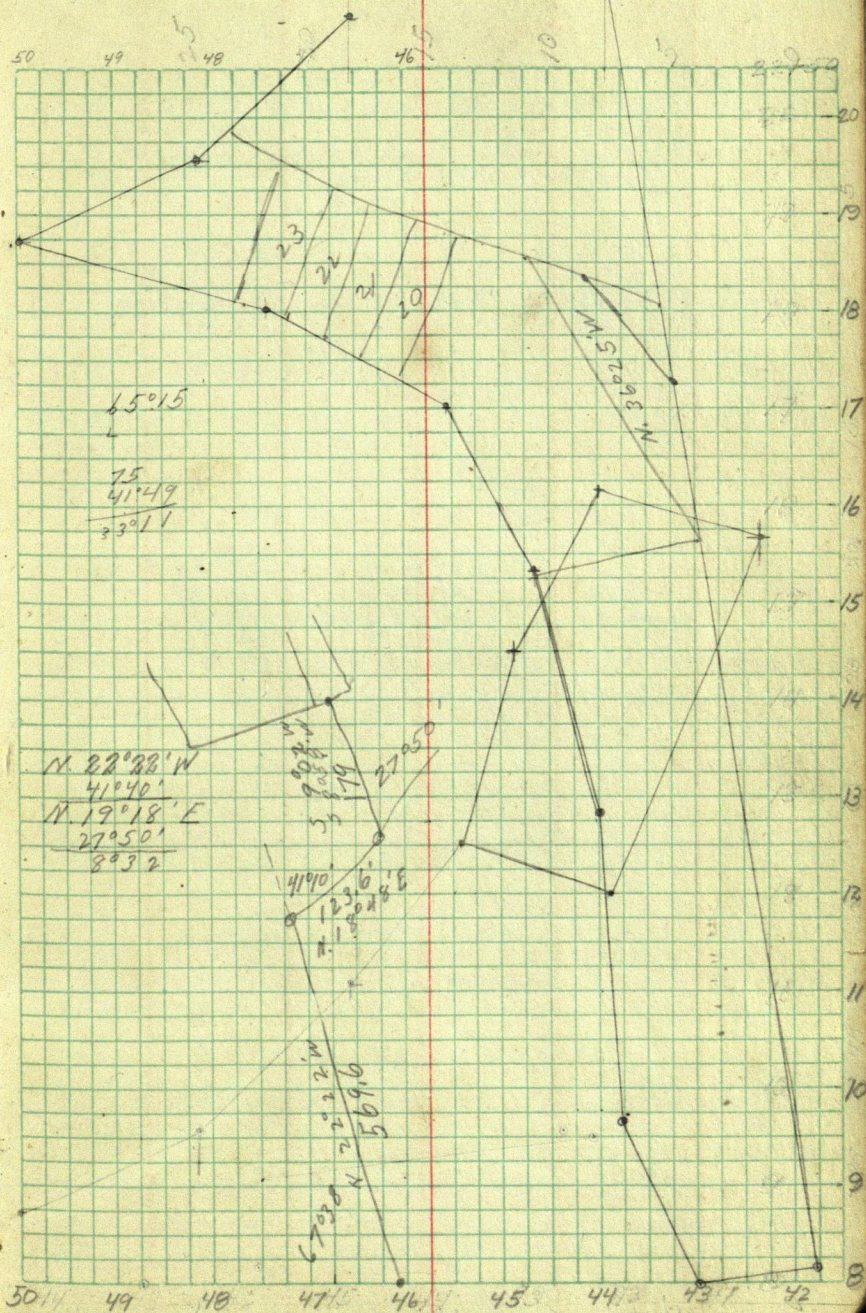
S. M.C. N. 59° 50' E.

N. 5° 53' E

N. 0° 17' E to N.E. Cor

N. 68° 04' W

N. 4° 27' E.



N. 16° 10' E

71° 07'  
87 17  
54 57

S. 35° 23' W

44° 13'  
S. 79° 36' W  
71° 07'

73° 40'  
66° 22'

7018

. 12706

. 03179

7  
22.253

N. 16° 10' E

S. 73° 50' E

71° 07'  
144° 57'  
35° 03'

82° 19'

S. 35° 23' W

71° 07'  
106° 30'  
73° 30'

N. 23° 38' W

97° 40'

121° 19'

N. 74° 03' W

N. 73° 32' W

S. 21° 45' W

80° 54'

101° 39'

78 21

N. 23° 38' E

82° 43'

106° 21'

59 05

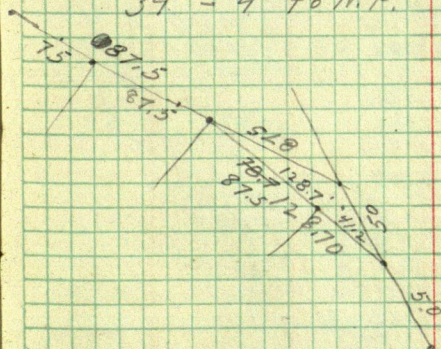
N.  $23^{\circ}38'$  W  
97°10'  
 N  $73^{\circ}32'$  W

N.  $23^{\circ}38'$  W  
82°43'  
 N  $59^{\circ}05'$  W

S.  $21^{\circ}45'$  W.  
80 54

S  $59^{\circ}09'$  E 136.4 to Hub. Total 184.5

34' - 4' to M.P.



128.7  
87.5  
 41.2

$$\begin{array}{r}
 73^{\circ}32' \\
 \underline{66^{\circ}22'} \\
 7^{\circ}10' \\
 4 \overline{) 199219} \\
 \underline{2485} \\
 7 \\
 \underline{17395}
 \end{array}
 \quad
 \begin{array}{r}
 .12476 \\
 .03189 \\
 \underline{7} \\
 21.833
 \end{array}
 \quad
 \begin{array}{r}
 62.5 \\
 \underline{21.8} \\
 40.7 \\
 27^{\circ}35' \\
 \underline{23^{\circ}38'} \\
 3^{\circ}57'
 \end{array}$$

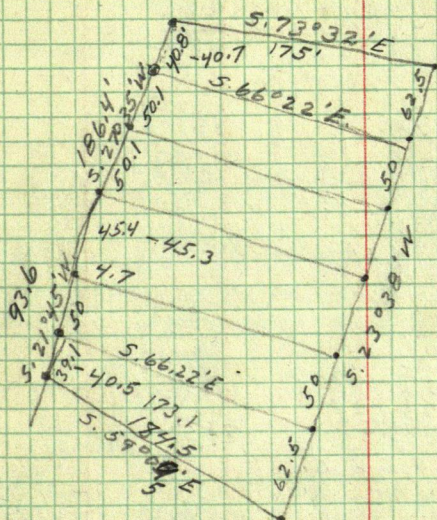
$$\begin{array}{r}
 99762 \quad 40.8 \\
 \underline{40.70000} \\
 399048 \\
 \underline{795200} \\
 798096
 \end{array}
 \quad
 \begin{array}{r}
 23^{\circ}38' \\
 \underline{21^{\circ}45'} \\
 1^{\circ}53'
 \end{array}$$

$$\begin{array}{r}
 99762 \quad 50.1 \\
 \underline{50.00000} \\
 498810 \\
 \underline{119000}
 \end{array}
 \quad
 \begin{array}{r}
 66^{\circ}22' \\
 \underline{59^{\circ}07'} \\
 7^{\circ}15' \\
 174.5 \\
 \underline{992} \\
 3490 \\
 \underline{15705}
 \end{array}$$

$$\begin{array}{r}
 40.8 \\
 \underline{100.2} \\
 141.0 \\
 \underline{186.4} \\
 45.4
 \end{array}
 \quad
 \begin{array}{r}
 99762 \\
 \underline{45.4} \\
 399048 \\
 \underline{498810} \\
 48291948
 \end{array}
 \quad
 \begin{array}{r}
 50. \\
 \underline{45.3} \\
 4.7 \\
 1262 \\
 \underline{1745} \\
 6310
 \end{array}
 \quad
 \begin{array}{r}
 15705 \\
 1731040 \\
 62.5 \\
 \underline{22.} \\
 40.5 \\
 59^{\circ}09'
 \end{array}$$

$$\begin{array}{r}
 93.6 \\
 \underline{90.5} \\
 2.1
 \end{array}
 \quad
 2.1
 \quad
 \begin{array}{r}
 1262 \\
 \underline{1262} \\
 2202190
 \end{array}
 \quad
 \begin{array}{r}
 00058 \\
 \underline{200} \\
 .11600
 \end{array}$$

$$\begin{array}{r}
 66^{\circ}22' \\
 \underline{59^{\circ}05'} \\
 7^{\circ}17'
 \end{array}
 \quad
 \begin{array}{r}
 12678 \\
 \underline{1845} \\
 83390 \\
 50712 \\
 101424 \\
 \underline{12678} \\
 23410910
 \end{array}$$



$$\begin{array}{r} 93.6 \\ 186.4 \\ \hline 280.0 \end{array}$$

$$\begin{array}{r} 40.8 \\ 50.1 \\ 50.1 \\ 45.4 \\ \hline 4.7 \quad 186.4 \\ 50.0 \\ \hline 39.2 \\ 281.6 \quad 95.2 \end{array}$$

$$\begin{array}{r} 93.6 \\ 90.5 \\ \hline 3.1 \end{array}$$

$$\begin{array}{r} 62.5 \\ 23.3 \\ \hline 39.2 \end{array}$$

$$\begin{array}{r} 23.3 \\ 50.0 \\ \hline 4.7 \end{array}$$

$$\begin{array}{r} 39.2 \\ 4.7 \\ \hline 43.9 \\ 93.6 \\ \hline 49.7 \end{array}$$

$$\begin{array}{r} 23.2 \\ 50.0 \\ 4.7 \\ \hline 9 \end{array}$$

$$\begin{array}{r} 39.1 \\ 50.0 \\ 4.7 \\ \hline 93.8 \end{array}$$

$$\begin{array}{r} 184.5 \\ 126.2 \\ \hline 369.0 \\ 110.70 \\ 369.0 \\ 184.5 \\ \hline 23.28 \quad 39.2 \end{array}$$

$$\begin{array}{r} 62.5 \\ 23.4 \\ \hline 39.1 \end{array}$$

$$\begin{array}{r} 99.93 \\ 184.5 \end{array}$$

$$\begin{array}{r}
 7^{\circ}17' \\
 12678 \\
 \hline
 1845 \\
 63390 \\
 50712 \\
 101424 \\
 12678 \\
 \hline
 233909110 \\
 23.4
 \end{array}
 \qquad
 \begin{array}{r}
 72.6 \\
 23.4 \\
 \hline
 49.2 \\
 38^{\circ}11' \\
 21^{\circ}45' \\
 \hline
 16^{\circ}26'
 \end{array}$$

$$\begin{array}{r}
 95915 \overline{) 100000} \\
 95915 \\
 \hline
 408500 \\
 383660 \\
 \hline
 248400 \\
 191830 \\
 \hline
 565700
 \end{array}
 \qquad
 \begin{array}{r}
 104.26 \\
 51.3 \\
 52.1 \\
 103.4 \\
 113.9 \\
 \hline
 20.5
 \end{array}$$

$$\begin{array}{r}
 10426 \\
 49.2 \\
 \hline
 208.52 \\
 93834 \\
 41704 \\
 \hline
 5129592
 \end{array}
 \qquad
 \begin{array}{r}
 52.1 \\
 95915 \\
 10.5 \\
 \hline
 479575 \\
 959150 \\
 \hline
 10071075
 \end{array}
 \qquad
 \begin{array}{r}
 38^{\circ}11' \\
 32^{\circ}15' \\
 \hline
 5^{\circ}56'
 \end{array}$$

$$\begin{array}{r}
 99464 \overline{) 100000} \\
 99464 \\
 \hline
 536000 \\
 497320 \\
 \hline
 38680
 \end{array}
 \qquad
 \begin{array}{r}
 100.54 \\
 10054 \\
 399 \\
 \hline
 90486 \\
 90486 \\
 \hline
 30162 \\
 4011546
 \end{array}$$

$$\begin{array}{r}
 50.0 \\
 19.7 \\
 \hline
 30.3
 \end{array}$$

$$\begin{array}{r}
 10.07 \\
 9.59 \\
 \hline
 19.66
 \end{array}
 \qquad
 \begin{array}{r}
 10054 \\
 30.3 \\
 \hline
 40212 \\
 301620 \\
 \hline
 3056412
 \end{array}$$



Sta.	B.S	H.I	F.S	Elev
	3.823	1003.823		1000.00
			7.475	96.348
T.P			4.138	99.685
	3.464	103.149		$\frac{3.4}{100} = 0$
T.P.			4.213	98.936
	5.315	104.261		
T.P.			2.608	101.643
	9.929	110.572		
T.P.			10.310	101.262
	5.780	107.042		
			8.475	
			6.625	100.417
			6.145	100.897
<del>B.M</del> B.M		108.120	4.780	102.662
<del>B.M</del>	5.858	108.127		
			6.838	}
			6.795	
			5.950	
<del>B.</del>	5.858	108.120	108.120	
T.P			0.805	107.315
	12.443	119.758		119.080
T.P			0.678	118.080
	8.530	126.610		
T.P.			7.015	120.595 119.595
	2.932	122.527		

B.M. on dock 4' mark on gauge  
 Water level ~~02~~ Lake level 95.8  
 Water at mouth of creek

$$\begin{array}{r} 100.897 \\ 95.8 \\ \hline 5.1 \end{array}$$

Level of water in creek

Head of culvert

S " " "

Nail in telephone pole

Pts in swamp

T.P. on sidewalk at Motor inn

Sta B.S. H.I F.S Elev

122.527

T.P

7.790 114.737

0232 114.969

T.P

8.675 106.294

3.280 109.574

107.294

110.574 10.585

38° 11'

32° 15'

5° 56'

46° 15'

38° 11'

8° 04'

99464

36.7

696248

596784

298392

36503288

135

136.3

99011 13.5000

99011

359890

297033

628570

594066

345,040

1009

99011 100

99011

989000

891099

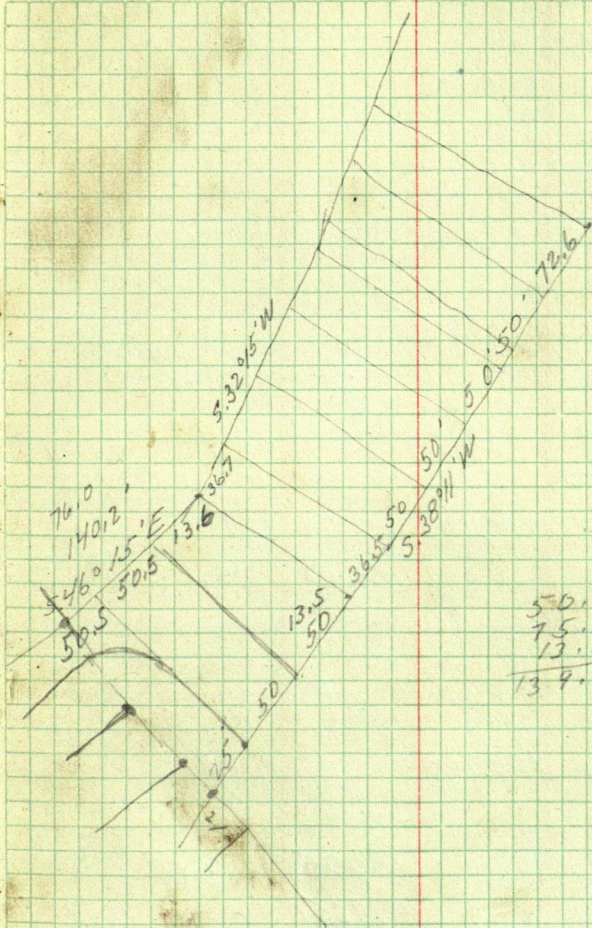
97901

101.

13.6

25.4

140.0



$$\begin{array}{r} 50.5 \\ 13.6 \\ \hline 64.1 \end{array}$$

$$\begin{array}{r} 50.5 \\ 75.8 \\ 13.6 \\ \hline 139.9 \end{array}$$

Sta.	B.S.	H.I.	F.S.	Elev
				100.000
	1.130	101.130		
			4.730	96.400
			3.090	98.040
			4.100	97.030
T.P.			1.868	99.262
	5.403	104.665		
			6.925	97.740
			6.825	97.840
T.P.			3.670	100.995
	3.235	104.230		
			6.080	98.160
			7.585	96.645
			6.100	98.130
T.P.			4.480	99.750
	9.210	108.960		
			10.825	98.135
			11.005	97.955
T.P.			3.965	104.990 104.995
	6.655	111.650	11.650	
			13.350	98.300
			13.200	98.450
T.P.			10.403	101.247
	5.110	106.357		
			7.860	98.497
			8.920	97.437
			9.070	97.287

B.M. 4' mark on water gauge

Water - mouth of creek

17' on dam beneath foot bridge - Hotel  
Water

Water elev. N side of Street Bridge  
Clerdond S side

Water level - R.R. Bridge N side  
creek bottom R.R. Bridge center  
water level T.R. Bridge S side

Water level midway R.R. Bridge & 19  
" about .5' deep  
Bottom of concrete Culvert No. 19  
1.4' below water surface N side

South side of Culvert # 19. To concrete  
Water level. Concrete bottom - .9  
Little creek - out of pond bet. 19 & street  
Water level. Bottom - 4

Water level } Street - Michigan  
N side  
S side

Sta	B.S	H.I	F.S.	Elev.
B.M.			4.100	106.357
				102.257

$$\begin{array}{r} 26^{\circ} 15' \\ 8049' \\ \hline 7^{\circ} 26' \end{array}$$

100.84

99160

100000

9916

84000

79328

46720

50.42

3

151.26

184.6

151.3

23.3

9916

23.3

29748

29748

19832

2310428

27.0

4049'

99978

26.9000

199556

694440

698446

100.2

99778

100000

99778

222000

Nail in telephone pole

$$\begin{array}{r}
 200.4 \\
 27.0 \\
 \hline
 227.4 \\
 319.8 \\
 \hline
 2.4 \\
 2505 \\
 27 \\
 \hline
 277.5 \\
 319.8 \\
 \hline
 42.3
 \end{array}$$

$$\begin{array}{r}
 14045 \\
 8049 \\
 \hline
 5056
 \end{array}$$

$$\begin{array}{r}
 99464 \overline{) 1000000} \\
 \underline{99464} \\
 536000
 \end{array}$$

$$\begin{array}{r}
 250 \\
 12 \\
 \hline
 256.2 \\
 7.7 \\
 \hline
 258.9
 \end{array}$$

$$\begin{array}{r}
 2512 \\
 77 \\
 \hline
 258.9
 \end{array}$$

1.4' south of stake.

S.W. Cor to O on pt N.  $33^{\circ}15'W$

O on pt. to traverse Hub

S. $75^{\circ}04'E$
<u>66°54'</u>
141 58'
S $38^{\circ}02'W$
<u>43°</u>
81°02'
S $8^{\circ}58'E$
S $88^{\circ}02'W$
<u>72°43'</u>
158°45'
<u>26°15'</u>

$$\begin{array}{r} 5.75^{\circ}04' \\ 5.51^{\circ}58' E \\ \hline 23^{\circ}06' \end{array}$$

$$\begin{array}{r} 5.8^{\circ}58' E \\ 43 \\ \hline 5.51^{\circ}58' E \\ 75^{\circ}04' \\ \hline 23^{\circ}06' \end{array}$$

$$\begin{array}{r} 91982 - 2 \\ 19.3 - 4 \\ \hline 275946 \\ 827838 \\ 91982 \\ \hline 17752526 \\ 50 \\ \hline 96.4 \end{array}$$

$$\begin{array}{r} 50. \\ 17.8 \\ \hline 32.2 \end{array}$$

$$\begin{array}{r} 5.75^{\circ}04' E \\ 14 \\ \hline 56^{\circ}04' E \\ 51^{\circ}58'' \\ 054 \\ \hline 9^{\circ}06' \end{array}$$

$$\begin{array}{r} 213.4 \\ 199.4 \\ \hline 14.0 \end{array} \quad \begin{array}{r} 32.6 \\ 166.8 \\ \hline 199.4 \end{array}$$

$$\begin{array}{r} 108.72 \\ 91982 \overline{) 100000} \\ 91982 \\ \hline 801800 \\ 735856 \\ \hline 659440 \\ 642874 \\ \hline 165660 \\ 73.7 \\ \hline 54.4' \\ \hline 19.3 \end{array}$$

$$\begin{array}{r} 32.6 \\ 98737 \overline{) 322000} \\ 246211 \\ \hline 257890 \\ 797474 \\ \hline 604160 \end{array}$$

$$\begin{array}{r} 101.28 \\ 98737 \overline{) 100000} \\ 98737 \\ \hline 126300 \\ 98737 \\ \hline 275630 \\ 197474 \\ \hline 781560 \end{array}$$

$$\begin{array}{r} 55.64 \\ 50.64 \\ \hline 151.92 \\ 32.6 \\ \hline 184.5 \\ 213.4 \\ \hline 28.9 \end{array}$$

Lot Survey for Albright  
T.J. Albright  
Lake No. 1 - Sec. 15

Commencing at the N.E. Cor. Sec. 15  
139-29 run West along the north  
section line a distance of 1842.5'  
to a point; thence S.  $5^{\circ}$  E a distance  
of 536.2'; Thence S.  $14^{\circ}40'$  E. a 194.6'  
dis. of; thence S.  $71^{\circ}35'$  W a  
dis. of 104.9'; thence S.  $37^{\circ}51'$  W along  
Lot Line.

	South	East	West
West 1842.5			1842.5
S. $5^{\circ}$ E 536.2	534.2	46.7	
S. $14^{\circ}40'$ E 194.6	188.3	49.3	
S. $71^{\circ}35'$ W 104.9	33.1		99.5
	755.6	96.0	1942.0
			96.0
			1846.0

S.  $37^{\circ}51'$  W 200



# Emil Anderson's Lot

		S	E	W.	N
S. 14° 40' E	194.6	188.3	49.3		
S. 71° 35' W	104.9	33.1	99.5	99.5	
S. 37° 51' W	255.6	201.8		156.8	
S. 47° 54' E	75	50.3	55.6		
S. 36° 59' E	75	59.9	45.1		
S. 26° 39' E	129.7	115.9	58.2		
N. 73° 40' E	260.9	250.1	250.4		273.4
N. 16° 52' W	189.4	181.3	55.0	55.0	181.3
N. 21° 04' W	423.3			152.2	395.0
		649.3	458.6	463.5	649.7

S. 14° 40' E	194.6
S. 71° 35' W	104.9
S. 37° 51' W	255.6
S. 47° 54' E	75
S. 36° 53' E	75
S. 26° 33' E	129.7
N. 73° 48' E	260.9
N. 16° 44' W	189.4
N. 20° 56' W	423.3



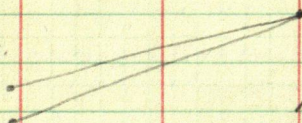
$$\begin{array}{r} 15^{\circ} 24' \\ 22^{\circ} 36' \\ \hline 137^{\circ} \\ 179^{\circ} 60' \end{array}$$

0°10'

$$\begin{array}{r} 349. \\ 7 \overline{) 2443.5} \\ \underline{21} \phantom{.5} \\ 34 \phantom{.5} \\ \underline{28} \phantom{.5} \\ 63 \phantom{.5} \\ \underline{63} \\ 0 \end{array}$$

0°09'

$$\begin{array}{r} 382 \\ 7 \overline{) 2675.1} \\ \underline{21} \phantom{.1} \\ 57 \phantom{.1} \\ \underline{56} \\ 1 \end{array}$$



N. 0°17'E

1°13

N 10°30'E

89°30

91°00

N 89°W

89°30

51°30'W

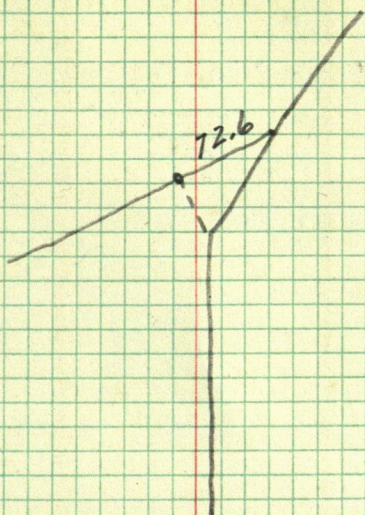
89°30

91°00

$$\begin{array}{r}
 33.1 \\
 \hline
 99736 \overline{) 3300000} \\
 \underline{299208} \phantom{00} \\
 307920 \\
 \underline{299208} \phantom{00} \\
 87120
 \end{array}$$

$$\begin{array}{r}
 967931 - 25122 \\
 \underline{75-3} \quad \underline{75} \\
 483965 \quad 125610 \\
 \underline{677551} \quad \underline{175854} \\
 7259475 \quad 1884150
 \end{array}$$

$$\begin{array}{r}
 75.1 \\
 300.0 \\
 \underline{72.6} \\
 447.7
 \end{array}$$



S. 23° 38' W 25'

S. 8° 49' E 550'

4 43°

1.07237

550  
536185  
536185  
3898035.✓

550

14° 44'

14° 35'

73135

55

365675

365675

402.2425

682

55

3410

341

375.1

25122

.25122

96793

96793

628

1884

242

375.1

399.3

25122

375.1

19.74

94.8

402.24

19.74

422.98

402.24

18.84

421.08

421.1

408.5

12.6

421.1

402.2

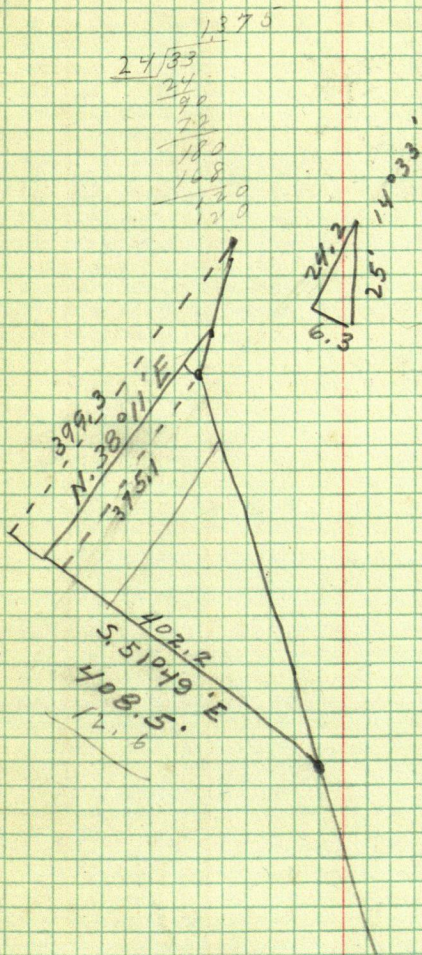
18.8

421.0

402.24

375.1.

ios.



Cosec.	Cotg.	Cosin.	
7.185	7.115	.99027	82
7.040	6.968	.98986	50
6.900	6.827	.98944	40
6.766	6.691	.98902	30
6.636	6.561	.98858	20
6.512	6.435	.98814	10
6.394	6.314	.98769	81
6.277	6.197	.98723	50
6.166	6.084	.98676	40
6.059	5.976	.98629	30
5.955	5.871	.98580	20
5.855	5.769	.98531	10
5.759	5.671	.98481	60
5.665	5.576	.98430	50
5.575	5.485	.98378	40
5.488	5.396	.98325	30
5.403	5.309	.98272	20
5.320	5.226	.98218	10
5.241	5.145	.98163	79
5.164	5.066	.98107	50
5.089	4.989	.98050	40
5.016	4.915	.97992	30
4.945	4.843	.97934	20
4.877	4.773	.97875	10
4.810	4.705	.97815	78
4.745	4.638	.97754	50
4.682	4.574	.97692	40
4.620	4.511	.97630	30
4.560	4.449	.97566	20
4.502	4.390	.97502	10
4.445	4.331	.97437	77
4.390	4.275	.97371	50
4.336	4.219	.97304	40
4.284	4.165	.97237	30
4.232	4.113	.97169	20
4.182	4.061	.97100	10
4.133	4.011	.97030	76
4.086	3.962	.96959	50
4.039	3.914	.96887	40
3.994	3.867	.96815	30
3.949	3.821	.96742	20
3.906	3.776	.96667	10
3.864	3.732	.96593	75
3.822	3.689	.96517	50
3.782	3.647	.96440	40
3.743	3.606	.96363	30
3.705	3.566	.96285	20
3.668	3.526	.96206	10

Tan. Sin. Angle

3478  
3450  
 2822  
 3462

9976  
9888  
 19858  
 9929

8470  
 8480

3.000  
2.865  
 135  
~~964~~

8  
 4465  
 4485 1120  
 4480 1140

3.310  
3.250  
 3280

67  
2865  
 2932.

10600  
10570  
 10585

3215  
 3250  
 3235

9

3940  
 3980

3875  
3770  
7645  
3823

7475

$$\begin{array}{r} 4145 \\ 4130 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 4240 \\ 4185 \\ \hline 55 \end{array}$$

$$\begin{array}{r} 0.660 \\ 0.695 \\ \hline 35 \end{array}$$

$$\begin{array}{r} 5.385 \\ 5.31 \\ \hline \end{array}$$

$$\begin{array}{r} 10385 \\ 10235 \\ \hline 150 \\ 10620 \\ 10310 \end{array}$$

$$\begin{array}{r} 7025 \\ 7005 \\ \hline 20 \\ 7030 \\ 7015 \end{array}$$

$$\begin{array}{r} 5.790 \\ 5.770 \\ \hline 20 \\ 5780 \end{array}$$

$$\begin{array}{r} 5865 \end{array}$$

$$\begin{array}{r} 1145 \\ 1190 \end{array}$$

$$\begin{array}{r} 6.620 \\ 6.140 \\ \hline \end{array}$$

$$\begin{array}{r} 0.840 \\ 0.770 \\ \hline 0.805 \end{array}$$

$$\begin{array}{r} 3735 \\ 1161 \end{array}$$

$$\begin{array}{r} 4770 \\ 4790 \\ \hline 20 \\ 12420.5 \\ 12465 \\ \hline 12445 \end{array}$$

$$\begin{array}{r} 5.385 \\ 5.31 \\ \hline 54.5 \\ 1080.5 \\ 10403 \end{array}$$

$$\begin{array}{r} 9195 \\ 9225 \\ \hline 30 \\ 9210 \end{array}$$

$$\begin{array}{r} 6838 \\ 856 \\ 8500 \\ 8560 \\ 8530 \\ 1740 \\ 1740 \\ 1790 \\ 1790 \\ 10490 \\ 10315 \\ \hline 805 \\ 403 \end{array}$$

$$\begin{array}{r} 3675 \\ 3665 \\ \hline 10 \\ 9210 \end{array}$$

$$\begin{array}{r} 0.239 \\ 0.225 \\ \hline 0.014 \\ 0.2232 \end{array}$$