

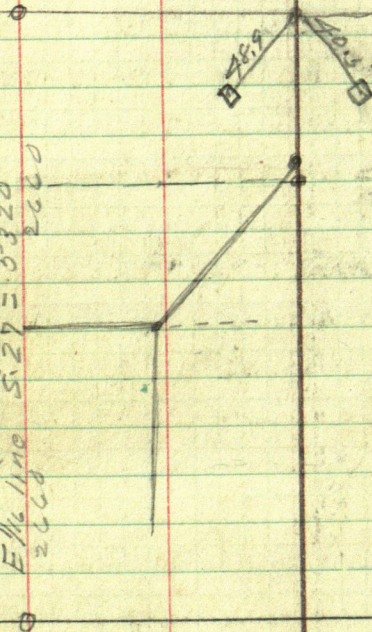
1851
39. P. 26

RECORD
OF THE
383

139-26 - Sec 26 Pg 1 to 17

1 Copy of Survey Record # 283,
Concerning Sec. 26-139-26.

Full line S. 27 = 0.320
2660



17 13
23 24

2

2784.7
2434.2
5218.9

2626.9
192
2818.9

23

24

1M

26

25

2434.2
2626.9
192.7
5253.8

in lake
148.0 of MC.
192.74

2434.2

MC. # 8 LM.

5253.8

Lake.

Lake

2626.9

1311.3

1311.3

245.9
M.C.

S. 26-139-26,

April 17, 1922. (Monday)

Survey for E.L. Forbes and
Chas. Webber of Pine River
Lots. 2-5-S. 26-139-26.

E.B. Horst & B.M. Beach
leave Walker in Horst's ford.
and drive, to J.N. Waldrops
place at Crooked Lake Narrows,
by way of Hackensack and
Longville.

Arrive at 4 P.M.

Waldrop shows us the cabin
we will occupy and we move in.
Board \$1.00 each per day.
Cabin \$1.00 per day.

E.B. Horst.

S-26-139-26
Lots. 2-5.

4

April 18, 1922

E.B. Horst, + B.M. Beach, go to con-
secs. 23-24-25-26 and look for
I.M. but it is buried under Road
grade so we set a Hub near corner
from which we run N.

I sight S. on graded road to I.M.
on State road (which I.M. is on true
sec. line)

transit telescope and turn N. 89° 30'

N. Run N. from Hub.

at 685.3 set Hub.

We go to dinner.

P.M. We drive to ~~Walker~~ ^{Backus} ~~Amherst~~
and go to Walker by train. to get
more Notes.

E.B. Horst.

April 19, 1922

We return to Backus and
drive to Waldrop.

arrive at 2:30 P.M.

Adney Buchite is there and
gets $\frac{1}{2}$ day.

I work on notes of previous
surreys.

C. B. Wood.

April 20, 1922

From Hub 685.3 - W.

Horst Beach & Buchite run
~~at~~ continue W.

at Hub 685.3 - W. I turn 000° L
 into line which we cut off of
 line continue same chaining
 at 960 out sup.

" 1100 W. sup.

" 1347.5 set Mark aded Tam - "

" 2865.0 set Hub.

" 3180. old N + S. to the road.

" 3189.2 Hub W. of road.

" 3350.0 set Hub on Lake shore.

" 3362.0 waters edge.

139-26 8

State Road. 589.8 98.5 Sec. Cor. 22-23
24-27

over Cracked Lake

73°37'

90°00'

16°23'

3350. W.

Hub. 3189.2 W.

1146.

Random Line

685.3 W. L. 0°06'

99°30'

77

Reset the $\frac{1}{4}$ S. Cor.

Thence S. $0^{\circ} 30'$ W. on C $\frac{1}{4}$ S. line
at 1319.2 set sq stake on $\frac{1}{16}$.

" 2638.4 C $\frac{1}{4}$ S. S. side swp.

" 2783.4 $\frac{1}{2}$ S.R.H. $\frac{1}{8}$ S.

From C $\frac{1}{4}$ S. thence N. $85^{\circ} 48'$ W.
on true $\frac{1}{2}$ S. 26.

at 394 Hub

" 508. ent swp.

" 770 lv. swp.

at 850 ent swp.

" 950 lv. swp.

" 1006.5 Hub on land.

" 1000 ent swp.

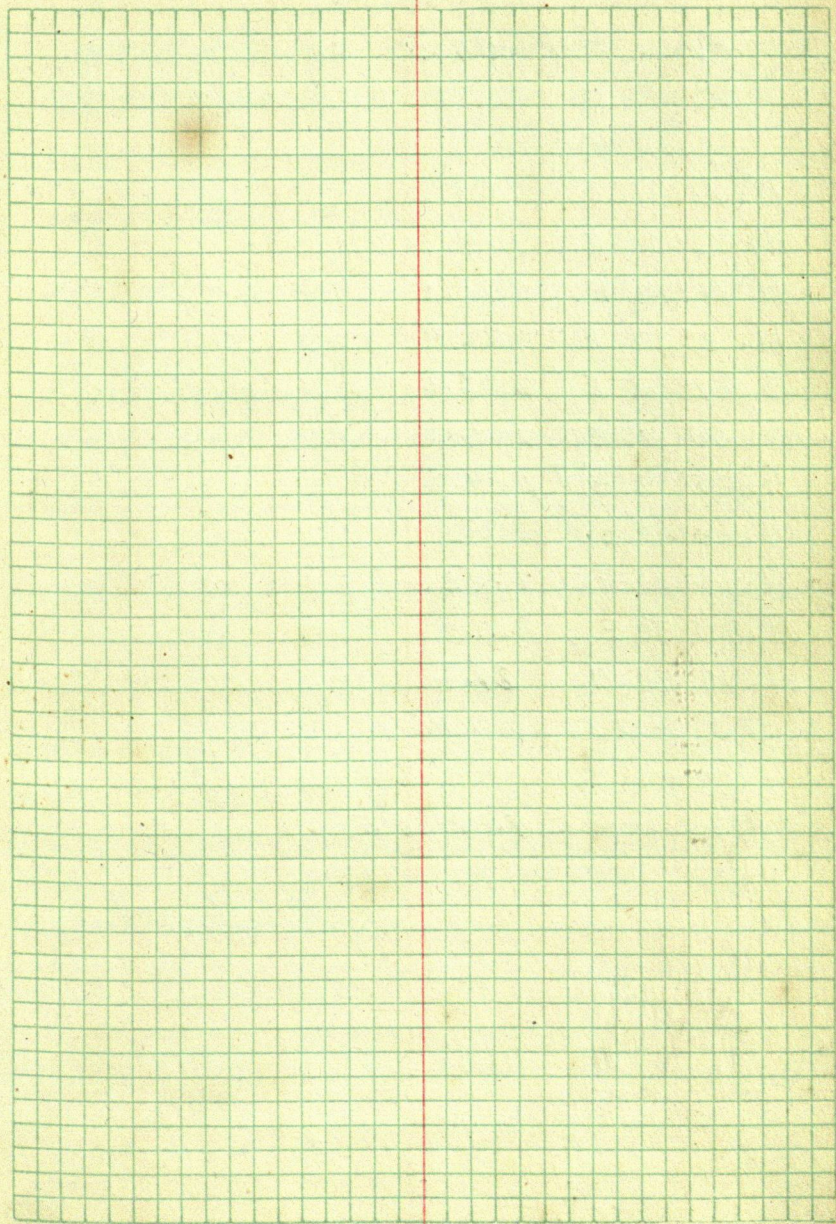
" 1310 lv. swp.

" 1330 Road S. 50 E.

" 1582 Outing Remer Rd. N 35 W.

" 1946.8 Hub at Lake

" 1950. Crooked Lake



26-139-26.

April 22, 1922

From Hub 4946.8 on Esipe Lake
thence along Lake shore North.
Meanders.^{00.}

N. $12^{\circ}36'$ E. ¹ 109.2

N. $56^{\circ}25'$ E. ² 179.4

N. $18^{\circ}17'$ E. ³ 640.5

N. $0^{\circ}17'$ E. ⁴ 582.0

S. $87^{\circ}05'$ E. ⁵ 253.2

N. $50^{\circ}38'$ E. ⁶ 266.0

N. $25^{\circ}15'$ E. ⁷ 349.8

N. $24^{\circ}40'$ E. ⁸ 273.0

N. $13^{\circ}27'$ E. ⁹ 195.5

N. $25^{\circ}50'$ E. ¹⁰ 221.0

N. $19^{\circ}50'$ W. 69.2

To Hub. 3350.0 W. on Random line.

Angle to Random Line from

Traverse = S. $88^{\circ}35'$ E.

We return to Walker

E. B. Hoxey.

April 24, 1922

Horst + Beach on plat of Lots in
26-139-26. in office at Walker
E.B. Horst

April 25, 1922

Horst + Beach in office at Walker
on plat 26-139-26.

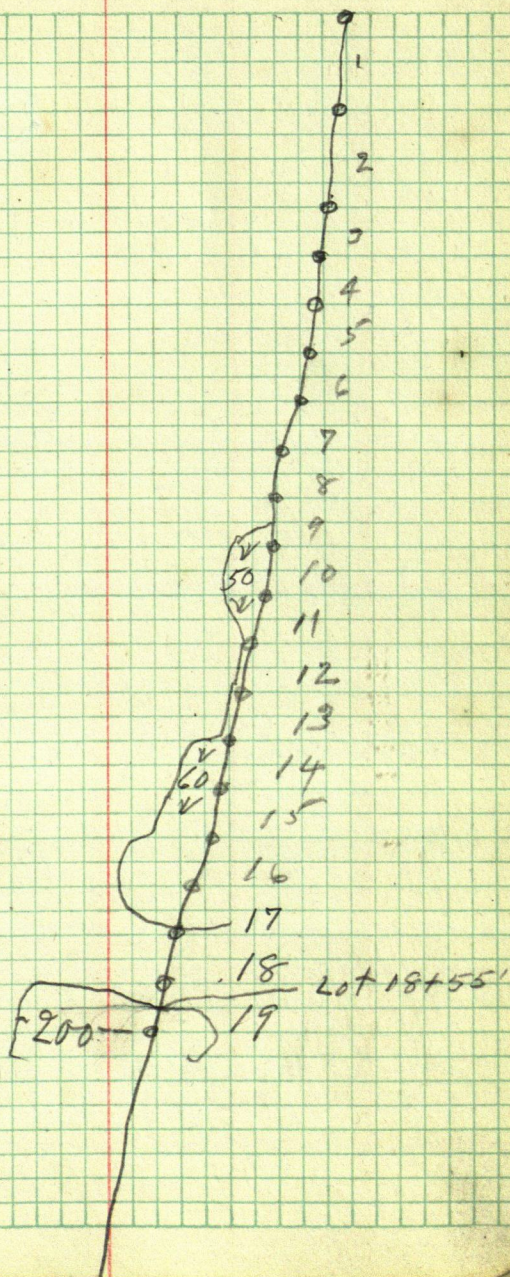
P.M. leave for outing to
set Lot stakes & complete
survey for Forbes + Webber.
E.B. Horst.

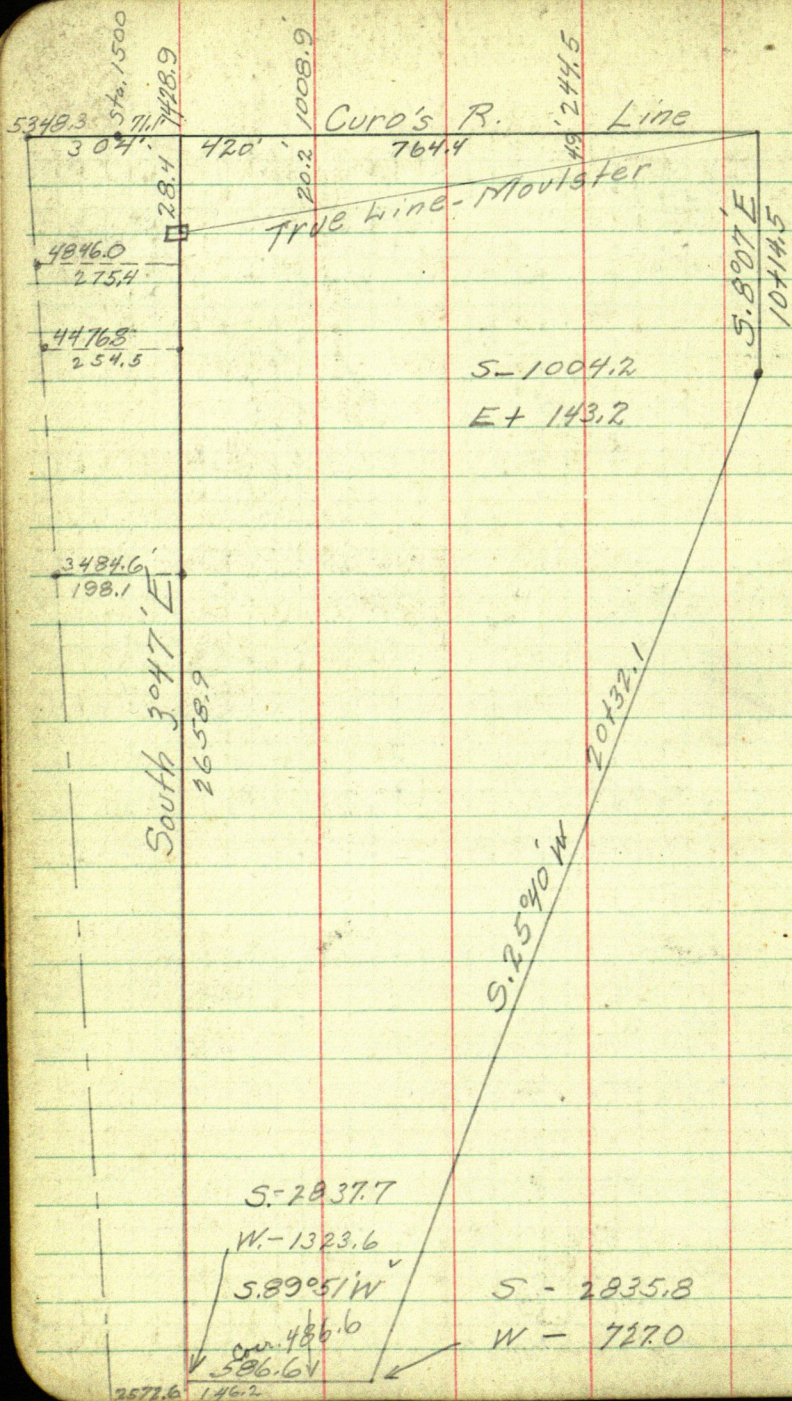
Wed. April 26, 1922.

Horst, Beach, & Adi Buchite.
Set Hub on random line on
N. side Sec 26-139-26 at
Sta. 2927.6 - W.

Run N. $24^{\circ}05'$ E. 62.5 ft. and set
N.E. Cor. Lot 1 of plat.

From this pt. run S. $24^{\circ}05'$ W.





Nov. 5-1926

Greene
Kennedy
Jude

22

50.31

= 1908

28.4/1428.9

1420

890

852

380

Sec. Cor = 897+70

A = 907+84.5

Diff = 10+14.5

A = 907+84.5

A = 928+16.6

20+32.1

S. 8° 07' E 1014.5 - 2 - 5

14110

91303

10145

10145

40580

10145

143.2 37 255

S. 25° 40' W 43313-5 - 4

2032.1 - 8

43313

86626

129939

866260

380.163473

143.2

727.0

586.6

1313.6

S. 89° 51' W.

586.6

0032

11732

17598

187712

2837.7

2658.9

178.8

9998/1428.9

9998

42910

39992

29180

19996

91840

89 9.82

18580

1429

10042

1831.6

2835.8

1.9

2837.7

98986 - 4

1014.5 - 2

494930

395944

98986

989860

1004.2 12970

90133 - 7

2032.1 - 8 - 2

90133

180266

270399

1802660

1831.592693

1429.0

1313.6

113.4

23

2658.9

2308

3509

3462

0370

U.S. Notes

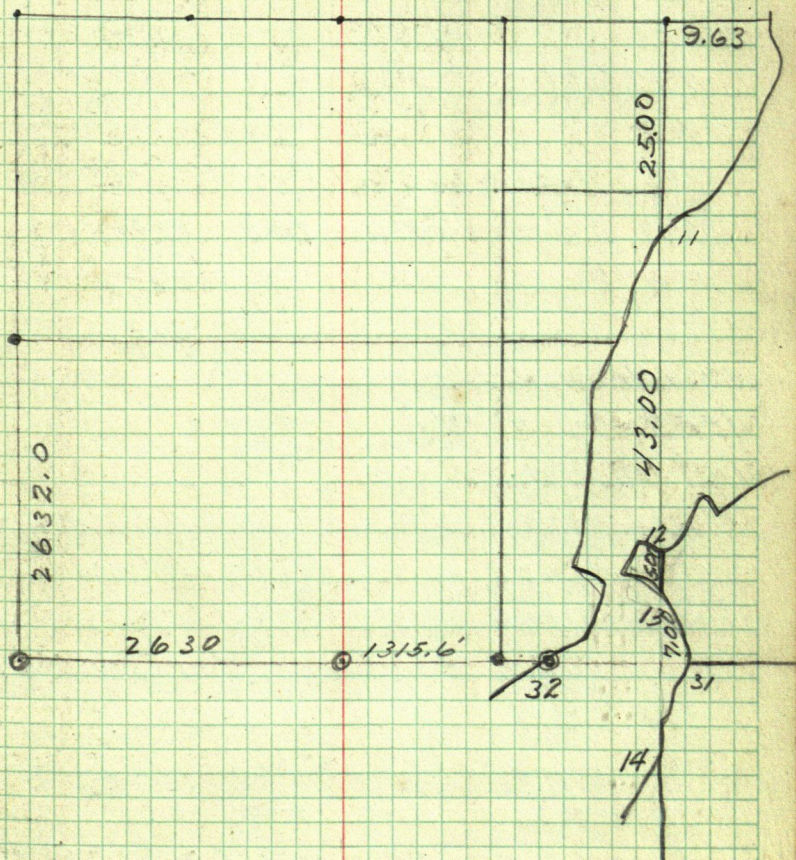
Cor's Sea 27-139-26

M.C.	11	W. Pine	36	S. 27 1/2 W	13
"	"	W. Cedar	8"	West	17
"	"	Tam. k	13"	S. 66° E	21
"	"	Willow	5"	N. 5° W.	100
"	"	W. Cedar	10"	N. 22° E	71
"	"	W. Birch	6"	N. 80° E	70
"	"	Spruce	5"	S. 10° W	351.
"	"	B. Ash	6"	N. 33 1/2° E	25
"	"	W. Birch	3"	S. 80° W	19
"	"	Aspen	7"	North	7
"	"	W. Birch	8"	S. 80° E	13
"	"	W. Birch	10"	N. 67° W	23
"	"	" "	6"	S. 65° W	34

S.W. Cor = 1. M.

S. 1/4 Cor = 1. M.

M.C. 32 = 1. M.



E. 1/16 Line

Sta. 0 - Stake E. Center 1/16 - Narrows

179 X L $0^{\circ}06'$

325

497.5

755.3

826.7 - Moulsters offset

903.6 - N. Line plat -

973 N.E. X $86^{\circ}03' - 78.8'$ 8431'

1157.5

826.7

1433'

1336.5

26.6

9904'

1427.4

800.1

13018'

1553

877.0

6742'

1734.9

76.9

800.1

1818.9 - M. Offset Hub - Point lost

1865

76.9

877.0

2660.0 - 2.9' W. A S.E. to Moulsters
Corr = $0^{\circ}06'$

offset at 1008.9 = $93^{\circ}41'$

420.1 + 765.3" Hub 1.2' North Cor = $0^{\circ}05' \times 93^{\circ}52'$

Setup on Hub - Sight back to 420.1

and continue to Sec. Cor. Drive pipe

X 90° and run South 234.9'

X $0^{\circ}28'$ Right 781.9' 1320 - +223.25

(X $32^{\circ}54'$ Right down road center) 2036.3

1320 + 315 X L $84^{\circ}31'$ to M.C.

X R. $14^{\circ}33'$ to Sta. A

E. sec. Line sec. 27 S. E W
 South 234.9 234.9 0.0 0.0

S. $0^{\circ}28'W$. 1635 1635.0 11.4

S. $84^{\circ}03'E$. 28.1 M.C. 1637.9 16.5
 = 1638' = $S. 0^{\circ}34\frac{1}{2}'E$

S. $28^{\circ}42'W$ 116.3

S. $18^{\circ}43'W$ 102.6

S. $1^{\circ}02'W$. 170.2

S. $32^{\circ}47'E$ 130.2

S. $37^{\circ}02'W$. 292.6

S. $60^{\circ}05'W$ 333.3

x S. $26^{\circ}05'$ to 1 M.

S. $31^{\circ}32'W$. 216.7

S. $4^{\circ}45'W$. 313.8

S. $16^{\circ}31'W$ to 1 M 278.1

N. $26^{\circ}9'W$ to X

S. $15^{\circ}01'W$

S. $0^{\circ}28'W$

14033

S. $15^{\circ}01'W$

13042

S. $28^{\circ}43'W$

S. $84^{\circ}02'E$

67017

M.C. 15120

S. $28^{\circ}42'W$ Av.

S. $40^{\circ}12'W$

11031

S. $28^{\circ}41'W$

S. $0^{\circ}28'W$

14033

S. $15^{\circ}01'W$

S. $18^{\circ}43'W$

S. $28^{\circ}40'W$

S. $28^{\circ}43'W$

S. $28^{\circ}41'W$

S. $28^{\circ}42'W$

9059

S. $18^{\circ}43'W$

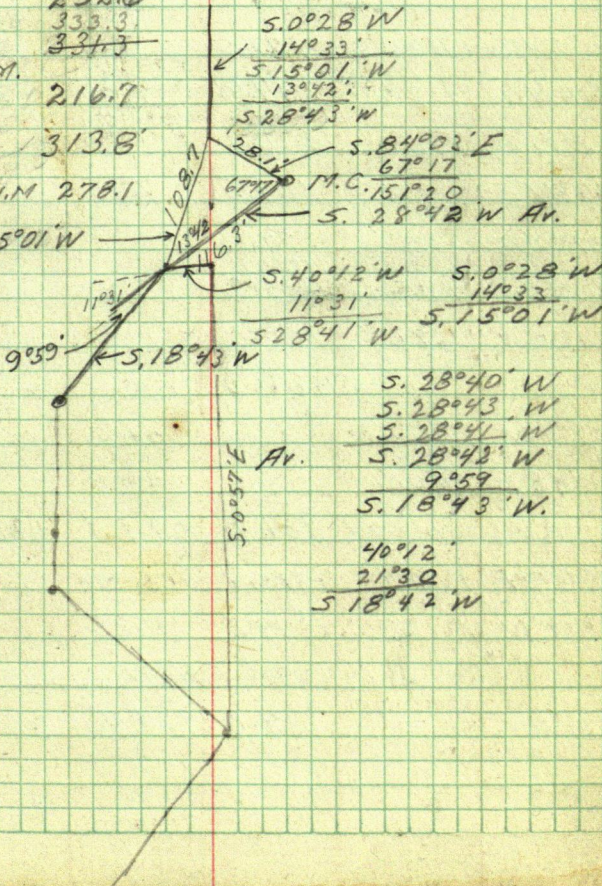
$40^{\circ}12'$

21030

S. $18^{\circ}42'W$

S. $0^{\circ}57'E$ Av.

19
 333.1
 11



South East West North

South 234.9 234.9

S.0°28'W 781.9 781.9 6.36

S.0°28'W 618.2 618.2 5.04

S.84°03'E 28.1 1002.9 27.95

S.0°34½'E 1637.9 1637.9 27.95 11.40

S.7°10'E 781.9 11.40

S.0°34½'E 1637.9 16.55

S.28°42'W 116.3 102.0 55.84

S.18°43'W 102.6 297.2 32.92

S.1°02'W 170.2 1670.2 3.06

S.32°47'E 130.2 109.5 70.5

S.37°02'W 292.6' 233.6 176.22

S.60°05'W 333.3' 166.1 289.14

S.31°32'W 127.1 108.3 287.15

N.89°54'E 541.2 70.5 623.65

N.0°42'E 985.9 10. 985.90

N.89°54'E 541.2 70.5 623.65

N.0°42'E 985.9 10. 985.90

S.0°35'E 1310.4 1310.4 13.3

S.2°39'W 1315.9 1314.5 60.83 60.83

2857.8

4.1-2931.93 N.89°55'E

$$\begin{array}{r}
 1750.4 \\
 1637.9 \\
 102.0 \\
 \hline
 10.5 \\
 1750.4 \\
 \hline
 10.4
 \end{array}$$

$$\begin{array}{r}
 102.0 \\
 10.4 \\
 \hline
 5.18^{\circ}43'W \ 12' \text{ to } 1M. \quad -11 \quad 58.2
 \end{array}$$

$$\begin{array}{r}
 1 \\
 2 \\
 3 \\
 4 \\
 5 \\
 6 \\
 7
 \end{array}
 \begin{array}{r}
 50.0 \\
 36.8 \\
 13.2 \\
 50 \\
 50 \\
 7.0 \\
 43.0
 \end{array}
 \begin{array}{r}
 52.8 \\
 38.9 \\
 13.2 \\
 50.0 \\
 50.0 \\
 7.0 \\
 56.1
 \end{array}$$

$$\begin{array}{r}
 50.9 \\
 50.9 \\
 50.9 \\
 50.9 \\
 50.9 \\
 50.9 \\
 50.9 \\
 50.9 \\
 151 \\
 151
 \end{array}
 \begin{array}{r}
 8 \\
 9 \\
 10 \\
 11 \\
 12 \\
 13 \\
 2096 \\
 1 \\
 2
 \end{array}
 \begin{array}{r}
 50 \\
 17.6 \\
 32.4 \\
 62.9 \\
 62.9 \\
 62.9 \\
 30.9 \\
 19.1 \\
 53.9
 \end{array}$$

5307.9
5277.7
 10585.6
 5292.8

06743
5320
 13486
 20229
33715
 35872.760

99772 -7
5320 -1
 199544
 299316
 498860 ✓
5307.8704

1428.9
1315
 113.9
 4647

113.9 5292.8 1014

N. 88°41' W 1315

N. 89°29' W 2630

88°37'
N 0°52' W 2632

4556
 7368
6834
 5340
4556
 7840

02298.3

1315
358.7
 1673.7
1428.9
 244.8

3053
1014
 2039

1315 -1
 11490
 2298
6894
 2298

30.21870

5307.9
30.2 21.56
 2448/5277.7

4896
3817
 2448
 13690
12240
 14500
 14688

2633.4
 99772 2627.35
199544
 6319.10
598632
 332780
299316
 334640
299316
 353240

5283.3

99893 5277.70
499465
 283050
199786
 832640
799144
 334960
299679
 352810

2660
2633.4
 26.6

		N	S	E	W
N. 3° 52' E	179'	178.6		12.3	
N. 3° 46' E	2480.4	2475.0		163.0	
East	1432.7			1432.7	
South	234.9		234.9		
S. 0° 28' W	781.9		781.9		6.4
S. 33° 23' W					
S. 33° 19' W	2036.3		1701.7		1118.9
N. 82° 30' W	486.6	63.5			482.4
		2717.1	2718.5	1608.0	1607.7
On Road - Sec. Cor. N.E.			0	0	
○ " "			-234.9	0	
△ " "			-1016.8	-6.4	
○ " " N. Line of plat			-1750.7	-490.0	
○ " " S. " Lot 6			-2051.0	-687.9	
○ " " S. Line of plat			-2625.7	-1066.6	
○ " " Δ in Road			-2717.1	-1126.9	
M.C. # 11			-1637.9	+16.6	
△			-1739.9	-39.2	
○ I.M.			-1750.3	-42.7	
△			-1837.1	-72.1	
△			-2007.3	-75.1	
S. Line Lot 6			-2050.3	-47.4	
△			-2116.8	-54.6	
225'			-2296.4	-139.1	
△			-2350.4	180.8	
△			-2516.5	469.9	
I.M.			-2624.8	536.4	

N S E W

N. 3°52'E	2660	2653.93	179.35	
East	1429.8		1429.8	
South	234.9		234.9	
S. 0°28'W	781.9		781.9	64
S. 33°23'W	2036.3		1700.3	1120
N. 82°30'W	486.6	63.5		482.4
		2717.43	2717.1	1609.15
				1608.8

S. 3°52'W	26.6		26.5	1.8
S. 82°26'E	486.6		64.1	482.4
N. 33°23'E	109.5	91.44	60.3	
		91.44	90.6	542.7
		90.60		1.8
N. 89°54'E		0.84	540.9	

Temp. 1/16 Cor. 26.6° N. 3°52'E of Old 1/16 Cor.

541 Road Center

36.9 - Rt. of Way line

490.5 - 1.17. Lake Shore - 1/4 M.C.

541.3

1609.6

S.W. Cor B/K 2 2625.7 1027.0

S.E. Cor. 1. M. 2624.9 537.5

S.W. Cor Lot 6 2051.0 648.3

S.W. Cor Lot 7-Point 2076.0 664.8

540.9

33

507.9

112.

3°

540.9

118.2

422.7

S. 33° 19' W

30° 51' L.

S. 2° 28' W 1632.4 $hc = 115 \Delta = 80^\circ$

91° 52' L.

S. 89° 24' E 236.0 $hc \overset{290}{170} \Delta = 38^\circ$

64° 36' R

S. 24° 48' E 170.0 $hc \ 148.8 \Delta = 14^\circ$

45° 36' L

57° 24' E 21.7 w. end bridge

20° 51' L

S 91° 15' E = N. 88° 45' E

897+70 $0^\circ 29'$

S. 8° 07' E

907+84 S. 30° 51' L

928+16.6 S. 5° 11' E

944+44 B.C. 80° Ang. 91° 52' L

945+64 E.C.

B.C.

948 38° Ang. 64° 36' R.

949+70 P.R.C. 38° C. 45° 36' L.

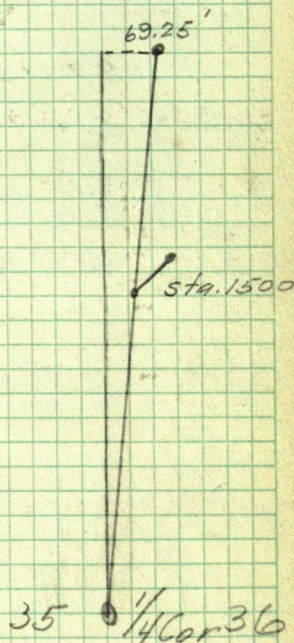
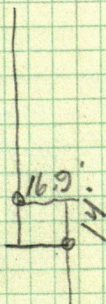
950+90 E.C.

Sec. Line - 35-36

Sta. 1500 N. of $\frac{1}{4}$ Cor.N. $23^{\circ}48'E$ 275'N. $16^{\circ}30'E$ 1042' Cross N. Line about Sta. 900N. $23^{\circ}47'W$. 264.5'N. $70^{\circ}42'W$. 456.0 point on W. boundary Lot. No. 7-See 24

81' South of M.C. No. 12.

West 225' to E. end bridge site



Nov. 22, 1926 - Greene - Jude.

		N.	S.	E	W
North I	1500'	1500			
N. 23° 48' E	275'	251.64		110.9	
N. 16° 30' E	1042'	999.09		295.96	
N. 23° 47' W	264.5'	242.04			106.67
N. 40° 42' W	456.0'	354.03			297.35
North	81	81			

3427.80 406.86 404.02
W. 1/4 Cor - 35 to M.C. 12 = 3427.8

M.C. #12 to M.C. #11 =

109.5

39.6 - 490.5' - 127.1 - 541.2'

S. W X 58° 23' 1' North

N. X 90° 45'

Corr. 1/16 Cor E. of W. 1/4 Cor

S = 3.3 W = 10.4 N. 89° 55' E

Dis 1309.6

56837
N 33° 18'

490.5
39.6
530.1

$$\begin{array}{r}
 65.79 \\
 43 \overline{) 2828.8} \\
 \underline{258} \\
 248 \\
 \underline{215} \\
 338 \\
 \underline{301} \\
 370
 \end{array}$$

$$\begin{array}{r} 65.79 \\ \times 15 \\ \hline 32895 \\ 6579 \\ \hline 98685 \end{array}$$

$$\begin{array}{r} 183.02 \\ 54.90 \\ 3.66 \\ .46 \\ \hline 242.04 \end{array}$$

$$\begin{array}{r} 80.66 \\ 24.20 \\ 1.61 \\ .20 \\ \hline 106.67 \end{array}$$

$$\begin{array}{r} 65.79 \\ \underline{28} \\ 52632 \\ \underline{13158} \\ 1842.12 \\ \underline{98685} \\ 2828.97 \end{array}$$

$$3427.8 = 52$$

$$= 52 \text{ ch.}$$

$$\begin{array}{r} = 520h \\ = 436h \end{array} \quad \begin{array}{r} 12 \\ 28 \\ \hline 15 \\ 23 \end{array} \quad \begin{array}{l} - \\ - \end{array} \quad \begin{array}{l} \\ 1460r. \end{array}$$

$$\begin{array}{r} 1842.1 \\ 1315.8 \\ \hline 526.3 \end{array}$$

$$43ch = 2828.8 \text{ (our chain)}$$

$$\begin{array}{r} 996.2 \\ 7041.9 \\ 1315.8 \\ \hline 526.1 \end{array}$$

$$\begin{array}{r} 65,79 \\ 20 \\ \hline 1315,80 \end{array}$$

$$\begin{array}{r} 986.85 \\ 1315.8 \\ 526.1 \\ \hline 2828.75 \end{array}$$

$$\begin{array}{r} 303.25 \\ 45.48 \\ 5.30 \\ \hline 354.03 \end{array}$$

$$\begin{array}{r} 260.84 \\ 32.60 \\ 3.91 \\ \hline 297.35 \end{array}$$

$$\begin{array}{r} 9 \\ 37.6 \\ 16327.6 \\ \hline 1310.9 \end{array}$$

S. $\frac{1}{4}$ Cor. Sec. 27

W. Pine 26" N. 35° W 18

W. " 22" S. 65° E 66 - 43.56'

27-28-33-34

W. Pine 20" N. 25° E 37

" " 20" S 22° E 48

" " 16" S. 58° W 22

" " 15" N. 28° W. 62

South from N. W. Cor - 27

$7^{\circ}40'$ Var.

Sta. A - Cor

700 enter swp.

900 lv. "

1163.4 hub

2367.6 "

About 2.635 $\frac{1}{4}$ Cor sets E. 34°

Set $3\frac{1}{2}" \times 3\frac{1}{2}" \times 2\frac{1}{2}"$ post

W. Pine 20 S. 68° E 39.6 ft

" " 22 West 5.94"

Oak 5 S $12^{\circ}51'$ W. 15.6'

Birch 4 S. 80° E 16.8'

396
 $\frac{396}{35-6}$

S. 2635'

2624.8
560
 10.2 5715.5
510
 615
612
 35

2624.8
2.55
 2627.35
5320
 2692.85

Bearing N. 89°54'E E & W. 1/4 Line

25 1637.9
327.6
 4

1/16 Cor. 1310.4 proportion

2640
 1500
1140 2200
1142
 10600
10260
 3400

3022.4
21037
 65040

466.8'

64016'

64035'

22022'

East 1320

S. 72°13'W 10.9'

20542.5 95222
109 109

274878 856998

30542 895222
332907 14379198

1500

00902

3945

4514

3621

2630

8118

1315

1746

3500

2632

2635

33

5397

56°31'



55245

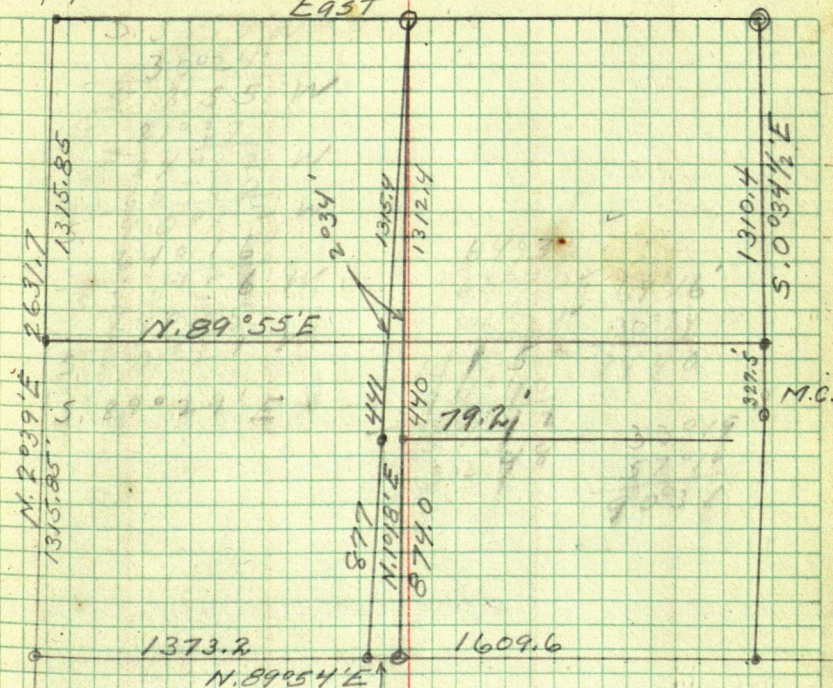
77783

750645

777050

N. 1/4 Cor.

East



$$\begin{array}{r}
 1373.2 \\
 1609.6 \\
 \hline
 212982.8 \\
 1491.4 \\
 1609.6 \\
 \hline
 1373.2 \\
 1491.4 \\
 \hline
 118.2 \\
 118.2
 \end{array}$$

$$2633.4 - 118.2 = 2515.2$$

$$\begin{array}{r}
 1756.4 \\
 118.2 \\
 \hline
 35128 \\
 140512 \\
 17564 \\
 17564 \\
 79.2
 \end{array}$$

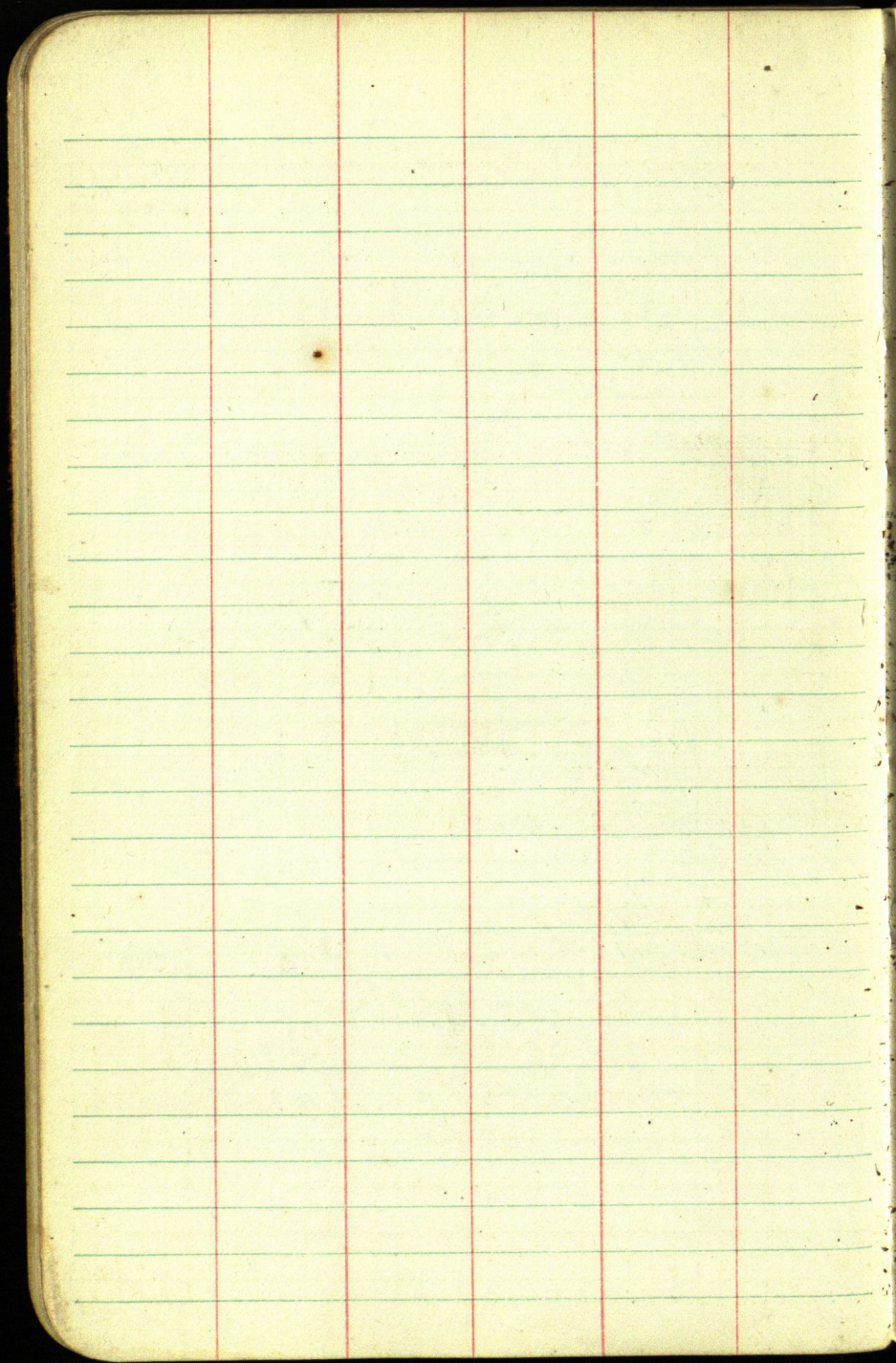
$$2633.4 \times 20860648$$

$$184338$$

$$242684$$

$$237006$$

$$56780$$



42

12'

N. 89° 55' E

Lot 1 = 52.8

S. 18° 43' W

2

37.8

71° 12'

94665

S. 1° 02' W

88° 53'

99981

S. 32° 47' E

12 2° 42' = 57° 18'

84151

105.63 - 52.8

94665

100000

94665

94665

532500

37.8473325

757320

601750

632655

567990

283995

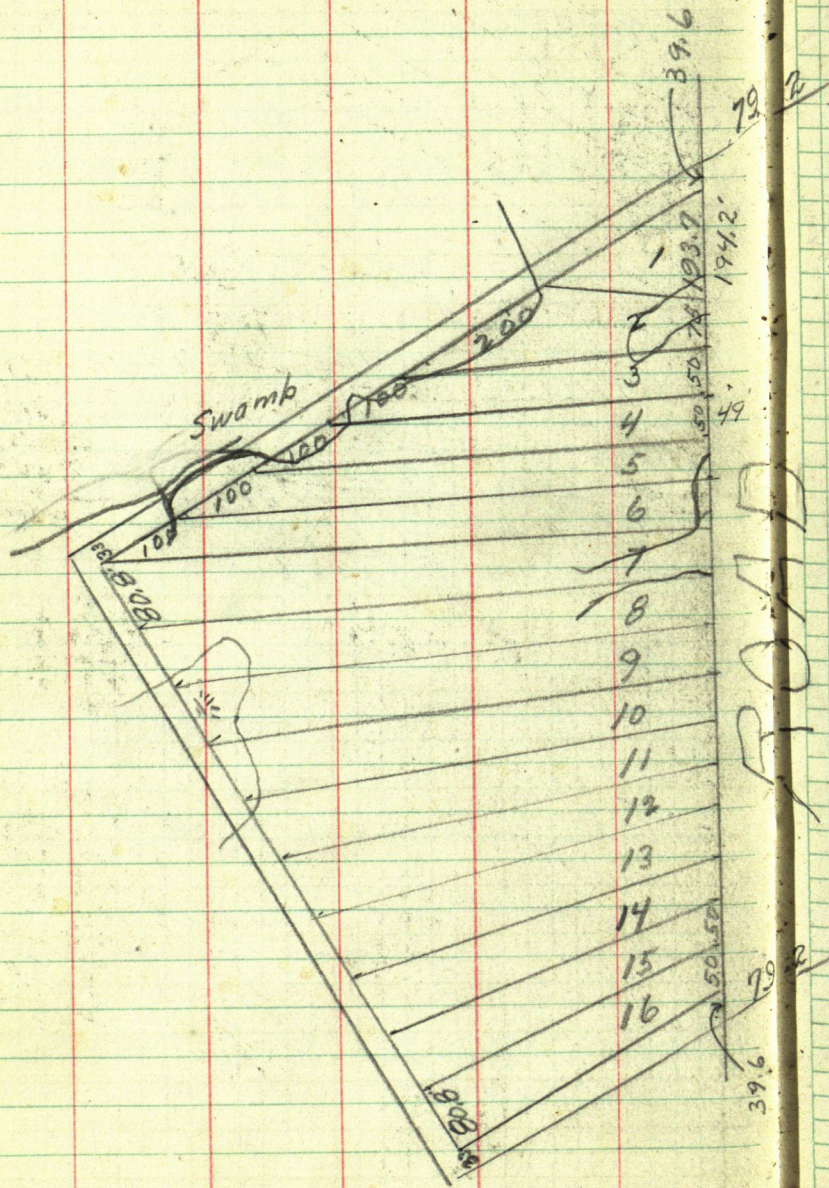
337600

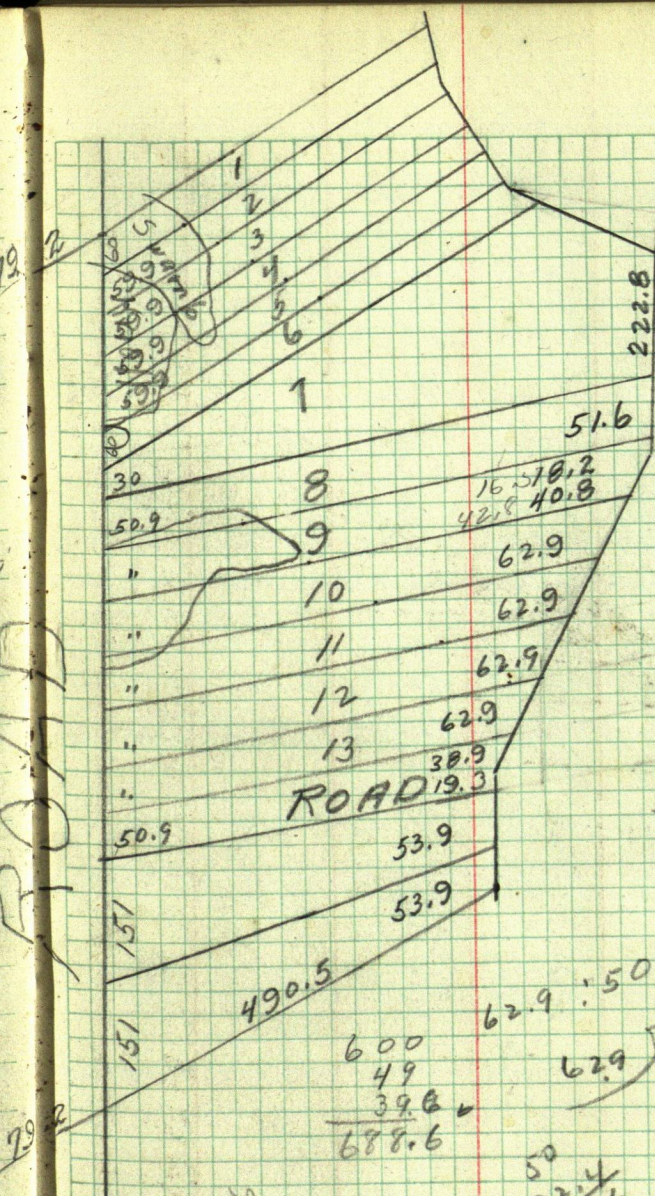
35483370

102.6

64.8

37.8





222.8

51.6

16.5 18.2
42.8 40.8

62.9

62.9

62.9

62.9

38.9

ROAD 19.3

50.9

53.9

53.9

490.5

600
49
39.6
688.6

62.9 : 50 : 40.8 : 4
50 : 32.4
20400
1887
1530
1258
2720

50
32.4
17.6

251.6
38.9
290.5
331.3
40.8

333.3
290.5
42.8
50

359.6

165
68.8
233.8
39.6
194.2

39.6

34 | 3 56' |
3 | 2

683+90

818+70

844+89.5
792+38
52.5 1.6
12.1
52.6 3.6

50' 59.2
St. Oak

720+00 15°R
727+12.4 4°30'L
736+00.0 2°45'R
738+00.0 5°35'L

792+38

844+89.5
818+70
26 19.5
13 09.5

818+70

Stake 33' each side 51°16'R
51°38'E

844+89.5

871+30

⊙ I.M.

897+70

40.40
36.11
11.69
88.20 = 5582.68

E.O. Fletcher Emily, Minn.
 Mar. 25 P.M. Note's
 26 A.M. Walker, Remer
 Survey Sec. 14-139-29-139-26

28 Remer-Emily Work

29 Snow-rain

No Work

30

Work

31

Work

10

11

79.68

15

14

13

92° 30'

12.05

#38

#37

16.16

32.

11.69

36.11

1530'

23

Boiler flue

80.80

12690

22

79.80

24

← 5582.68 →

358.2

5124.48

2685.97

2438.51

2640

201.5

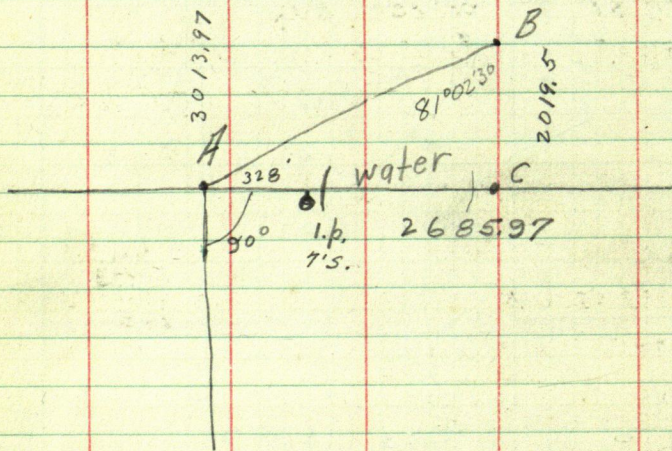
Cor. to 13-14-23-24

2 X 48" I.M.

4 Tam stakes N.E.-N.W.-46.7

S.E.-S.W.-46.7

set by Horst



Sta. 0 - 1/4 Cor. 13-24 running W. 83° 0' N.

2+98.5 tack in log

5+50 meadow

9+00 small island

10+00 lv. " , enter meadow

12+00 lv. meadow

1335.20 Hub.

1950 enter bog

2019.50 tack in log Hub. C

Hub B North 150' at 90° X

Hub A. X 81° 02' 30"

AB = 994.47'

3013.97 = A

2998.97 Hub.

2050 open water

2625 lv. same

2650 stake 75' N.

4167.4 tack in log

4855.8 Hub and tack A

set hub in line across lake B

4960 edge of lake C. 133 N. of B.

AB = 624.38 X = 77° 58' 30" to A

5382.68 M.C. #38 is 74.8° N.

New B.T. Elm 12" N. 30 W. 29.1'

M.C.#38 10.7' N. \times 2° 2' 30"

9.2 300.6' Hub, brow of hill

7.0 793.2' Fence Line

4.6 1205.2' Hub.

0.0 2106 1.M. Sec. Cor. at cross R. ¹⁴⁻¹⁵⁻²²⁻²³

0.0 1.M. Sec. " " " "

1312.7 1/16 Cor 41.3' N. 51° E Pine Stp 2

2625.5 1/4 Cor 35.9' N. 85° E Big Rock ^{26 N. 69° 30' W. T. P. 18}

5263.6 Sec. Cor. 1.M. 10-11-14-15

2638.1

19.95

1995

12.05

16.16

7.90

3.79

6

6

47.4

22.74

474

2274

521.4

250.14

250.14

530

271.54

358.2

271.54

171.8

11.69

771.54: 530: 521.4

6

530-8

701.4

15642

7014

26070

771.54

771.54

231462

448800

385170

6303

6172

130

$$5263.6 = 4 - 5251.5$$

$$2619.5 - 5$$

$$137879992$$

$$105030$$

$$2619.5$$

$$328499$$

$$6.0$$

$$315090$$

$$2625.5$$

$$134099$$

$$125030$$

$$2106$$

$$300.6$$

$$281$$

$$1312.8$$

$$793.2$$

$$10.7 : 2106 :: X : 1805.4$$

$$126378$$

$$180540$$

$$917 =$$

$$2106 \sqrt{19317.78}$$

$$18954$$

$$3637$$

$$2106$$

$$15318$$

$$1312.8$$

$$10.7$$

$$191896$$

$$131280$$

$$2106 \sqrt{1414696}$$

$$14742$$

$$1309.7$$

$$2106$$

$$1205.2$$

$$900.8$$

$$10.7$$

$$63056$$

$$90080$$

$$4.6$$

$$2106 \sqrt{963856}$$

$$8424$$

$$12145$$

$$12636$$

$$20 : 32 :: X : 2106$$

$$20 \sqrt{42120}$$

$$32$$

$$101$$

$$94$$

$$72$$

$$192$$

$$192$$

$$80$$

$$1316.3$$

$$1312.8$$

$$3.5$$

$$2106$$

$$1316.3$$

$$789.7$$

$$793.2$$

$$3.5$$

$$789.7$$

$$2619.5 : 5251.5 :: X : 5263.6$$

$$70.4 - 0^{\circ}49'$$

$$785. \overline{552.6 - 58.1} \quad \underline{1^{\circ}38'}$$

$$\begin{array}{r} 549.5523 \\ 33 \overline{3700} \\ 31402 \end{array}$$

$$\begin{array}{r} 2905 \\ 303063 \end{array}$$

N. $1^{\circ}22'W$

$$88^{\circ}11' \quad 1300$$

$$\underline{71}$$

$$2622.0$$

$$\underline{74.1}$$

$$2547.9$$

N $89^{\circ}33'W$

$$\underline{1229}$$

North of S. $1/16$ Cor.

N. $1^{\circ}22'W$

$$S. 69^{\circ}42'E \quad 241'$$

$$S. 56^{\circ}52'E \quad 265'$$

$$S. 51^{\circ}22'E \quad 148'$$

$$S. 41^{\circ}29'E \quad 233.7$$

$$87^{\circ}59'$$

$$S. 27^{\circ}08'E \quad 76.6$$

$$\underline{1038}$$

$$\underline{37}$$

$$S. 14^{\circ}00'E \quad 303.3$$

$$S. 0^{\circ}14'E \quad 228.4$$

crossed

$$S. 3^{\circ}39'W \quad 662$$

$$14' 16' 27' 27' - 24' - 20'$$

$$S. 6^{\circ}53'W \quad 455$$

$$22' 18' 34' 18'$$

$$S. 24^{\circ}14'E \quad 412.4 \quad 21' 16' 17' 10'$$

$$N. 88^{\circ}W \quad 49' \text{ to } M.C. \#38$$

M.C. #37-E W. Cedar 12" N. 66° E 49
" " 6" S. 89° E 43

M.C. #38-W. W. Birch 6 N. 30° W. 22
Elm 3 S. 30° E 20

S.E. Cor. - 1. M.
13-14-23-24

E. 1/4 Cor W. Pine 30 N. 80° E 32
" Pine 24 S. 60° W. 50

N.E. Cor W. Pine 12 N. 70° E 22
" " 6 N. 35° W 12
11-12-13-14 W. Birch 6 S. 57° W 49
" " 5 S. 35° E 53

N. 1/4 Cor. W. Pine 10 S. 2° E 17
Y. Birch 7 N. 53° W 12

552.6 - 15.7' N. Hub on S.W. Cor. B. M.C. #38, Cor
530. Cor < L. 1038 - N. 88° 37' E
358.2 1/4 Cor. > M.C. #38 to M.C. #37

2649. Hub S.E. & 90° 01'
2879.5' on shore
39.5' Hub on shore

Running East

82057 1392
82054 1376
11 256 12
704 1157

Δ Hub & 82° 57' = 323.4' Ar. i.
328.6 Ch.
22249.2
2577.8
3.1

E. 1/4 Cor. 58' N. of Cor. 2580.9

× 90° Run North
+ 58

25 79.7

26 37.7 - Cor. 26' East

W. 1/4 Cor. 2483.4 S. 89° 33' E 42.2 S

Running North 1/16 Line N.W. & 86° 37'
Intersection E. & W. 1/4 R. S.E. 88° 11'

600 Hub
1000
1408 Hub
1800 "
2000 "
2525 Hub

2622 + E. & W. 1/4 Random

2625.5
42.2
2583.3

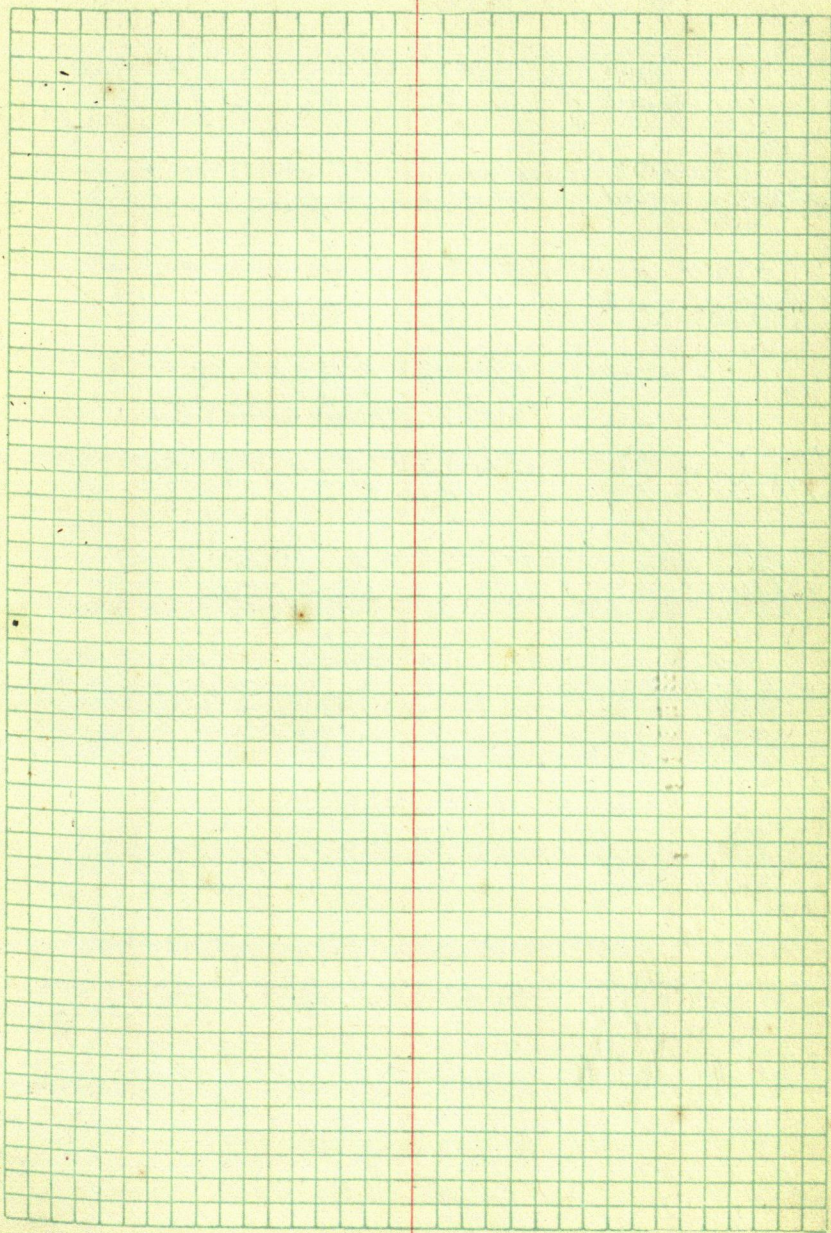
2583.3 South

2106.0 S. 87° 58' E

358.2 S. 89° 36' E

2640. N. 0° 24' E

2483.4 N. 89° 33' W



April 1, 1927
H. J. Lusher

Lot 7, Sec 26-139-26

M.C. # 31 Aspen 7 North 7
W. Birch 8 S. 80 E 13

M.C. # 30 B. Ash 6 N. 33 1/2 E 25
W. Birch 3 S. 80 W. 19

M.C. # 29 Elm 6 N. 25 E 128
W. Birch 6 S. 25 E 152

M.C. # 7 Elm 10 S. 62 E 45
B. Ash 4 S. 45 W 24

M.C. # 8 W. Pine 5 N. 80 E 15
" " 6 N. 45 W 09

25-26-35-36 N. Pine 5 N. 55 E 39
" " 8 N. 35 W 28
" " 12 S. 35 E 13
" " 11 S. 55 W 33

Sta. 0 Sec. Cor S.E.

1010.5 I.P. small
 1040.7 Hub goes to 1204
 2784.7 M.C.

156.3
 30.63
 46.26

1/16

602

33.74
 46.26
 80.00

1010.5
 30.2
 1040.7

46.26 | 2784.7
 27756
 9100

2784.7
 1040.7
 1744.0

6.26
 602
 1252
 3756.2
 3768.5

60.2 1380
 20 84.7
 1204.0 1464.7
 1204.0
 376.9
 2784.9

56.73

30.63 | 1744

1531.5

212.58

183.78

28720

27567

11530

56.93

4.37

39.851

170.79

22772

24878.41

1010.5

30.

1040.5

1563

602

3126

91780

220926

1040.7

248.8

1289.5

1320

1289.5

30.5

1548

377.8

466.1

843.9

M.C. & 0°57' to North running East
 picket 5.2 south

S.E. Sec. Cor to M.C.

1560.7

2771.9

383.2

133.7

402.0

3251.5

377.8 N

466.1

843.9

526.1

1370.0

to M.C. #12 & 1°06' Left running North

383.2

133.7

255.8

146.2

418.9

402

146.2

255.8

156.3
 1337

X N.W. 81°20' Hub 8' North

N.E. & 88°00' N.W. & 91°54' 377.8 N. to hub

146.2' E " " 1600

1560.7

2771.9

918.9

5251.5 Length South Line Sec. 26

1370

1315.8

2685.8

1560.7

01658

5120°57'

124856

18035

93642

15607

25876406

49.3 = 1°10'

106.4

5251.5

4256

9955

9576

3790

N. 89°08' E

1010'

9018

S. 89°42' E

1040.7

248.8

1289.5

25.9

1263.6

1370.0

106.4

29.7 = 1957

179 | 5251.5

358

1671

1611

600

1204

2408

25.9

2382.1

1370

1191

179

89°08

1957

7120.5

88°55

LOWER CROOKED

1311.3
245.3
1566.0

1.1M

1.1M

M.C. 986.85

NORTH

56.93	30.63	5493
20	24.37	626
<u>1138.60</u>	6.26	34158
356.4		11386
248.8		34158
<u>1743.8</u>		3563818

2784.7	2784.7
356.4	376.4
<u>2428.3</u>	2407.8
25.9	25.9
<u>2402.4</u>	2381.9
	1190.

2434.2

376.9
356.4

65
9
58
2
60

S. 89° 42' E

S. 88° 55' E

526.1
1006
N. 100° 16' E
UPPER 602.5
CROOKED

1370

LAWRENCE
S. 89° 08' N
2771.9

918.9
P. O. NICE

6° 57' N. 89° 50' W
1560.9
1.1M

1209

1040.7

748

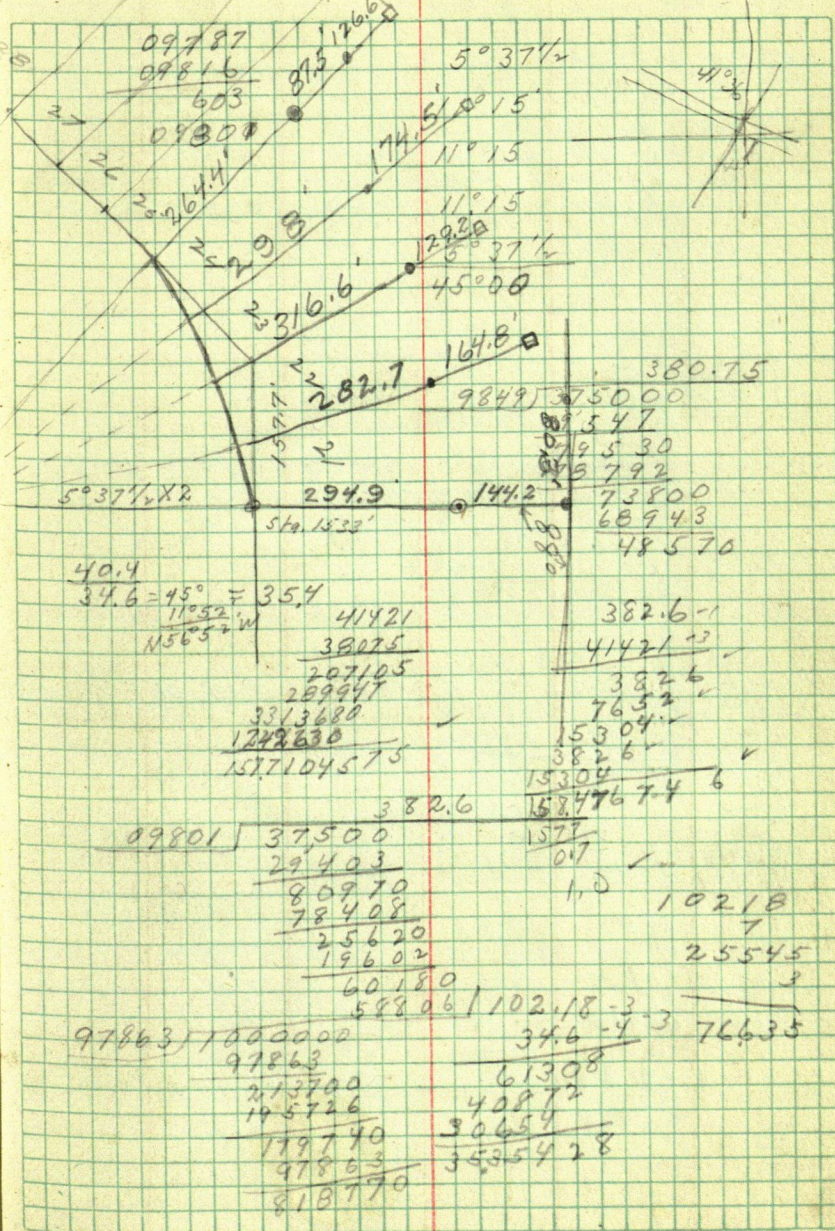
1138.6

2488

98.4 242.5

41° 36' - 40.4 369.5
2068.4

164.8 64



S. 20° W

Lot 20 75

19 75

18 75 R 2° 00' = S. 4° W.

17 75.2

16 75.2

15 75.2 L 5° 03' = S. 1° 03' E.

14 75.0

13 75.0

12 75.0

11 $\frac{36.9}{38.1} \times 11^{\circ} 05' R = 51^{\circ} 02' W. \frac{36.1}{38.9}$

10 76.2 75.7

9 76.2 75.7

8 76.2 75.7

7 76.2 $\frac{75.7}{79.3} \times 2^{\circ} 03' L = S. 19^{\circ} 00' E N. 21^{\circ} 0' W$ 6 79.3 $\frac{75.7}{80.4}$

5 79.3 80.4

4 79.3 $\frac{80.4}{80.4} \times 4^{\circ} 56' L = S. 23^{\circ} 58' E (N 26^{\circ} 06' W)$ 3 79.3 $\frac{80.4}{80.4}$

2 82.1 83.5

1 82.1 83.5

Street 33' = 36.1' 40' = 36.7'

63°54
26°06

932°58

(166) 894
750000
246064
9393600

75.2'

98756 | 7500000
698292
517080
498780
183000
101.55

98471 | 100000
98471
152900
98471
544290
492355
519350

105.77

94542 | 100000
94542
545800
472710
730900
661794
691060

109.44

91378 | 1000000
91378
862200
822402
397980
365512
324680
111.36

89803 | 100000
89803
101970
89803
121670
89803
318670
269409
492610

27.84

83.52
82.1
1.4
2.8
2.4

26006
4056
21010

101.55

381

101.55

81240

30465

38.69055

101.55

253875

3

761825

26442

3

79.326

- 27.36

3

82.08 = 82.1

10944

3

32832

32832

36.1152

111.36

3

33408

33408

367488

Lot No. Dis. to Lake

M.C.

Lot 1 32

2 29

3 20

4 28

5 15

6 8

7 23

8 17

9 5

10 17

11 7

12 15

13 13

14 6

15 8

16 11

17 9

18 14

19 12

20 15

21 15

22 14

23 18

24 23

Lot No. Dis. to Lake

24 23

25 10

26 14

27 12

28 22

29 19

M.C. 10'

Apr. 26 Tues. - started at noon

27 Wed

28 Thurs. - worked to noon 3 days

Mileage - 128.

68

North	1533'	
East	439.1	N 2°04'E
S. 2°W.	225'	N 2°
S. 4°W	225.6	N 4°04'E
S. 1°05'E		N 5°05' W
S. 8°03'W		N 9°08'
S. 21°14'E		N 8°00'E
S. 26°10'E		N 29°10' W 29°17'
		N 4°56' W
		N. 26°06'W

		N	S	E	W
North	1533	1691.5			
North	158.5				
N. 45°W	158.5	527.5	373.0		373.0
N. 45°W	300.				
N. 45°W	69'				
S. 3°02'E	2068.4	2068.4	2064.7	122.7	
East	250'	250'		250	
		2064.5	2064.7	372.7	123

294.9
144.2
439.1

S. 2° E

2°
South

S. 5° 03' E

11° 05'

S 6° 02' W

29° 03'

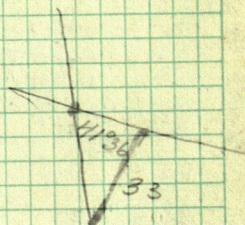
S 23° 01' E

4° 57'

S. 27° 58' E

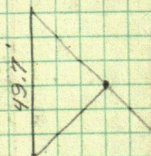
29° 03'
N. 21° 10'
9° 53'
11° 05'
4° 01.2'
5° 03'
51'

21° 10'
29° 10'
N. 8° 00' E
75.7



99027 | 750000

693189
568110
493135
729750



75.05

99027

3925

495135

198054

891243

297081

388680975

9994 | 750000

699389
50420
49970
45000
17

123 | 2068.5
121
834
61

05931 2068.4
99824

82736

41368

165472

186156

186156

2064759616

2068.4

5931

20684

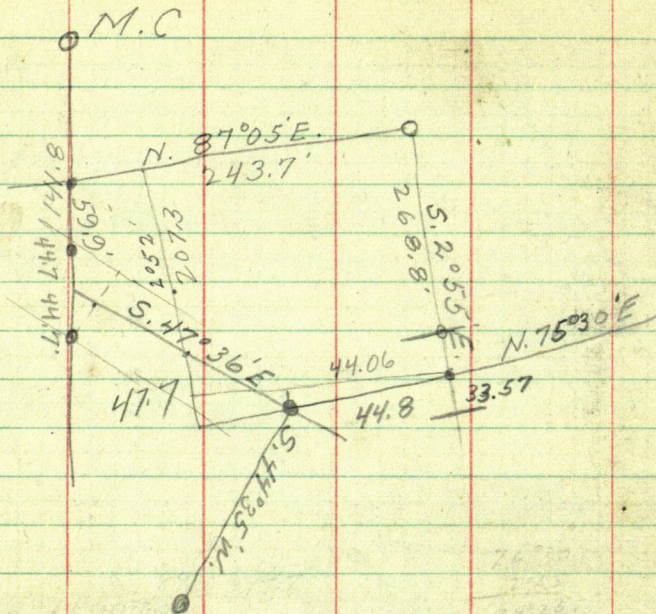
62052

186156

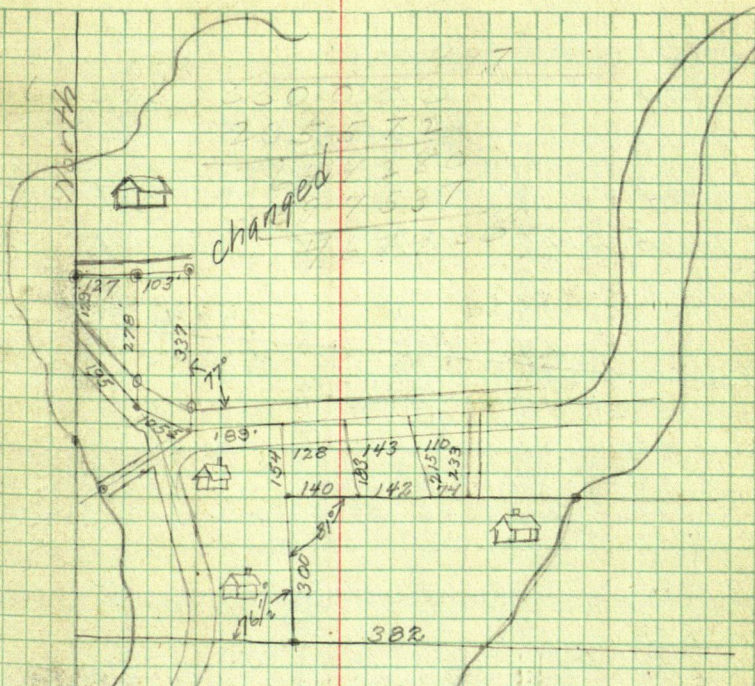
103420

122676804

Fri- Apr. 29-1927


$$\begin{array}{r} 98352 \\ 44,8 \\ \hline 786816 \\ 393408 \\ \hline 393408 \\ \hline 44,061696 \\ 100 \\ \hline 55.94 \end{array}$$
$$\begin{array}{r} 63585 \\ 5594 \\ \hline 254340 \\ 572265 \\ 317925 \\ 317925 \\ \hline 35694490 \end{array}$$
$$\begin{array}{r} 5.76^{\circ}30'W \\ -13^{\circ}30' \\ \hline 47^{\circ}36' \\ \hline 61^{\circ}06' \end{array}$$
$$\begin{array}{r} N. 87^{\circ} 05' E \\ N. 76^{\circ} 30' E \\ \hline 10^{\circ} 25' \end{array}$$
$$\begin{array}{r} 47^{\circ}36' \\ 2055 \\ \hline 44^{\circ}31' \end{array}$$
$$\begin{array}{r} 88 \\ 63585 \overline{) 5594000} \\ \underline{508680} \\ 507200 \end{array}$$

$$\begin{array}{r} 47^{\circ}36' \\ 2033 \\ \hline 4.4^{\circ}31' \end{array}$$

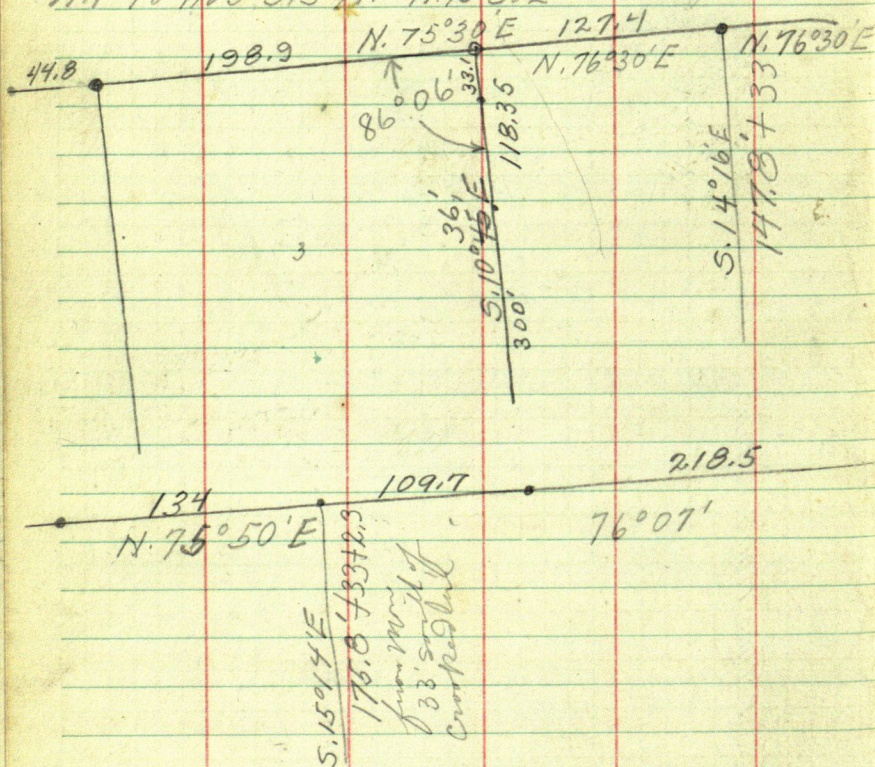


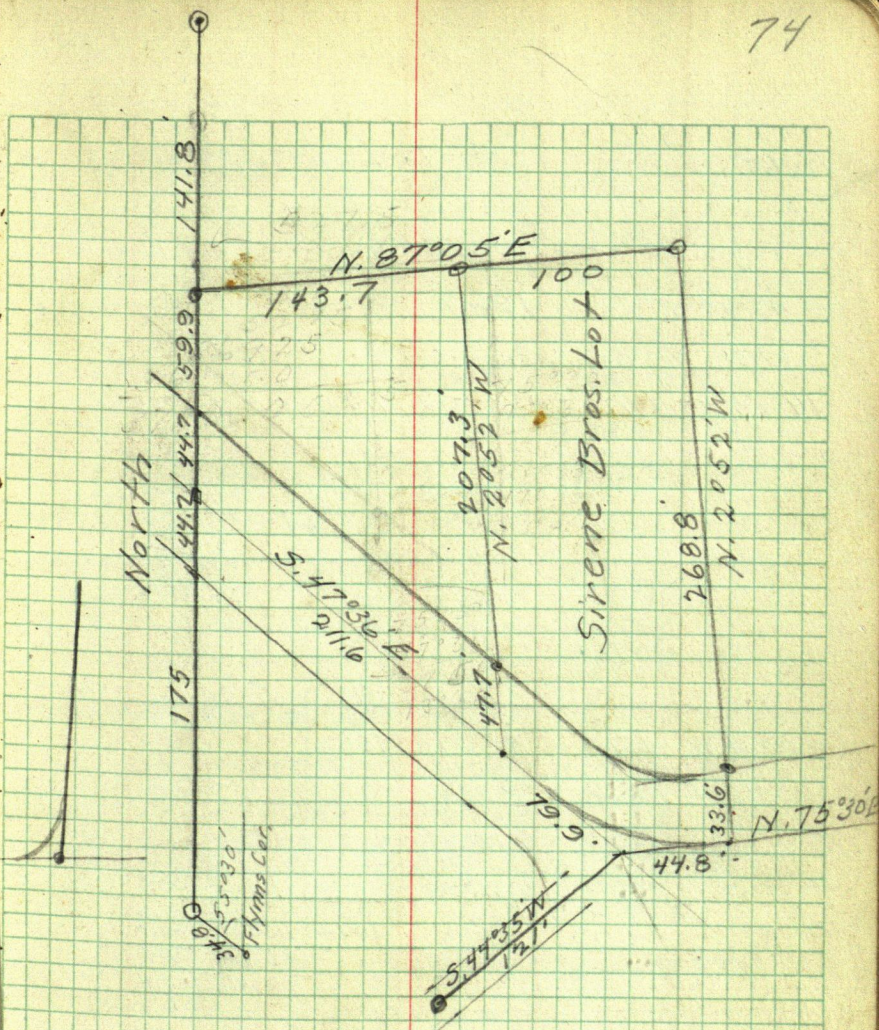
47' 36"
25' 0"

Fyres Freedom Line

79.1
80 70711 559400
494977
644230
634389
78310
79.8
70112 559400
496784
686160
631008
551520

44.8 Lot N. 75°30'E = East
 198.9 Lot N. 75°30'E "
 127.4 Lot N. 75°30'E "
 134.0 N. 76°30'E S. 89°E
 109.7' N. 75°50'E S. 89°40'E
 218.5 217.6' N. 76°07'E S. 89°23'E
 All to Hub 5.5' N. - N. 75°30'E





N. 60°35'E

180' to LAWRENCE Lake

S. 1°53'E

178.4'

S. 42°18'E

126.2'

S. 87°51' W Johnson's Lot Line N. 87°43'E

140.2' - 141.9' - 67 - 279.4 and 40' to L.L.

1430
10036
354

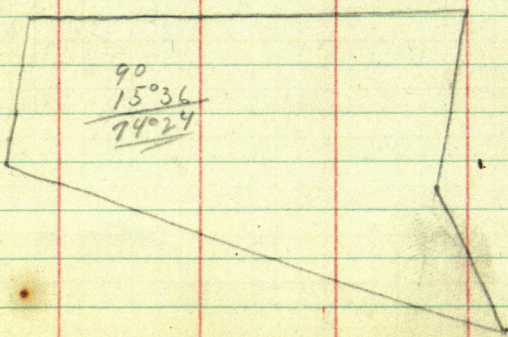
14030
10036
1037

14030
10036
3054

153
14030
1237

42018
14030
5648
2748

		N	S	E	W
N. 10°36' W	151.4'	N. 3°54' E	151.0	3.5	
N. 75°30' E	460	East		460	
S. 1°53' E	178.4	S. 12°37' W	174.1		39.0
S. 42°18' E	126.2	S. 27°48' E	111.6	58.9	
			151.0	283.7	52.14
				151.0	39.0
				134.7	482.4



$$\begin{array}{r}
 99768 \overline{) 330000} \\
 \underline{299304} \\
 306960 \\
 \underline{299304} \\
 76560
 \end{array}$$

$$\begin{array}{r}
 118.35 \\
 \underline{33.1} \\
 151.45
 \end{array}$$

$$\begin{array}{r}
 01745.8 \\
 \underline{134.8} \\
 6980 \\
 \underline{5285} \\
 1745 \\
 2.33 \overline{) 233830} \\
 \underline{63845} \\
 2.3511 \\
 \underline{5.5288} \\
 5.5
 \end{array}$$

$$\begin{array}{r}
 00582 \\
 \underline{1977} \\
 4074 \\
 \underline{5238} \\
 5820 \\
 \underline{638454}
 \end{array}$$

$$\begin{array}{r}
 2185 \\
 \underline{01076} \\
 13710 \\
 \underline{15295} \\
 21850 \\
 \underline{2351060}
 \end{array}$$

$$\begin{array}{r}
 134 \\
 \underline{109.7} \\
 218.5 \\
 \underline{462.2}
 \end{array}$$

N. 10° 36' W 15

$$\begin{array}{r}
 06802 \\
 \underline{1514} \\
 27208 \\
 \underline{6802} \\
 34010 \\
 \underline{34962} \\
 8498840 \\
 \underline{99768} \\
 15104875
 \end{array}
 \begin{array}{r}
 99768 \\
 \underline{1514} \\
 399072 \\
 \underline{99768} \\
 8498840 \\
 \underline{99768} \\
 238467912
 \end{array}
 \begin{array}{r}
 21843 \\
 \underline{1724} \\
 87372 \\
 \underline{174744} \\
 152901 \\
 \underline{21843} \\
 238467912
 \end{array}
 \begin{array}{r}
 99585 \\
 \underline{1724} \\
 390340 \\
 \underline{780680} \\
 683095 \\
 \underline{97585} \\
 174091640
 \end{array}$$

$$\begin{array}{r}
 46639 \\
 \underline{126.2} \\
 93278 \\
 \underline{279834} \\
 93278 \\
 \underline{46639} \\
 38.858418
 \end{array}$$

$$\begin{array}{r}
 88458 \\
 \underline{126.2} \\
 176916 \\
 \underline{530748} \\
 176916 \\
 \underline{88458} \\
 111.633996
 \end{array}$$

$$\begin{array}{r}
 1347 \overline{) 482.4} \\
 \underline{4041} \\
 7830 \\
 \underline{6735} \\
 10950 \\
 \underline{10776}
 \end{array}$$

79

June 21, 1930
Lot T-Sec.

N. 82° 58' W. = 88° 45' Mag.

$$\begin{array}{r}
 \text{N. } 2^{\circ} 42' \text{ E.} = \text{N. } 3^{\circ} \text{ W } 94^{\circ} 22' \\
 \text{47.4'} - 168.7 \\
 \hline
 \text{Total}
 \end{array}$$

S. 2° 42' W

94° 22'

$$\begin{array}{r}
 97.06. \\
 82^{\circ} 54'
 \end{array}$$

N. 75° 30' E. Road X N. 76° E

N. 2° 10' E.

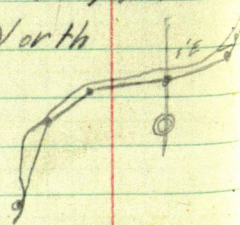
N. 2° 40' E

752 feet N. 75° E to I.M. = N. 75° 30' E
 S. 55° 45' E - 47.1' to Cor.
 S. 55° 15' E 29.5' to Hub in Moores
 fence. 27.4' North

N. 75° 30' E - N. 1° 57' E.

N. 2° W mag

N. 75° 45' E - N. 2° 12' E



37
18
53

110 miles 80

416
16
521

N. 75° 30' E to 1 M.

N. 76° E

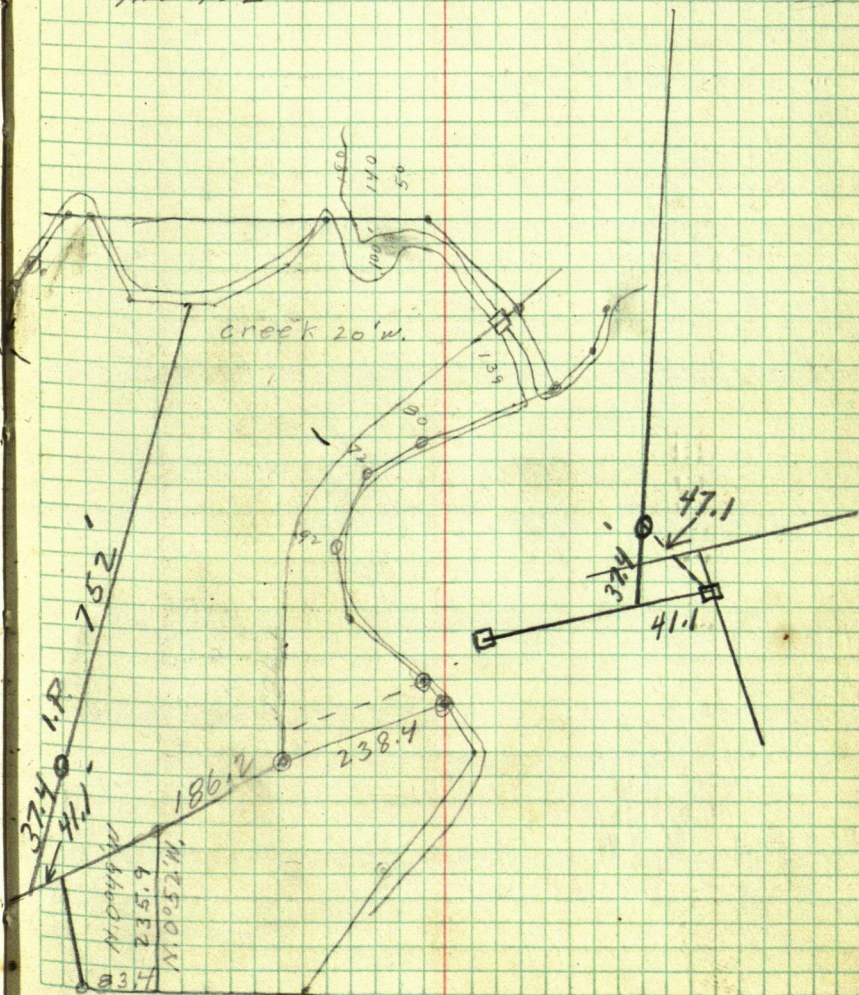
73° 20'

2040

76° 15'

N. 2° 42' E

creek 20' W.



81

N

S

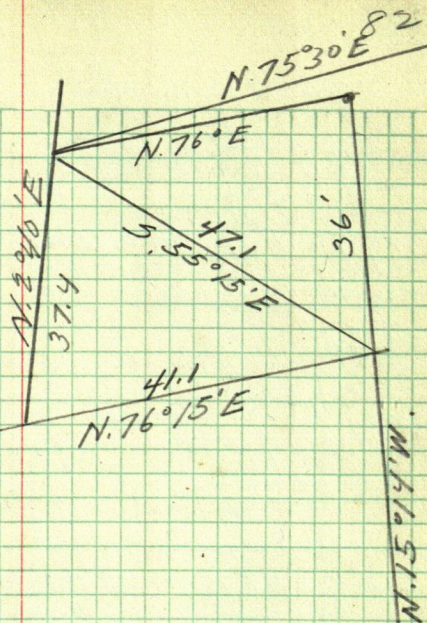
E

W

S. 76° 15' W 41.1

N. 2° 40' E 37.4

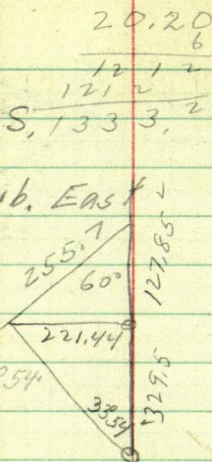
S. 55° 15' E 47.1



83

May 15th Sec. 4 & 5 - 189-26

$$\begin{array}{r}
 2640 \\
 1333.2 \\
 \hline
 3973.2 \text{ L.S. } 1333.2 \\
 457.3 \\
 \hline
 4430.5 \text{ Hub. East } \downarrow \\
 400 \\
 \hline
 4830.5 \\
 5286.6 \\
 \hline
 456.1 \\
 451.1 \\
 \hline
 5281.6
 \end{array}$$

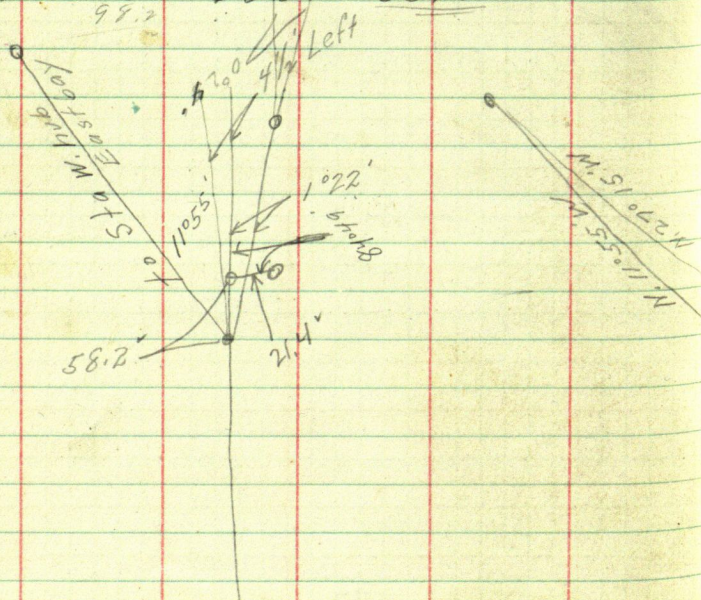


$$\begin{array}{r}
 93^{\circ}54' \\
 86^{\circ}06' \\
 60 \\
 \hline
 146^{\circ}06' \\
 33^{\circ}54'
 \end{array}$$

$$\begin{array}{r}
 329.5 \\
 127.8 \\
 457.3 \\
 409.2 \\
 \hline
 48.1
 \end{array}$$

Sta. 5286.6 - X Right 90° 172

$$\begin{array}{r}
 98.2 + 5580 \\
 \hline
 5688.2 \\
 5678.2
 \end{array}$$



78° 11'

$\sin 20^{\circ} 40' : 19996 :: \sin 79^{\circ} 33' : X$

	97881 200	2794
	98341	
	200	
	545	
	07005	
	19576200	
03606	19668200	
	18030	
	16382	
	14424	
	19580	
	14010	
	55662	
	49035	
	66270	
	63032	
	32350	

	4227	
04653	196682	2794
	18612	
	10562	
	9306	2694
	12560	
	9306	
	32540	
	32571	

1176.2'

82° 12'
78° 11'

2° 39'

~~4001~~~~1022~~
~~4001~~4251
~~6~~
25506
~~25506~~
2806.66

North 1° 22' E

7.600
S. 2° 39' E

78° 11'

5.79033 W

199.9

82° 12'

May. 14-28

2634 - Temp. $\frac{1}{4}$

2639.5 - Temp.

2638.2 - " 206.1'

 $\frac{1}{4}$ Cor. 1 + 36 Mag. BearingOak 6" N. 48° W. 84.4'" 7" S. $68^{\circ}30'$ W 67.4'

Cor 1 + 2 + 35 - 36 Mag

W. Pine Stk. 30" N. 51° E. 91.2'N. Pine " 24" S. 8° E 47.8'W. Pine Stk 20" S. 86° W 84.5'

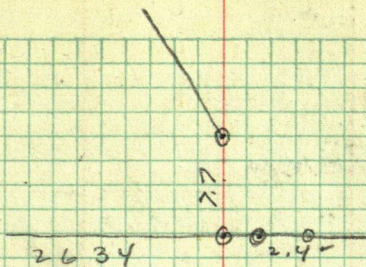
+

 $\frac{1}{4}$ Cor. 2 + 35Basswood 11" N. 87° E 37'Oak 20" S. 58° E 141'

Cor 2-3-34-35

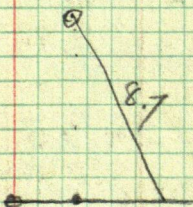
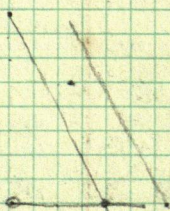
N. Pine 12" S. $87^{\circ}37'$ E. 85.5'

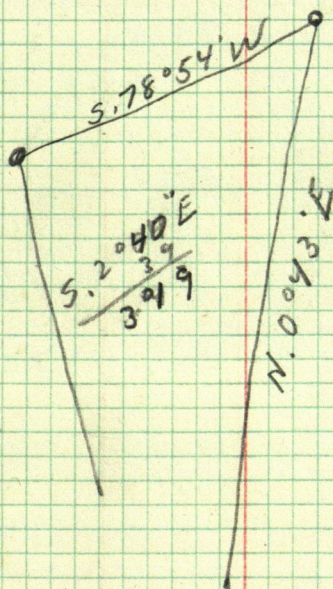
Bearing from road



$$34.1; 66; X; 7.7$$

$$\begin{array}{r} 77 \\ 2387 \\ \hline 2387 \end{array} \quad \begin{array}{r} 4. \\ \hline 66 \end{array} \begin{array}{r} 26257 \\ \hline 264 \end{array}$$





$$\begin{array}{r} 1022 \\ 43^\circ \\ \hline 0^\circ 39' \end{array}$$

$$\begin{array}{r} 5.79^\circ 33' W \\ 39' \\ \hline 5.78^\circ 54' \end{array}$$

T. 139-26 W.

From N.E. Cor. Sec. 35

West 1311.4

S. 26° W. 5896

N. 87° 56' W. 226'

To S. 1/4 Cor.

Hub 2948' N. 79° 30' W. 72.2'

S. 33° 18' W. 1684

From W. 1/4 Cor.

N

E

S

W

East 2640

2640

S. 72° 13' W. 21.7

N. 72° 13' E. 21.7

East 2640

2640

S. 72° 13' W. 43.4

To E. 1/4

M.E. 27

From N.E. Cor

South 2640

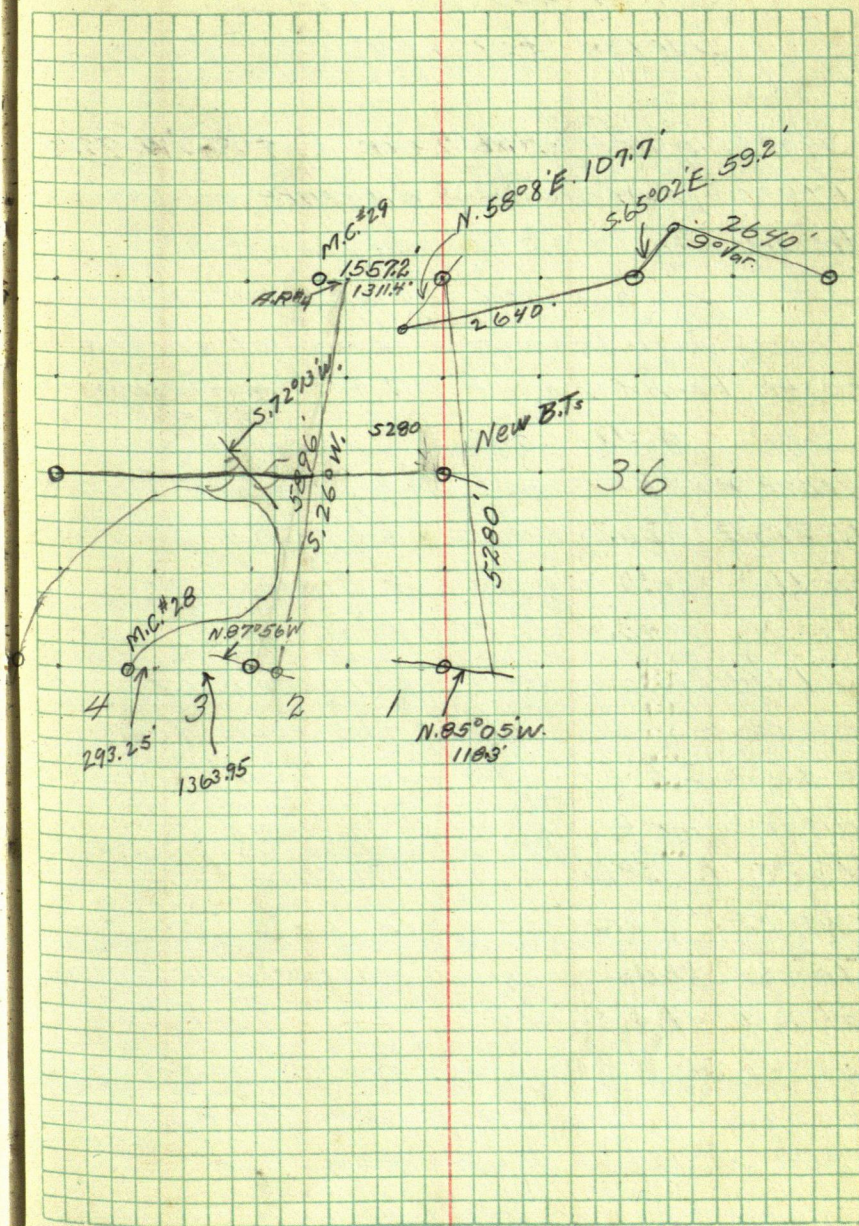
N. 85° 05' W. 59.15

S. 85° 05' E. 59.15

South 2640

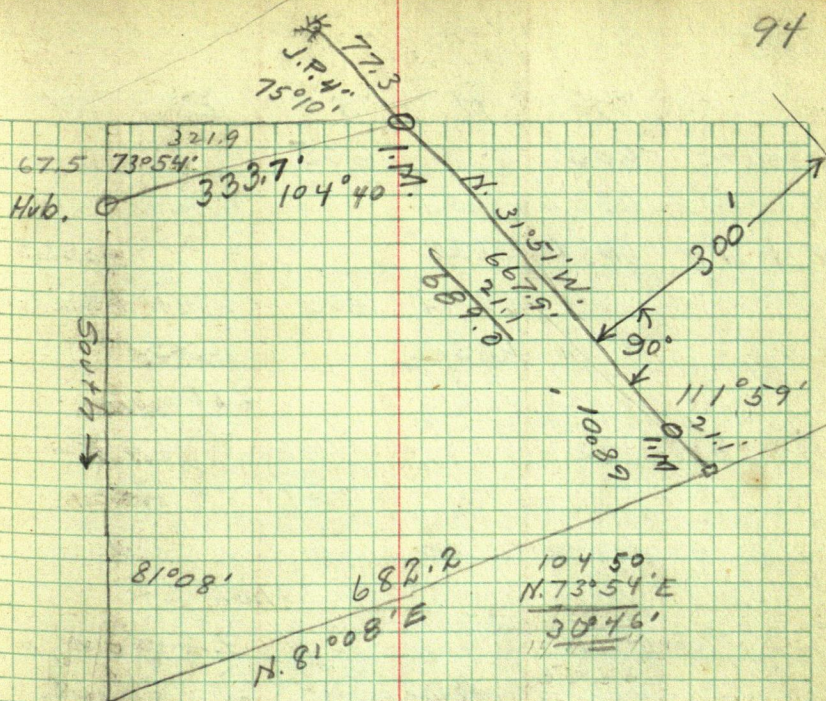
N. 85° 05' W. 118.3

To S.E. Cor.



NEVIS
Lot 2, Sec. 20-140-33
Survey for Dr. Pat Fite

Starting at the N.W. Cor. Lot 2, Sec. 20-140-33, run South a distance of 600' along the west boundary of said Lot 2 as marked by a barbed wire fence with iron post to a point on the south boundary of S.T.H. #34, thence South a distance of 4.2' to a point on the same line; thence N. $81^{\circ}08'E.$ a distance of 682.2' to a point on the North shoulder of State Highway No. 34, thence N. $3^{\circ}51'W.$ a distance of 21.1 feet to an iron pipe monument; thence N. $31^{\circ}51'W.$ along the same line a distance of 667.9' to an iron pipe monument on the sloping bank of Lake Belle Taine; and thence to the waters edge of said Lake Belle Taine; thence in an easterly direction along the shore of Lake Belle Taine by its various courses and distances to a point on a line parallel to and 300' distant from the line marked by the iron pipe monuments;



parallel to 1st line
 thence S. $31^{\circ}51'E$ to an intersection
 with the North boundary of State
 Highway No. 34, thence in a westerly
 direction along the north boundary
 of State Highway No. 34, as at
 this time laid out and constructed, to
 its intersection with the line marked
 by the iron pipe monuments and
 enclosing a tract of land 300'
 wide fronting on Lake Belle
 Taine.

95

		N.	S	E	W
South	605'		605'		
N. 81° 08' E	682.2'	105.1		674.0	
N. 31° 51' W	689.0	585.3			363.5
		690.4	605'	674.0	363.5
		605.0		363.5	17.7
		85.4		310.5	370.0
S 74° 38' W	330				

672.7

N 21° 49' E

21.1

10.8

11.7

677.9

1.0

9.0

25.1

310.5

1265

96425

310500

289275

212250

265 85.40

795

590

530

600

530

700

682.2

689

592.8	92.5
79.0	12.3
2.0	13
1.2	
<u>674.0</u>	<u>105.1</u>

687.9

78°09

509.7	316.6
68.0	42.2
<u>7.6</u>	<u>4.7</u>
585.3	363.5
567.1	352.1

20535
<u>3</u>
61605
<u>61605</u>
677655

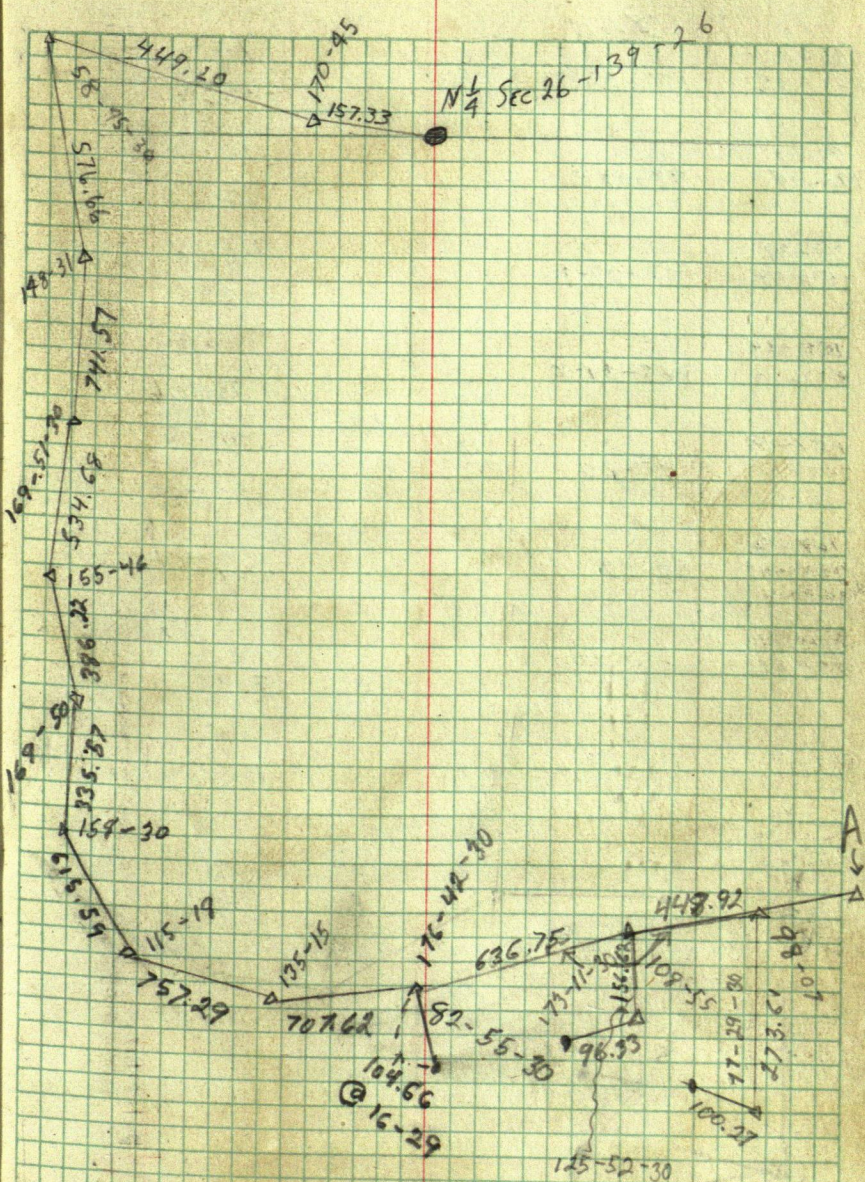
67.5	4.77
<u>321.9</u>	
2700	
5190	
<u>4725</u>	
4650	
<u>4725</u>	

97869	329.
<u>321.9000</u>	
293607	
<u>282930</u>	
195738	
<u>971920</u>	
1	

$$\begin{array}{r} 3.6358 \\ 85.4 \overline{) 310500} \\ \underline{2562} \\ 5430 \\ \underline{5124} \\ 3060 \\ \underline{2562} \\ 4980 \\ \underline{4270} \\ 7100 \\ \underline{6832} \end{array}$$

JAMES	POLZAK	
170-45	170-45	297.33
341-30		190.
		<u>157.33</u>
58-45	58-45-30	200
117-31		150
		100
		<u>950</u>
148-31	148-31	80
297-02		<u>997.20</u>
169-52	169-51-30	580
339-43		3.34
		<u>576.66</u>
155-46	155-46	750
311-32		9.43
		<u>741.57</u>
169-50	169-50	540
339-46		5.32
		<u>534.68</u>
158-30	158-30	390
317-00		3.78
		<u>396.22</u>
115-19	115-19	340
290-86		4.43
		<u>335.57</u>
135-15	135-15	620
270-30		4.41
		<u>615.59</u>
176-43	176-42-30	760
353-25		2.71
		<u>757.29</u>
82-56	82-55-30	710
165-51		2.38
		<u>707.62</u>
173-12	173-11-30	110
346-23		5.34
		<u>109.66</u>
108-55	108-55	
217-50		

© 16-29



J. POLZAK

125-52

251-45

125-52-30

$$\begin{array}{r} 640 \\ 3.25 \\ \hline 636.75 \end{array}$$

98-07

196-14

98-07

156.62

96.33

77-29

154-59

77-29-30

$$\begin{array}{r} 450 \\ - 2.08 \\ \hline 447.92 \end{array}$$

168-34

337-09

168-34-30

54.85

127-50

255-40

383-30

127-50

$$\begin{array}{r} 350 \\ 29 \\ \hline 127-50 \\ 3 \overline{) 382-90} \\ 6 \\ \hline 22 \end{array}$$

$$\begin{array}{r} 350 \\ - 1.90 \\ \hline 348.10 \end{array}$$

167-54

335-48

503-12

167-54

$$\begin{array}{r} 167 \\ 3 \overline{) 503.42} \\ 30 \\ \hline 18 \\ 28 \\ 21 \\ \hline 2 \end{array}$$

1450

$$\begin{array}{r} 1450 \\ - 7.87 \\ \hline 1442.13 \end{array}$$

115-13

130-26-30

1740

$$\begin{array}{r} 1740 \\ - 1.52 \\ \hline 1738.48 \end{array}$$

N.E. SEC Cor 2b

Elrod (Old Thompson)

1738.48

1/3-1/5-1/3

1442, 13

A

348.10

68434-30

72

2A.42

100

1967

523

40.

2			
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131

1

--	--	--	--	--	--

--	--	--	--	--

4

1

Ken Oren

L. ARMSTRONG

~~259-25-45~~

~~158-28-40~~

~~518-56-40~~

~~259~~

~~259-26-05~~

~~158-57-40~~

~~419-57-40~~

~~518-52-40~~

~~259-28-50~~

100-34-20

201-08-20

100-34-10

55-12

107-30-20

215-00-40

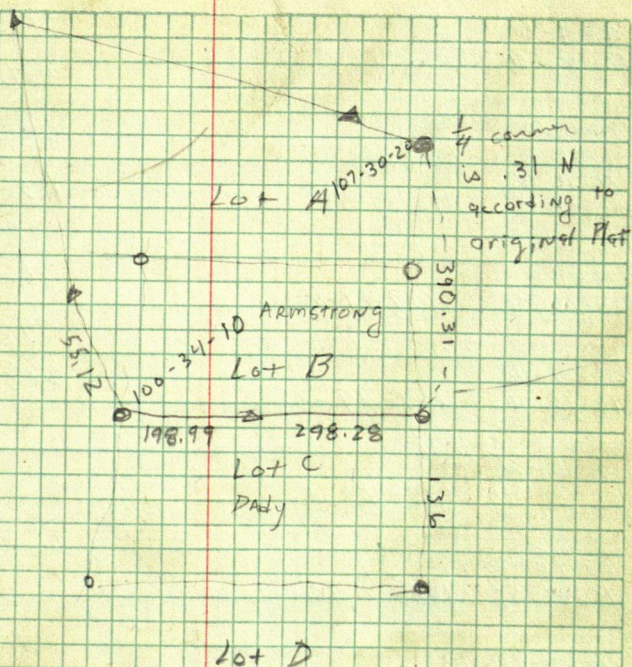
175-09-20

350-19-20

175-09-40

David Dady
Outing, MINN.

owes \$75⁰⁰



ADERBECK + SMITH

26-51-50		210.50
53-42-50	26-51-55	337.24
171-11-50		229.0
142-25-90	171-12-40	
171-13-15		173.0
342-27-30	171-13-45	300.67
108-01-10		336.1
216-02-20	109-01-10	174.83
124-59-40		265.39
249-59-45	124-59-52	
143-16-25		
286-33-40	143-16-50	
168-00-20		
336-01-40	168-00-50	
113-31-35		
227-03-05	113-31-32	
164-55-15		
329-52-00	164-56-	
164-55-15		
329-51-40	164-55-50	
164-55-35		
329-52-00	164-56-00	
78-10-45		
156-21-01	78-10-30	
192-44-20		

140-28

195

into
book

7-10-30

210.50

164-56-00

back

337.24

10-31

Δ

POWERLINE

168-00-50

729

143-16-50

73

168-00-50

Δ 300.67

124-59-50

336.1

Δ 108-01-10

11-13-15

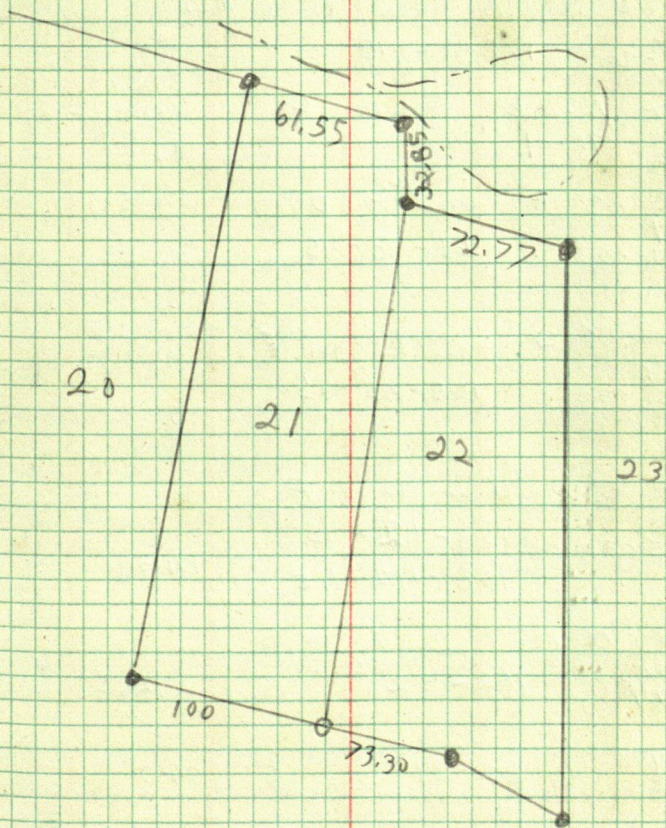
263.39

●

LOTS 21-22

HARRY LARSON

HAINING'S 1ST ADD



535
312

178-24

266-47

T@ A BS B

351.11

178-23

356-45-30

178-22-45

T@ A BS B turn Rt. to MC.

128-22

256-44-30

128-22-15

T@ A BS B turn to C.

34.87

96-01

192-02

96-01

45.00

79.87

T@ C BS A turn ^{Rt.} to D

22.05

69-49

139-37-30

69-48-45

331.86

T@ D BS C turn L to E

183.40

105-26

210-51-30

105-25-45

187.65

T@ E BSD. Turn L to F

158-43

317-25-30

158-42-45

158-42-45

171.24

T@ F BSE Turn R to G

162-52

325-44

162-52

129.39

82-34

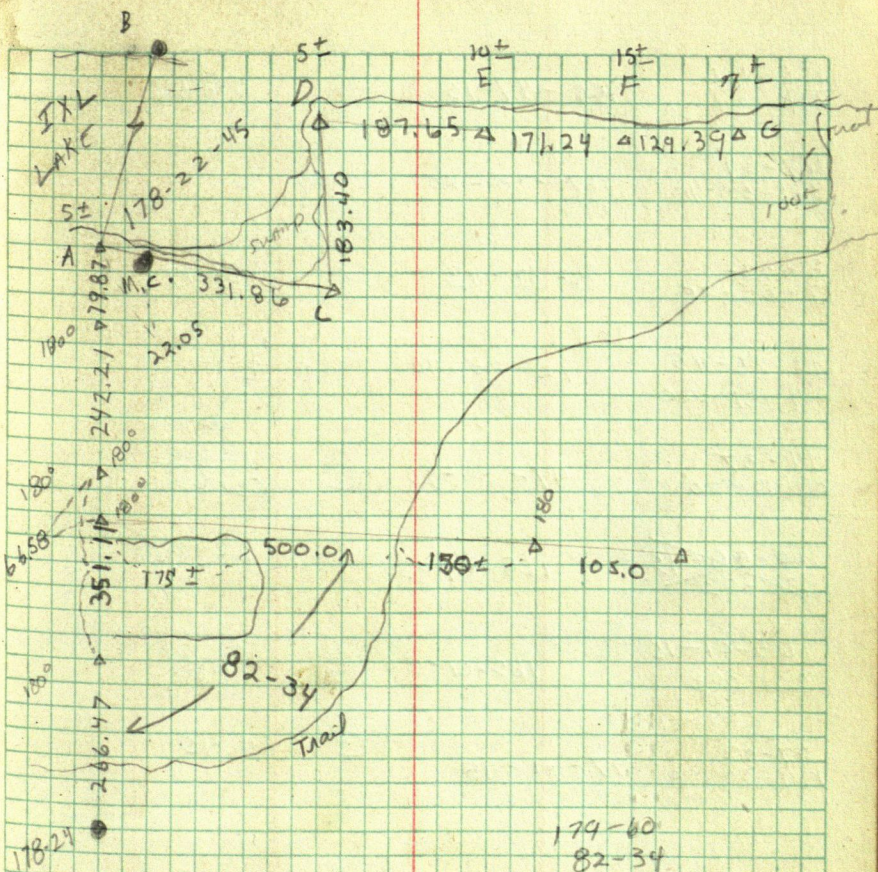
165-08

82-34

@ 605.0

JAMES GROVES

RON, JEFF



179-60
82-34
97-36

351.11
122.71
228.40

155-47	155-47-15	@	598.62
311-34-30			

167-31	167-30-20	up	d
335-00-40			

8-33-30	8-33-13	@	135.77
17-06-25			

12-25-45	12-25-40	up	d
24-51-20			

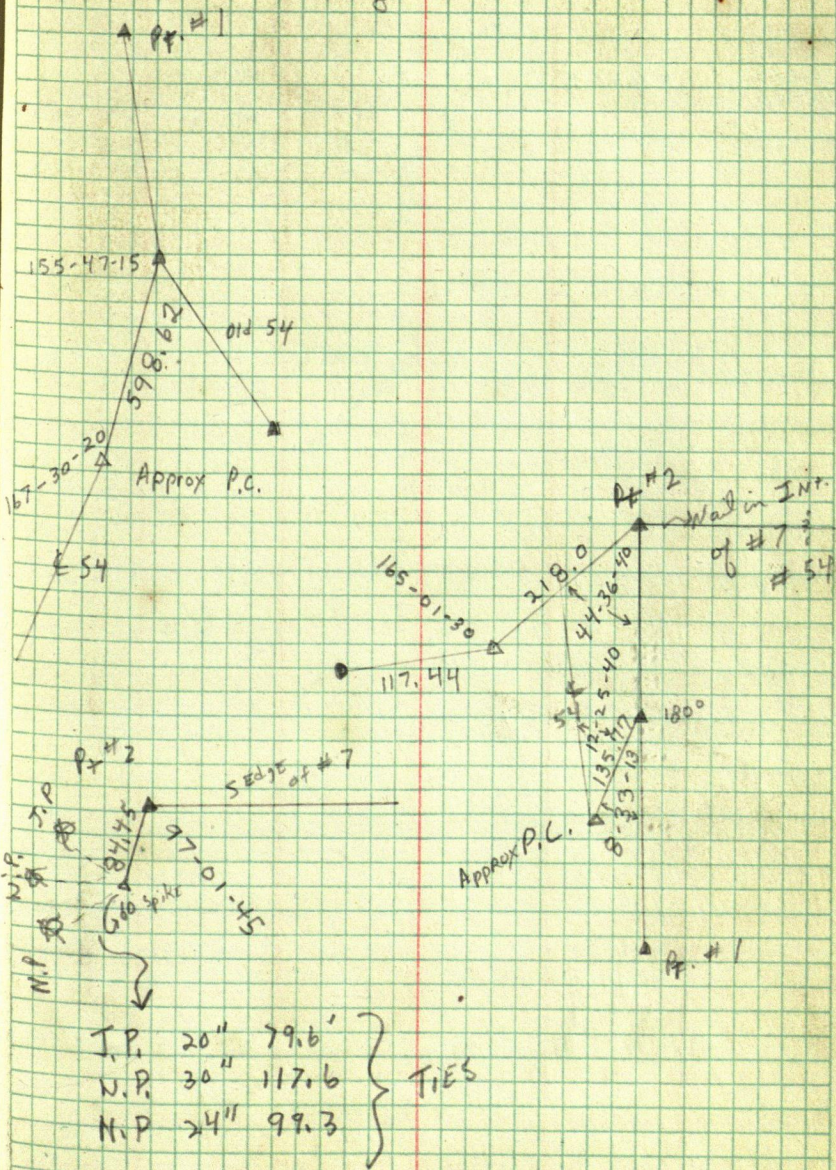
44-37	44-36-40	@	90.0 128.0 218.0
89-13-20			

165-00-45	165-01-30		
330-03			

165-01-15	165-01-30	@	117.44
330-03			

97-02	97-01-45	@	84.45
194-03-30			

AVERBECK, Smith
 Ron and Paul Aug 25, 77



Smith

Ed Paul

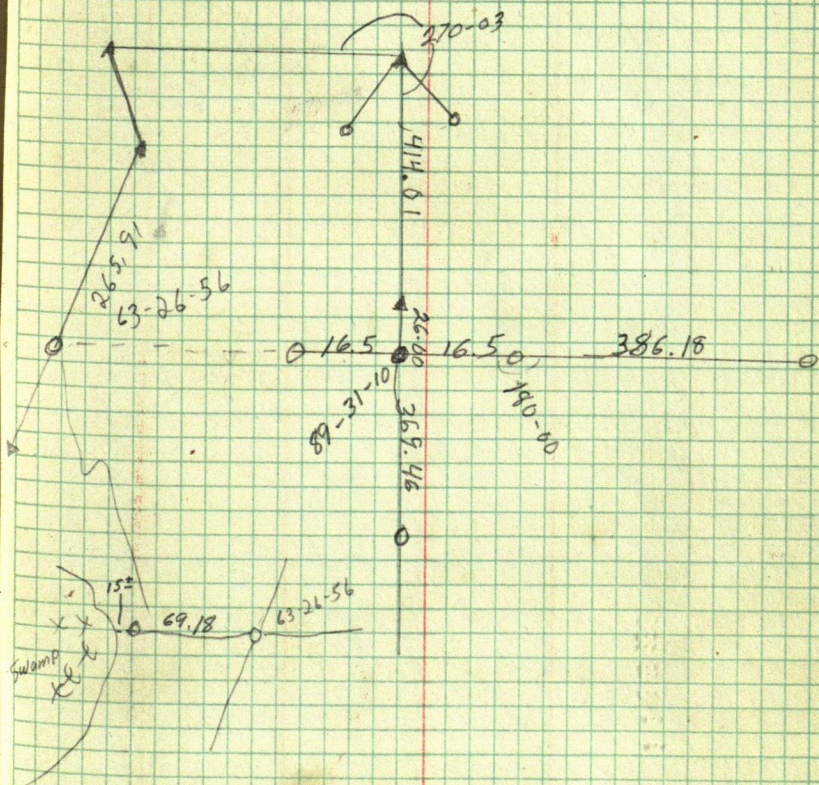
Sept. 14, 1922

270-03
180-06
540-06

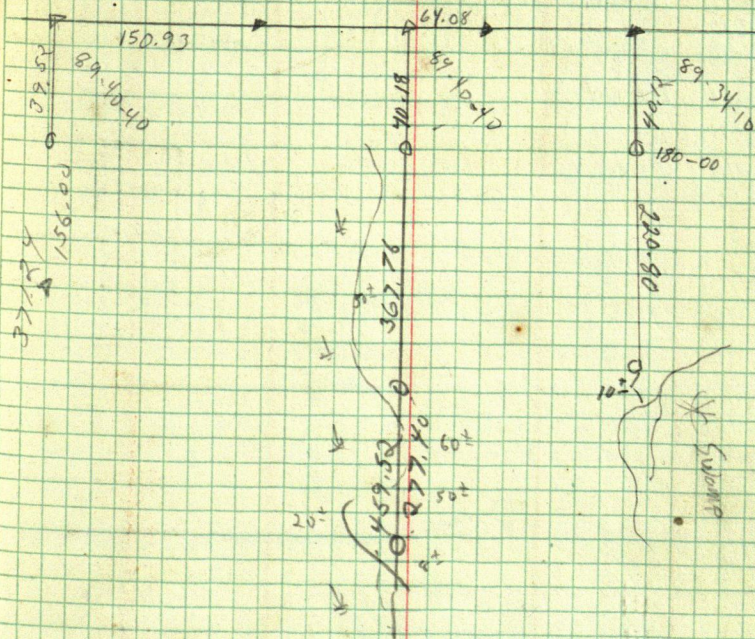
270-03

369.46

386.18



371.24	200
<u>156</u>	<u>4.48</u>
215.24	195.52
	<u>39.52</u>
	156.00



90-29-20	
180-58-20	90-27-10
180-11-20	
360-24-40	180-12-20
180-12	
360-26-26	180-13-15
180-11-10	
360-24-30	180-12-15
180-11-40	180-12-30
360-25-00	

Dan, Gary Paul
Dec 30 1977

186.9

NA

$\frac{1}{4}$ 2692.3

90-29-10" Ribbar

180-17-30
184

29.02

126-04-30

Jeff

1@ 1 BS 3

2.

~~10~~ on line

chained 59.44

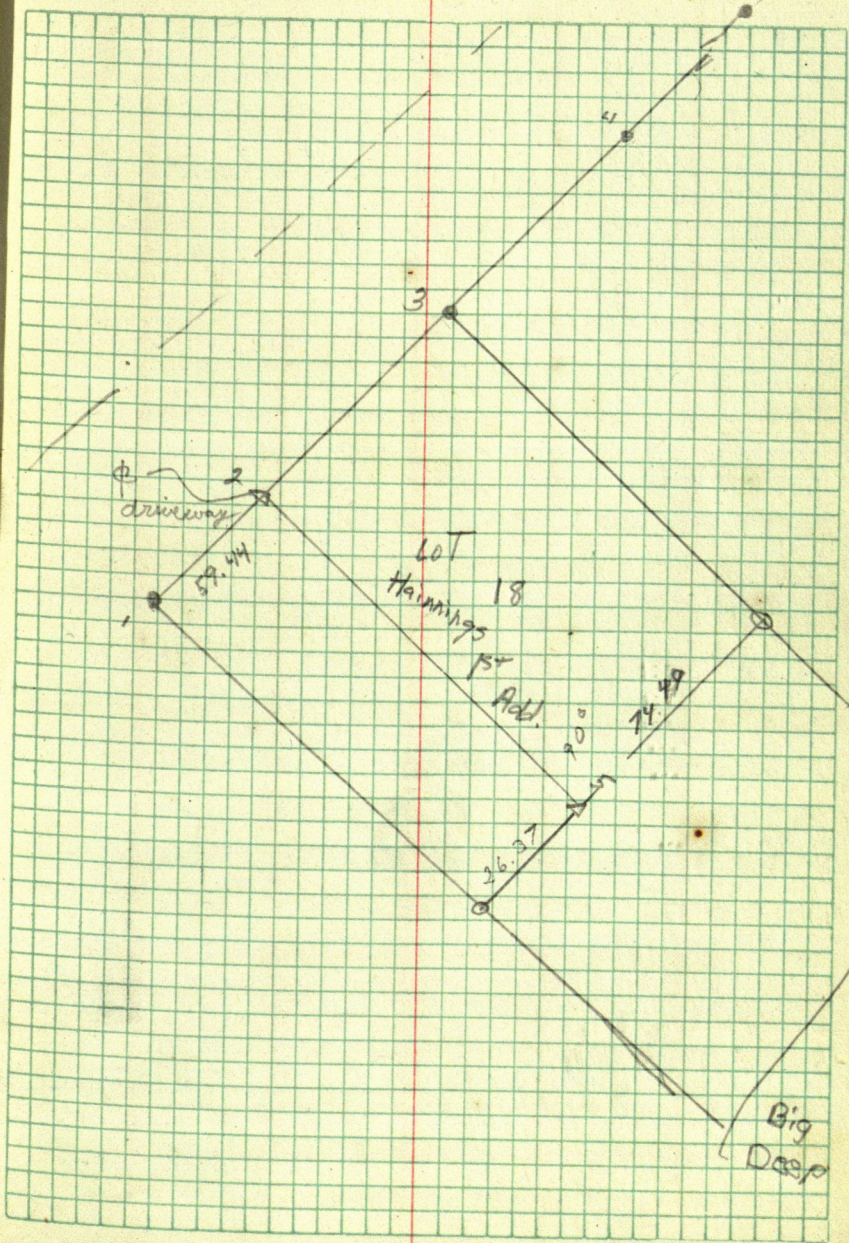
1@ 2 BS 3

87-29-52

(5)

174-59-34 87-29-47

270-34-40 326.91 326.893



	N	S	E	W
S. 0° 05' E 455.5		452.8 455.5	0.7	
N. 70° 02' W. 561.9	191.9			528.1
N. 72° 24' W. 149.8	45.3			142.7
N. 21° 26' E 250.0	232.7		91.4	
S. 88° 18' E 584.6		17.4	584.6	

469.9	472.9	676.7	670.8
-------	-------	-------	-------

30237

150

30237

15118

45346

95319

47659

142978

.2

02967

586

14835

23736

14835

1735693

472.9

469.9

3.0

398.5

54.3

452.8

Edge of Bank

64.3 l. M. + 6'

$$\begin{array}{r} 167 \\ 8 \overline{) 1337.2} \\ \underline{8} \end{array}$$

S. 6°13'E. 57.2"

S. 0°05'E

6°08'

53

48

57

0.0021'

10684

99599

S. 0°05'E

572

57.2

21

21368

199198

S. 0°26'E.

74788

697193

53420

8497995

6.110248497995

56.970628

54.3

2.7"

557

2700

2785

1.0

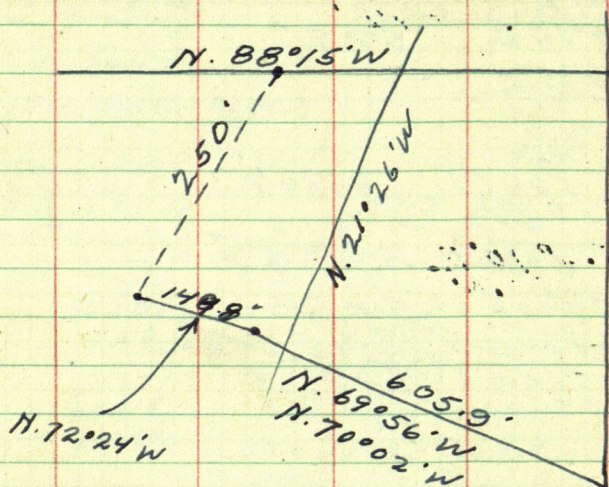
1.0

1.5

2.0

2.5 ✓

$$\begin{array}{r} 398.5 \\ 54.3 \\ \hline 452.8 \end{array}$$



H. 690		N	S	E	W
N. 70°02'W	605.9'	206.9			569.5
N. 72°24'W	149.8'	45.3			142.8
N. 21°26'E	250.0	232.7		91.4	
S. 88°15'E		484.9			712.3
S		452.8			91.4
N. 0°05'W	452.8	32.1		0.7	620.9
					0.7
					620.2

$$\begin{array}{r} 19.3 \\ 32.1 \overline{) 620.2} \\ \underline{321} \\ 2992 \\ \underline{2889} \\ 1030 \end{array}$$

$$\begin{array}{r} 03054 \\ \underline{6202} \\ 6108 \\ \underline{61080} \\ 18374 \\ \underline{18940908} \end{array}$$

571.9
8.7
580.6
21.5
602.1

S. 9°09'E
S. 0°05'E
9°04'

452.8
00145
22640
18112
4528
.656560
55'

15758
55
78790
78790
8.66690
98751
5
493755
493755
5431305

S. 6°10'E
57.2'

571.9
8.7
563.2 N. 54.3'

560
398.5
958.5
54
1012.5
6
60750
.00,600
5.800000
57510
49000

1337.2
6
8.0232
6.1'

34147-1
6059-2
307323
170735
2048820
206896673

93989-2
605.9-2
845901
469945
2639240
569479351

95319
149.8-4
762552
857871
381276
95319
142.787862

30237-6
149.8-5.6
241896
272133
120948
30237
4295026

36542
9135

93084
23271

+28 5619
533.9 +72 605.9'

322.3

211.6

119.8

9.8

129.6

149.8

20.2

211.6 : 533.9 : : X : 9

249.9

9

.35 = 4' offset

7.2

533.9 / 190.44

16012

30270

593 = 0°06'

257.1

533.9

45

83

81

29

N 69° 0' W

6'

N. 72° 24' W

1.M. 605.9 X Left 2°22'

N. 72° 24' W

119.8 Hub Ch 129.6

2022'

N 72° 24' W

149.8 1.M. N. 72° 24' W

21' 24"

N 21° 26' E 250 from 149.8'

88° 15'

72° 24'

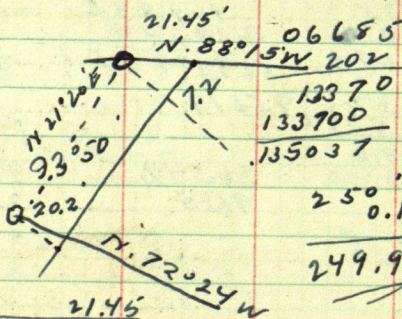
15° 51'

88° 15'

21° 26'

109° 41'

19° 41'



94157 20.20000

188314'

136860

94157

427030

376628

504020

35772

20.2

71544

715440

7325949

3.40136

590

30612240

1700680

200680240

31892

51960

26384

145

27834

1893: 4001: 347: x

400

1893) 13880000

13251

6290

5679

7.3

34.7

7.3

27.4

73932'
92°26'
163°37'

199.60
163.32
1523

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.