

109

HACKSACK
AUDITOR'S PLAT
NW⁴ SE⁴ & Lot 3

MINING
TRANSIT BOOK
363

N.W. 4 - S.E. 1/4 - Section 19

T. 140 N. R. 30 W.

Index to Deeds

Deed Record	Page	Date recorded	Description	Page in Field Book
P 408			Lizzie Curo to J. A. Perry	2
14	20	11/23/10	to Caroline Larson	2
13	226	7/23/11	to George Mellon	2
17	268	10/12/12	to Abby Ferguson	4
K 197	5/19/12		to James Scribner	4
34	374	3/15/18	to Fred Wilson	
N.W. 4 - S.E. 4 excepting P-408, 14-20, 13-226, 17-268 K-197 and 34-374				
17	6	7/11/12	Caroline Larson to Abby Ferguson	6
Part of P. 408				
14	258	5/23/11	to H. P. Peterson	
Part of P. 408				
13	185	5/23/11	to H. P. Peterson	
Same as 14-20				
20	313	7/6/13	Hans. P. Peterson to Abby Wilson	
Same as 14-258 (Part of P. 408)				
25	178	1/13/17	Abby Wilson to Bridget Sheridan	
Same as P-408, 14-20, 17-268				

P-408 50' x 140'

Commencing at a point.
 130 ft. from \angle of B. & N. Ry and
 137 ft. south of Boy River;
 thence E. 50'; thence S. 140';
 thence W. 50'; thence N. 140'
 to place of beginning, E. & W.
 lines at Rt. \angle s to \angle of Ry.

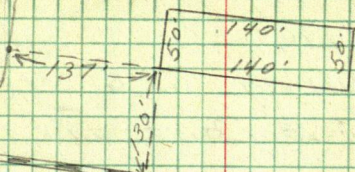
14-20 50 x 140'

Beginning at a stone
 monument 150' South of Boy River
 and 180' East of \angle of M. & I. Ry
 and running thence S'y parallel
 to said track, 140' to stone mon.;
 thence E'y at Rt. \angle s a dis. of 50';
 thence N'y parallel to track 140'
 to an I.M.; thence W'y at \angle of 90°
 to said track to place of beginning.

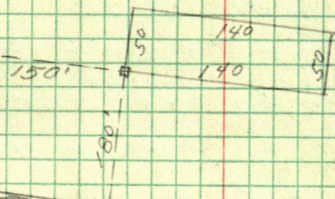
13-226 50 x 96'

13-226 Beginning at a point 111' East
 and 54' ^{South} of Cen. of Sec. 19; thence
 S'y 96' parallel Rt. of Way; thence
 E'y at an \angle of 90° a dis. of 50';
 thence N'y, 96'; thence W'y, 50'
 to place of beginning.

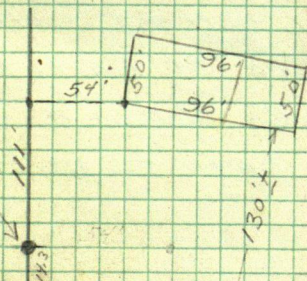
Boy River



Boy River



Can. Sec. 19

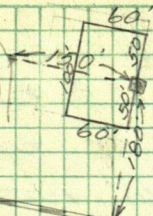


17-268 60' X 100'

Beginning at a stone mon.
 150' South of Boy River and 180' East
 of R.R. Line, and running thence
 E'y at Rt. & S a dis. of 50'
 to an l.M., thence N'y parallel
 to said R.R. a dis. of 60' to an l.M.,
 thence W'y at Rt. & S to R.R. a
 dis. of 100' to an l.M., thence
 S'y parallel to R.R. a dis. of
 60', thence E'y a dis. of 50'
 to place of beginning

K-197 Commencing at a point 80'
 East of East Line (130' East of Line)
 of M. & L. Rt. of Way. and 60' South
 of Boy Creek; thence 50' East; thence
 60' North to Boy Creek; thence
 West 50'; thence South to point
 of beginning

Box River



R.R.

Box Creek



R.R.

6
17-6

Commencing at a point 130' from the Line of the B. & N. R.R. and 137' South of Boy River, thence East 50', thence South 128', thence West 50', thence North 128' to place of beginning. E. & W. lines parallel to R.R.

Note: Same as P. 408 except it calls for 128' instead of 140

14-258

Beginning at a point 130' from the Line and 265' South of Boy River, thence South 12', thence East 50', thence North 12', thence West 50' to place of beginning. E. & W. Cor's line at Rt. Xs with Ry.

Note: Being the South 12' of P. 408

$$\begin{array}{r} 150 \\ 50 \\ \hline 130 \\ 330 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 140 \\ 50 \\ \hline 130 \\ 320 \end{array}$$

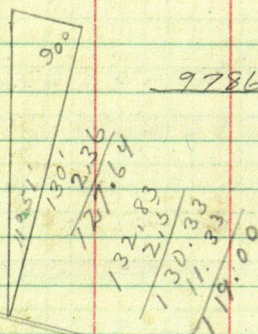
$$\begin{array}{r} 246 \\ 96 \\ \hline 150 \end{array}$$

Set up on inside of East
up with 1. M-2" East of track
X S. $101^{\circ}51'$ E.

Center of W. rail 10' West
of Cor.

Cent. of East rail 5' West
of Cor.

Cor. sets East of Line 7.5'

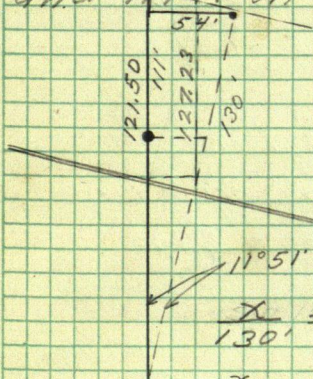


$$\begin{array}{r}
 132.83 \\
 97869 \overline{) 13000000} \\
 \underline{97869} \\
 321310 \\
 \underline{293607} \\
 277030 \\
 \underline{195738} \\
 812920 \\
 \underline{782952} \\
 299680
 \end{array}$$

$$\begin{array}{r}
 132.83 \\
 \underline{7.5} \\
 125.33
 \end{array}$$

$$\begin{array}{r}
 55.18 \\
 97869 \overline{) 5400000} \\
 \underline{489345} \\
 506550 \\
 \underline{489345} \\
 172030 \\
 \underline{97869} \\
 741810
 \end{array}$$

rail of M. & I. track and lined
and T. M. on westside of street



$$\begin{array}{r} .20535 - 6 \\ 130 - 4 \\ \hline 616050 \\ 20535 \\ \hline 26.69550 \end{array}$$

$$\begin{array}{r} 100 \\ 2.36 \\ \hline 102.36 \\ 130 \\ \hline 27.64 \end{array}$$

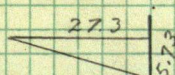
$$X = 130 \sin 11^\circ 51'$$

$$X = 130 \times .20535 = 26.7'$$

$$54 - 26.7 = 27.3$$

$$27.3$$

$$\frac{X}{27.3} = \tan 11^\circ 51'$$



$$\begin{array}{r} 77869 - 3 \\ 130 - 4 \\ \hline 20982 - 3 \\ 273 - 3 \\ \hline 62946 \\ 146874 \\ 41264 \\ \hline 5728086 \end{array}$$

$$\begin{array}{r} 127.23 \\ 5.73 \\ \hline 121.50 \end{array}$$

$$\begin{array}{r} 121.50 \\ 111. \\ \hline \end{array}$$

10.50 = probable dis. of $\frac{1}{4}$ Cor. East
of track.

$$\begin{array}{r} 20982 \\ 54 \\ \hline 83928 \\ 104910 \\ \hline 1133028 \end{array}$$

$$\begin{array}{r} 121.50 \\ 11.33 \\ \hline 132.83 \end{array}$$

$$\begin{array}{r} 111. \\ 7.5 \\ \hline 121.50 \\ 111.33 \\ \hline 132.83 \\ 107.5 \\ \hline 125.33 \end{array}$$

$12^{\circ}31' = \angle$ at \odot 130' East
of track and 33'E. of N. & S. $\frac{1}{4}$ Line

starting at $\frac{1}{4}$ Line
and measuring along a line
130' from track line

55.2

97.6 to I. M.

200.0 to Cor. Fence

70.1

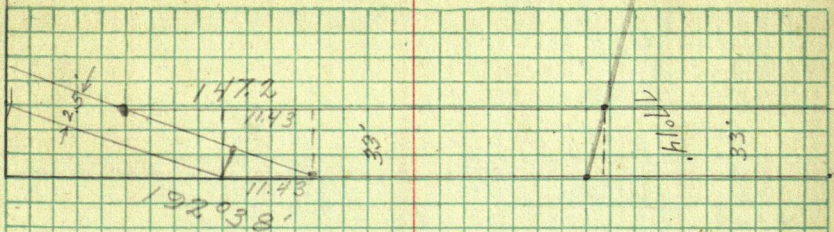
422.9 to $\square \times \odot$

298.1 to $+$ with South Line of
Brennen's Add.

Note: Brennen's South line
extended by setting off 90° from
line of fence - might be a small error

Dis. S.W. Cor. B's Add. to
N. & S. $\frac{1}{4}$ Line = 160'

$160' - 33.84 = 126.16$



$$\frac{2.6}{X} = \sin 12^\circ 38'$$

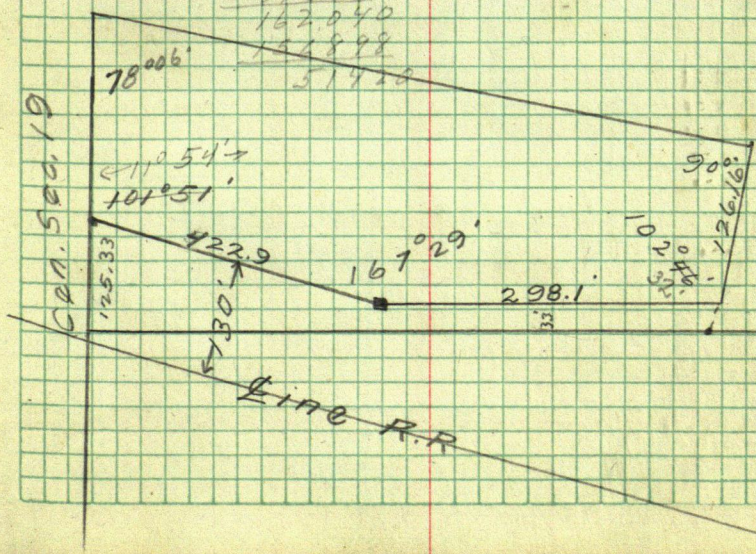
$$\frac{147.2}{11.43} = 135.77$$

$$\begin{array}{r} 21871 \overline{) 250000} \\ 21871 \\ \hline 31290 \\ 21871 \\ \hline 94190 \\ 87484 \\ \hline 67060 \end{array}$$

$$\begin{array}{r} 97528 \overline{) 330000} \\ 97528 \\ \hline 292584 \\ 374160 \\ 292584 \\ \hline 815760 \\ 780224 \\ \hline 355360 \end{array}$$

$$\frac{33}{X} = \sin 12^\circ 38'$$

$$\begin{array}{r} 22414 \overline{) 33000} \\ 22414 \\ \hline 105860 \\ 89656 \\ \hline 162040 \\ 156898 \\ \hline 51420 \end{array}$$



12

422.9

298.1

239.

390.6

1350.6

78°06'

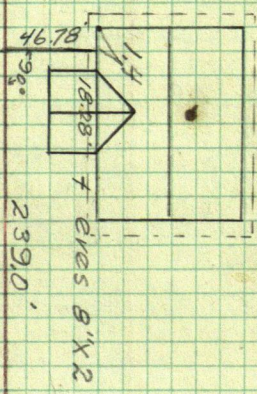
307.5
302.5
305±

1/6 cor

390.6'
388.4' to edge of south eyes
1.4
8" = .75'
2.15
390.6
388.4

390.6
239.0
629.6

to edge of south eyes



R.R. 136.5

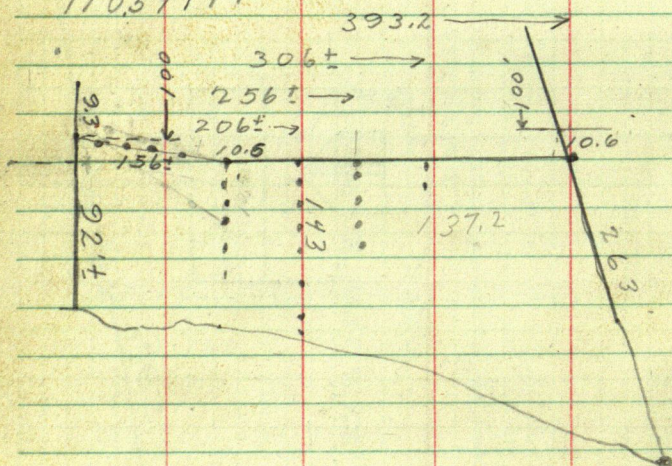
S. line of B.S. Road.

14

51.1	92.3
33.7	28.2
28.2	120.5
113.0	7.5
	113.0

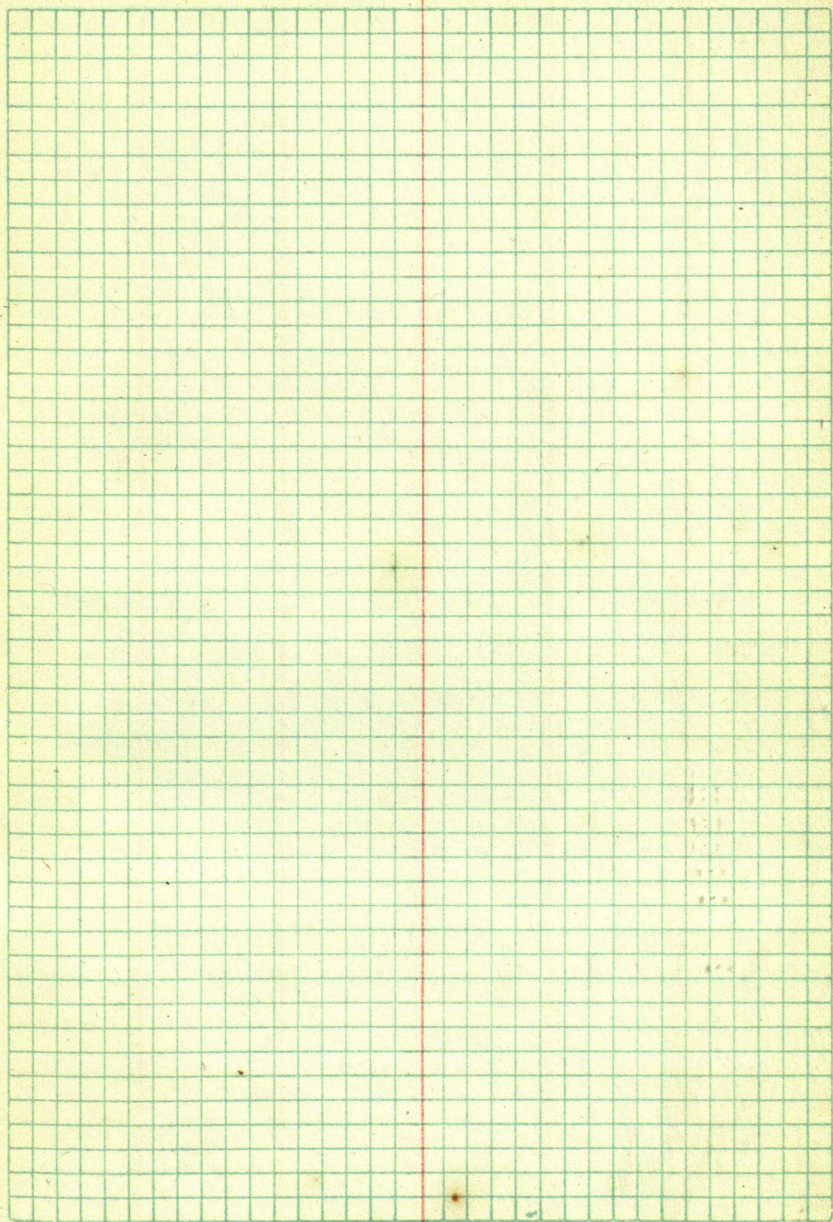
97869
113
293607
97869
97869
11059197

109.7	102.2
92.3	84.8
17.4	17.4



16

K-196



Sub-Div. Sec 6-140-26

Nor. M.C. bet. 1 & 6

Y. Pine 18" S. 70° E. 45 = 29.7

Y. Pine 16" N. 53° W. 29 = 19.14
48.84

Closing Cor. N.W. Cor. Sec. Sec.

Tam 5" S. 25° E. 87 = 57.42'

" 6" S. 27½° W. 56 = 36.96'

South M.C. bet. 1 & 6

Y. Pine 16" S. 70° E. 27 = 17.82

Y. Pine 14" S. 6° W. 33 = 21.78

South M.C. bet 5 & 6

4" Stake set by Flynn
from orig. B.T's. sets in
Lake Laura bog.

Set up transit N. side
Remer-Inguadona Road. and
lined up a picket, which
sets 17' East of True M.C.
Backsight Cor 5-6-7-8

J. M. Greene
M. B. Patten

21

$$27.5 = 1815'$$

17' East - Random Cor.

$$\begin{array}{r} 107 \\ \hline 17 \overline{) 1815} \\ \underline{119} \\ 625 \\ \underline{596} \\ 29 \\ \underline{29} \\ 0 \end{array} = 0^{\circ} 32'$$

Greene
Hermes

Point on Road after leaving Lake

Corner of R going to Chases

S. 85° 49' W 650.8

42° 23' R

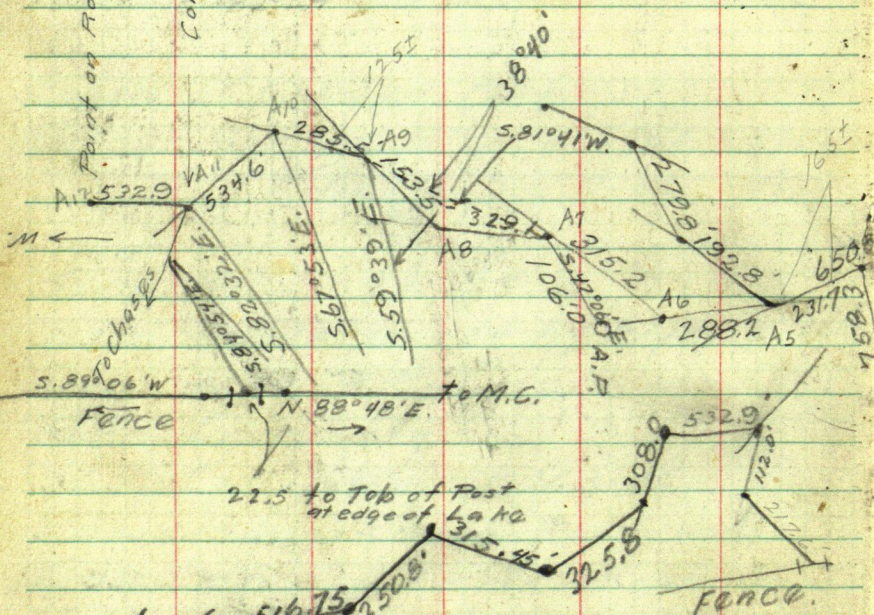
128° 12'

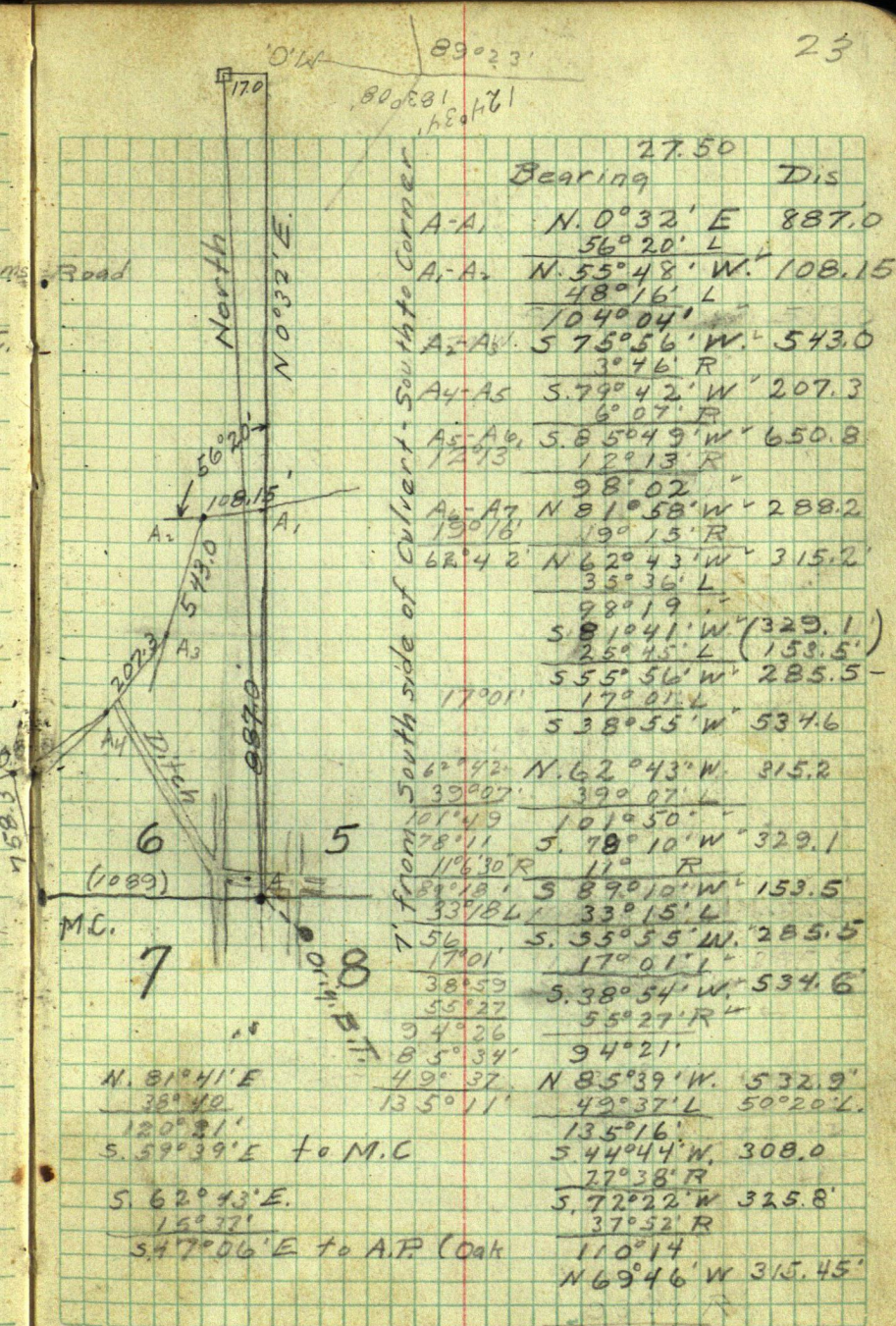
N 51° 48' W 192.8 up Bluffs

S. 85° 49' W. (419.1) 650.8 to M.C.

98° 13' L

S. 12° 24' E. 758.3 to M.C.

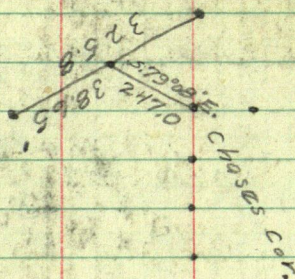




S. 38°59' W.

33°57'

S. 5°02' W.



S. 85°35' E

2°27' R

S. 83°08' W to M. C.

N 82°27' W

N. 83°06' W 82°24'

S. 85°49' W 650.8 N 85°37' W.

42°23' R

S. 88°57' W

128°12'

N 51°48' W 192.9
192.8 Snowball

27°28' R

N 24°20' W 279.8 (279.75)

12°45' L

N. 37°05' W 347.1

12°58' L

N 49°58' W. 364.1

25°22' R

N 24°36' W 342.5 416 90.9 M.C.

14°43' L

N 39°19' W 190.4 M.C.

10°30' R

N. 28°49' W. 294.6

S. 4° 54' W. 112.0
 83° 22' B.S. R
 S. 84° 28' E. to M.C.
 N 94° 44' E. to M.C.
 85 44

S. 85° 39' E 532.9
 3° 10' R
 S 82° 29' L to M.C.

N. 72° 22' E
 29° 30' L
 101° 52' L
 S. 79° 08' E.

Continued from Page 23

N. 69° 46' W 315.45

56° 26' L

12 6° 12' L

S. 53° 48' W. 250.8

35° 35' R

S. 89° 23' W 516.75

90° 37' R

180° 00

S. 89° 23' W

90° 00' R

182° 32' E

N. 28° 32' E

83° 06'

3° 10'

86° 16' 57.5

85° 39'

87° 10' 13'

86° 16'

55° 27'

10° 17'

125 70

54° 40'

N. 55° 55' E. 285.5

1. 56° 12'

112° 07'

S. 67° 53' E. to M.C.

N. 38° 54' E 534.6

58° 34' N 38° 54' E

97° 28' 38° 54' E

S. 82° 32' E. to M.C.

S. 82° 27' E

N. 38° 54' E

534.6

146° 00' B.S. R

184° 54'

S. 4° 54' W to Chas. 112

34° 25' R

(1176)

S. 29° 37' E to Gate. 217.6

61° 41' L

91° 12'

N. 28° 48' E to M.C. + Gate

N. 29° 31' W.

61° 23'

90° 54'

S. 89° 06' W.

to Sec. Cor.

S. 24° 46' E

62° 31'

S. 87° 17' E to M.C. 5-6

S. 39° 29' E to L

44° 34'

S. 84° 03' E to M.C. 5-6

~~588.7~~~~587.5~~N. $6^{\circ}49'W$ N. $42^{\circ}05'W$ to M.C.F.6 $21^{\circ}17'L$ ~~374.7~~~~371.0~~N $28^{\circ}06'W$, $14^{\circ}16'L$ ~~271.6~~~~264.0~~ N $42^{\circ}20'W$ S $70^{\circ}39'E$ $24^{\circ}31'L$ $28^{\circ}35'$

371.5

N $66^{\circ}51'W$.S $42^{\circ}04'E$ $3^{\circ}48'L$

570.6

N $70^{\circ}39'W$. $70^{\circ}35'R$

560.0

N. $00^{\circ}04'W$

to Nail in Gilmer's Road

~~560~~ $5^{\circ}31'R$

863.0

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

to Nail 41 East of

Curo's Ran. Cor.

1423'

N. $3^{\circ}17'E$.

to Nail Sec. Cor 6

N. 28° 49' W. 294.6

8° 46' R

N. 20° 03' W. 302.4' to @ 16.5 South of Fence

70° 27' L

90° 30'

S. 89° 30' W.

83° 51' R

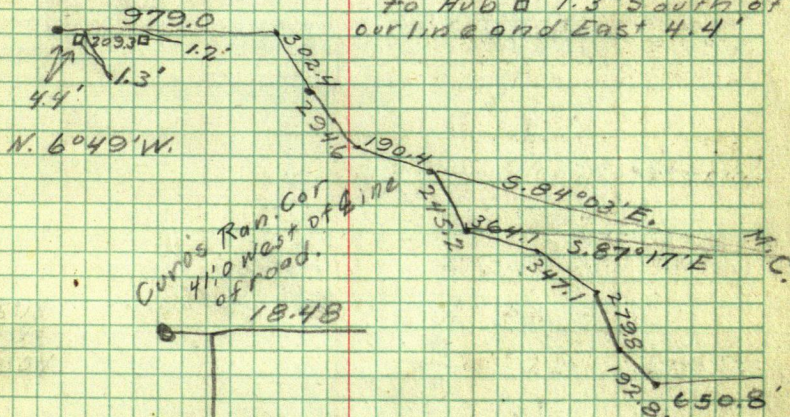
173° 11'

N. 6° 49' W.

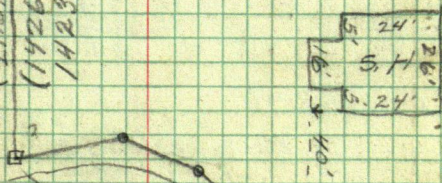
(979.0 to @ 15.3 South of Fence

(213.7) from @ 15.3 S. of F. Cor to nail on our line

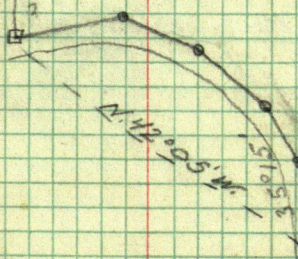
(209.3) from @ 16.5 S. of F. Cor to Hub @ 1.3' South of our line and East 4.4'



(716.1 ch)
(1426.3')
1423.0



15' x 16' 8' x 16'
SCHOOL 24' x 26'



979.0

Dis

sin 0°04' 00016 560

sin 5°27' 09498 863

$$\begin{array}{r}
 00016 - 7 - 5 \\
 \hline
 560 - 2 - 5 \\
 \hline
 960 \\
 80 \\
 \hline
 .08960 \text{ W}
 \end{array}
 \qquad
 \begin{array}{r}
 09498 - 3 \\
 \hline
 863 - 8 - 6 \\
 \hline
 28494 \\
 56988 \\
 \hline
 75984 \\
 \hline
 81967.74 \checkmark - 6
 \end{array}$$

81.97

.09

81.88

17.391 = 3°17'

81.88

142300

8188

60420

57316

31040

24564

74760

73692

10680

05814

56

34884

29070

325584

09614 - 2 - 7

863 - 8 - 7

28842

57684

76912

8296882

82.96

82.96

14230

8296

59340

58072

12680

8296

43840

17.15 = 3°20'

Curo's Random Cor:

$$\begin{array}{r}
 1423 \\
 00016 \\
 8538 \\
 1423 \\
 \hline
 22768
 \end{array}$$

81.

41.0

Random Line
E. B. W.

M.C.

N. on Sec. Line N. $2^{\circ}28'E + 0^{\circ}4'$

100 N. Bank of Road

823 E of old road

X R $53^{\circ}30'$

Bearing Dis

N. $2^{\circ}32'E$. 823'

$53^{\circ}30'R$

N. $56^{\circ}02'E$. 155.05'

$56^{\circ}10'L$

N. $0^{\circ}08'W$ 167.4

$90^{\circ}28'R$

$90^{\circ}20'$

S. $89^{\circ}40'E$. 165.65

$38^{\circ}43'L$

$128^{\circ}23'$

N. $51^{\circ}37'E$. 149.4

$23^{\circ}00'R$

N. $74^{\circ}37'E$. 150.35

$55^{\circ}08'L$

N. $19^{\circ}29'E$ 151.4

$28^{\circ}29'L$

N. $9^{\circ}00'W$. 161.0

$68^{\circ}27'R$

N. $59^{\circ}27'E$ 287.4

$13^{\circ}00'L$

N. $46^{\circ}27'E$. 453.05

$11^{\circ}45'L$

N. $34^{\circ}42'E$. 218.65

$19^{\circ}01'L$

N. $15^{\circ}41'E$. 277.2

$116^{\circ}27'R$

$132^{\circ}08'$

S. $47^{\circ}52'E$. 73.0

N. $19^{\circ}29'E$

$14^{\circ}46'R$

N. $34^{\circ}15'E$ 105.6

$22^{\circ}45'R$

N. $57^{\circ}00'E$ 137.8

$10^{\circ}08'R$

N. $67^{\circ}08'E$ 418.2

$21^{\circ}57'R$

N. $89^{\circ}05'E$ 167.8

$105^{\circ}55'L$

N. $16^{\circ}50'W$ 194.5

$28^{\circ}00'R$

N. $9^{\circ}10'E$ 155.0

S. $89^{\circ}23'W$ 516.75

N. $2^{\circ}28'E + 0^{\circ}4'R = N. 2^{\circ}32'E$

$8^{\circ}55' = \text{Int. } \Delta$ (Computed)

$8^{\circ}51' = \text{Actual } \Delta$

$93^{\circ}09'$

N.

W

N.E. Cor 5376.8

4893.4

S.E. Cor -51.6

5147.6

5428.4

$60^{\circ}18'R$

$130^{\circ}05'$

$190^{\circ}23'$

S. $47^{\circ}52'E$ 73.0

$60^{\circ}18'R$

S. $12^{\circ}26'E$ 120.8

S. $47^{\circ}52'E$ 73.0

$130^{\circ}05'L$

$177^{\circ}57'$

N. $2^{\circ}03'E$ 191.9

$6^{\circ}48'R$

N. $8^{\circ}51'E$ 111.3

$81^{\circ}21'R$

$90^{\circ}12'$

S. $89^{\circ}48'E$ 979.0

N. $8^{\circ}51'E$ 111.3

$50^{\circ}02'L$

N. $41^{\circ}11'W$ to M.C.

S. $47^{\circ}52'E$ 73.0

N. $19^{\circ}29'E$ 151.4

$28^{\circ}50'L$

N. $9^{\circ}21'W$ to M.C.

N. $89^{\circ}05'E$

N. $8^{\circ}01'E$

N. $81^{\circ}04'E$ to

N. $9^{\circ}00'W$

$0^{\circ}23'L$

N. $9^{\circ}23'W$ to M.C.

$14^{\circ}23'$

N. $34^{\circ}42'E$

$64^{\circ}02'L$

N. $29^{\circ}39'W$ to M.C.

N. $15^{\circ}41'E$

$50^{\circ}42'L$

N. $35^{\circ}01'W$ to M.C.

S. $47^{\circ}52'E$ 73.0

$130^{\circ}05'L$

$177^{\circ}57'$

N. $2^{\circ}03'E$ 191.9

$6^{\circ}48'R$

N. $8^{\circ}51'E$ 111.3

$81^{\circ}21'R$

$90^{\circ}12'$

S. $89^{\circ}48'E$

N. $89^{\circ}20'E$

52

N 9° 10' E 155.0

6° 18' R

N 152° 8' E 153.5'

9° 28' R

N 24° 56' E 95.45'

12° 15' L

N 12° 41' E 108.05

10° 40' L

N 2° 01' E 191.9

6° 48' R

N 8° 49' E 111.3

81° 21' R

N 89° 10' E

S. 89° 52' E 979.0

34'

90.26

N. 89° 34' E

S. 89° 52' E

N 87° 20' E

S. 29° 30' W

N 89° 50' E

247

165 475

111

24

165 24

30

N. 81°38' W.

N. 85°35' W.

S. 38°59' W.

S. 5°02' E.

S. 82°27' E.

S. 83°08' E.

S. 85°36' E.

S. 82°27' E. to M.C.

183°08'

26°53'

N. 85°35' W. to Sta.

89°23'

174°58'

S. 5°02' W.

89°22'

94°24'

S. 85°36' E. to M.C.

S. 5°02' W.

89°23'

94°25'

N. 85°35' W.

83°06'

2°29'

S. 5°02' W.

34°25' E.

S. 29°23' E.

61°41' E.

91°04'

N. 88°56' E.

N. 86°14' W.

S. 29°23' E.

S. 85°36' E.

N. 88°56' E.

M.C.

N. 85°35' W.

S. 38°59' W.

4°25'

43°24'

136°36'

$$N. 38^{\circ} 59' E.$$

$$124^{\circ} 34'$$

$$N. 85^{\circ} 35' W.$$

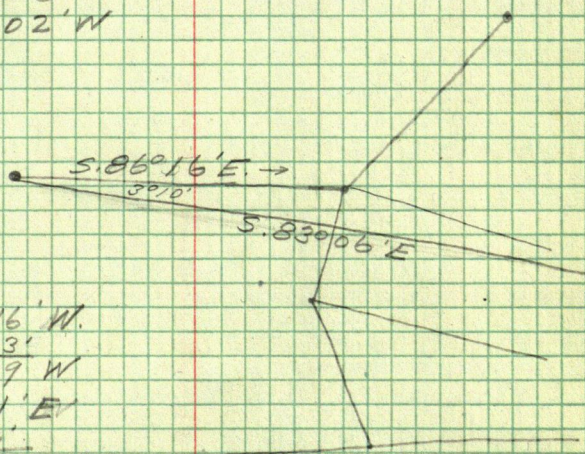
$$89^{\circ} 23'$$

$$174^{\circ} 58'$$

$$S. 5^{\circ} 02' W.$$

$$S. 83^{\circ} 06' E.$$

$$3^{\circ} 10'$$

$$S. 86^{\circ} 16' E.$$


$$N. 86^{\circ} 16' W.$$

$$89^{\circ} 23'$$

$$N. 175^{\circ} 39' W.$$

$$N. 4^{\circ} 21' E.$$

$$89^{\circ} 22'$$

$$85^{\circ} 01'$$

$$S. 38^{\circ} 59' W.$$

$$55^{\circ} 27' R.$$

$$94^{\circ} 26'$$

$$N. 85^{\circ} 34' W.$$

$$S. 38^{\circ} 59' W.$$

$$33^{\circ} 57' L.$$

$$S. 5^{\circ} 02' W.$$

N. 73°58' E 150.35'

55°08' L

N 18°50' E 151.4

28°29' L

N 9°39' W. 161.0

68°27' R

N. 58°48' E. 287.4

13°00' L 453.05

N 45°48' E

11°45' L

N. 34°03' E 218.65

19°01' L

N. 15°02' E 277.2

116°27' R

131°29'

548°31' E 73.0

130°05' L

178°36'

N 1°24' E. 191.9

6°48' R

N 8°12' E 111.3

81°21' R

N 89°33' E

151.5

N. 81° 58' W.	288.2	N. 18° 50' E.	151.4
19° 15' R.		14° 46' R.	105.8
N. 62° 43' W.	315.2	N. 33° 36' E.	105.6
39° 07' L.		22° 45' R.	127.25
101° 50'		N. 56° 21' E.	137.8
S. 78° 10' W.	329.1	10° 08' R.	418.4
11° 7' R.		N. 66° 29' E.	418.2
S. 89° 17' W.	153.5	21° 57' R.	167.9
33° 18' L.		N. 88° 26' E.	167.8
S. 55° 59' W.	285.5	105° 55' L.	
17° 01' L.		N. 17° 29' W.	194.5
S. 38° 58' W.	534.6	26° 00' R.	
56° 27'		N. 8° 31' E.	155.0
94° 25'		6° 18' R.	163.55
N. 85° 35' W.	532.9	N. 14° 49' E.	153.5
50° 20' L.		9° 25' R.	
135° 55'		N. 74° 17' E.	95.45
S. 44° 05' W.	308.0	12° 15' L.	
27° 38' R.		N. 12° 02' E.	108.05
S. 71° 43' W.	325.8	10° 40' L.	
37° 52' R.		N. 1° 22' E.	191.9
109° 35'		6° 48' R.	
N. 70° 25' W.	315.45	N. 8° 10' E.	111.3
56° 26' L.		81° 21' R.	
126° 51'		N. 89° 31' E.	979.0
S. 33° 09' W.	250.8	70° 27' R.	
35° 35' R.		159° 58'	
S. 88° 44' W.	516.75	S. 20° 02' E.	302.4
93° 09' R.		8° 46' L.	
181° 53'		S. 28° 48' E.	294.6
N. 1° 53' E.	823.0	10° 30' L.	
53° 30' R.	154.3	S. 39° 18' E.	190.4
N. 55° 23' E.	155.05	14° 43' R.	
56° 10' L.	167.2	S. 24° 35' E.	342.5
N. 0° 47' W.	167.4	25° 22' L.	
90° 28' R.	165.3	S. 49° 57' E.	364.1
N. 89° 41' E.	165.65	12° 53' R.	
38° 43' L.	149.1	S. 37° 04' E.	347.1
N. 50° 58' E.	149.4	12° 45' R.	
23° 00' R.	150.5	S. 24° 19' E.	279.8
N. 73° 58' E.	150.35	27° 28' L.	
55° 08' L.	150.5	S. 51° 47' E.	192.8
N. 18° 50' E.	151.4	149° 50' R.	
	151.5	98° 03'	
		N. 81° 57' W.	288.2

Bearing Dis.

1300

13152
01018

105216
13152

131520

18388736

1309.5

13.4

1296.1

N. S. E. W. X. Y.

73 15 39 07

11 07 33 18

53 27 77 0

27 39 50 20

37 52 56 26

3 35 56 10

23 29 38 43

53 20 53 08

90 29 125 55

23 00 12 15

14 46 12 40

22 45 34 4

10 08 10 40

30 57 23 22

26 00 27 23

3 19 27 23

3 28 265 32

6 48

21 21

73 27

14 42

14 52

22 45

30 42

73 32

68 32

68 32

N. 125.00 E

14

Base - N 0°00' E = Line bet.
140-26

Sta. 0 = S.E. Cor. Sec. 6	Lat	Dep.
887	N 0°32' E	887.0 ±8.3
108.1	N. 55°48' W	947.8 -81.1
543.0	S 75°56' W	815.6 -607.8
207.3	S 79°42' W	778.5 -811.8
650.8	S 85°49' W	731.0 -1460.8
192.8	N 51°47' W	850.3 -1612.3
279.8	N 24°19' W	1105.3 -1727.5
347.1	N 37°04' W	1382.3 -1936.7
364.1	N 49°57' W	1616.6 -2215.4
342.5	N 24°35' W	1928.0 -2357.9
190.4	N 39°18' W	2075.3 -2478.5
294.6	N 28°48' W	2333.5 -2620.4
302.4	N 20°02' W	2617.6 -2724.0
979	S 89°31' W	2609.4 -3703.0

Last Sta. = @ South of West end
of Snowball school

288.2	N 81°58' W	771.3 1746.2
315.2	N 62°43' W	915.8 2026.9
329.1	S 78°10' W	8484 2348.4
153.5	S 89°17' W	8465 2501.9
285.5	S 55°59' W	686.8 2738.5
534.6	S 38°58' W	2711 3074.7
532.9	N 85°35' W	312.1 3606.0
308.0	S 44°05' W	90.9 3820.2
325.8	S 71°43' W	-11.3 4129.5

Sec. 5 & 6

41

58.6
25.5
33.1

1st Course up Snowball Road

239.4	N. 37° 04' W.	1296.4	1871.8
82.7	along 66' Road	347.1	N. 37° 04' W.
		239.4	52° 56'
		107.7	36.1
			53° 32' = A

294.6		2248.1	2573.5
197.2	N. 28° 48' W.	29° 57'	240
97.4		20° 02'	69° 58'
276.6	N. 20° 02' W.	45	45
25.8		2047	1045
		69° 13'	

1st Course after 650.8 along Main Road.

Pop. 5" N. E. 33.1 on Line.
" 5 6" S. W. 25.5

111.4 S. 71° 43' W. +56.0 3926.0
Set 1 P. S. 1004' 78.5 W. of Flynn 3 1/2 Sec.

315.4	N 70°25' W	94.4-4426.6
250.8	S 53°09' W	-56.0-4627.3
516.7	S 88°44' W	-67.4-5143.9
823.0	N 1°53' E	755.1-5116.9
155.0	N 55°23' E	843.1-4989.3
167.4	N 0°47' W	1010.5-4991.6
165.6	N 89°41' E	1011.4-4826.0
149.4	N 50°58' E	1105.5-4710.0
150.3	N 73°58' E	1147.2-4565.5
151.4	N 18°50' E	1290.5-4516.6
161.0	N 9°39' W	1449.2-4543.6
287.4	N 58°48' E	1598.0-4296.6
453.0	N 45°48' E	1913.8-3971.9
218.6	N 34°03' E	2094.9-3849.5
277.2	N 15°02' E	2362.6-3777.6
73.0	S 48°31' E	2314.3-3722.9
191.9	N 1°24' E	2506.1-3718.2
111.3	N 8°12' E	2609.4-3703.0 2616.3-3700.3
588.7	N 6°38' W	3187.2-3771.7 3194.1-3776.0
374.7	N 27°55' W	3518.1-3947.1 3525.0-3946.4
271.6	N 42°11' W	3719.3-4129.4 3726.2-4128.7
371.5	N 66°42' W	3866.2-4489.9 3873.1-4487.2
570.6	N 70°30' W	4063.5 5007.1
560.0	N 0°05' E	4623.5 5007.1
863.0	N 5°36' E	5486.5 4922.5

Last Course ends at S.W. Cor. Sec. 6

South Line is $5143.9 = 78.56$

1900 Chain =

N. $89^{\circ}15'E$	N. $89^{\circ}31'E$
N. $8^{\circ}12'E$	$8^{\circ}12'$
$81^{\circ}07'$	$81^{\circ}19'$

4623.5	4063
863.0	1426
	5489

28.1 S. $8^{\circ}12'W$

This Course ends at @ south of
west end of Snowball School

Closure 6.9' North
17' East

Near M.C. north side Tralipe Lake

End of Course = N.W. Cor. Sec. 6

		Lat	Dep
419.1	S. 85°49' W	747.9	1229.8
758.3	S. 12°24' E	7.3	1067.0
534.6	S 38°58' W	271.1	3074.7
112.	S 5°02' W	159.5	3084.5
217.6	S 29°23' E	-30.1	2976.7

Last Course - a middle of Chases gate

North line is $4922.5 = 78.48$

$\frac{1}{4}$ Cor (Computed falls at 2508.9

$\begin{array}{r} 2619.1 \\ 2508.9 \\ \hline 110.2 \end{array}$
 $\begin{array}{r} 110.2 \\ 5486.5 \\ \hline \end{array}$
 $= \tan 1^{\circ}09' =$

bearing N. & S. $\frac{1}{4}$ Line

190v. chain = 62.723'

West line is $5553.9 = 84.46$

190v. chain = 65.76'

W. $\frac{1}{4}$ Cor falls at 2630.4

North of S.W. Cor or at 2563. Co-or

S $\frac{1}{16}$ Cor. falls at 1315.2 or

N. $\frac{1}{16}$ Cor. falls 1247.8 Co-or.

N. $\frac{1}{16}$ Cor. falls at 3945.6 or

3878.2 Co-or

North fractional dis = 18.48

South " " = 18.56

Mean " " = 18.52 on

E. & W. $\frac{1}{4}$ Line

= M.C. on E. side Bass Lake on Line
bet. Sec's 6 & 7

Moulsters chainage = 1068.5

South Line Sec. 6 =

5143.9' = 78.56 gov. chain

1 gov. chain = 65.4773'

S.E. Cor. Lot 9 falls 1309.55' W

S.W. Cor Lot 8 falls 3928.6

Lot 7 is short being 1215.3'

S. $\frac{1}{4}$ in Lake falls at 2619.1

East line bears N. $0^{\circ}0'E$

West line bears N. $2^{\circ}18'E$

N. & S. $\frac{1}{4}$ line bears N. $1^{\circ}09'E$

5143.9

4922.5

221.4 = dis. of N.W. Cor. east of S.W.

5486.5 = length of west line

E $\frac{1}{16}$ line bears N. $0^{\circ}35'E$

W. $\frac{1}{16}$ line bears north...

a mean between N. $1^{\circ}09'E$ and

N. $1^{\circ}53'E$, which is N. $1^{\circ}31'E$.

South $0^{\circ}35'W$ to \square 382.7
x L 34 $^{\circ}40'$ to Oak inline
with M.C. Dis 425.7 to M.C
75.6. S. $0^{\circ}35'$ to \square post on
Little Bass.

Birch 6" N.W. 28.8'

Elm 4" S.E. 27.0

N. $0^{\circ}35'E$ from road & 23.5
drove cedar fence post
Dis. between the two posts
 $382.7 + 75.6 + 23.15 =$

Turned & 90° to 1/16 Line.

50.0 = 1 lot 400' N. $89^{\circ}25'W$ 8 lots

55.2 = 1 lot 387.25 or 7 lots 386.4' & $25^{\circ}00'R$

51.3 = 1 lot & $38^{\circ}00'$ Dis. 304 to Hub

307.8 to \square & \square

N. $89^{\circ}25'W$ 400' 8 lots

N. $64^{\circ}25'W$ 386.4 7 lots

S. $77^{\circ}35'W$ 307.8 6 lots

N. $89^{\circ}25'W$ 150 3 lots

S. $55^{\circ}10'W$ 100 2 lots

S. $46^{\circ}07'W$.

70' to lake

N. 89°25'W

25°R

N. 64°25'W

38°00L

102°25'

S. 77°35'W

13°R

90 35 = N. 89°25'W.

102.63

97437 100000

97437

3078

01018

1300

303.400

1018

1323400

13.2

1309.5

13.2

1296.3

256300

194874

614260

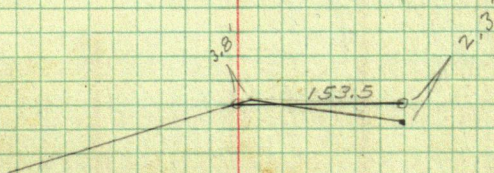
384622

296380

292311

S. 89°17'W 153.5

N. 89°25'W 150



N. 89°25'W

34°25'L

124°5.0

S. 55°10'W.

9°03'L

60.6

54 6°07'W

82495 100000000

82495

175050

164990

100600

8249.5

181050

164990

160600

4°03

1212

81496 1000000

81496

185040

162992

220480

162992

Running North from $\frac{1}{16}$ Cor.

+ 1st traverse line bears $S. 88^{\circ} 27'$

+ 2nd traverse line bears $N. 34^{\circ} 03'$

3859.9

3703.0

156.9

Running South line of North
plat

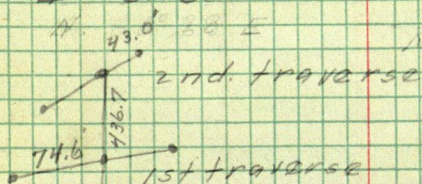
S. E. Cor. to Hub. 298.4

to I.M. 320.0 21.6

11.5 ft. to Hub.

W. $X = 86^{\circ}32'$ Dist to Sta

E $X = 32^{\circ}32'$ 43.0' to Sta.



8446	5486.5
	50676
	41990

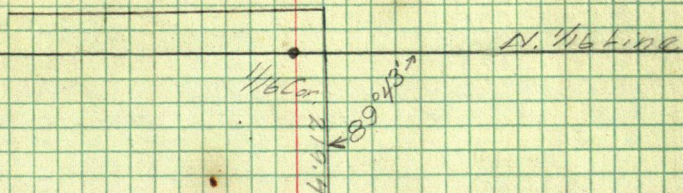
Village of Remer,

Sec. 1-141-26

Setup at Intersection of
N. 1/6 Line H. East of Center
of NW 1/4 of Sec. 1-141-26 and
West line of Greene St.

S. E. $\angle = 89^{\circ}43'$

250'



5.5
 $N 0^{\circ} 35' E$
 90°
 $N 89^{\circ} 25' W$

$34^{\circ} 50'$
 35
 $35^{\circ} 25'$

3707.
2715.1
991.9

01309
991.9

2593.3
13
2580.3

11781
1309
11781
12983971

1309
148.5
6545
10472
5236
1309
1943865

2596.6
1.9
2594.7

2594.7
13
2581.7

2617.6
6.4

23

2581.7
2.8
2584.5

01309
213.7
9163
3987
1309
2618
2787333

2609.4
2.8
2612.2

2609.4
1.8
2611.2

765.3
902
15306

2617.6
6.9
2610.7

213.7
00902

688770
6903006

4274
192330
1927574

2609.4
1.9
2611.3

2617.6
8.8
2608.8

979
902
1958
88110
883058

2137
849
8548
8548

7653
844
30612

2617.6
2609.4
8.2

17096
1603628

30612
30612
61224
6459132
18
82

$$\begin{array}{r}
 01309 \\
 255 \\
 \hline
 6545 \\
 6545 \\
 \hline
 2618 \\
 333795
 \end{array}$$

$$\begin{array}{r}
 89015 \\
 2000 \\
 \hline
 10917 \\
 9043
 \end{array}$$

$$\begin{array}{r}
 7653 \\
 1309 \\
 \hline
 68877
 \end{array}$$

$$\begin{array}{r}
 229590 \\
 7653 \\
 \hline
 1001777
 \end{array}$$

S. 20°02' E

$$\begin{array}{r}
 979 \quad 93949 \quad 24.3000 \quad 25.8 \\
 \hline
 2137 \quad 184898 \quad 25.8 \\
 \hline
 7653 \quad 551020 \\
 \hline
 469745 \\
 \hline
 812750
 \end{array}$$

$$\begin{array}{r}
 302.4 \\
 25.8 \\
 \hline
 276.6 \quad 2724.0 \\
 \hline
 2617.6 \quad 27151 \\
 24.3
 \end{array}$$

$$\begin{array}{r}
 2609.4 \\
 2581.7 \\
 \hline
 27.7
 \end{array}$$

$$\begin{array}{r}
 2609.4 \\
 27.7 \\
 \hline
 2637.1
 \end{array}$$

$$\begin{array}{r}
 3703 \quad 203.1 \\
 \hline
 4 \quad 93.8 \\
 \hline
 3707
 \end{array}$$

$$\begin{array}{r}
 3859.9 \\
 213.7 \\
 \hline
 3646.2 \\
 \hline
 34893
 \end{array}$$

$$\begin{array}{r}
 2596.6 \\
 3.3 \\
 \hline
 2593.3
 \end{array}$$

$$\begin{array}{r}
 24.3 \\
 13 \\
 \hline
 23
 \end{array}$$

$$\begin{array}{r}
 01309 \\
 1140 \\
 \hline
 5236 \\
 1309 \\
 \hline
 1309 \\
 14.9 + 260 \\
 \hline
 1.96 \\
 168
 \end{array}$$

$$\begin{array}{r}
 2579.8 \\
 1.9 \\
 \hline
 2581.7
 \end{array}$$

$$\begin{array}{r}
 2617.6 \\
 2593.3 \\
 \hline
 24.3
 \end{array}$$

$$25.8$$

$$\begin{array}{r}
 86463 \\
 243 \\
 \hline
 109329
 \end{array}$$

$$\begin{array}{r}
 145852 \\
 72926 \\
 \hline
 5860509
 \end{array}$$

$$\begin{array}{r}
 98978 \\
 277000 \\
 \hline
 197956 \\
 790440 \\
 \hline
 781824 \\
 \hline
 85160
 \end{array}$$

$$\begin{array}{r}
 14410 \\
 27.7 \\
 \hline
 10087
 \end{array}$$

$$\begin{array}{r}
 10087 \\
 10087 \\
 \hline
 2582 \\
 \hline
 3991570
 \end{array}$$

$$\begin{array}{r} 2611.2 \\ 2584.5 \\ \hline 26.7 \end{array}$$

$$\begin{array}{r} 3489.3 \\ 2566.6 \\ \hline 922.7 \end{array}$$

$$\begin{array}{r} 1309 \\ 922.7 \\ \hline 916.3 \\ 2618 \\ 2618 \\ \hline 11781 \\ 12078143 \end{array}$$

$$\begin{array}{r} 3859.9 \\ 3489.3 \\ \hline 370.6 \end{array}$$

$$\begin{array}{r} 2579.8 \\ 4.8 \\ \hline 2584.6 \end{array}$$

$$\begin{array}{r} 2596.6 \\ 12.1 \\ \hline 2584.5 \end{array}$$

$$\begin{array}{r} 2104.5 \\ 1241.9 \\ \hline 862.6 \end{array}$$

$$\begin{array}{r} 01309 \\ 33354 \\ 111180 \\ 3706 \\ \hline 4851154 \end{array}$$

$$\begin{array}{r} 2584.5 \\ 480 \\ \hline 2104.5 \end{array}$$

$$\begin{array}{r} 1288.6 \\ 46.7 \\ \hline 1241.9 \end{array}$$

$$\begin{array}{r} 70711 \\ 66 \\ \hline 424266 \end{array}$$

$$\begin{array}{r} 424266 \\ 4666926 \end{array}$$

$$\begin{array}{r} 2592.8 \\ 46.7 \\ \hline 2639.5 \\ 3489.3 \\ \hline 850.8 \\ 1014 \end{array}$$

$$\begin{array}{r} 850.8 \quad 882.6 \\ 850.8 \\ \hline 11800 \\ 8508 \\ \hline 32920 \end{array}$$

$$\begin{array}{r}
 69403.4 \quad 7199.5 \\
 \underline{66.3} \quad \underline{66} \\
 416418 \quad 431970 \\
 \underline{416418} \quad \underline{431970} \\
 45805984751670
 \end{array}$$

$$\begin{array}{r}
 1288.6 \\
 \underline{45.8} \\
 1242.8
 \end{array}$$

$$\begin{array}{r}
 1288.6 \\
 \underline{46.8} \\
 1242.3
 \end{array}$$

$$\begin{array}{r}
 70215.6 \quad 71203 \\
 \underline{66.3} \quad \underline{66} \\
 421290 \quad 427218 \\
 \underline{421290} \quad \underline{427218} \\
 463419 \quad 4699398
 \end{array}$$

$$\begin{array}{r}
 2104.5 \\
 \underline{1242.3} \\
 862.2
 \end{array}$$

$$\begin{array}{r}
 2592.8 \\
 \underline{46.9} \\
 2639.7 \\
 \underline{3489.3} \\
 849.6
 \end{array}$$

$$\begin{array}{r}
 10148 \\
 849.6 \quad 862.2 \\
 \underline{8496} \\
 12600 \\
 \underline{8496} \\
 41040 \\
 \underline{33984} \\
 70560
 \end{array}$$

$$\begin{array}{l}
 \text{Sun } 4' = 00.116 \\
 \text{Dis} = 1225 \text{ off } 1.5' \\
 552.8
 \end{array}$$

559.8

01018

66

66

6108

493.8

6108

67188

2592.8

1296.4

1296.4

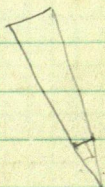
7

1297.1

44°34'

45°00'

42°35'



40403
70
282821

$$\begin{array}{r} 774.1 \\ 771.2 \\ \hline 2.9 \end{array}$$

$$\begin{array}{r} 01018 \\ 400 \\ \hline 407200 \end{array}$$

$$\begin{array}{r} 99995 \\ 400 \\ \hline 39998000 \end{array}$$

$$\begin{array}{r} 43182 \\ 386.4 - 3 \\ \hline 172728 \\ 259092 \\ 345456 \\ 129546 \\ \hline 166855248 \end{array}$$

$$\begin{array}{r} 90196 - 7 - 3 \\ 3864 - 3 \\ \hline 360784 \\ 541176 \\ 721568 \\ 270588 \\ \hline 348517344 \end{array}$$

$$\begin{array}{r} 21786 - 6 \\ 307.8 \\ \hline 174288 \\ 152502 \\ \hline 653580 \\ 67057308 \end{array}$$

$$\begin{array}{r} 97598 \\ 3078 \\ \hline 780784 \\ 683186 \\ 2927940 \\ \hline 300406644 \end{array}$$

$$\begin{array}{r} 01018 \\ 150 \\ \hline 5090 \\ 1018 \\ \hline 152700 \end{array}$$

$$\begin{array}{r} 99995 \\ 150 \\ \hline 499975 \\ 99995 \\ \hline 1499925 \end{array}$$

$$\begin{array}{r} 57119 \\ 1227 \\ \hline 399833 \\ 114238 \\ 114238 \\ 57119 \\ \hline 70085013 \end{array}$$

$$\begin{array}{r} 82082 - 2 \\ 1227 - 3 \\ \hline 574574 \\ 164164 \\ 164164 \\ 82082 \\ \hline 100714614 \end{array}$$

846.5 2501.9

1301.9

1100.0 1200.0

64°25'

35

65°00'

386

N. 89°25' W 400 +35
 N. 64°25' W 386.4 +35
 S. 77°35' W 307.8 -35
 N. 89°25' W 150 +35
 S. 55°10' W -35

90631 350000
 271893
 781070
 725048
 560220
 543786
 16434

742.6
 4.1
 746.7
 166.9
 913.6
 67.1
 846.5
 1.5
 848.0
 70.1
 777.9

1301.9
 40.9
 1701.8
 348.5
 2050.4
 300.4
 2350.8
 150.
 2500.8
 100.7
 2601.5

1296.4
 1300
 2596.4
 1871.8
 774.1
 59

1297.1
 1300.0
 2597.1

1222.6
 780
 442.6

55°10'
 35
 5435

81513 100 1227
 81513

288.4
 2597.1
 226
 1823.0
 774.1
 2597.1

1227
 184870
 163026
 218440
 163026
 554140

01018
 442.6
 6108
 2036
 4072
 4072
 4505668

2597.1
 4.5
 2601.6

001751

370

12250

525

124750

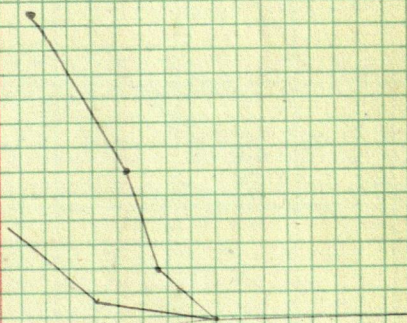
$$\begin{array}{r} N. 89^{\circ} 25' W \\ \underline{64^{\circ} 25' W} \\ 25^{\circ} 00' \end{array}$$

$$\begin{array}{r} S. 77^{\circ} 35' W \\ \underline{35'} \\ 78^{\circ} 10' \\ 12^{\circ} 25' \\ \underline{35^{\circ}} \\ 13^{\circ} 00' \end{array}$$

$$\begin{array}{r} 97437 \overline{) 300,000} \\ \underline{292311} \\ 768900 \\ \underline{682059} \\ 868410 \end{array}$$

90196

$$\begin{array}{r} N 37^{\circ} 04' W \\ \underline{53^{\circ} 32'} \\ 9036 \\ S. 89^{\circ} 24' W \end{array}$$



53°32'

36°28

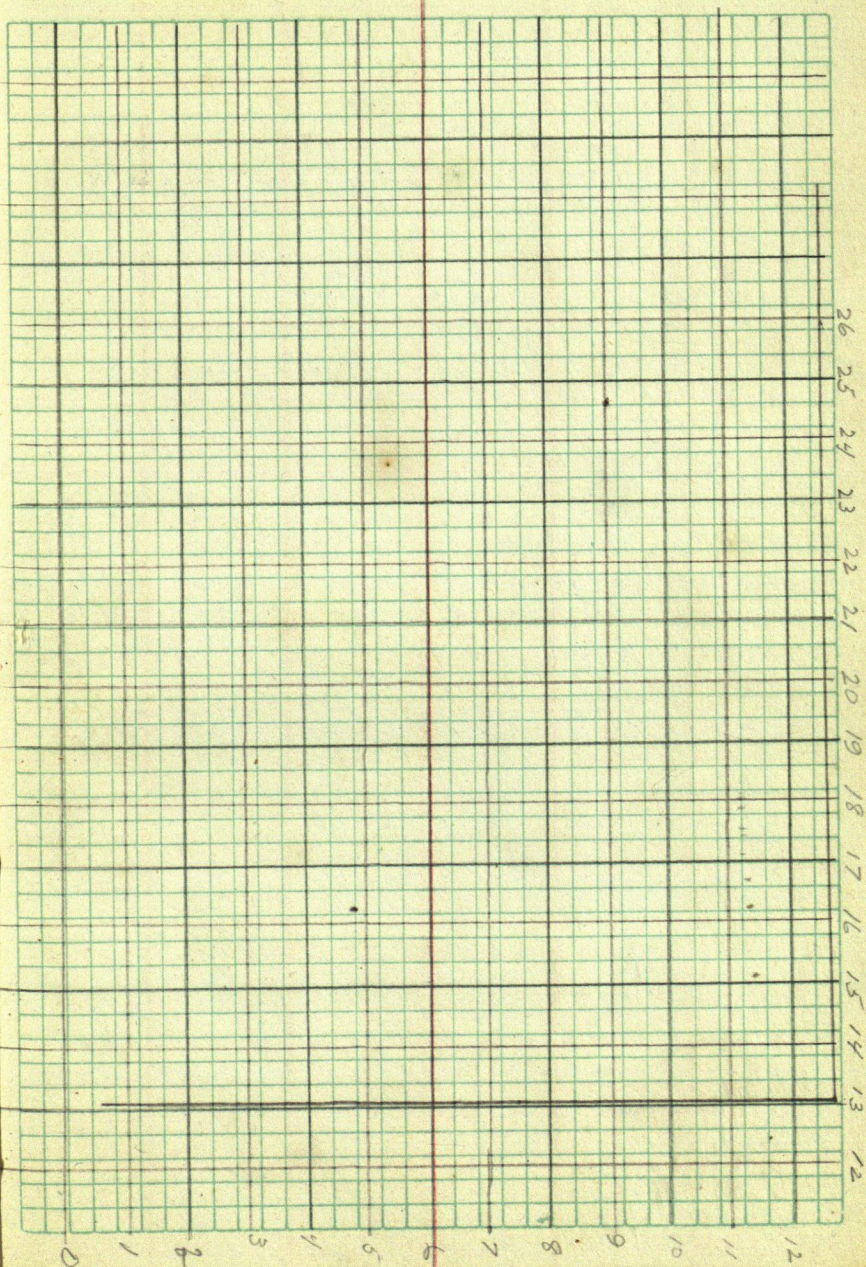
8042¹⁸₀

18

64336

8442

14,875.6



01018

99995

400

400

4,0720.0

399,980.00

742.6

1301.9

4.1

400

738.5

1701.9

1295.1
1896.4

600'

64°25'

1296.4
600
1896.4

43108

90196

386.4

386.4

1724.32

360784

258648

541176

344864

721568

29324

270588

6656931

8517344

34

01047

99995

6

6

6.28200

599.970

1302.4

63

12951

00218030

126.5 - 42.2

94832] 120000
94832
251680
186664
620160
548992
511680

01309
220
2618
2618
28798
37.2

179.60
94034
135026

Nov. 14

Survey of Lot 1, Sec. 7

Set M.C. on North side little
Bass between Secs 6 & 7
checked it from Stp. of old B.T.

$$\begin{array}{rcl} \text{Sec. Cor} = +5.97 & 0 & 1067 \\ 7.3' & 1067.0 & 7.3 - 5 = 464 = 0.00 \end{array}$$

S. 88° 57' W.

S. 89° 53' E

$$\begin{array}{r} \angle = 1^{\circ} 03' \\ \underline{07'} \\ 1^{\circ} 10' \end{array}$$

Angles with pocket compass

M.C. bet. 7 & 8 to Sec. Cor 5-6-7-8

1198.1 N. 6° W 89° 10' 371.7' to 0

1068.2 S. 83° W 27° 24' L

26.3 S. 83° W 140° R

149.7 S. 57° E 7° R

250.4 S. 50° E 14° R

297.0 S. 36° E 23° R

263.4 S. 13° E. 27° L

299.9 S. 40° E 15° L

364.0 S. 55° E 85° L

168.4 N. 60° E to M.C. bet. 7 & 8

John M. Greene - Transit

71

Jim Lewis

Mort Beaulieu Chainmen

140-26

62.22 M.C.

N.P. 30" N. 20° E. 181.75 = 1488

Meander Notes

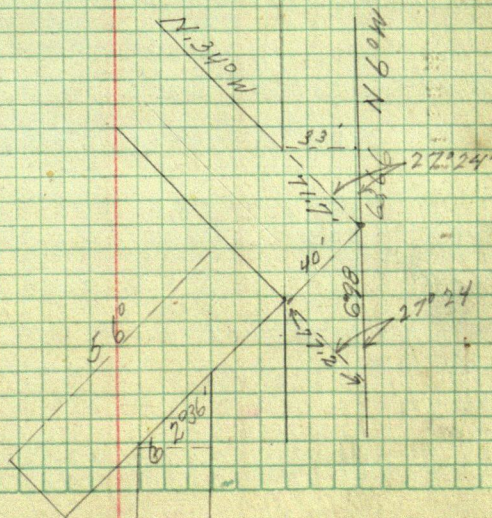
from M.C. Sect 7-8 to

M.C. Sect. 6-7

N. 63° W. 7.50 = 495'

N. 27° W. 12.40 = 818.4'

N. 49° W. 5.00 = 330.



J. M. Greene - Trans May 21, 1931
 C. M. Greene - Chain

Survey of Lot 4 - Sec. 7 - 140-26

Set M.C. 1.9 North + 10.1 East
 of E of Gate. Point of old stake
 found at E. Sight N. 88° 57' E. to M.C.
 across lake. N 88° 46' E E gate

Correct 0 0 11'

371.4

S. 31° E. Mag. S. 35° 18' E to F.P.

S. 22° 34' E X

258.4

S. 59° E. Mag. S. 46° 16' E to F.P.

S. 49° 26' E

184.3

S. 89° E Mag

S. 53° 10' W to Cabin

S. 80° 41' E

S. 58° 44' W. to proposed

150'

S. 43° Mag.

S. 73° 19' W to Cabin

S. 34° 27' E

S. 34° W. F.P.

100'

S. 15° Mag.

N. 80° 47' W N. Line Tower

S. 23° 43' W

N. 80° 50' W. F.P.

N. 61° 46' E. M.C.

S. 69° 40' W cuts about 1/2

S	E	M.C.	28.0	2966.9
E Gate			-29.9	-2977.0

371.4

S. 22° 45' E

342.5

143.4

-372.4

-2833.6

258.4

S. 49° 37' E

185.4

196.8

-557.8

-2636.8

S. 21° 10' E

369.2

369.3

3611

93253

Total

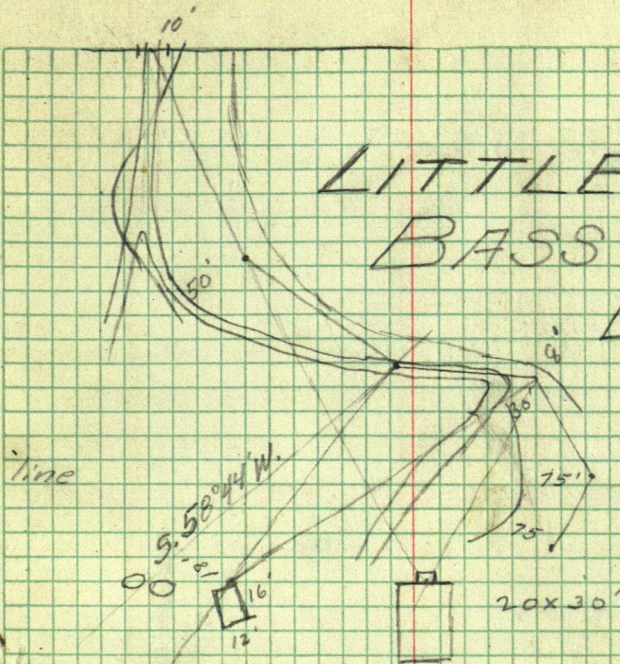
S. 69° 40' W 44.5 bank 234.5 1. M.

N. 70° 11' E.

N. 70° 36' E. to E. M.C.

N. 32° 50' W. to W. M.C.

LITTLE BASS LAKE



- 29.9	- 29770	- 372.4	
342.5	143.4	- 28	2966.9
- 372.4	- 2833.6	344.9	2833.6
125.4	196.8		133.3
- 557.8	2636.8		

- 1044	3955.1		
- 557.8	2636.8	2.69	
- 486.2	1318.3		
	972.8		2583
	33550	133.3	344.4
	29172		2666
	43780		7780
	43758		6665
			11150
			10664
			4860

N 67° 17 1/2' E 66'

40208 91555

72.1

91555 $\overline{) 660,000.0}$
64 0885
19 1750
18 3110
80,400

3489.3
66
3423.3

41848
66

251088
251088
2761888

40208
721

40208
80416
281436
28989968 - 29.0

81.5

92248 $\overline{) 660000.0}$
64 5736
142640
92248
503,920

30604
715

153020
30604
214228
21881860

153020
30604
214228
21881860

$$\begin{array}{r}
 38604 \\
 \underline{715} \\
 193020 \\
 38604 \\
 \hline
 270228 \\
 \hline
 27.601860
 \end{array}$$

$$\begin{array}{r}
 2104.5 \\
 \underline{27.6} \\
 2132.1
 \end{array}$$

$$\begin{array}{r}
 2132.1 \\
 \underline{1288.6} \\
 843.5
 \end{array}$$

$$\begin{array}{r}
 3423.3 \\
 \underline{2592.8} \\
 830.5
 \end{array}$$

$$\begin{array}{r}
 830.5 \overline{) 843.5} \quad 10156 \\
 \underline{8305} \\
 13000 \\
 \underline{8305} \\
 46950 \\
 \underline{41025} \\
 54250
 \end{array}$$

$$\begin{array}{r}
 51835 \\
 86.9 \\
 \hline
 466515 \\
 311010 \\
 \hline
 414680
 \end{array}
 \qquad
 \begin{array}{r}
 869 \\
 4602 \\
 \hline
 1738 \\
 52140 \\
 3476 \\
 \hline
 3999138
 \end{array}$$

$$\begin{array}{r}
 4602 \\
 3 \\
 \hline
 13806 \\
 13806
 \end{array}
 \qquad
 \begin{array}{r}
 -4607 \\
 717 \\
 \hline
 32249 \\
 4607 \\
 \hline
 32249 \\
 3303219
 \end{array}$$

$$\begin{array}{r}
 0.15684 \\
 \hline
 0.2
 \end{array}$$

$$\begin{array}{r}
 0.2 \\
 \hline
 0.6690
 \end{array}$$

$$\begin{array}{r}
 1 \\
 \hline
 0.66690
 \end{array}$$

$$\begin{array}{r}
 16.5 \\
 \hline
 9.90 \\
 99 \\
 \hline
 1089
 \end{array}$$

$$\begin{array}{r}
 650.8 \\
 231.7 \\
 \hline
 419.1
 \end{array}$$

$$\begin{array}{r}
 71.7 \\
 4602 \overline{) 330000} \\
 \underline{32214} \\
 7860 \\
 \underline{4602} \\
 22580
 \end{array}$$

$$\begin{array}{r}
 86.9 \\
 4602 \overline{) 40000} \\
 \underline{36816} \\
 31840 \\
 \underline{27612} \\
 42280
 \end{array}$$

$$\begin{array}{r}
 77.2 \\
 51835 \overline{) 400000} \\
 \underline{362645} \\
 373550 \\
 \underline{362645} \\
 109050 \\
 112.6
 \end{array}$$

$$\begin{array}{r}
 88732 \overline{) 100000} \\
 \underline{88732} \\
 112680 \\
 \underline{88732} \\
 239480 \\
 \underline{174464} \\
 620160 \\
 621124
 \end{array}$$

656.3

