

~~Sect~~

113

FIELD BOOK

260

John M. Greene
109 W. 3rd St.
Duluth
Minn.

$$30.3 \times 8 \frac{1}{2} -$$

101.78
101.78
101.78
61.51

18.56
61.50
61.50
200
4.85

346.41

61.56
181.32

5.34
4.84

.50

25.7
28.45
4.6
4.1
4.1
Bread 8

15941.9
10645.3
-1 52966

+S	H.I	-S	Elev.	Obj.
4.24	94.23		89.99	#2-S
		5.14	89.09	Gr. #3-S
#3-S			89.09	
6.41	95.50			

+S	H.I.	-S	Elev	Obj
1.17	101.18		100.01	Big Rock
		8.32	92.86	C. Sec. 1
4.24	94.23		89.99	#2-S
#3-S sighting back to		5.14	89.09	Gr. #3-S
		0.6	93.63	
		0.81	93.42	
		5.2	89.03	Gr. #3-S
#4-S		4.15	90.08	" #4-S
6.1	95.56	6.1	89.46	Top #3-S
6.41	95.50	6.41	89.09	Gr. #3-S
Mean	95.53			
		0.72		
		1.52		
		5.17	90.36	Top #5-S
		5.42	90.11	Ground #4-S
		4.42	91.11	Top #4-S
#5-S			90.11	Gr. #4-S
5.00	95.08			
4.42	94.53	5.18	89.90	" #5-S
		0.7	94.38	
		5.8	89.28	Top #6-S
#6-S		6.24	88.84	Ground #6-S
3.75	94.11	3.7		
4.1	94.00			

$$\begin{array}{r} 60.5 \\ 442 \\ \hline 163 \end{array}$$

$$\begin{array}{r} 442 \\ 277 \\ \hline 165 \end{array}$$

$$\begin{array}{r} 88.92 \\ 4.18 \\ \hline 93.10 \end{array}$$

$$\begin{array}{r} 93.10 \\ 4.26 \\ \hline 88.84 \\ 6.24 \\ \hline 95.08 \\ 5.00 \\ \hline 90.08 \end{array}$$

$$\begin{array}{r}
 312010210 \\
 \hline
 3601008 \\
 \hline
 18311900 \\
 \hline
 1251144 \\
 \hline
 1294 \\
 \hline
 1562
 \end{array}$$

$$\begin{array}{r}
 112 \\
 \hline
 12 \\
 \hline
 12 \\
 \hline
 29 \\
 \hline
 21 \\
 \hline
 x
 \end{array}
 = \frac{100}{62} \frac{1}{9}$$

7.5 H.1 - S Elev Obj.

100

12

88

52 94.8

6.8

6.8

6.34 100

106.34

2.

8.34

6.8

1.54

106.34

1.3

105.04

8.12

113.16

11.79 101.37

$$\begin{array}{r}
 20185 \\
 27 \overline{) 54.5} \\
 \underline{54} \\
 050 \\
 \underline{27} \\
 230 \\
 \underline{216} \\
 140
 \end{array}$$

$$\begin{array}{r}
 361 \\
 89610 \overline{) 2700000} \\
 \underline{268830} \\
 117000
 \end{array}$$

$$\begin{array}{r}
 6082 \\
 8961 \overline{) 54500000} \\
 \underline{53766} \\
 73400 \\
 \underline{71688} \\
 17120
 \end{array}$$

□

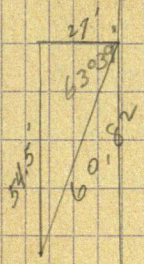
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○

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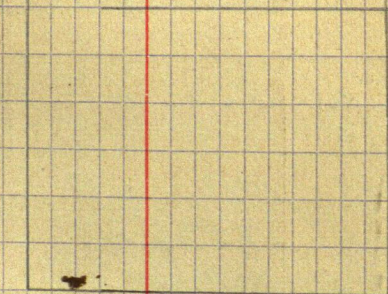
26.7



26.7

44

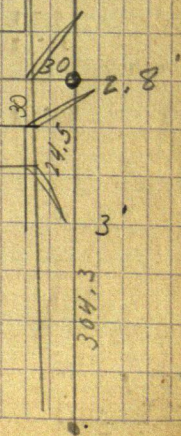
$$\begin{array}{r}
 29.7 \overline{) 1314.5} \\
 \underline{1188} \\
 1265 \\
 \underline{1188} \\
 77
 \end{array}$$



25.6

302.8

303



A-C to A-B' 89°57'

		0 A-	303.85
Ao-AB at A	91°22'	A-B	313.25
B	155°39'	B-C	216.2
C	148°47'	C-D	268.3
D	151°55'	D-E	148.1
E	217°37'	E-F	184.3
F	194°23'	F-G	209.2
G	181°35'	G-H	356.6
H	160°30'	H-I	180.55
G' I	139°41'	I-h	28.5

H 113.6 a 111°52' L R, 180°-111°52'

227.9-b 171°30' L L

240.8 b-c 177° L R

315.5 c-d 122°35' L L

385.25 d e 124°^{39'}~~22'~~ L R

414.25 e f 174°31' L L

228.7 f g 162°30' L L

217.5 g h 170°48' L R

291.5 h i 149°45' L L

125.4-1.4 i j

285 h-I

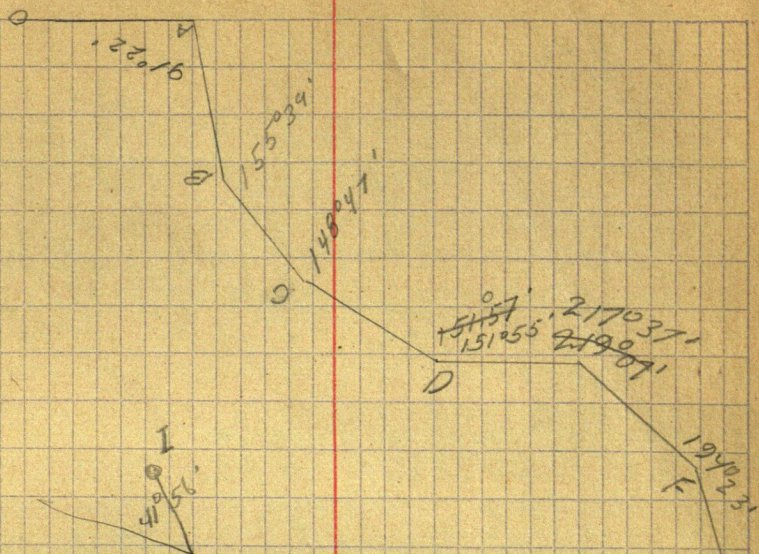
C-E 97.45

e-F 86.55

d-n-203

n-e 182.25

1.4' - 1 Bridge. 21



= 68°08'

= 8°30'

= 3°00'

= 57°25'

55°21'

5°29'

17°30'

30°15' 90°13'

30°15'

41.56'



41.56'

$$\begin{array}{r} 96 \\ 96 \\ \hline 1056 \end{array}$$

$$\begin{array}{r} 125 \\ 27.12 \overline{) 34} \\ \underline{27} \\ 712 \end{array}$$

$$\begin{array}{r} 13.86 \\ 3.47 \\ \hline 17.33 \end{array}$$

$$132$$

$$\begin{array}{r} 13.86 \\ 13.26 \\ \hline 27.12 \end{array} \quad \begin{array}{r} 6.880 \\ 5424 \\ \hline 14560 \\ 13560 \end{array}$$

$$\begin{array}{r} 132.6 \\ 332 \\ \hline 1658 \\ 1733 \\ \hline 91 \end{array}$$

$$\begin{array}{r} 126 \\ 126 \\ \hline 1386 \end{array}$$

$$\begin{array}{r} 13.86 \\ 10.56 \\ \hline 24.42 \end{array}$$

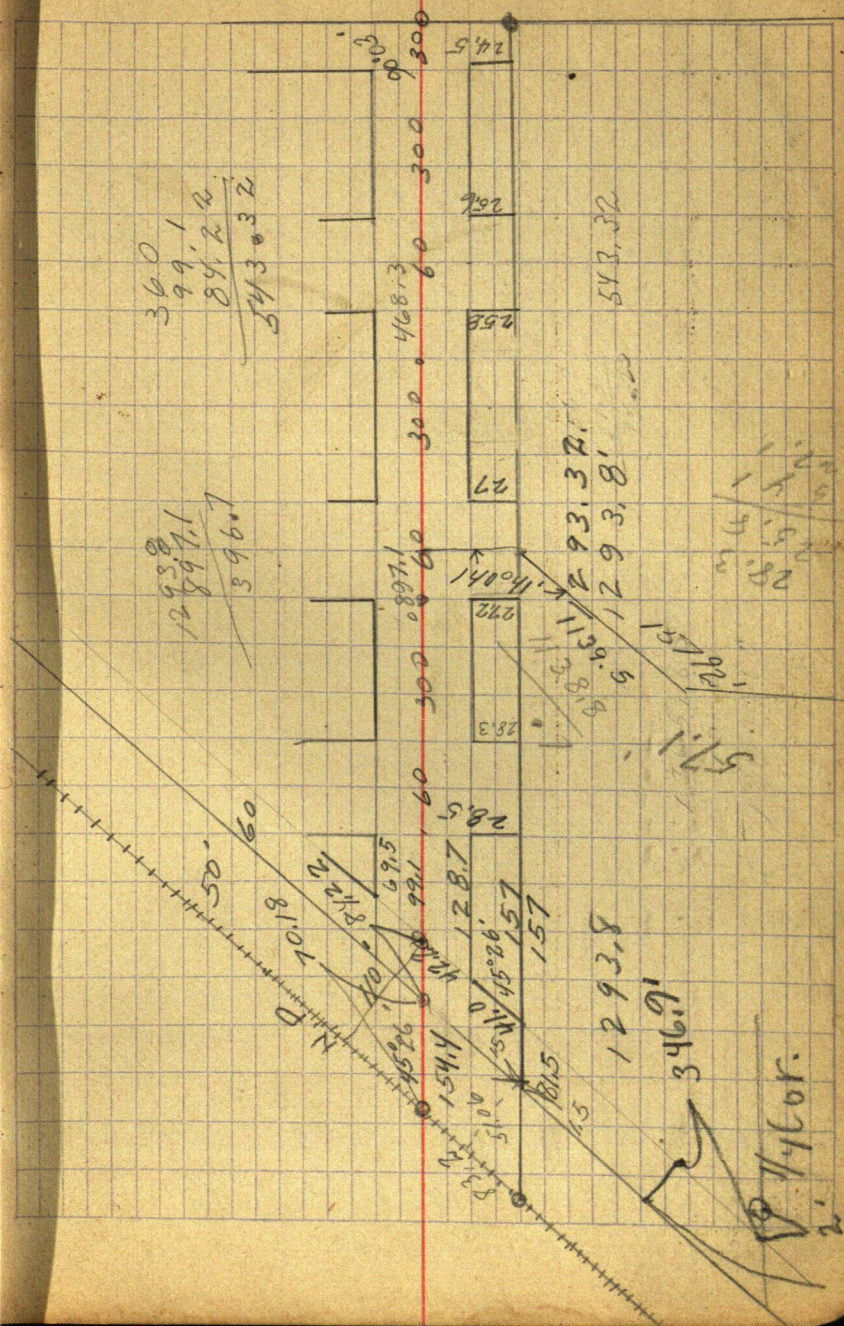
$$\begin{array}{r} 108 \\ 108 \\ \hline 1188 \end{array}$$

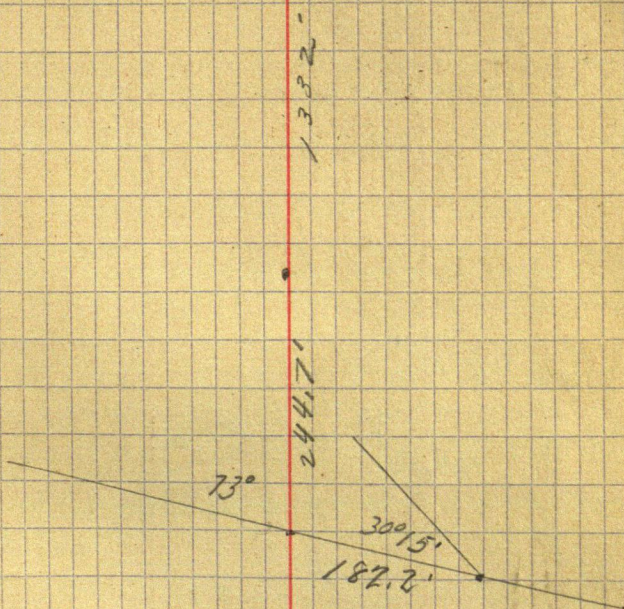
$$\begin{array}{r} 125 \\ 14 \\ \hline 14 \\ 3.5 \\ \hline 17.5 \end{array}$$



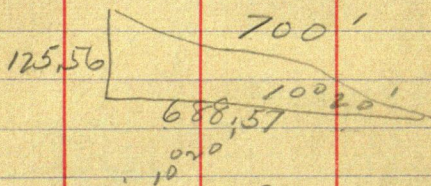
$$\begin{array}{r} 127 \\ 24.42 \overline{) 3100} \\ \underline{24} \\ 6580 \\ \underline{48} \\ 16960 \\ \underline{16} \\ 17092 \end{array}$$

$$\begin{array}{r} 105 \\ 125 \\ \hline 12.5 \\ 105 \\ 2.6 \\ \hline 13.1 \\ 17.5 \\ \hline 0 \end{array}$$





$10^{\circ}20'$



$$\begin{array}{r} \cos 10^{\circ}20' \\ .98370 \\ \hline 688.59000 \end{array}$$

$$\begin{array}{r} \sin 10^{\circ}20' \\ 179.37 \\ \hline 125.55900 \end{array}$$

251.12

$$\begin{array}{r} 50^{\circ}44' \\ 7 \\ \hline 57^{\circ}20' \end{array}$$

$$\begin{array}{r} 107^{\circ}44' \\ 140.56 \\ \hline 122^{\circ}40' \end{array}$$

$$\begin{array}{r} 183.55 \\ 70 \\ \hline 253.55 \end{array}$$

$$131.11 + X = 151.7$$

$$5X = 917.77$$

$$X = 183.55$$

$$50 + X = 151.7$$

$$X = 70$$

$$C = 1400 \times \sin 28^{\circ}40'$$

$$\times .47971 \quad - 1$$

$$1400 \quad - 5$$

$$19188400$$

$$47971$$

$$671.59400$$

25.85 - 2

.02821 - 4

2585

5170

20680

5170

7292285

25.85 - 2 - 3

.99960 - 6

15510

23265

23265

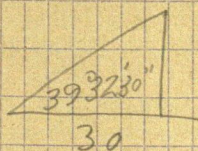
23265

25839660

39032'30"

25.85 - 2	25.85
<u>.02821 - 4</u>	<u>.999</u>
2585	155
5170	2326
20680	23265
5170	23265
<u>7292</u>	<u>25839</u>
285	

6.00



$$\begin{array}{r} 82555 \\ 30 \\ \hline 2476650 \end{array}$$

$$\begin{array}{r} 1.29675 \\ 30 \\ \hline 3890250 \end{array}$$

$$\begin{array}{r} 39019' \\ 22048' \\ \hline \end{array}$$

$$\begin{array}{r} 16031 \\ 107 \\ \hline 9029 \end{array}$$

$$1201149'$$

$$\begin{array}{r} 1739 \\ 16031 \\ \hline 1008 \end{array}$$

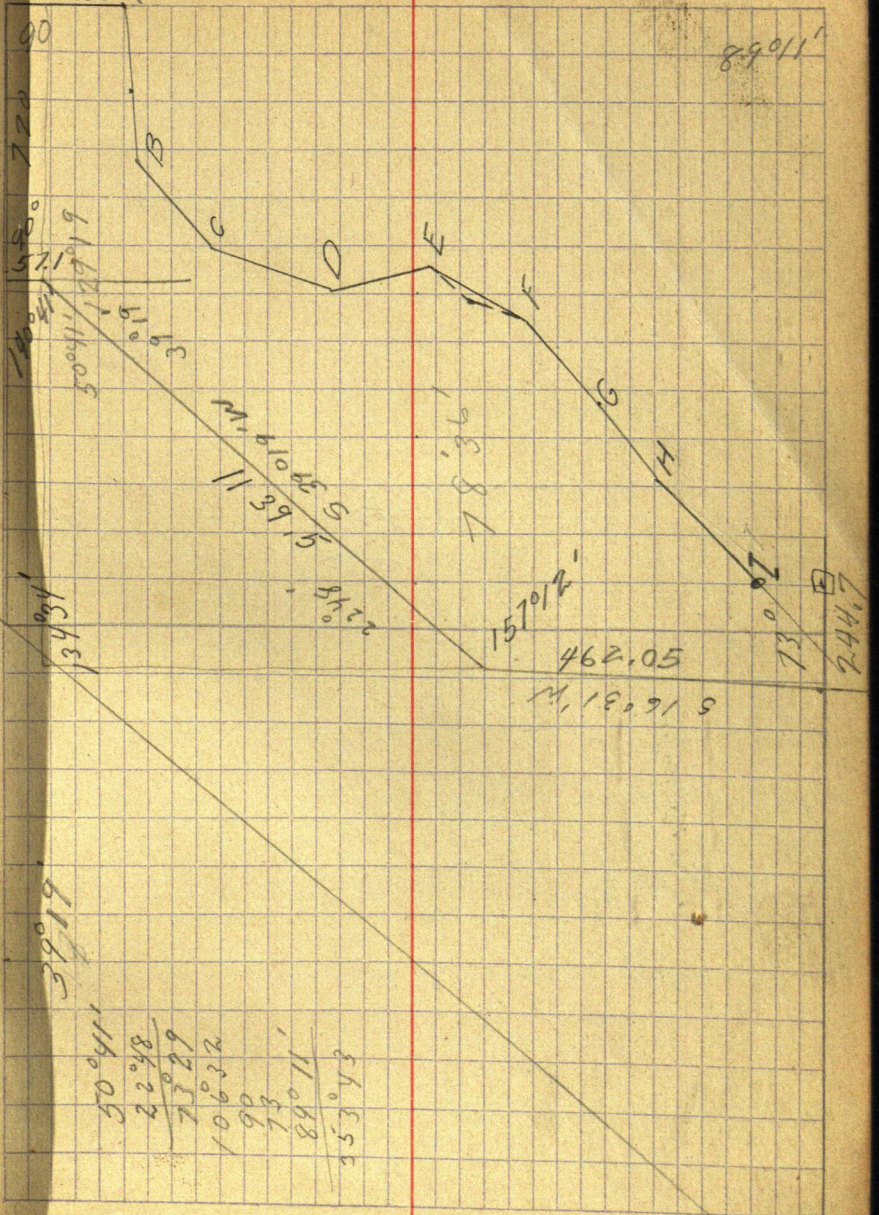
$$\begin{array}{r} N 89011' N \\ 107 \\ \hline \end{array}$$

$$\begin{array}{r} N 17019' E \\ 22048' \\ \hline 40037 \end{array}$$

$$\begin{array}{r} 600 \\ 12011 \\ \hline 11 \end{array}$$

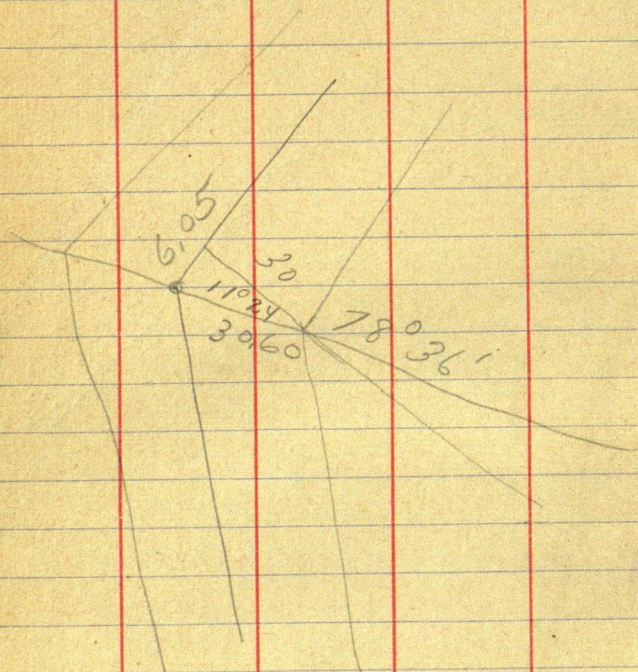
303.854

89°11'



39°19'

$$\begin{array}{r} 50^{\circ}41' \\ 22^{\circ}48' \\ \hline 73^{\circ}29' \\ 106^{\circ}32' \\ 90 \\ 73 \\ \hline 89^{\circ}11' \\ 353^{\circ}43' \end{array}$$



$$\begin{array}{r} 20164 \\ 30 \\ \hline 604920 \end{array}$$

98027

19766) 30000

720

9' 0385-

711.07

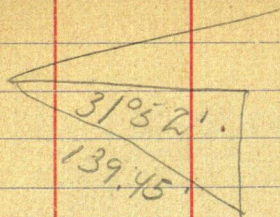
07044'

306

$$\begin{array}{r} 98027 \overline{) 300000} \\ 294081 \end{array}$$

$$\begin{array}{r} 591900 \\ 588182 \end{array}$$

37380



1

$50^{\circ} 41'$

$31^{\circ} 52'$

$82^{\circ} 33'$

14

$52794 \overline{) 7363000}$
 $\underline{52794}$
 208360
 $\underline{6}$

$$\begin{array}{r}
 1442 \\
 1323.58 \\
 \hline
 118.42 -
 \end{array}$$

$$\begin{array}{r}
 1012.32 \\
 938.69 \\
 \hline
 73.63 \\
 16083
 \end{array}$$

$$\begin{array}{r}
 7363 \sqrt{11842} \\
 7363
 \end{array}$$

$$44790$$

$$44178$$

$$61200$$

$$58604$$

$$\begin{array}{r}
 25960
 \end{array}$$

$E^{\circ} 31^{\circ} 52' S$

450' $S^{\circ} 52^{\circ} 08' W$

92.87 $S 58^{\circ} 08' W$

542.87 $110^{\circ} 16'$

92.87

$34^{\circ} 24'$

111.04

97508) 10827304

97508

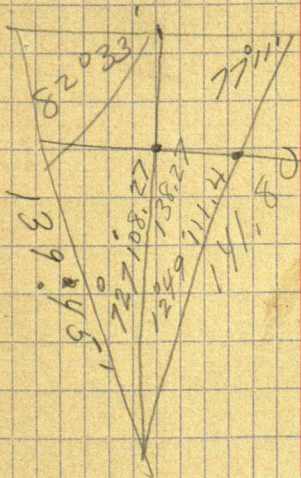
107650

97508

101420

97508

391200



$$\begin{array}{r} 5808 \\ 37052 \\ \hline 20016 \end{array}$$

$$20016$$

$$151.80$$

$$\begin{array}{r} 13945 - 4 - 3 \\ 99156 - 3 - 3 \end{array}$$

$$\begin{array}{r} 495780 \\ 396624 \\ 892404 \\ 297468 \\ 99156 \\ \hline 1382730420 \end{array}$$

$$97508 \overline{) 138.27304}$$

$$\begin{array}{r} 97508 \\ 407650 \\ 396032 \end{array}$$

$$\begin{array}{r} 176184 \\ 27524 \end{array}$$

$$97508$$

$$\begin{array}{r} 786760 \\ 780064 \end{array}$$

		Elev.		
+ 5	H.1	- 5	Gr.	Sta. Sta.
				93.03 13
8.13	101.16			
		7.45	93.71	Top of Water
		6.45	92.71	94.71 0
			93.01	94.71 1
		5.4	95.26	95.76 2
		4.4	96.26	96.76 3
		4.8	95.86	96.36 4
		4.8	95.86	96.36 5
		3.9	96.76	97.26 6
		4.0	96.66	97.16 7
		4.5	96.16	96.66 8
		5.4	95.26	95.76 9
		5.8	94.86	95.36 10
		6.2	94.46	94.96 11
		6.6	94.06	94.56 12
		8.13	92.53	93.03 13
3.82	96.85		T.P. on 413	
		4.8		92.05 #5
		5.3		91.55 14
4.2	95.75	4.2		
		4.24	91.51	91.51 15
		3.9	.	91.85 16
		4.4	91.35	

in bog

Gr. elev = 92.71

In west ditch of Slater road.

#5 = 1.15' high Gr. elev = 90.90

Ground at farther end of marsh

				Elev	
T.S	H.I	- S	Gr	St.	
				91.85	16
3.9	95.75				
		4.1		91.65	17
		4.8		90.95	I.M.
		5.35		90.40	Klem's
7.6	98.0				
		9.1	98.9	S.W. Cor.	"
		9.4	98.6	bottom Cul.	
		5.14	92.86	Center Sec. 1	
		1.3	96.7	Road opp.	
5.38	102.08				
	97.2	2.13	99.95		
4.15	97.18	5.6	91.4	Gr.	15
		4.65	92.35	92.05	15+30.2
		4.7	92.5	92	16.
		4.85	92.35	91.85	17
		5.23	91.95	91.45	18
		5.6	91.6	91.1	19
		5.17	92.	91.5	14
		5.67	91.51	91.01	14.25

ditch

"

Big rock

"

"

94.71	3.2		94.86	
91.5			93.71	Est
Ground elev.	bottom elev.		0.15	①.2
92.71	91.5	92.5		
93.01	91.5	92.41	1	.61
95.26	91.45	92.3	2	2.96
96.26	91.4	92.2	3	4.06
95.86	91.35	92.1	4	3.76
95.86	91.3	92.0	5	3.86
96.76	91.25	91.9	6	4.86
96.66	91.2	91.8	7	4.86
96.16	91.15	91.7	8	4.46
95.26	91.1	91.6	9	3.66
94.86	91.05	91.5	10	3.36
94.46	91.0	91.4	11	3.06
94.06		91.3	12	2.76
92.53	91.0	91.2	13	1.33
91.5	91.05	91.1	14	.4
91.01	91.05	91.05	14.25	.6
90.9		91.0	15	.1
92.05			15+30.2	
92		90.9	16	1.1
91.85		90.8	17	1.05
91.45		90.7	18	.75
91.00		90.6	19	.4
		93.03	Elev	

4.52 97.55

6.55 91.6r
6.05 91.50 stake 14175'

2.95 25.98

73.03

4.98 91.00

sides slopes 1:2

2.2

2.61

4.96

6.06

5.76

5.86

6.86

6.86

6.46

5.66

5.36

5.06

4.76

3.51

3.91

3.81

4.36

4.86

4.66

4.06

3.51

3.21

2.91

2.04

13.12

15.4

14.8

18.5

21.8

20.5

16.6

13.12

11.5

10.0

6.3

1-14

7-50 .086

750 | 500.00

91.5

1.6

90.9

75.26

94.71

.53

.53

.53

.53

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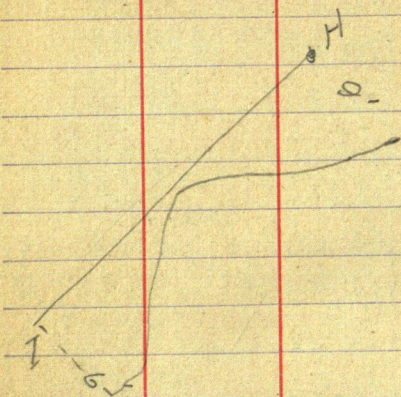
.53

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450

92,87

54287

-8

61383

-3 -6

162861

434296

162861

54287

325722

333228921

61383 78944

78944-5

54287

8

-4

552608

631552

157888

315776

344720

4285632928

679.09

333,23

1012.32

895,

895.02

428.56

1323.58

95.76

21.45

4,30

63361-1	77362-2
11395-1	11395-1
<hr/> 316805	<hr/> 386830
570249	896294
190083	232098
63361	77366
63361	597366
<hr/> 72199859	<hr/> 881585570
720	571
<hr/> 1442.7	<hr/> 938.68 M

$$\begin{array}{r}
 35 \\
 35 \\
 \hline
 175 \\
 105 \\
 \hline
 139242.25 \\
 54766.12 \\
 7.00 \\
 \hline
 19400
 \end{array}$$

$$\begin{array}{r}
 118.42 \\
 118.42 - 7 \quad \checkmark \\
 \hline
 23684
 \end{array}$$

$$\begin{array}{r}
 43368 \\
 94736 \\
 11842 \\
 \hline
 11842
 \end{array}$$

$$\begin{array}{r}
 140232964 \\
 54228496 \\
 \hline
 194461460
 \end{array}$$

$$\begin{array}{r}
 140232964 \\
 54228496 \\
 \hline
 194461460
 \end{array}$$

$$\begin{array}{r}
 194461460 \\
 11 \\
 \hline
 20
 \end{array}$$

$$\begin{array}{r}
 20 \\
 260 \\
 \hline
 2780
 \end{array}$$

$$\begin{array}{r}
 2780 \\
 2421 \\
 \hline
 2560
 \end{array}$$

$$\begin{array}{r}
 1442. \\
 1323.58 \\
 \hline
 118.42
 \end{array}$$

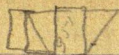
$$\begin{array}{r}
 1012.32 \\
 938.68 \\
 \hline
 673.64
 \end{array}$$

$$\begin{array}{r}
 7364 \\
 73.64 \\
 \hline
 29456
 \end{array}$$

$$\begin{array}{r}
 29456 \\
 44184 \\
 \hline
 22092
 \end{array}$$

$$\begin{array}{r}
 51548 \\
 54228496 \\
 \hline
 139.4
 \end{array}$$

93.5 Ground		Grades Water		Water to Grade	
92.7	91.5	1.2	-8.20	2.	0
93	91.5	1.5	-5.2	2.	1
95.26	91.45	3.81	1.76	2.05	2
96.26	91.40	4.86	2.76	2.1	3
95.86	91.35	4.51	2.98	2.15	4
95.86	91.30	4.56	2.36	2.2	5
96.76	91.25	5.51	3.26	2.25	6
96.66	91.20	5.46	3.16	2.3	7
96.16	91.15	5.01	2.66	2.35	8
95.26	91.10	4.16	1.76	2.4	9
94.86	91.05	3.81	1.36	2.45	10
94.46	91.00	3.46	.96	2.5	11
94.06	91.	3.06	.56	2.50	12
92.53					13
91.5					14



$$\begin{array}{r} 2.96 \\ 4.06 \\ \hline \end{array}$$

$$2 \overline{) 7.02}$$

$$\begin{array}{r} 3.51 \\ 3.51 \\ \hline \end{array}$$

$$\begin{array}{r} 175.51 \\ 1053 \\ \hline 123201 \\ 020 \end{array}$$

$$\begin{array}{r} 702 \\ 19.34 \end{array}$$

$$3.76$$

$$3.86$$

$$7.62$$

$$3.81$$

$$406$$

$$3.76$$

$$7.82$$

$$391$$

$$4.86$$

$$4.46$$

$$9.32$$

$$4.66$$

$$3.86$$

$$4.86$$

$$8.72$$

$$4.36$$

$$4.46$$

$$3.66$$

$$8.12$$

$$4.06$$

$$93.71$$

$$91.43$$

$$\begin{array}{r} 93.71 \\ 91.43 \\ \hline 2.36 \end{array}$$

$$94.71$$

$$97.71$$

$$2.76$$

$$1.33$$

$$4.09$$

8.65"

4.0 41

8.575"

$$\begin{array}{r} 164 \\ 168 \end{array}$$

8.10.5"

3.9

3.9

3.51

117

$$2 \overline{) 1521}$$

7.6

7.8

15.4

3.8

3.8

304

114

1444

722

76

148

6.4

6.4

5.1

1.3

6.4

4.1

2.3

1 1/4

4.4

4.4

176

176

19.36

9.6

9.7

8.8

18.5

4.9

4.9

441

196

24.01

12.00

9.8

73.6

6.9

87.9

6.5

5.10

4.5

1.3

4.7

4.7

329

188

22.09

8.4

8.2

19.05

9.4

11.

9

32

32

64

96

10.24

5.12

6.4

2.9

2.9

26.1

38

8.4

4.2

5.8

10.00

1312

154

148

185

218

205

166

131

115

10

6

 $27 \overline{) 16130}$ $27 \overline{) 8065} \quad \boxed{300}$

$$\begin{array}{r} 26785 \\ 2588.5 \\ \hline 52670 \end{array}$$

203

339.13 2628

$$\begin{array}{r} 2578.4 - 8 \\ 495 - - 9 \\ \hline 128920 \\ 232056 \\ 103136 \\ \hline 12.763080 \end{array}$$

$$25885 - 7$$

$$.00495$$

$$\begin{array}{r} 129425 \\ 232965 \\ 103540 \\ \hline 12913075 \end{array}$$

offset at Hub.

$$2585 \text{ Cot of } 263.7 = 17'$$

$$\begin{array}{r} 1526700 \\ 5170 \\ \hline 9700 \\ 7755 \\ \hline 19450 \end{array}$$

$$2635.8$$

$$L =$$

$$8^{\circ}58'$$

$$\begin{array}{r} 98778 - 3 \\ 26358 - 6 \\ \hline 790224 \\ 493890 \\ 296334 \\ 592668 \\ 197356 \\ \hline 2603590524 \end{array}$$

$$\begin{array}{r} 2635.8 - L \\ 15586 - 7 - 6 \\ \hline 158148 \\ 210864 \\ 131790 \\ 131790 \\ \hline 26358 \\ \hline 410815788 \end{array}$$

$$\begin{array}{r} 85^{\circ}38' \\ 8^{\circ}58' \\ \hline 94^{\circ}06' \\ 4^{\circ}06' \\ \hline 340 \end{array}$$

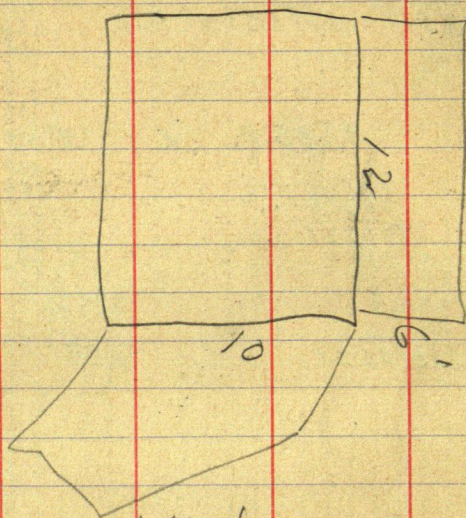
$$L = 80^{\circ}46' 90'14'$$

$$L \quad 4^{\circ}06'$$

$$\begin{array}{r} .07150 - 4 \\ 340 - 7 \\ \hline 286000 \\ 2145 \\ \hline 2431000 \end{array}$$

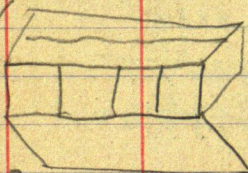
$$\begin{array}{r} 99744 \\ 340 \\ \hline 398976 \\ 299232 \\ \hline 33912960 \end{array}$$

$$\begin{array}{r} 16256 \\ 2628 \\ \hline 130048 \\ 32512 \\ 97536 \\ 32512 \\ \hline 42720768 \end{array}$$

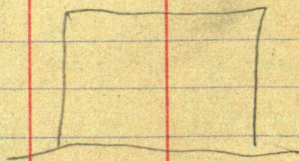


fid 1174

90, 31



90, 3



51

$$\begin{array}{r}
 2640.05 \\
 3.43 \\
 \hline
 2636.63
 \end{array}$$

$$\begin{array}{r}
 2369.7 \\
 1226.7 \\
 \hline
 2596.4
 \end{array}$$

$$\begin{array}{r}
 2596.4 \\
 .00001 \\
 \hline
 .02596.4
 \end{array}$$

$$\begin{array}{r}
 25964-8-3 \\
 02094-6-3 \\
 \hline
 113846 \\
 233676 \\
 519280 \\
 \hline
 54378606
 \end{array}$$

$$\begin{array}{r}
 2596.38 \\
 .62 \\
 \hline
 2597.00
 \end{array}$$

$$\begin{array}{r}
 2.9 \quad .2136-3 \\
 2.9-2 \\
 \hline
 19224 \\
 4222 \\
 \hline
 .67944
 \end{array}$$

$$\begin{array}{r}
 97692-6-3 \\
 2.9-2 \\
 \hline
 879228 \\
 195384 \\
 \hline
 2839068
 \end{array}$$

$$\begin{array}{r}
 54.38 \\
 2.83 \\
 \hline
 51.55 \text{ W} \\
 2588.5 \\
 \hline
 2640.05
 \end{array}$$

TS H.1 - S Elev Obj.
93.5' 2nd M.H

8.6.5" 101'11.5"

8.57.5 93.5.75'

8'10.5 93'1'0 step base

1'2" 94'3 94'3"

5'4.5 88'10'5 floor by

ment

$$\begin{array}{r} 93.5 \\ 88'10.5 \\ \hline 4'4.5 \end{array}$$

$$\begin{array}{r} 5.3 \\ 445' \\ \hline 10'5' \end{array}$$

Urinal.

Dec. 2, 1914 J. M. Greene - Transit

E. & W. road Random

Axemen Ben LaPole.

Wm Utley

between Sec. 17-20-141-25

7.5'

orig. B.T.'s Fottedout but plainly visible, marked
by X with a stake driven in each one.

7.5'

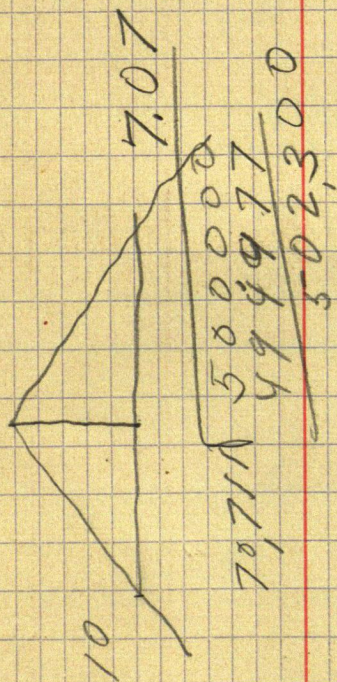
orig. B.T.'s F.T.

1000 ft. S.E.

J. M. Greene.

320.
 141.77
 69
 61.77
 16

Subdivision



Nov. 30-14

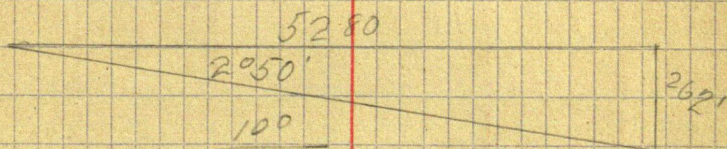
E & W. $\frac{1}{4}$ line Sec 10

142-26

Distance across 5280t

Random line 262' N

$$\begin{array}{r}
 20.5 \\
 262 \overline{) 5280} \quad 2050' \\
 \underline{524} \\
 400 \\
 \underline{262} \\
 1380 \\
 \underline{1330} \\
 131'
 \end{array}$$



$$20.15 \overline{) 2000}$$

$$\begin{array}{r}
 .5. \\
 5280 \overline{) 2620} \\
 \underline{2640}
 \end{array}$$

$$\begin{array}{r}
 262 \\
 \underline{262} \\
 380 \\
 \underline{3} \\
 2900
 \end{array}$$

192' to waters edge.

48'

2592' to Random Cor

175.5' S to true Cor.

852 E. of Cor. in lake

0677

1296

2592

1755000

15552

19980

18144

18360

852

0677

132

0677

5964

5964

5112

576804

1296

672

9072

9072

1776

1776

983.4
717.6
1691.0

7891

Sta. 0 - W. $\frac{1}{4}$ Cor. Sec. 25

717.6 North M.C. #3 South

1701.0 983.4 to M.C. #4

2650.9 Random Sec. Cor. 882.9 + 67

L 90° E 2592 $\frac{1}{4}$ Cor. 175.5 South

852 Random M.C. #7

L 74° 50' 131.8' S B.T. W.P. 10 $\frac{1}{4}$ N. 30° W. 99

L 79° at P. $\frac{1}{4}$ Cor. thence South

L 0 = 2640 - 43.3'

5126	2448	710.0
2448	1339	3787
2678	3787	213.
1339		

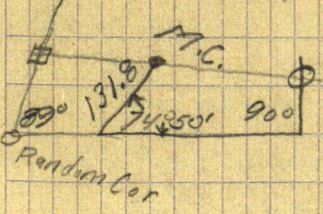
Started at $\frac{1}{4}$ Cor. W. Line Sec. 25

717.6 N - M.C. #3

983.4 N - M.C. #4

1701.0 = M.C. #4

Shore Long Lake.



26° 32'

11/4

2640
24
2626

2606
80.15
2686.75
1343.375
9450

777.6
177.4
1901.0
92°38'

True Line
1037.1

92°38'

5126

90°
169

1701
882.9
2583.9
67
2650.9
113.0
2537.4

2°35'

5126
2448
2678
1339
4017
44.187
12.24
83

5126) 169.0000
15378
15220

3672
3672
40.372
80.78
88.36
169.14

2448
1339
3787

80.78

2° 00'02"

145

717.6

2650.9

114.5

2536.4

2448

4984.4

2492.2

145

2637

87°49'
89°45'
176°94'
88°41'

1246.3

1224

22

312512

1115

1362

88°47'

89°45'

89°07'

26739

92°21'

56
21015

1295.5

1343

2638.8

1319.2

89°45'

87°49'

176°94'

88°47'

1246.1

56 = 1°01' 90°08' 369.2

238

1331.2

1190

1412

89°52'

91°12'

1246.3

90°53'

89°07'

89°45'

1343

1224

1220.5

1319.2

1343

2642.2

1331.2

89°07'

1°01'

90°08'

1343

1319.2

23.8

16.7 13'

1269.2

1343

73.8

738

1235

738

4970

4428

5420

2591
2686.

5277

2537.4

89.4

2638

29.5

2448.

1788

4540

89.4

8500

8046

96517

89°45'

1056'

87°49'

96517

1318

772136

96517

175.5

127.2

483

12

289551

96517

127.200406

89°52

89°07

91°12

89°45

359°56

2592

552

2040

1932

1080

1966

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

1140

02357 - 8

552

36

4714

11785

11785

13.01064

127.2

13.

114.2

175.5

30.5

145.0

02357 - 8

12965 - 40

11785

11785

21213

4714

2337

30.5349

30.5349

30.5349

30.5349

114.5

30.5

144.0

Sutherland
 Bloyer
 Franks
 Sec. 35-142-26

Sto 0 1/4 Cor

013' = old 1/4 Cor

9+99 = #3 Stake

12+94.3 = old 1/16 Stake.

7.3

13+01.6 = E 500' track

45° 28' 1325.4

2650.8
 2610.2

13.8

2586.5

13285 2657

2586.5 2739.5

11.2

2587.7

1293.8

73' 90° 26' 91° 14'

5225
 2587.7
 2637.3

5225

5584

41'

125

36.1

18.17

18.06

125

1301.6

45° 28'

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

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1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

1301.6

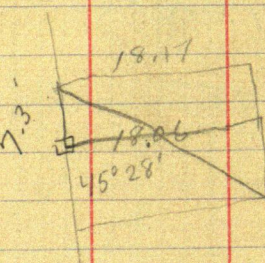
1301.6

1301.6

1301.6

1301.6

1301.6



$$71.57 = \tan 48^\circ$$

$$\begin{array}{r} 73 \overline{) 5225} \\ \underline{511} \\ 115 \\ \underline{73} \\ 420 \\ \underline{365} \\ 550 \end{array}$$

$$\begin{array}{r} 90^\circ 26' \\ 48 \\ \hline 91^\circ 14' \end{array}$$

$$\begin{array}{r} 12938.5 \\ \underline{01396} -1 \end{array}$$

$$\begin{array}{r} 77628 \\ 116442 \\ \underline{38819} \\ 12938 \\ \hline 18061448 \end{array}$$

$$\begin{array}{r} 01396 \\ 1301.6 \\ \hline 8376 \\ 1396 \\ \times 1880 \\ \hline 1396 \\ \hline 18170336 \end{array}$$

$$\begin{array}{r} 01396 \sin 48^\circ \\ 4000 \\ \hline 5584000 \end{array}$$

$$\begin{array}{r} 01396 \\ 5225 \\ \hline 6980 \\ 2792 \\ \hline 6292 \\ 69804 \\ \hline 7294100 \end{array}$$

2607.5

91°38'

$$\begin{array}{r} 1325.3 \\ 1325.4 \\ \hline 3.1 \end{array}$$

2659.3

Sec. 35

$$\begin{array}{r} 1277.4 \\ 1293.8 \\ \hline 2571.2 \\ 1285.6 \\ 1293.8 \\ \hline 2579.4 \\ 1289.7 \end{array}$$

2650.8

91°15'

1325.4

1285.6

88°45'

91°15'

$$\begin{array}{r} 416.05' \\ 3.1 \overline{) 1289.7} \\ \underline{124} \\ 49 \\ \underline{31} \\ 187 \end{array}$$

1328.5

2657

1293.8

1277.4

1277.4

418.019'

2659.3

91°38'

2607.5

±S	H.I	-S	Elev	
			100	B.M
3.9	103.9		100	Stone cor Ho
		1.6	102.3	T.P. on tie
2.36	104.66			
.78	104.67			
	104.68			
		9.63	95.04	Water IV
		9.16	95.51	
		.4	104.27	top of rail.
.6	102.9	8.55	94.45	bottom of
		9.15	93.75	top "

on level with rail into Dahls Car
House

at culvert

26.3

99

21

146.3

side track

Culvert 150' from

at proposed culvert track switch point.

Culvert PB13P

Water in Borrow Pit.

2πR

π

3.1416

2π 1/4

1.5

.75

2.25

14

2,25

11.75

5.85

$$\begin{array}{r} 1 \\ 20.5 \overline{) 2740.5} \\ \underline{205} \end{array}$$

$$\begin{array}{r} 2740.5 \overline{) 205000} \\ 191835 \\ \hline 131650 \\ 1019620 \\ \hline 220300 \\ 219240 \end{array}$$

$$\begin{array}{r} .748 \\ 13 \\ \hline 2244 \\ 748 \\ \hline 9.724 \\ 748 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 13 \ 1496 \\ \hline 20196 \end{array}$$

$$\begin{array}{r} 77 \\ 2640.5 \overline{) 205000} \\ 184835 \\ \hline 201650 \end{array}$$

Nov. 18

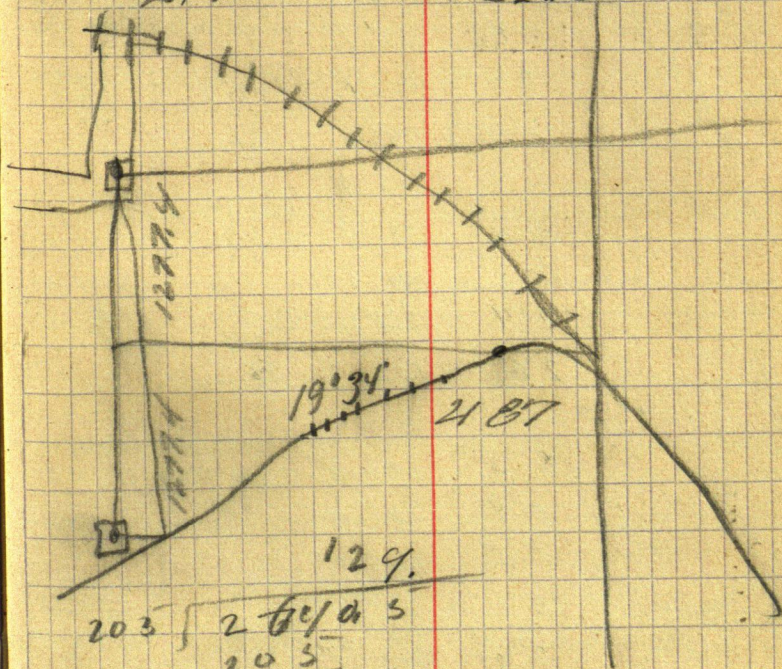
N. & S. Sec line random

32.3 offset to east.

2554.8 - 1277.4

2187

22.6

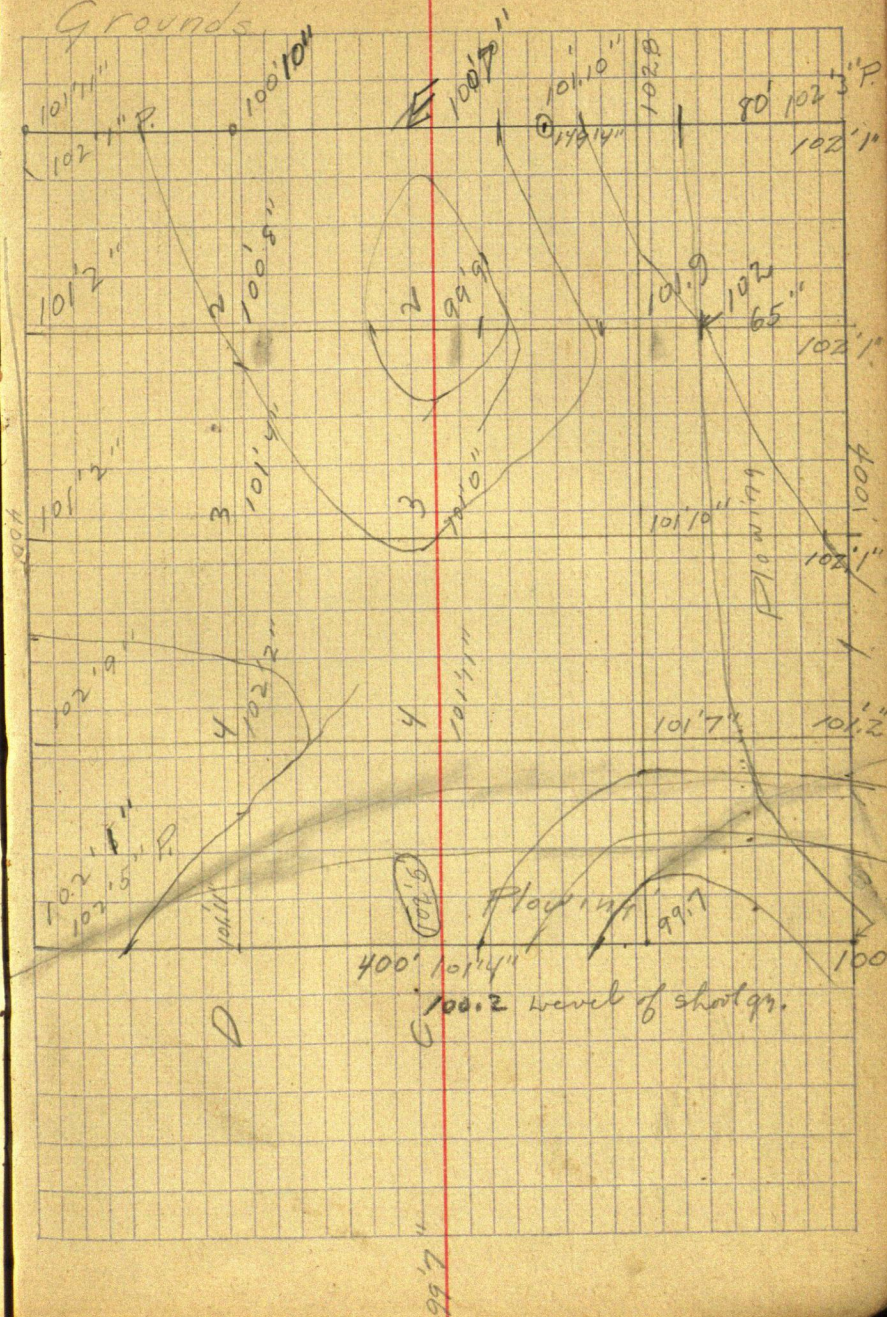


$$\begin{array}{r}
 129. \\
 203 \overline{) 26405} \\
 \underline{205} \\
 590 \\
 \underline{410} \\
 1805
 \end{array}$$

Ft and Inches
Levels Ramer School

+ S	H.I	- S	Elev	
4'9	104.9		100	S.W. Cor E
		3.7	101.2	
		2.8	102.1	
		2'8"	102'1"	
		2'8"	102'1"	
		2'10"	101'11"	
		2'4"	102'5"	
		5'2"	99'7"	
		3'2"	101'7"	
		2'11	101'10"	
		2'6"	102'3	S.E. Cor L.M.
4'11"	107'1"			
		4'5"	102'8"	
		5'4"	101'9"	B
		5'3"	101'10"	
		5'1	102'0"	
		6'6"	100'7"	
		6'3"	100'10"	A
		5'2"	101'11"	
		5'0"	102'1"	I.P. N.E. Cor
5.1	107'2"	6'		Sta 1
		6'	101'2"	Sta 1 N
		6'	101'2'	Sta 2 N
		4'5"	102'9"	Sta 3 N
		5'1"	102'1"	4 N
		4'9"	102'5"	P 10

Grounds



+ S H.1 - S Elev

107'2"

6'6" 100'8" D2

5'10" 101'4" 3

5' 102'2" 4

5'3" 101'11" @ 4

6'2" 101'0" 3

7'5" 99'9" 2

6'8" 100'6"

4'2" 106'7

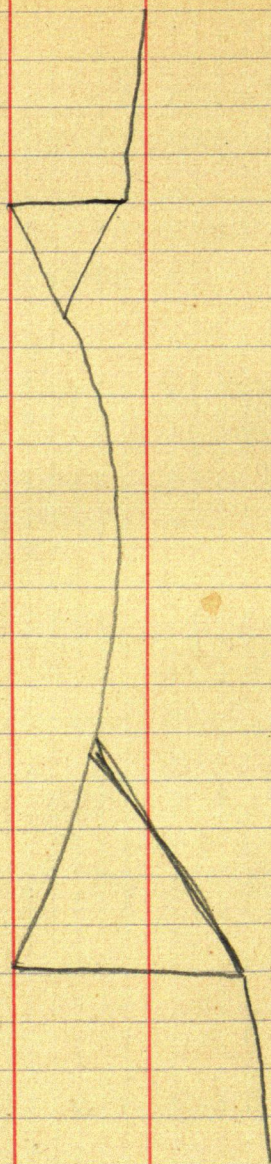
102'5"

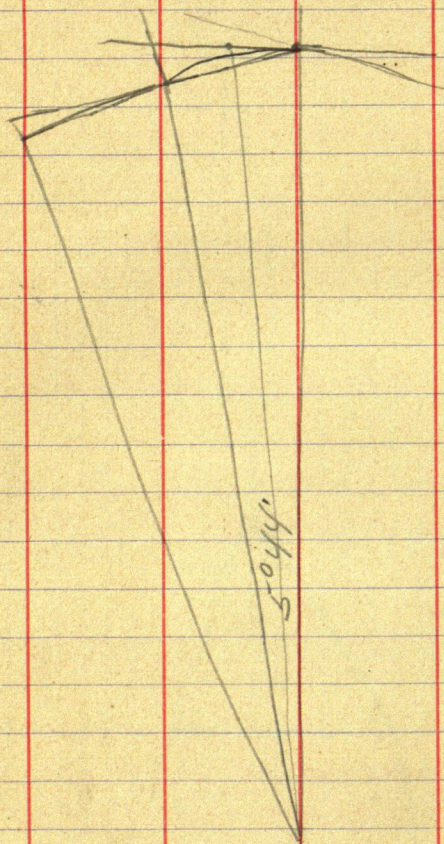
5'3" 101'4" Middle W side

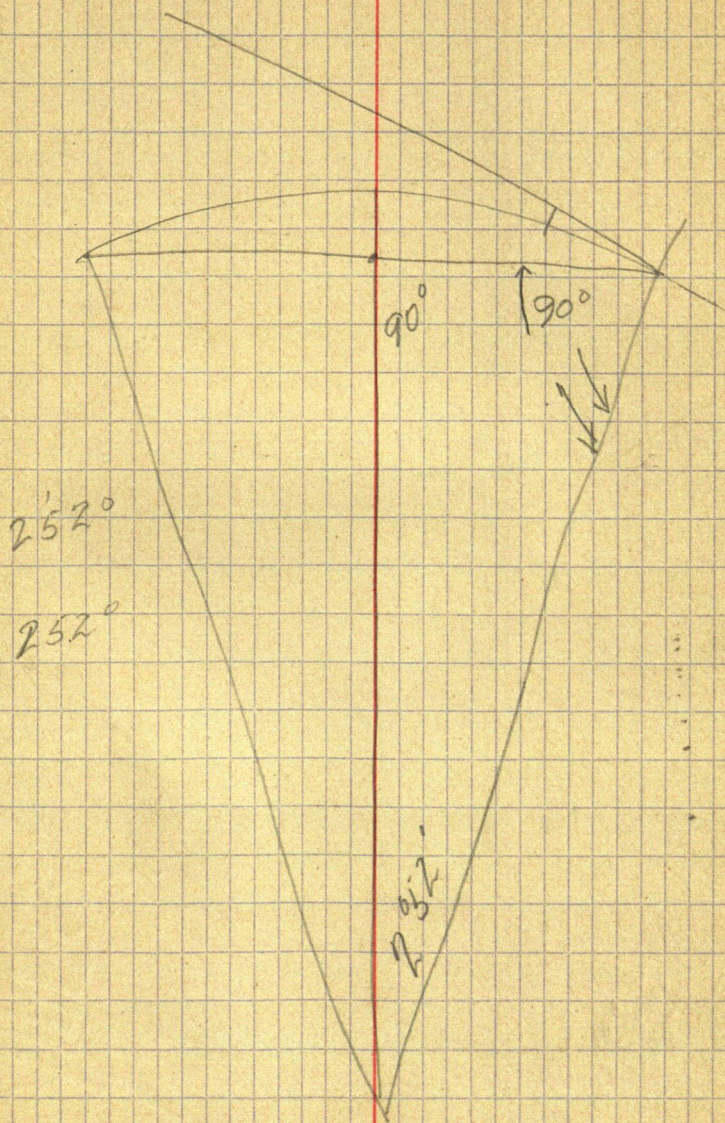
6'5" 100'2"

7' 99'7" 200' W of M. W side

6'8" 99'11" I.P. starting pt







171°49'

- 1" = $8\frac{1}{3}$
- 2 $16\frac{2}{3}$
- 3 25
- 4 $33\frac{1}{3}$
- 5 $40\frac{2}{3}$
- 6 50
- 7 $58\frac{1}{3}$
- 8 $66\frac{2}{3}$
- 9 75
- 10 $83\frac{1}{3}$
- 11 $91\frac{2}{3}$
- 12 100

x 98.5

x 98.599

98.28

98.25

3' drop

0.5' drop ←

97.75x

x 97.75

97.5x

97.5

x 97.25

97.5x

x 97.5

x 97.5

97.5x

x 97.5

97.5

x 97.25

140'

97.0

+ 5	H.L.	- 5	Elev
2' 11"	102' 11"		100
4' 8"	98' 3"		
4' 11"	98'		
4' 8"	102' 10"		3"
			98.25
4' 10 3/4	97' 11 1/4		
4' 11	97' 11"		
5' 1"	97' 9"		3 1/5
5' 4"	97' 6"	5	5 4 1/3
2' 10"	100		
2' 10 1/2	102' 10 1/2		
4' 10 1/2	98	97.	
6' 3	96.7	96.7	
5' 10	97	.3	
4' 11	97' 11 1/2"		
5' 2 1/2	103' 2"		
5' 8"	97.6		
6' 2"	97' 0"		
5' 8	97.6"		
5' 5"	97.9"		

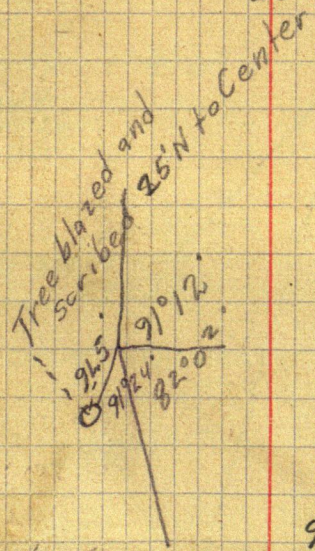
1550
96.6
 1646.6
946
 2592.6
 1296.3

1550
 12963
11 = 196.3

105°19'
 90°
91°12'
 28631
 73°29'

203.7

Creek



74
 25.85

5267.0
2588.5
 2678.5
 2635.

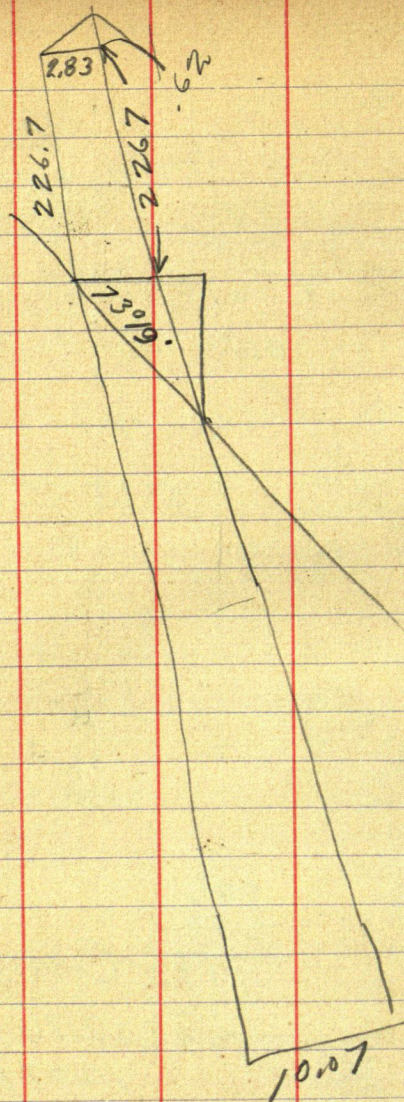
100
21.5
 78.5

116-1292.14

946
226.7
 719.3
226.7
 492.6
 Center
 12.76 S
 10.07 E.

5144'

16.2



$$\begin{array}{r} 10.07 \\ 2.83 \\ \hline 7.24 \end{array}$$

$$\begin{array}{r} 360 \\ 724 \overline{) 2609.71} \\ \underline{2172} \\ 4377 \\ \underline{4344} \\ 330 \end{array}$$

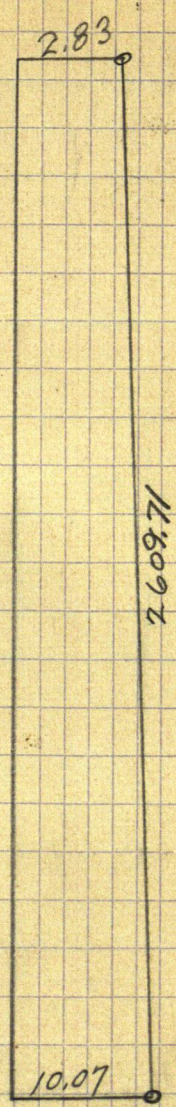
9'30"

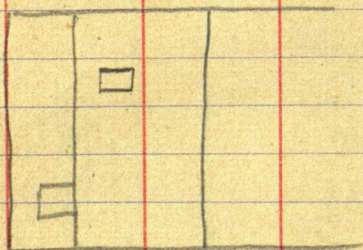
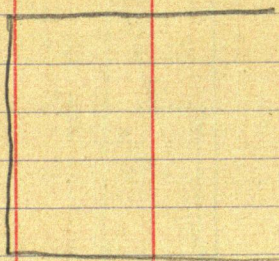
$$\begin{array}{r} 03 \\ 26,09.71 \overline{) 724.0000} \\ \underline{782913} \end{array}$$

360

.6801

$$\begin{array}{r} 13 \\ 3 \\ \hline 3.9 \\ 2.83 \\ \hline 6.73 \end{array}$$





129.1
30.2
98.9

133.6

133.6

133.6

133.6

133.6

317.8

50.4

320

668.7
637.9
30.8

90°

317.9

30.2
98.9
129.1

318

90° 254.4

254.4

90°

90°

63.6

90° 127.4

318

16

318

$$\begin{array}{r} 660 \\ 72 \\ \hline 436 \end{array}$$

$$\begin{array}{r} 127.4 \\ 16 \\ \hline 143.4 \end{array}$$

318

$$\begin{array}{r} 68.6 \\ 381.6 \end{array}$$

$$\begin{array}{r} 480.5 \\ - 77.25 \\ \hline 78.75 \\ 696 \end{array}$$

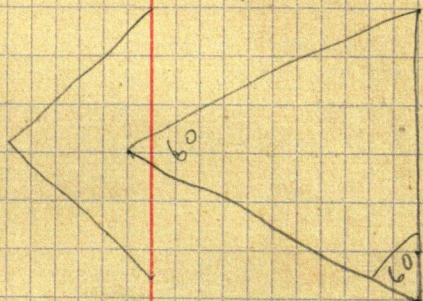
$$\begin{array}{r} 240.75 \\ 18.75 \\ \hline 318.75 \end{array}$$

$$\begin{array}{r} 160 \\ 77.25 \\ \hline 160 \\ 77.25 \\ \hline 337.25 \\ 231.25 \\ \hline 106.75 \\ 318 \\ \hline 337.25 \\ 80.75 \end{array}$$

$$\begin{array}{r} 240 \\ 172.5 \\ \hline 317.25 \end{array}$$

1
Map of 141-26-142-26
- 141-25-142-25

	1	Bert Lewis	
9	1	Wenger	
9	1	Sanborn	
1	1	Chambers	
	1	Patten	-
	2	Wickland	-
	1	J. E. Stanton	
	1	B. Seelins	
	1	Jack Sanborn.	
9	1	Osbourne	-
1	1	Troendle	



Martins 317 W side
325.1 E side

137.2

681

$$\begin{array}{r}
 70711 \sqrt{300000} \\
 \underline{282844} \\
 171560 \\
 \underline{140422} \\
 311380 \\
 \underline{282844} \\
 285360
 \end{array}$$

$$\begin{array}{r}
 13 \\
 317.7 \\
 \underline{267.2} \\
 50.5
 \end{array}$$

2509.3
90°28

89°15
89°32
87°24

1223.71 1285.6

84°35

89°32

90°36

89°24

1308.5
1308.5

2617
12/9
12/9

915

1285.6
1283
68

16
60

1284

4244

$$\begin{array}{r} 70711 \sqrt{300000} \\ 28 \end{array}$$

$$\begin{array}{r} 171560 \\ 140422 \end{array}$$

$$311380$$

$$282844$$

$$285360$$

13

317.7

267.2

50.5

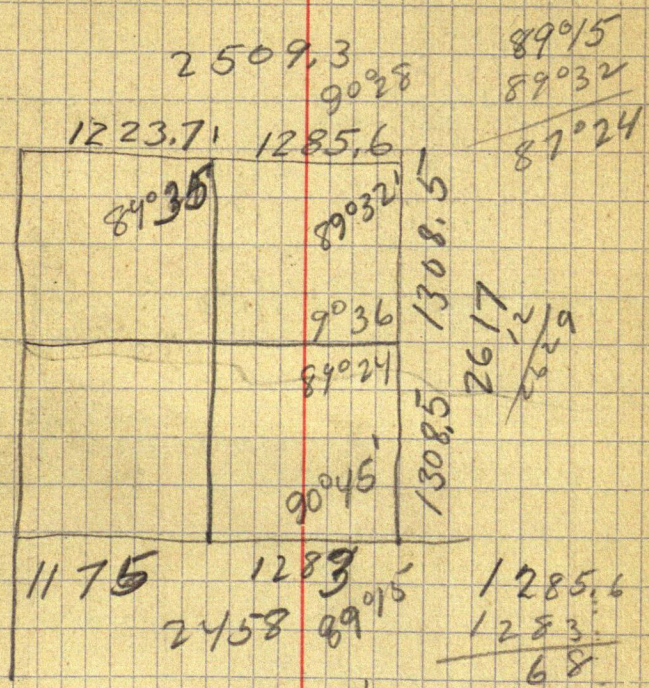
64.2

20

12840

$$\begin{array}{r} 7017 \times 46 \\ 60 \overline{) 460} \\ 42 \quad 400 \end{array}$$

$$\begin{array}{r} 71 \\ 12 \overline{) 497} \\ 21 \quad 12.07 \end{array}$$

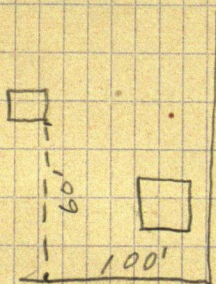


$$\begin{array}{r} 2509.3 \\ 2458 \\ \hline 51.3 \end{array}$$

$$17 \times \frac{46}{60}$$

2.6

o Aspen 6" S 2° E 11
Spruce 12" N 52° E 34



$$\begin{array}{r} 200.8 \\ 317.6 \\ \underline{267.2} \\ 50.4 \end{array}$$

$$\begin{array}{r} 66 \\ 16 \\ \hline 396 \\ 66 \\ \hline 10.56 \end{array}$$

$$102.2$$

$$88.5$$

$$3.7$$

$$\begin{array}{r} .25 \\ \hline 3.45 \end{array}$$

$$\begin{array}{r} 2 \\ 88.75 \end{array}$$

$$\begin{array}{r} 3.45 \\ \hline \end{array}$$

$$88.41\frac{2}{3}$$

$$\begin{array}{r} 25 \\ \hline 88.67 \end{array}$$

$$88$$

$$102.2$$

$$88.67$$

$$3.53$$

$$8\frac{1}{2}$$

$$\begin{array}{r} 3.61\frac{1}{3} \end{array}$$

$$3.53$$

$$\begin{array}{r} 8 \\ \hline 3.45 \end{array}$$

$$102.2$$

$$88.73$$

$$3.87$$

$$8$$

$$\begin{array}{r} 3.79 \end{array}$$

$$102.2$$

$$88.25$$

$$3.95$$

$$4.04$$

$$12 \overline{) 181\frac{1}{3}}$$

$$\underline{96}$$

$$88.5 -$$

$$88\frac{1}{3}$$

$$\underline{88.41\frac{2}{3}} -$$

$$8\frac{1}{3}$$

$$\underline{88.33\frac{1}{3}} -$$

$$8\frac{1}{3}$$

$$88.25$$

$$8\frac{1}{3}$$

$$\underline{88.16\frac{2}{3}}$$

$$8\frac{1}{3}$$

$$88.08\frac{1}{3}$$

$$8\frac{1}{3}$$

$$88.$$

A B C D E F G

6 5 4 3 2 1

Y

7 8 9 10 11 12

X

18 17 16 15 14 13

W

19 20 21 22 23 24

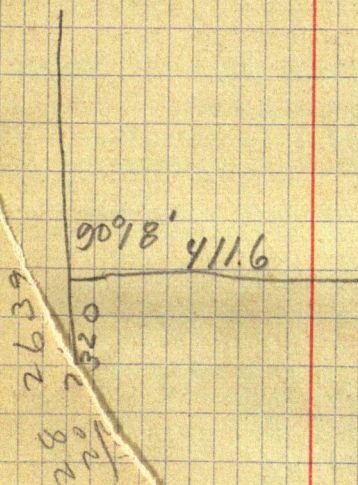
V

30 29 28 27 26 25

U

6 5 4 3 2 1
31 30 29 33 34 35 36

T S R Q P O



$$\begin{array}{r}
 1319 \\
 1320 \\
 1320 \\
 1372 \\
 \hline
 45281 \\
 \quad 49 \\
 \hline
 1308 \\
 \hline
 2616
 \end{array}$$

A B C D E F G

6 5 4 3 2 1

Y

7 8 9 10 11 12

X

Bass

sp

13/9

18 17 16 15 14 13

W

Apple

Bass

19 20 21 22 23

V

B. of B.

SPRUCE

30 29 28 27 26

U

Tam

5-11

6

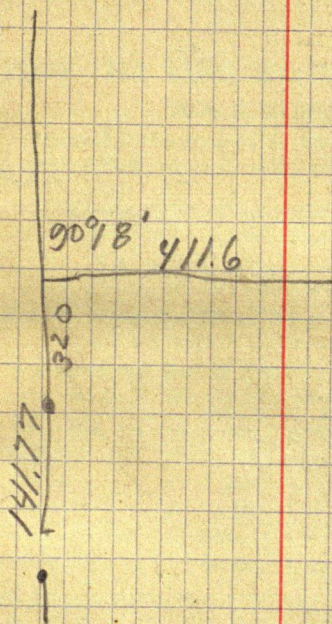
4

3

31 30 29 28 27 26

Tam

T S R



Page

1 Virginia, Minn. - List of Maps & Plats

$$\begin{array}{r} 52^{\circ} 08' \\ 39^{\circ} 19' \end{array}$$

$$\begin{array}{r} 32^{\circ} 24' \\ 12^{\circ} 49' \end{array}$$

$$\begin{array}{r} 50^{\circ} 41' \\ 83^{\circ} 10' \end{array}$$

$$\begin{array}{r} 2275 \\ 450 \end{array}$$

$$\begin{array}{r} 11375 \\ 9100 \\ 1023750 \end{array}$$

$$\begin{array}{r} 213.53 \\ 102.38 \\ 111.15 \end{array}$$

$$\begin{array}{r} 5128 \\ \hline \end{array}$$

$$12^{\circ} 49'$$

$$\begin{array}{r} 97508 \\ 5128 \\ 780064 \\ 195016 \\ 97508 \\ 487540 \end{array}$$

$$\begin{array}{r} 500.02 \\ 1024 \end{array}$$

$$\begin{array}{r} 103.03 \\ 98.5 \\ \hline 4.53 \\ \hline 7 \end{array}$$

$$\begin{array}{r} 453 \\ 22 \\ \hline 4.28 \end{array}$$

$$\begin{array}{r} 45.26 \\ 44.34 \end{array}$$

$$\begin{array}{r} 391.25 \\ 411-4 \end{array}$$

$$\begin{array}{r} 385.45 \\ 391.25 \\ \hline 776.70 \\ 388.35 \end{array}$$

$$\begin{array}{r} 36 \\ 36 \\ \hline 21 \\ \hline 21 \\ \hline 23 \end{array}$$

$$\begin{array}{r} 338.39 \\ 127.63 \\ \hline 566.02 \\ \hline 51.36 \end{array}$$

$$\begin{array}{r} 1101.15 \\ 104.40 \\ \hline 996.75 \\ \hline 28 \end{array}$$