

118

WALKER-REMER
ROAD

FIELD BOOK

361

J.M. & W.H. Greene

Sta. Bearing

705 N. $82^{\circ}26'E$.

709 + 04.9 = P.C.

710 + 40.7 P.I. = "F" Line

$\Delta = 26^{\circ}38'R$

$C = 10^{\circ}R$

$T = 135.8'$

$L.C. = 266.3$

711 + 71.2 = 711 + 76.5 = P.T.

S. $70^{\circ}56'E$.

716 + 18.1 P.C.

717 + 25.0 P.I.

$\Delta = 31^{\circ}11'L$

$C = 15^{\circ}L$

$T = 106.9$

$L.C. = 207.9$

718 + 26.0 = 718 + 31.9 = P.T.

N. $77^{\circ}53'E$

733 + 20.0 = P.I.

$\Delta = 25^{\circ}00'R$

$C = 10^{\circ}R$

$T = 127.2$

$L.C. = 250.0$

734 + 42.8 = 734 + 47.2 = P.T.

S. $77^{\circ}07'E$

Sta.

$$747+06.2 = P.C.$$

$$748+40.0 = P.I.$$

$$\Delta = 38^{\circ}32'R$$

$$D = 15^{\circ}R$$

$$T = 133.8'$$

$$L.C. = 256.9$$

$$749+63.1 = 749+73.8 = P.T.$$

$$S. 38^{\circ}35'E$$

$$751+65.2 = P.C.$$

$$753+11.4 = P.I. = 751+240 = \text{End of}$$

$$\Delta = 17^{\circ}24'L$$

$$D = 6^{\circ}L$$

$$T = 146.2'$$

$$L.C. = 290.0'$$

$$754+55.2 = 752+70.2 = P.T.$$

$$S. 55^{\circ}59'E$$

$$756+41.3 = P.C.$$

$$758+78.6 = P.I.$$

$$\Delta = 63^{\circ}34'L$$

$$D = 15^{\circ}L$$

$$T = 237.3'$$

$$L.C. = 423.8'$$

$$765+65.1 = 760+91.0 = P.T.$$

$$N. 60^{\circ}27'E$$

"F" Line

N. 60° 27' E.

$$789 + 54.8 = P.C.$$

$$791 + 80.0 = P.I.$$

$$\Delta = 13^{\circ} 27' R$$

$$D. = 3^{\circ} R$$

$$T. = 225.2$$

$$L.C. = 446.3$$

$$794 + 01.1 = 794 + 05.2 = P.T.$$

N. 73° 54' E.

$$799 + 83.7 = P.C.$$

$$801 + 34.2 = P.I.$$

$$\Delta = 12^{\circ} 00' L$$

$$D. = 4^{\circ} L$$

$$T. = 150.5$$

$$L.C. = 300.0$$

$$802 + 83.7 = 802 + 84.7 = P.T.$$

N. 61° 54' E.

$$803 + 71.8 = P.C.$$

$$805 + 23.0 = P.I.$$

12°

$$\Delta = 12^{\circ} 03' R$$

$$D. = 4^{\circ} 00' R$$

$$T. = 151.2$$

$$L.C. = 301.2$$

$$876 + 73.0 = 806 + 74.2 = P.T.$$

N. 73° 57' E.

9 N. 73° 57' E.

$$811 + 06.6 = P.C.$$

$$812 + 53.5 = P.I.$$

$$\Delta = 34^{\circ} 08' L$$

$$D = 12^{\circ} L$$

$$T = 146.9$$

$$L.C = 284.4$$

$$813 + 91.0 = 814 + 00.4 = P.T.$$

N. 39° 49' E.

$$815 + 19.3 = P.C.$$

$$816 + 73.3 = P.I.$$

$$\Delta = 36^{\circ} 07' R$$

$$D = 12^{\circ} R$$

$$T = 156.0$$

$$L.C = 301.0$$

$$818 + 20.3 = 818 + 22.3 = P.T.$$

N. 75° 56' E.

$$826 + 54.0 = P.C.$$

$$828 + 76.6 = P.I.$$

$$\Delta = 8^{\circ} 32' L$$

$$D = 2^{\circ} L$$

$$T = 222.6$$

$$L.C = 444.1$$

$$830 + 98.1 = 830 + 99.2$$

N. 67° 03' E.

Sta.	Δ	
815+85.4	19°22'R	N. 39°49'E
818+00.0	18°38'R	N. 59°11'E
820+72.4	10°53'L	N. 77°49'E
	36°07'R	N. 75°56'E

1.53

N. $67^{\circ}03'E$.

$$836 + 40.6 = P.C.$$

$$838 + 89.9 = P.I.$$

$$\Delta = 72^{\circ}46'R$$

$$D = 17^{\circ}R$$

$$T = 249.3$$

$$L.C. = 428.0$$

$$840 + 68.6 = 840 + 80.3 = P.T.$$

S. $40^{\circ}11'E$.

$$844 + 43.6 = P.C.$$

$$845 + 49.7 = P.I.$$

$$\Delta = 25^{\circ}01'R$$

$$D = 12^{\circ}R$$

$$T = 106.1$$

$$L.C. = 208.5$$

$$846 + 52.1 = 846 + 55.8 = P.T.$$

S. $15^{\circ}10'E$.

$$846 + 60.9 = P.C.$$

$$848 + 52.9 = P.I.$$

$$\Delta = 81^{\circ}41'L$$

$$D = 20^{\circ}L$$

$$T = 192.0$$

$$L^{\circ} = 314.1$$

$$849 + 74.0 = 850 + 44.9 = P.T.$$

N. $83^{\circ}09'E$.

Sta.	Δ	
837+53.0	40°48'R	N. 67°03'E
840+00.0	31°58'R	S. 72°09'E
	72°46'R	S. 40°11'E
		S. 40°11'E

N. 83°09'E.

870 + 42.7 $\Delta = 0^{\circ}57'L$ Sec. Cor.

N. 82°12'E.

889 + 51.3 = P.C.

891 + 00 = P.I. Beginning

$\Delta = 23^{\circ}26'L$

$D = 8^{\circ}L$

$T = 140.7$

$L^{\circ} = 292.9$

892 + 44.2 = 892 + 48.7 = P.T.

N. 58°46'E.

892 + 96.9 = P.C.

894 + 35.8 = P.I.

$\Delta = 16^{\circ}33'R$

$D = 6^{\circ}R$

$T = 138.9$

$L^{\circ} = 275.8$

895 + 72.7 = 895 + 74.7 = P.T.

N. 75°19'E.

912 + 37.3 = P.C.

914 + 00.0 = P.I.

$\Delta = 6^{\circ}30'R$

$D = 2^{\circ}R$

$T = 162.7'$

$L^{\circ} = 325.0$

915 + 62.3 = 915 + 62.7 = P.T.

N. 81°49'E.

5-6-7-8 Kego Trip

"L" line

N. 81° 49' E

$$920 + 43.7 = P.C.$$

$$922 + 68.0 = P.I.$$

$$\Delta = 4^{\circ} 29' R$$

$$D = 1^{\circ} R$$

$$T = 224.3$$

$$L^{\circ} = 448.3$$

$$924 + 92.0 = 924 + 92.3 = P.T.$$

N. 86° 18' E.

$$926 + 65.6 = P.C.$$

$$928 + 70.0 = P.I.$$

$$\Delta = 12^{\circ} 13' R$$

$$D = 3^{\circ} R$$

$$T = 204.4$$

$$L^{\circ} = 405.6$$

$$930 + 71.2 = 930 + 74.4 = P.T.$$

S. 81° 29' E.

$$938 + 66.6 = P.C.$$

$$940 + 60.5 = P.I. \quad \text{End of "I"}$$

$$\Delta = 16^{\circ} 12' L$$

$$D = 4^{\circ} L$$

$$T = 203.9$$

$$L^{\circ} = 405.0$$

$$942 + 71.6 = 941 + 73.9 = P.T.$$

N. 82° 19' E.

line = 939 + 70.0

N. 82° 19' E.

950 + 41.0 $\Delta = 00^\circ 06' R$ $\frac{1}{4}$ Cor. $\frac{4}{9}$

N. 82° 23' E.

979 + 68.8 P.C.

981 + 31.2 P.I.

$\Delta = 31^\circ 37' R$

$D = 10^\circ R$

$T = 162.4'$

$L^c = 316.2$

982 + 85.0 = 982 + 85.4 = P.T.

S. 66° 00' E.

985 + 92.8 P.C.

989 + 52.8 P.I.

$\Delta = 64^\circ 12' L$

$D = 10^\circ L$

$T = 360.0$

$L^c = 642.0$

992 + 34.8 = 992 + 39.5 = P.T.

N. 49° 48' E.

995 + 49.6 = P.C.

997 + 17.3 = P.I. = 995 + 43.0 =

$\Delta = 32^\circ 35' R$

$D = 10^\circ R$

$T = 167.7$

$L^c = 325.8$

998 + 75.4 = 997 + 10.7

N. 82° 23' E.

Sta.	Δ	
980+39.4	18°36'R	"K" Line
982+53.0	13°01'R	
$\Delta =$		31°37'R

987+50.0	33°58'L
990+55.7	21°41'L
992+88.9	8°33'L
$\Delta =$	64°12'L

End of "K" line.

N. $82^{\circ}23'E$

$$1004 + 84.7 \quad \Delta = 0^{\circ}13'L \quad \frac{1}{4} \text{Cor} \quad \frac{3}{10}$$

N. $82^{\circ}10'E$

$$1031 + 40.4 \quad \Delta = 0^{\circ}19'R \quad \text{Sec. Cor} \quad \frac{3}{10} \frac{2}{11}$$

N. $82^{\circ}29'E$

$$1059 + 45.9 \quad \Delta = 0^{\circ}00' \quad \frac{1}{4} \text{Cor.}$$

N. $82^{\circ}29'E$

$$1079 + 58.6 = \text{P.C.}$$

$$1081 + 57.0 = \text{P.I.}$$

$$\Delta = 45^{\circ}02'R$$

$$D = 12^{\circ}R$$

$$T = 19$$

$$L^{\circ} = 375.3$$

$$1083 + 33.9 = 1083 + 55.4 = \text{P.T.}$$

S. $52^{\circ}29'E$

$$1084 + 27.6 = \text{P.C.}$$

$$1086 + 55.2 = \text{P.I.}$$

$$\Delta = 76^{\circ}39'L$$

$$D = 20^{\circ}L$$

$$T = 227.6$$

$$L^{\circ} = 383.2$$

$$1088 + 10.8 = 1088 + 21.8 = \text{P.T.}$$

N. $50^{\circ}52'E$

S. $52^{\circ}29'E$.1085+39.3 $48^{\circ}39'L$ 1087+79.4 $28^{\circ}L$

 $76^{\circ}39'L$ N. $50^{\circ}52'E$.1087+55.2 on Sec. Line Cor $\frac{2}{11} \frac{1}{12}$

N. $50^{\circ}52'E$.

1092+09.2 P.C.

1093+48.9 P.I. = 1091+56.4

$\Delta = 27^{\circ}24'R$

$D = 10^{\circ}R$

$T = 139.7$

$L^{\circ} = 274.0$

1094+83.2 = 1092+96.1 = P.T.

N. $78^{\circ}16'E$.

1114+15.7 $\Delta = 00^{\circ}00'$ $\frac{1}{4}$ Cor $\frac{1}{12}$

N. $78^{\circ}16'E$.

1138+84.0 P.C.

1140+77.2 P.I. = Cor $\frac{1}{12} \frac{6}{7}$

$\Delta = 7^{\circ}43'R$

$D = 2^{\circ}R$

$T = 193.2$

$L^{\circ} = 385.8'$

1142+69.8 = 1142+70.4 = P.T.

N. $85^{\circ}59'E$.

1169+68.7 $\Delta = 0^{\circ}04'L$ $\frac{1}{4}$ Cor $\frac{6}{7}$

N. $85^{\circ}55'E$

1196+37.8 = P.C.

1197+77.0 = P.I. S.C. Cor $\frac{6}{7} \frac{5}{8}$

$\Delta = 2^{\circ}47'L$

End of 'M' Line

$$D = 1^{\circ}L$$

$$T = 139.2$$

$$L^{\circ} = 278.3$$

$$1199 + 16.1 = 1199 + 16.2$$

$$N. 83^{\circ}08'E$$

$$1224 + 93.7 \quad \Delta = 0^{\circ}16'R \quad \frac{1}{4} \text{Cor. } \frac{5}{8}$$

$$N. 83^{\circ}24'E$$

$$1244 + 55.5 \quad P.C.$$

$$1245 + 90.0 \quad P.I$$

$$\Delta = 31^{\circ}25'L$$

$$D = 12^{\circ}L$$

$$T = 134.5$$

$$L^{\circ} = 261.8$$

$$1247 + 17.3 = 1247 + 24.5$$

$$N. 51^{\circ}59'E$$

$$1259 + 25.1 \quad P.C.$$

$$1260 + 60 \quad P.I$$

$$\Delta = 31^{\circ}31'R$$

$$D = 12^{\circ}R$$

$$T = 134.9'$$

$$L^{\circ} = 262.6$$

$$1261 + 87.7 = 1261 + 94.9$$

$$N. 83^{\circ}30'E$$

N. $83^{\circ}30'E$.

1269+23.7 P.C.

1270+82.2 P.I.

$\Delta = 18^{\circ}51'R$

$D = 6^{\circ}R$

$T = 158.5$

$L = 314.2$

1272+37.9 = 1272+40.7 = P.T.

S. $77^{\circ}39'E$.

1282+68 W. Abutment of Bridge
Boy River

951+410 $\frac{1}{4}$ Cor. $\frac{4}{9}$

Total road passable for

Sec. Cor $\frac{4}{9} \frac{3}{10}$

937 $\frac{1}{16}$ Cor

912 Corner of small clearing
V. Olson.

wagon - Telephone line on North
Graded road + N. & S.

----- ploughed for
Light brush few pine 937 ps.

+S	H.1	-S	E/cv	Obj
0.94	1336.45		1335.51	B.M.
			532 + 75	
			+85	
		T.P.	11.38	1325.07
			533	
		10.2	1326.2	+35
		8.6	1327.8	+75
		7.9	1328.5	534
		6.57	1329.9	+50.
		5.0	1331.4	535
		3.5	1332.9	+50.
		2.7	1333.7	+75
			536	
3.27	1328.34		1325.07	533
		3.7	1324.6	532 + 85
		4.0	1324.3	532 + 75

522 x 20. Spike in 12" oak 40' R

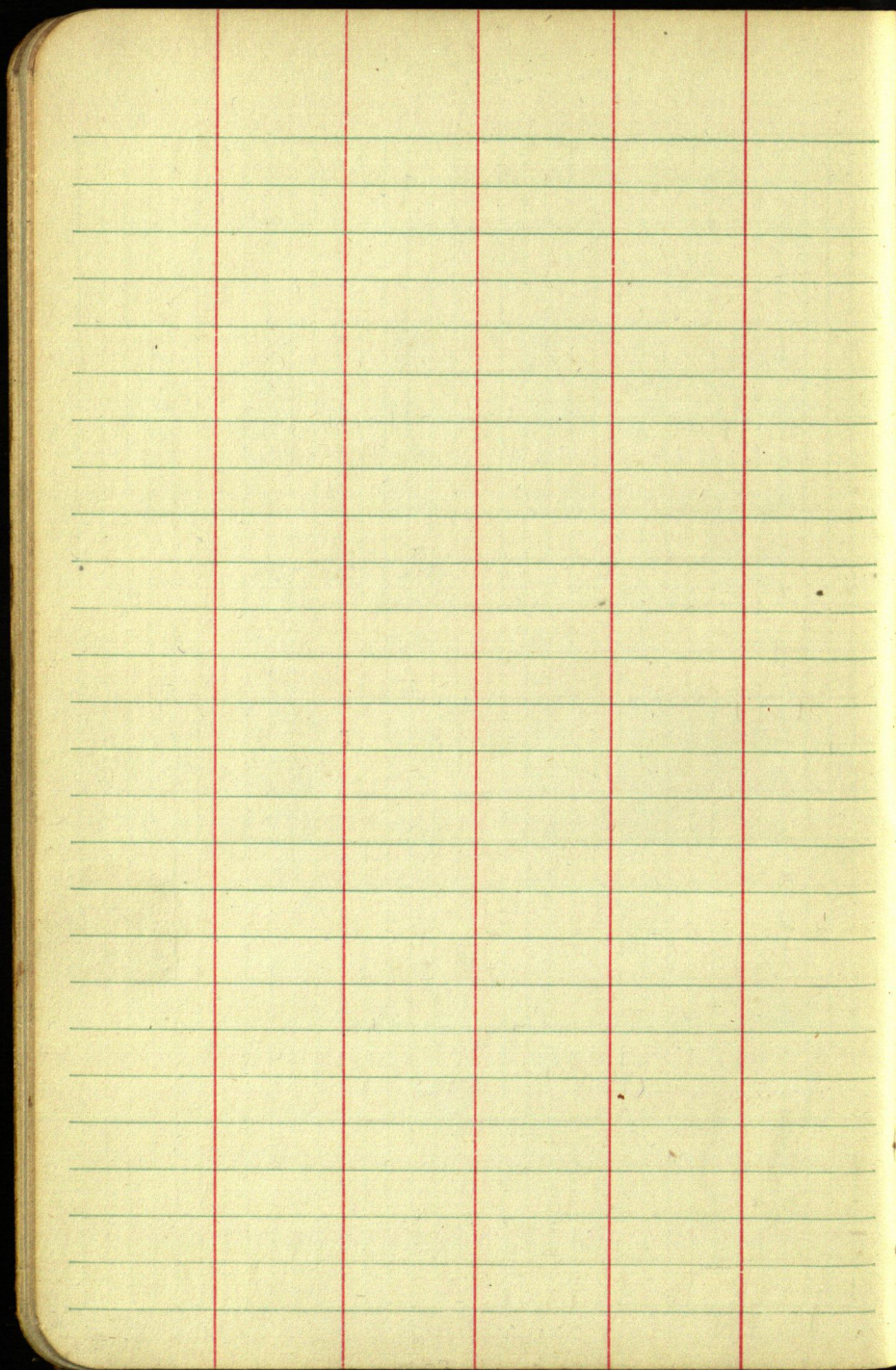
4.8 ^{vv}	<u>20.5</u> 5.6	<u>12</u> 4.2	<u>12</u> 4.2	<u>20.3</u> 6.0	7.5 ^{vv} 56'
+0.3 ^{vv}	<u>19.8</u> 5.1	3.5	3.8	<u>18</u> 5.3	4.9 ^{vv} 60'
5.1 ^{vv}	<u>18.0</u> 10.5 ^{vv}	8.6 ^{vv}	8.6 ^{vv}	<u>17.5</u> 10.1	<u>18</u> 5.3 ^{vv} 50'
5.2	<u>19.0</u> 12.1	—	12.3	<u>17.5</u> 7.9	530

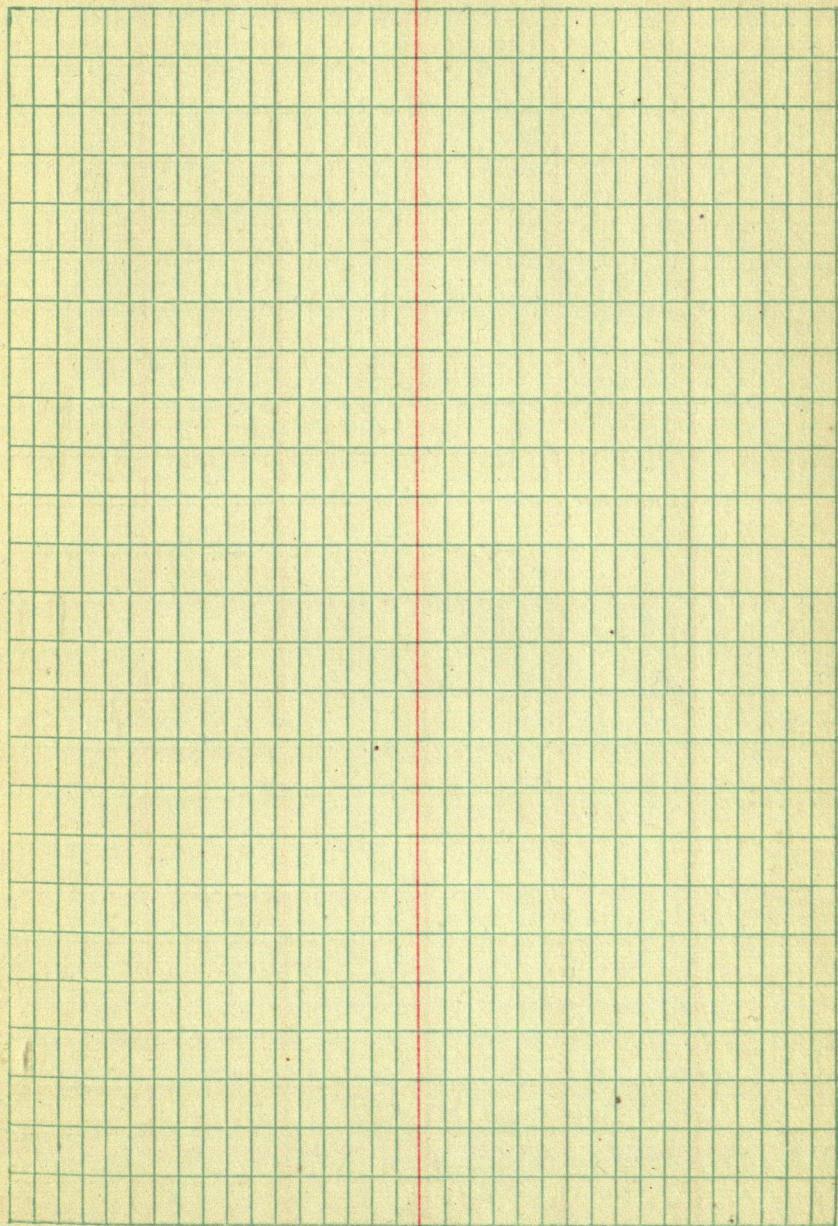
11'	R.O 524 + 34				10'	R.O 525 + 28			
<u>2.2</u>	<u>17.0</u>				<u>10.9</u>	<u>12.4</u>	<u>20</u>	<u>10.9</u>	
8.9 ^{vv}	11.5 ^{vv}	9.6 ^{vv}		9.7 ^{vv}		13.5 ^{vv}	21.5	11.3 ^{vv}	
	<u>19.0</u>					<u>17.5</u>	7.4 ^{vv}	45'	
7.6	6.9 ^{vv}	6 ^{vv}		6 ^{vv}		7.0	8.0	55.5	
	<u>19.0</u>		T.P. ^{vv}		<u>17.5</u>				
3.7	11.2	9.7	9.7 ^{vv}	9.7	10.9		5.6	52.0	
	<u>19.5</u>				<u>17.5</u>		9.3 ^{vv}		
7.0 ^{vv}	8.3	7.2		7.2	8.3		2.2	53.5	
	<u>19</u>				<u>16</u>				
0.8 ^{vv}	6.2	4.7		4.9	6.0		6.3 ^{vv}	57.7	
	<u>18</u>				<u>17</u>				
+0.2 ^{vv}	5.1	4.1		4.3	5.9		5.1 ^{vv}	58.7	
	<u>20.8</u>				<u>21.5</u>				
2.2 ^{vv}	5.1	3.4		3.5	5.5		5.7 ^{vv}	60.7	
<u>25.5</u>	<u>19.3</u>				<u>17</u>		<u>20.6</u>		
1.9	6.6	5.0		5.0	6.7		3.5	46.7	
<u>19.5</u>	<u>17</u>	<u>12</u>							
6.0	7.5	5.9							
					R.O				

R.O

T.P.^{vv}
7.53

R.O





Lease

F.H. Jordan and Leo Jordan to
J. B. Fuller.

Lot 3, Sec. 34, T. 141-28,
Starting at a point on the
shore of Girl Lake 150ft
southwest of the cut away dam,
which is at the outlet of Girl lake,
thence running south 300 feet,
thence east 525', thence north
to the river, thence in a westerly
direction along the river and
lake shore to the point of
beginning. A road way is also
given from the main road in
the Village of Longville across
the old main dam to the nearest
point of above described land.

New Description

Beginning at the Center of Sec. 34-141-28
run west ^{81° 40'} along the $\frac{1}{4}$ line a distance of
85' to a point, thence $\angle 39^{\circ} 41'$ a distance of
274' across the bridge on old dam, thence
 $S. 33^{\circ} 58' W.$ a dis. of 132' to a point on
the line between two J.M.s mutually agreed
herafter called place of beginning
upon; thence $53^{\circ} 25'$ left a distance of

.4404 23°46'

310 | 137.6
124
136
124
1200

.4425 23°52'

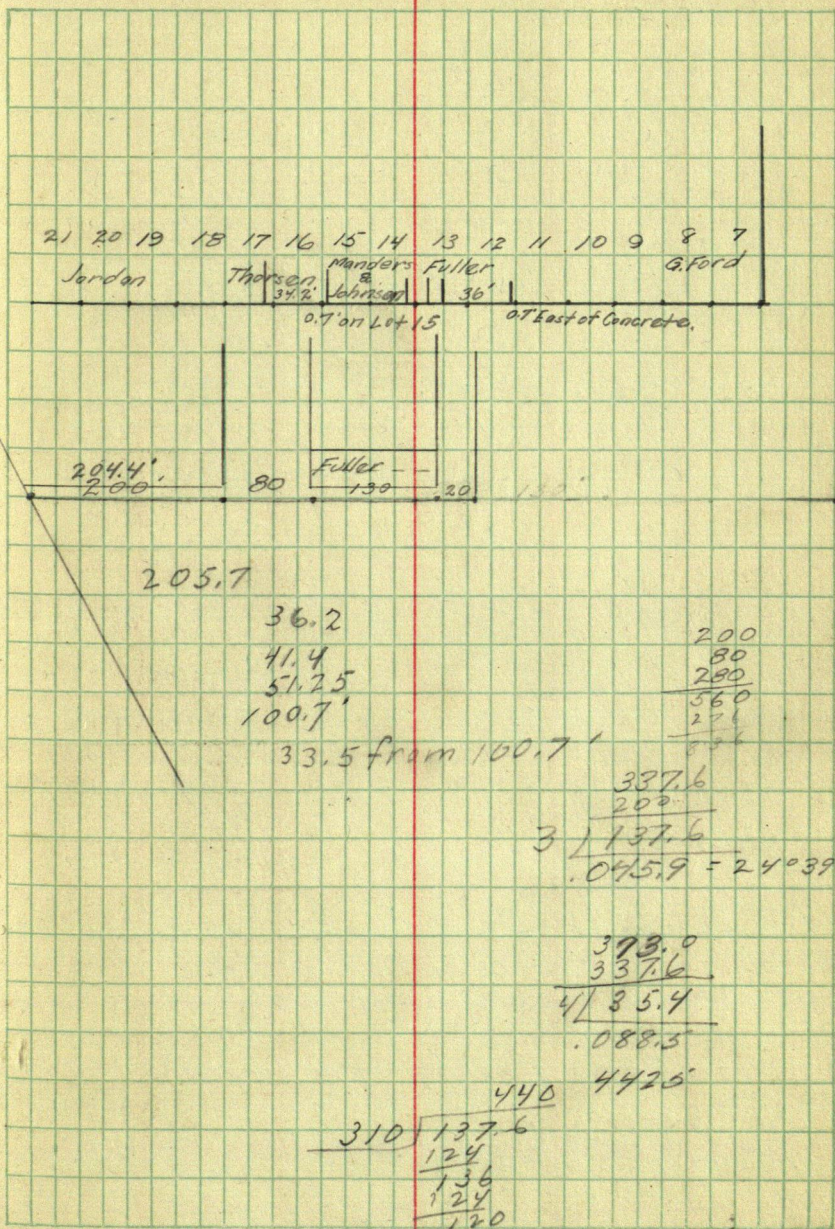
8 | 35.4
32
34
32
200

23°52'

504
373
3 | 133 | 449 23°53'

6743
543
3 | 131.3 | 438 23°40'

257.9' to an Iron Man, then 10°21'R a distance of 300' to a point, thence R. 90° a dist. of 525' to a point, thence R. 90° a distance of 300' to a point on girl lake 150' from a point on the old cutaway dam, thence by its various courses and distances along the shore of Girl Lake and the south shore of Girl river to an I.M. thence S. 19°27'E a dis of 32' to point of beginning (the first and last courses making a continuous line 257.9' Long and bearing S. 19°27'E 0° var.



At the request of
from Walker to Sec. 13

1/4 Corner of Sec. 13 where

Tam 6" N. 32 W. 30 links = 198'

" 4 S. 10° E 9 " = 594'

we find stumps of both BT's
distance. Scribe marks are
knife instead of scribe. As this
check out O.K. I set 2 in. iron
and drive a tamarack stake
pipe on top of that, and take

Tam 4" N. 10° E. 36.1'

" 5 S. 15° E 38.7' also drive
set instrument on hill

tall sight at 1/4 Cor. and transit
Sec. Cor 5' even. N. Offset South
I hit 1/4 Cor. Stake out 33'
from true line.

True line makes S.E. &

Mileage Walker to

" return

Time 1 1/2 days - time
both ways and time working @

20⁰⁰ and get check

weather-fine-warm 43
J. M. Greene - Transit
Louis Lindquist & helpers June 17, 1923

Louis Lindquist, I drive
143-28. We go to the South
Gov't notes call for,

chaining out from old stake
'which check for bearing and
plain, but look like made with
is quite common and they
pipe 2" t flush with ground
inside of it, then a 1" galv. iron
R.P.s as follows

Tam post 6"-33' North
390' west of ^{S.E. Sec.} Cor. ^{Iron Mon.} an sight to
to Sec. Cor. This line misses
4.3' and brush out line till
road limits North by measuring

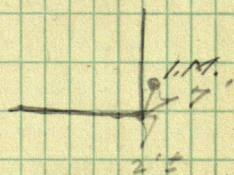
with line of 48°10'

Sec. 13 = 62'
= 62'

Total = 124 = 12.40

7.50/day = 11.25

Total 23.65 call it even



John M. Greene

Refer to Book 77

TRAVERSE OF Lake Shore

for

Sheldon Blair,

South side Girl Lake

(Inc).